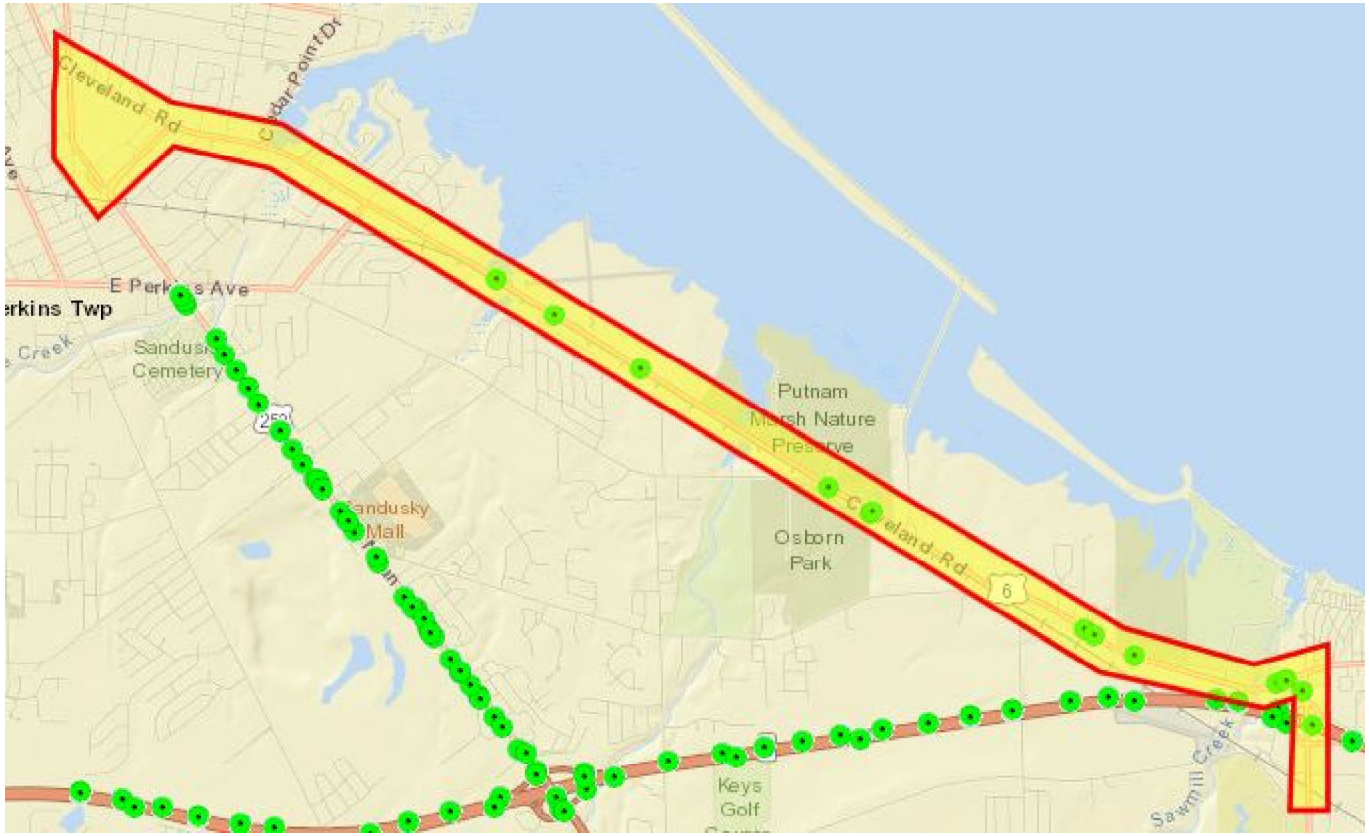
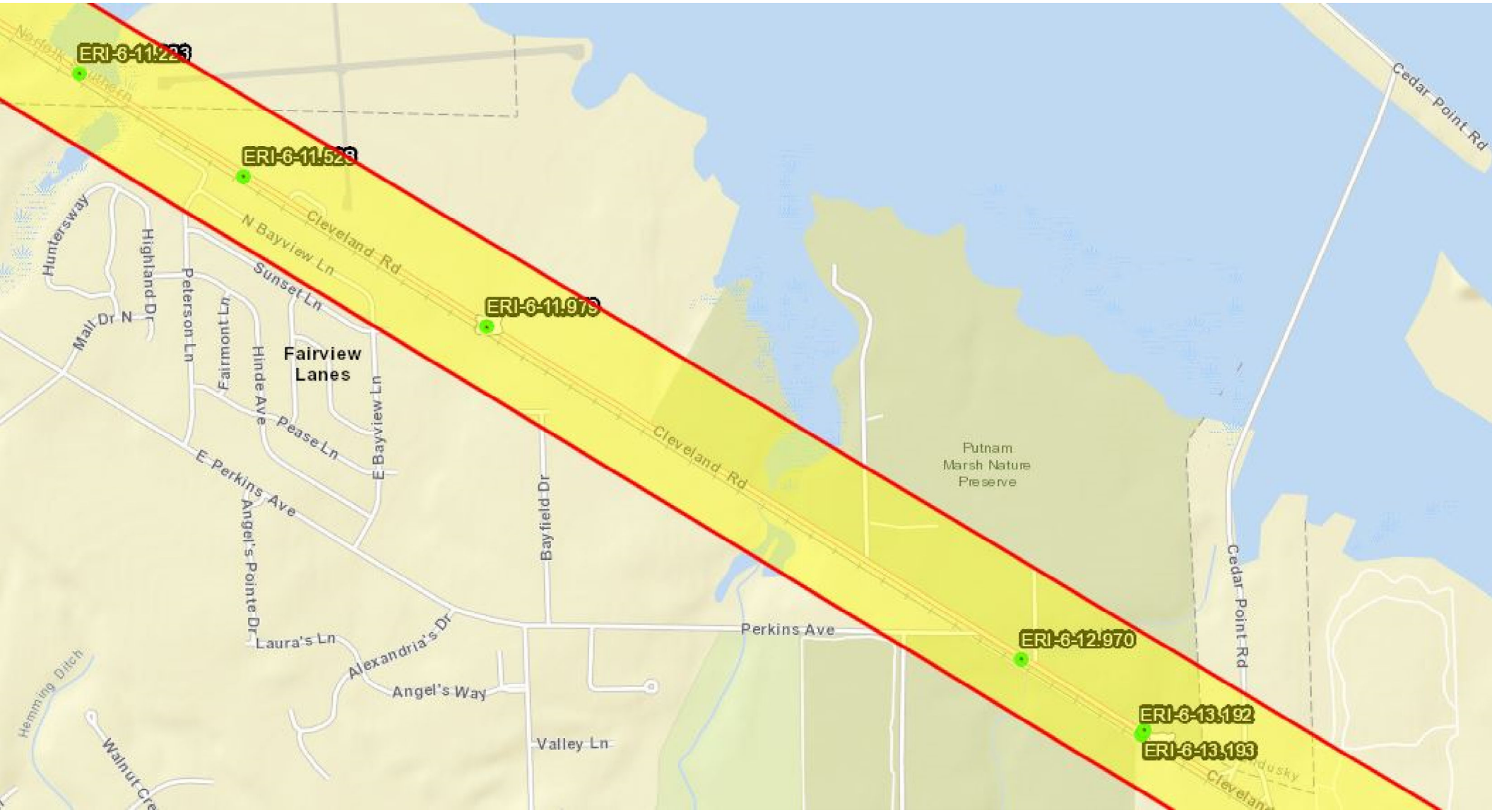
APPENDICES

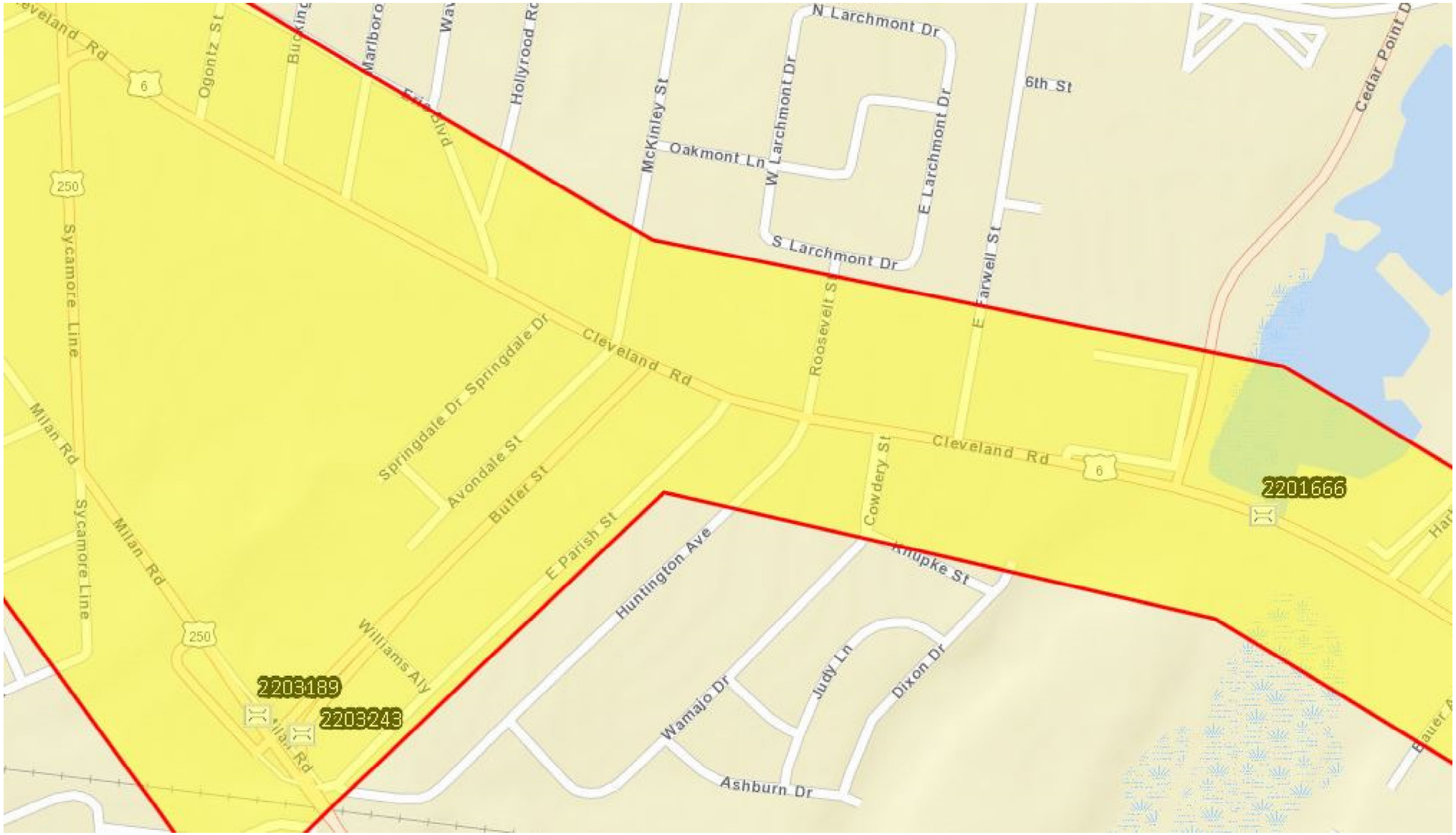
Appendix A

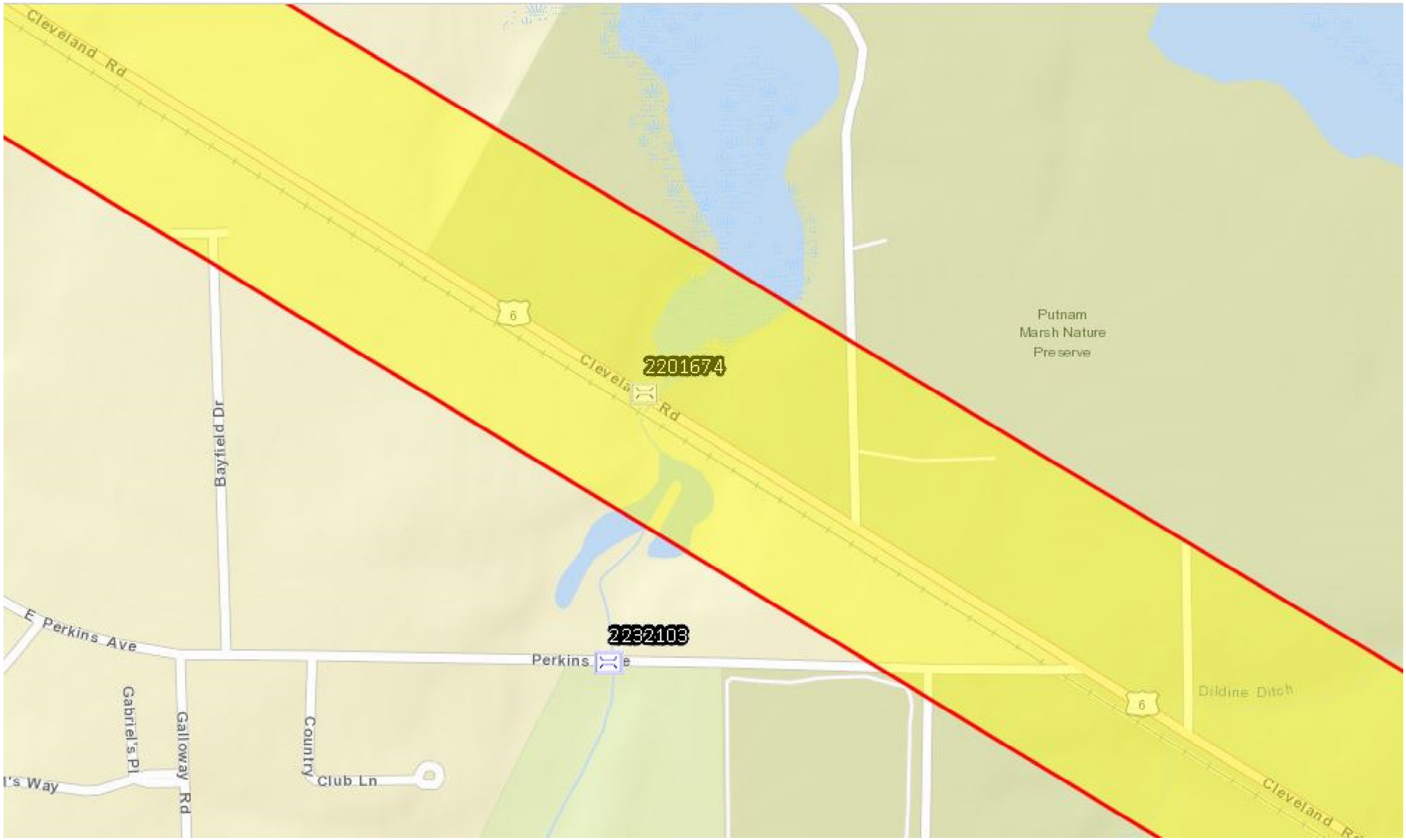
Existing Structures


Cleveland Rd
Cedar Point Dr
E Perkins Ave
Sandusky Cemetery
Sandusky Mall
Putnam Marsh Nature Preserve
Cleveland Rd
6
Osborn Park
Keys Golf
Sawmill Creek


ERI-6-11.223
ERI-6-11.523
ERI-6-11.973
ERI-6-12.970
ERI-6-13.192
ERI-6-13.193
Cleveland Rd
N Bayview Ln
Sunset Ln
Huntersway
Highland Dr
Peterson Ln
Fairmont Ln
Hinde Ave
Pease Ln
Mall Dr N
Fairview Lanes
E Bayview Ln
E Perkins Ave
Angel's Pointe Dr
Laura's Ln
Alexandria's Dr
Angel's Way
Valley Ln
Bayfield Dr
Perkins Ave
Putnam Marsh Nature Preserve
Cedar Point Rd
Hemming Ditch
Walnut Cre

Sheldon Marsh
State Nature
Preserve
Golf Club
& Resort
Elizabeth Dr
Sawmill Creek Dr W
Rye Beach Rd
Atwood Pl
Cleveland Rd W
6
2
ERI-6-14.283
ERI-6-14.333
ERI-6-14.539
ERI-6-15.196
ERI-6-15.236
ERI-2-14.279
ERI-2-14.452
ERI-2-14.563
ERI-2-14.927
ERI-2-15.030
ERI-2-15.201
Hinde Airport


Cleveland Rd
6
Ogontz St
Marlboro
Hollyrood Rd
McKinley St
N Larchmont Dr
W Larchmont Dr
E Larchmont Dr
Oakmont Ln
S Larchmont Dr
6th St
Farwell St
Roosevelt St
Cedar Point D
250
Sycamore Line
Springdale Dr
Avondale St
Butler St
Cowdery St
Knupke St
Huntington Ave
E Parish St
Milan Rd
Williams Aly
Wamajo Dr
Judy Ln
Dixon Dr
Ashburn Dr
2201666
2203189
2203243

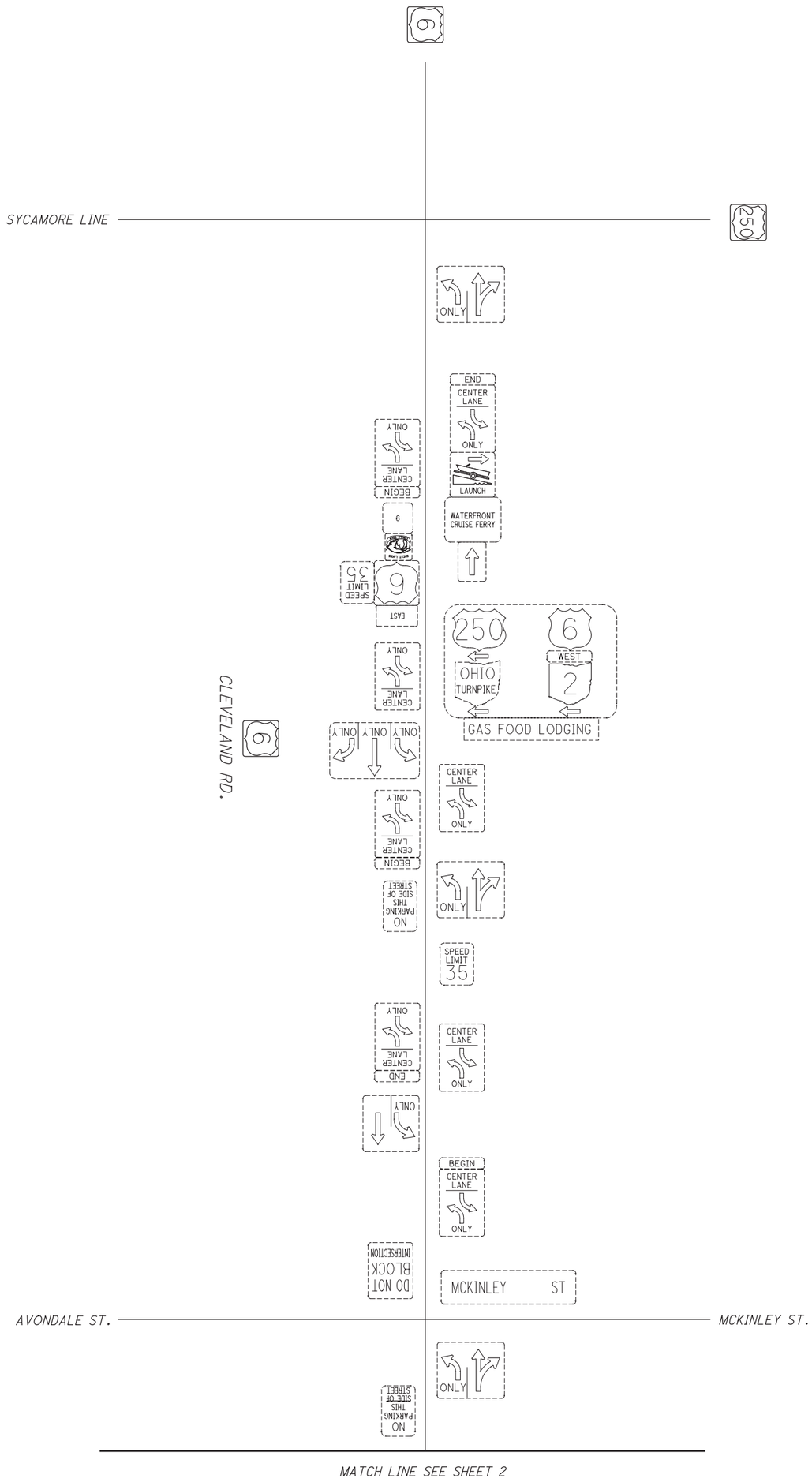

Cleveland Rd
6
2201674
Cleveland Rd
Putnam
Marsh Nature
Preserve
Bayfield Dr
E Perkins Ave
2232103
Perkins Ave
Gabriel's Pl
Galloway Rd
Country
Club Ln
's Way
Dildine Ditch
6
Cleveland Rd

2201739
2201143
2201178
2201836
2232278
Cleveland Rd W
Bruns St
Linden Dr
Ashwood Rd
Buckeye Rd
Lake Erie Pkwy
OH-2 W
Rye Beach
Sawmill Pkwy
Boos Rd

Appendix B

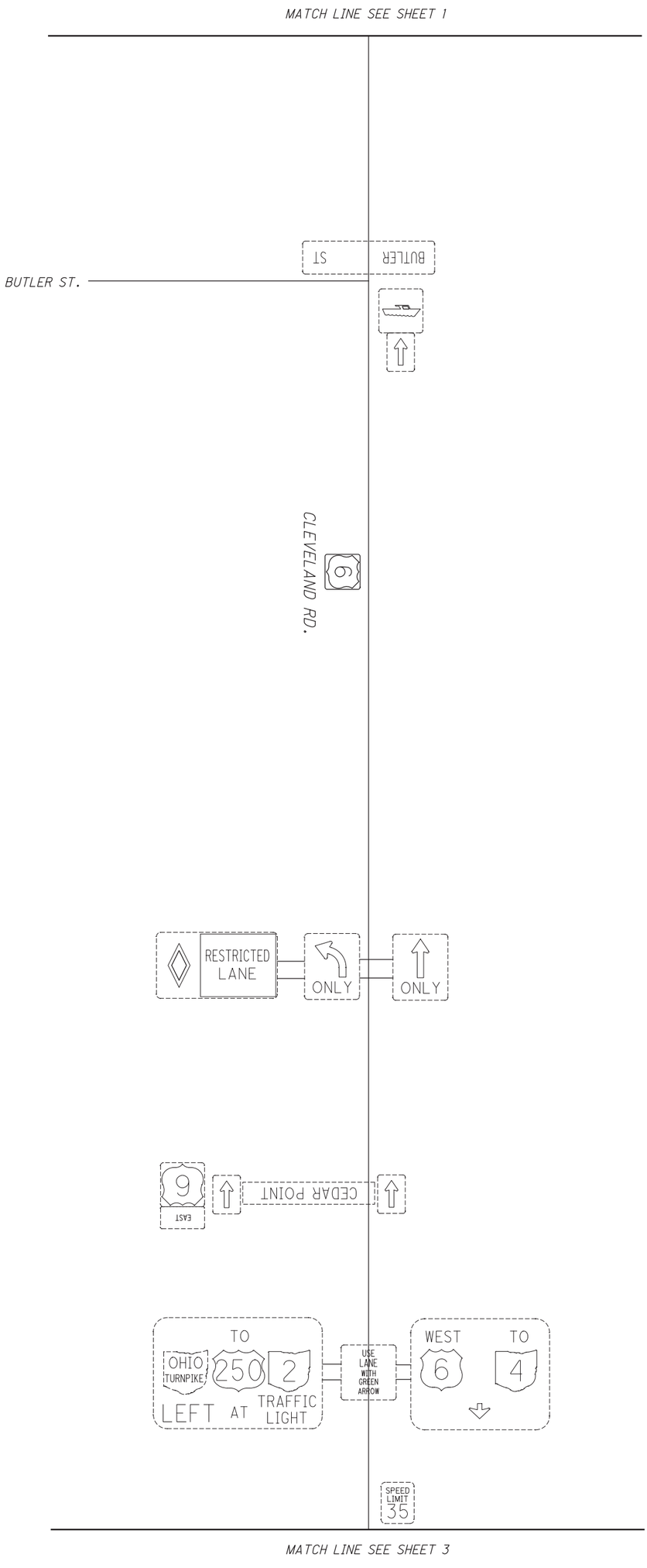
Existing Sign Inventory

NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.



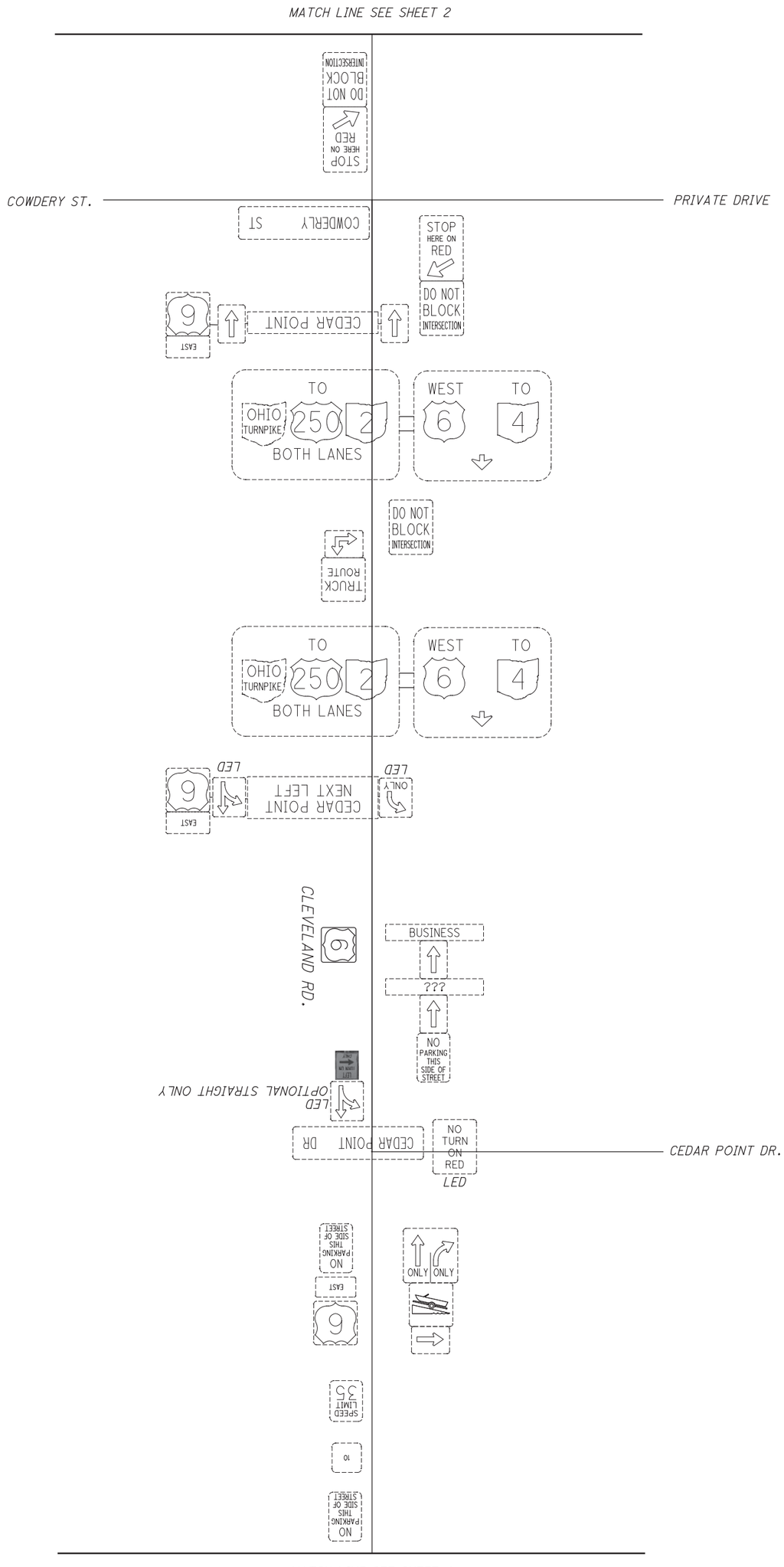
9 – 1	US 6 PLANNING CORRIDOR STUDY	EXISTING CONDITIONS SIGNING SCHEMATIC	CALCULATED RJG / CHECKED SS

NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

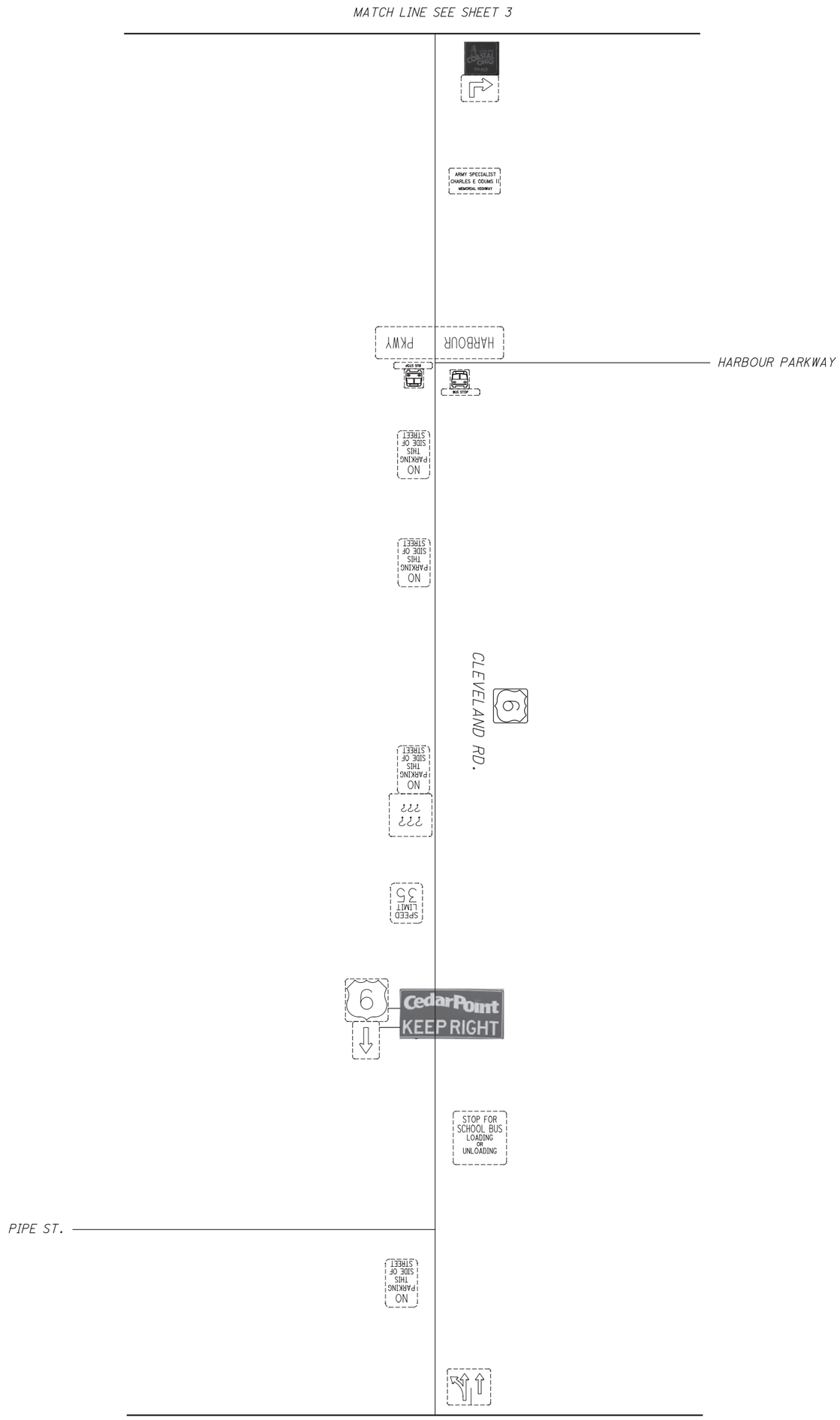


9 2	US 6 PLANNING CORRIDOR STUDY	EXISTING CONDITIONS SIGNING SCHEMATIC	CALCULATED RJG CHECKED SS

NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

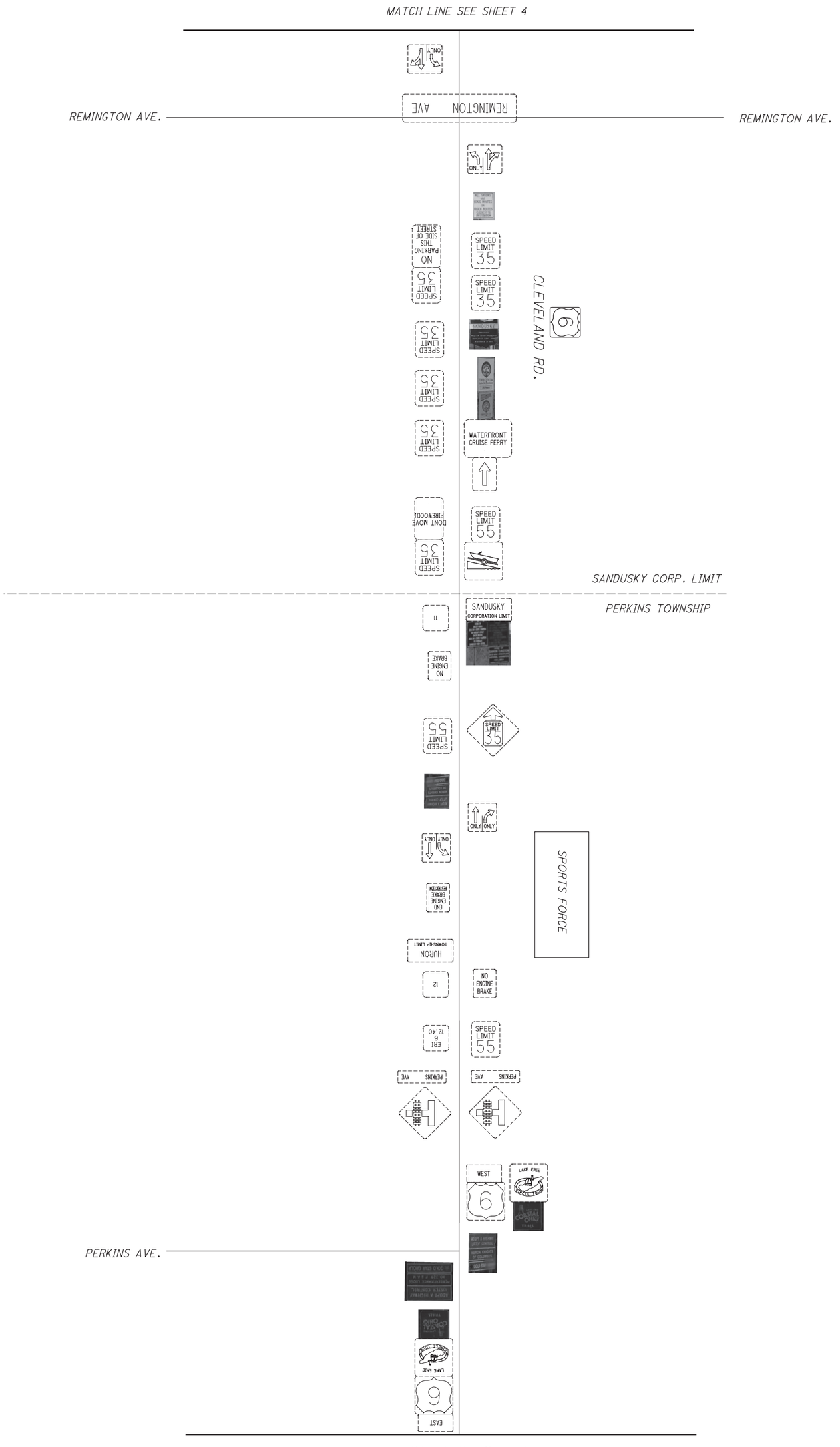


NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

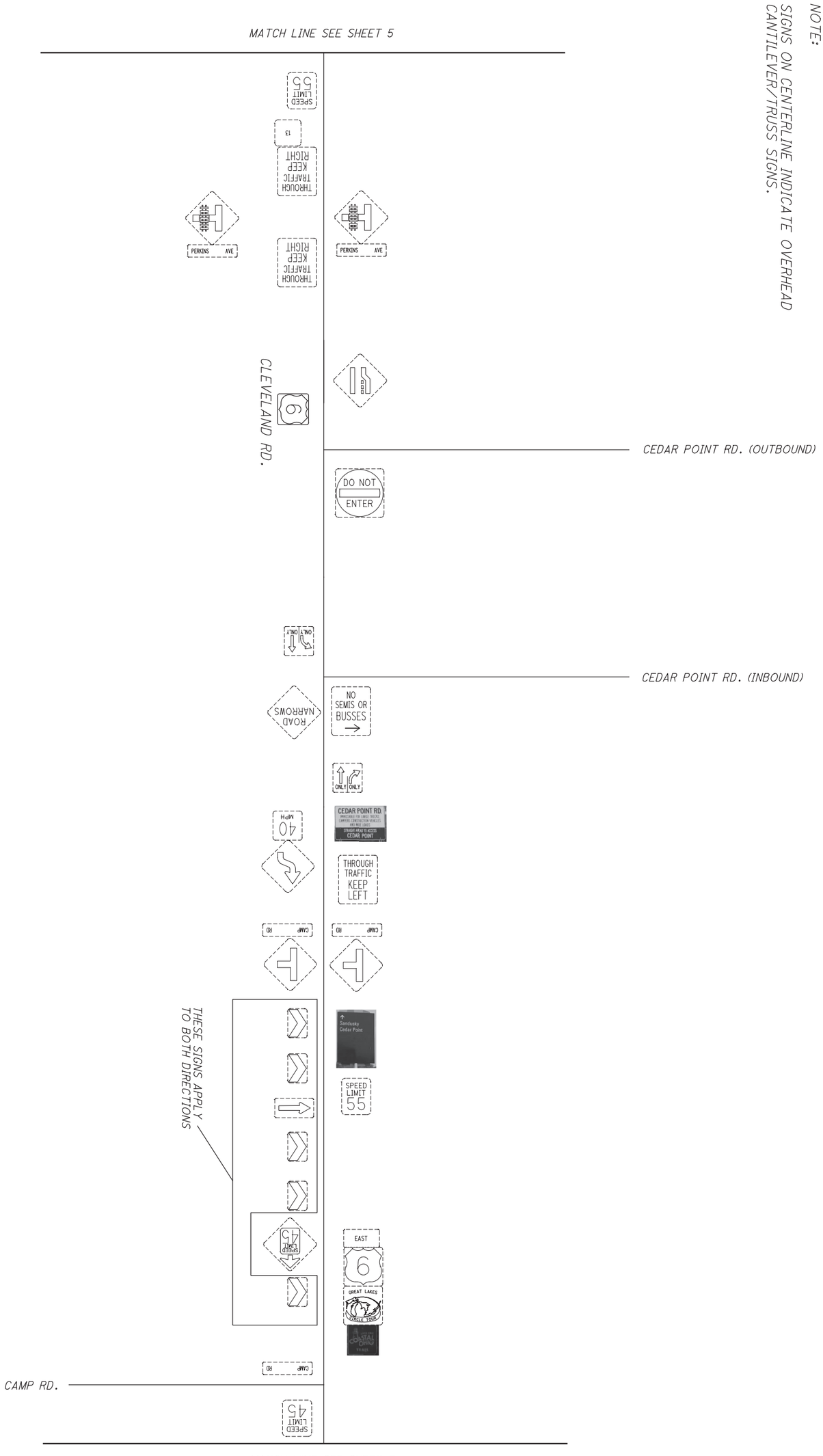


9 / 4	US 6 PLANNING CORRIDOR STUDY	EXISTING CONDITIONS SIGNING SCHEMATIC	CALCULATED RJG / CHECKED SS

NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.



NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

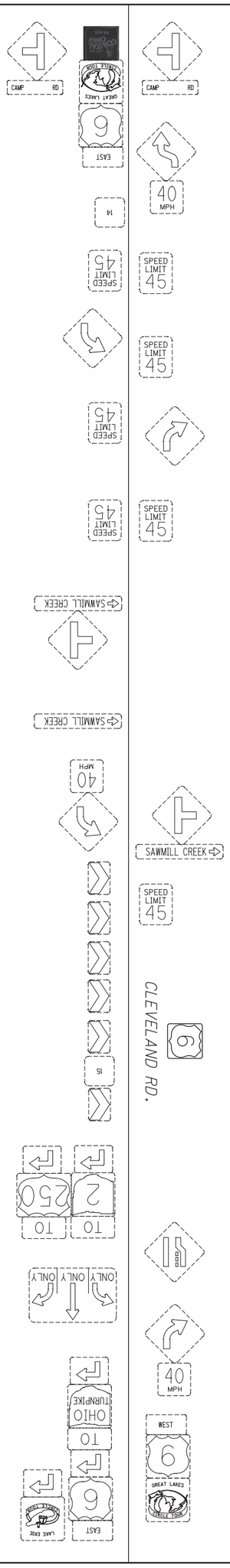


6	US 6 PLANNING CORRIDOR STUDY	EXISTING CONDITIONS SIGNING SCHEMATIC

CALCULATED RJG
CHECKED SS

NOTE:
SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

MATCH LINE SEE SHEET 6



MATCH LINE SEE SHEET 8

NOTE:

SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.

CALCULATED RJG
CHECKED SS

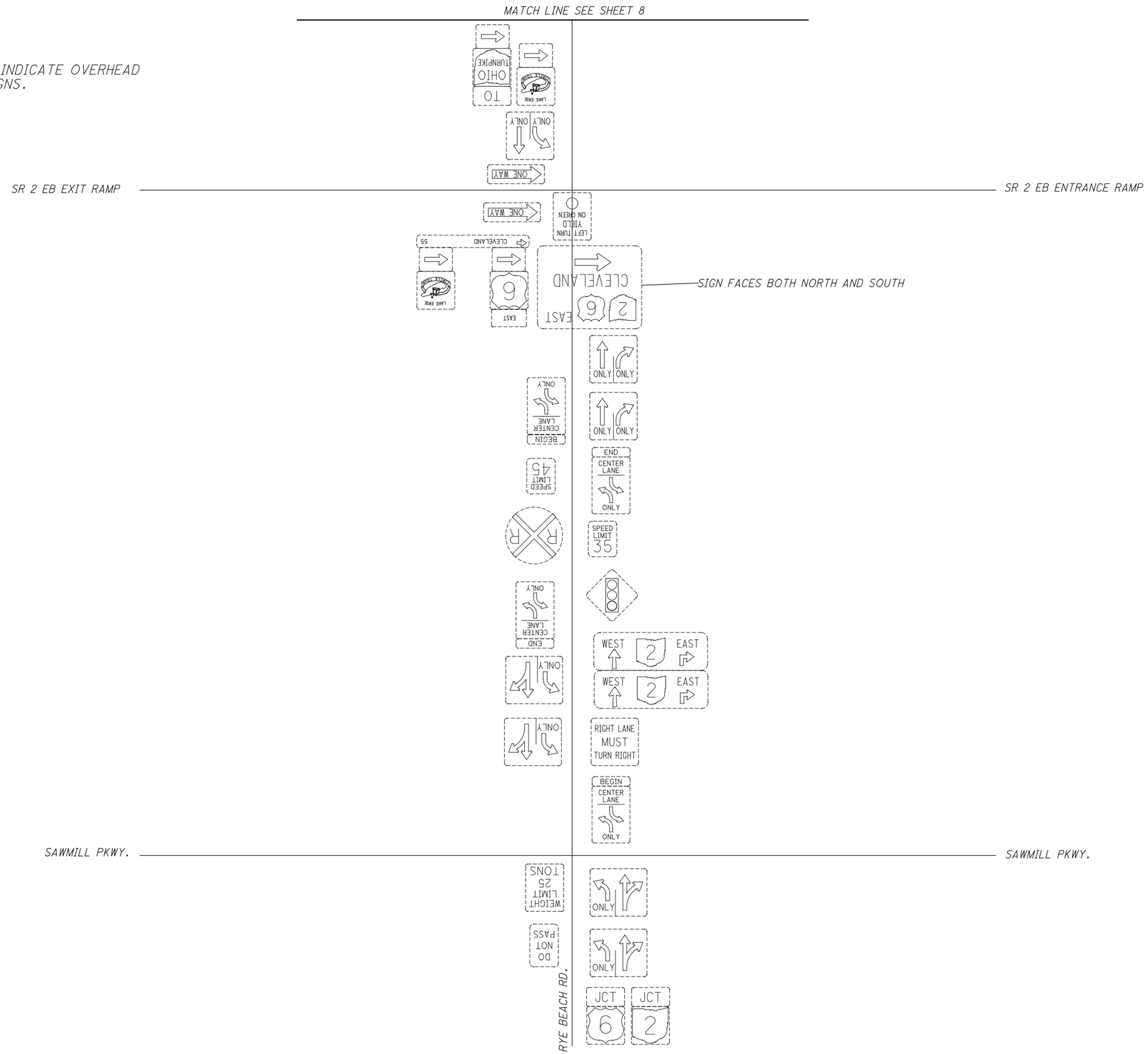
EXISTING CONDITIONS SIGNING SCHEMATIC

US 6 PLANNING CORRIDOR STUDY

...\51.00\Ryan\Existing Signs.dgn 12/5/2018 7:43:30 PM rjgreve

NOTE:

SIGNS ON CENTERLINE INDICATE OVERHEAD CANTILEVER/TRUSS SIGNS.



CALCULATED RJG
CHECKED SS

EXISTING CONDITIONS SIGNING SCHEMATIC

US 6 PLANNING CORRIDOR STUDY

...\51.00\Ryan\Existing Signs.dgn 12/5/2018 7:43:30 PM rjgreve

Appendix C

Utility Coordination

Erie 6 Existing Utilities						
OUPS Ticket #	Street Name	Cross Street 1	Cross Street 2	Utility	Description	
					Left	Right
A821803011-00A	Rye Beach Rd	Sawmill Pkwy	Cleveland Rd	Buckeye Broadband		Aerial from South of RR to HY-Miller Circle, RT. Underground from HY-Miller Circle to Cleveland Rd, RT.
				Columbia Gas (NiSource)		6" Gas RT from South of RR to South SR 2 Ramps.
				Ohio Edison (FirstEnergy)	Aerial crosses from HY-Miller Circle to Cleveland Rd, LT. Aerial from Sawmill Pkwy to not quite South SR 2 Ramps, LT.	Aerial from South of RR to HY-Miller Circle, RT.
				Erie County Department of Environmental Services	Sanitary from North of RR to almost South SR 2 Ramps, LT.	
				ODOT Lighting	Conduit crossing near SR 2 southern ramps	Conduit crossing near SR 2 northern ramps
				Centurylink	No facilities	No facilities
B821801372-00B	Cleveland Rd	Rye Beach Rd	Tracht Meadows Dr	Buckeye Broadband		Aerial, RT.
				Columbia Gas (NiSource)	4" between park driveways, LT. 4" from 968' past park driveways to Camp Rd, LT. Crossings at Elizabeth Dr, Martha Rd, and Tracht Meadows Dr.	4" From Rye Beach to Park driveways, RT. 4" from Park driveways to 968', RT.
				Ohio Edison (FirstEnergy)		Aerial From Cleveland to Tracht Meadows, RT.
				Erie County Department of Environmental Services		Sanitary from Rye Beach Rd to Golf Course, RT
				Centurylink	No facilities	No facilities
B821801399-00B	Cleveland Rd	Tracht Meadows Dr	Camp Rd	Buckeye Broadband		Underground facilities off of poles going up along Tracht Meadows, RT & LT.
				Columbia Gas (NiSource)	4" from before Tracht Meadows to Camp, LT. On Camp Rd, From Cleveland down to RR, 4" LT.	
				Ohio Edison (FirstEnergy)	Along Camp, from Cleveland down past RR, Aerial, LT.	Aerial from Tracht Meadows to Camp Rd, RT.
				Erie County Department of Environmental Services	8" Water from Boss Rd to Tracht Meadows, LT. 20" Sanitary Force Main	8" Water from Rye Beach to Boss Rd (after both stream crossings), RT.
				Centurylink	No facilities	No facilities
B821801409-00B	Cleveland Rd	Camp Rd	Perkins Ave	Buckeye Broadband	Aerial along Cleveland Rd, LT after Perkins Ave.	Aerial along Cleveland Rd, RT up until Perkins Ave.
				Columbia Gas (NiSource)	No facilities	No facilities
				Ohio Edison (FirstEnergy)	Aerial along Cleveland Rd, LT after Perkins Ave. Aerial along Perkins Ave, LT moving away from Cleveland Rd.	Aerial along Cleveland Rd, RT up until Perkins Ave.

Erie 6 Existing Utilities						
OUPS Ticket #	Street Name	Cross Street 1	Cross Street 2	Utility	Description	
					Left	Right
				Erie County Department of Environmental Services	20" Sanitary Force Main along Cleveland Rd, LT, min 4.5' cover. 8" Water along LT side of Perkins Ave towards Cleveland Rd, concrete encased under RR and Cleveland Rd., min 4.5' cover	8" Water along Cleveland Rd, RT
				Fiber Optic (Windstream)	Along RR, LT and RT until ~Peterson LN, then LT of RR until RR splits away from Cleveland Rd.	Crossing near Peterson Ln to Cleveland Rd, RT. Underground until lake, then aerial RT into town.
B821801451-00B	Cleveland Rd	Perkins Ave	Remington Ave	Buckeye Broadband	Aerial Cleveland Rd, LT. north of Perkins Ave.	Underground in front of sports complex along Cleveland Rd, RT. Aerial along Cleveland Rd, RT, into town.
				Fiber Optic (Windstream)	No facilities	No facilities
				Columbia Gas (NiSource)	3" gas along Cleveland Rd, LT, from 600' before stream crossing into Remington Ave.	3"-4" Gas along Cleveland Rd, RT, from ~3501 Cleveland Rd to 600' before stream crossing. South long Remington Ave, RT.
				Ohio Edison (FirstEnergy)	Aerial along Clevealnd Rd, LT, from Perkins Ave to	Aerial along Cleveland Rd, RT from halfway between stream crossing and devlopement with Lake Breeze Dr. until sports center. Aerial along Cleveand Rd, RT, after sports center and stream into the city.
				Erie County Department of Environmental Services	24" water along Cleveland Rd, LT, from Perkins Ave to pump station (past Peterson Ln) including stretch above ground at the plum brook bridge. 16" sanitary force main along Cleveland Rd, LT (inconclusive drawing)	24" Water along Cleveland Rd, RT, from "farm lane" to the north. 6"-8" along Cleveland Rd, RT from Perkins Ave to a crossing north of 3501 Cleveland Rd.
				City of Sandusky (Sanitary and Storm)	Storm and 8" Sanitary LT and RT along Cleveland Rd from RR split to Harbour Parkway/Pipe Creek.	
				City of Sandusky (Water)		12" water along Cleveland Rd, RT, from RR split to Remington Ave
B8218801496-00B	Cleveland Rd	Remington Ave	Butler St	Buckeye Broadband	Aerial along Cleveland Rd, LT after Parish Ave.	Aerial along Cleveland Rd, RT until Parish Ave.
				Columbia Gas (NiSource)	2" along Cleveland Rd, LT, from Remington Ave to Dietrich St. 12" along Cleveland Rd, from halfway between Dietrick and Harbour Pkwy, LT to just after bridge. 3", 4", 8", 6" Gas along Cleveland Rd, LT from just before Dixon Rd to Butler St.	12" crossing at Pipe St to Cleveland Rd, RT, until halfway between Dietrick and Harbour Pkwy. 12" Crosses Cleveland Rd after the bridge, RT and continues to Butler St.
				Ohio Edison (FirstEnergy)	Aerial along Cleveland Rd, LT, from E Farewell St to past Springdale Dr.	Aerial along Cleveland Rd, RT, from Remington Ave to Parish St.

Erie 6 Existing Utilities						
OUPS Ticket #	Street Name	Cross Street 1	Cross Street 2	Utility	Description	
					Left	Right
				City of Sandusky (Sanitary and Storm)	Storm and 8"-10" Sanitary LT and RT along Cleveland Rd from RR split to Harbour Parkway/Pipe Creek. 54"-60" Storm and 8"-10" Sanitary LT and RT along Cleveland Rd from Harbour Parkway/Pipe Creek to Parish St. 24" Sanitary along Cleveland Rd, LT, from Pipe Creek to 360' past Richard L Kinzel Causeway. 15" and 18" Sanitary under Pipe Creek, LT. 24" Sanitary along Cleveland Rd, Center, from Remington Ave to Pipe Creek.	24" Sanitary along Cleveland Rd, RT, from 360' past Richard L Kinzel Causeway to Farwall Street
				City of Sandusky (Water)		12" water along Cleveland Rd, RT, from Remington Ave to Farwall St
B821801519-00B	Cleveland Rd	Butler St	Sycamore Line	Buckeye Broadband	Aerial along Cleveland Rd, LT.	
				Columbia Gas (NiSource)	6" on Cleveland Rd, LT, from crossing just after Sprindale Dr to after RR. 8" along Cleveland Rd from Marlboro St to Sycamore Line.	6" along Cleveland Rd, RT from Avondale St to just past Springdale Dr. 4" along Cleveland Ave, RT from after RR to Marlboro St. 4" along Cleveland Ave, RT from Buckingham St to Ogontz St.
				Ohio Edison (FirstEnergy)	Aerial along Cleveland Rd, LT, from Butler St to Marlboro St.	
				City of Sandusky (Sanitary and Storm)	10" Combined sewer along Cleveland Rd, center from Parish St to Sycamore Line. 54" Storm along Cleveland Rd, LT, from Parish St to Sycamore Line	
				City of Sandusky (Water)		Water line along Cleveland Rd, RT/Center, from Avondale Drive to Sycamore Line.
B821801541-00B	Sycamore Line	Cleveland Rd	Milan Rd	Buckeye Broadband	Underground along Cleveland Rd, LT prior to Sycamore Line	
				Columbia Gas (NiSource)	4" along Sycamore line, LT from 322' past Alley to Milan Rd.	4" along Sycamore line, RT, from Cleveland Rd to 322' past Alley.
				Ohio Edison (FirstEnergy)		Aerial along Sycamore Line, RT from Cleveland Rd to Milan Rd.
				City of Sandusky (Sanitary and Storm)	12"-15" Combined Sewer along Sycamore Line, Center, from Cleveland Rd to Milan Rd. 24", 21", 18", 15" Storm along Sycamore Line, LT, from Cleveland Rd to Milan Rd.	
				City of Sandusky (Water)		12" water along Sycamore line, RT/Center, from Cleveland Rd to the south
B821801584-00B	Milan Rd	Sycamore Line	42nd St	Buckeye Broadband	Overhead along Milan Rd, LT, from RR to south of 42nd St.	Underground along Milan Rd, RT, from Sycamore Line to Butler St ramp. Overhead along Milan Rd, RT, from 42nd street to the south
				Columbia Gas (NiSource)	4" along Milan Rd, LT from Sycamore Line to Butler St	4" along Milan Rd, RT, from RR to 42nd St.

Erie 6 Existing Utilities						
OUPS Ticket #	Street Name	Cross Street 1	Cross Street 2	Utility	Description	
					Left	Right
				Ohio Edison (FirstEnergy)	Aerial along Milan Rd, LT, from Butler St ramp to Butler Street with crossings at RR. Overhead along Milan Rd, LT, from RR to the south.	Aerial along Milan Rd, RT, from Sycamore Line to Butler St ramp.
				Centurylink	No facilities	No facilities
				City of Sandusky (Sanitary and Storm)	12"-15" Combined sewer along Milan Rd, Center, from Sycamore line to RR. 12", 18", 21" Strom along Milan Rd, LT from Sycamore Line to 42nd St	

Appendix D

Traffic Counts
(Turning Movements)

TranSystems

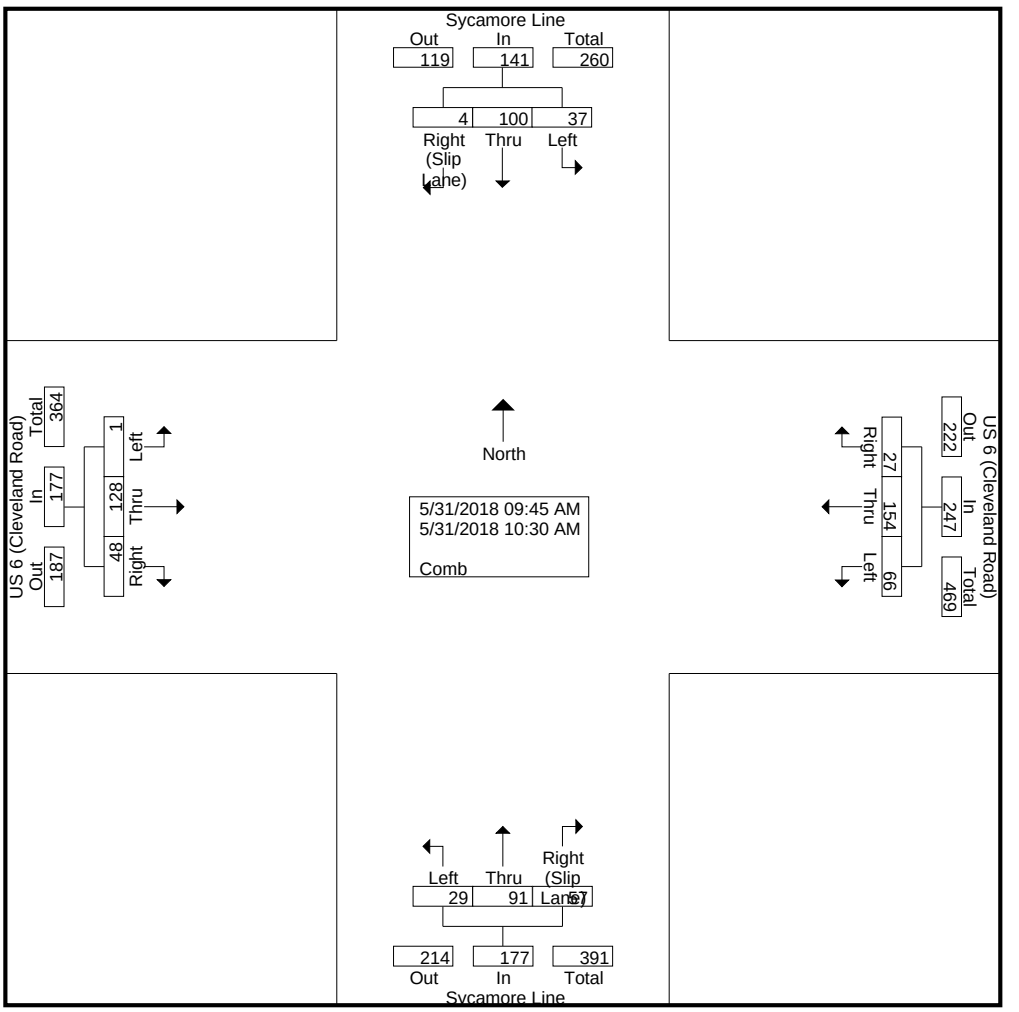
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_Combined
Site Code : 1
Start Date : 5/31/2018
Page No : 1

Groups Printed- Comb

	Sycamore Line Southbound			US 6 (Cleveland Road) Westbound			Sycamore Line Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right (Slip Lane)	Left	Thru	Right	Left	Thru	Right (Slip Lane)	Left	Thru	Right	Int. Total
09:45 AM	10	36	0	19	36	4	4	25	9	1	36	8	188
Total	10	36	0	19	36	4	4	25	9	1	36	8	188
10:00 AM	10	13	0	16	31	4	6	27	15	0	28	15	165
10:15 AM	6	20	3	14	45	11	6	19	22	0	34	11	191
10:30 AM	11	31	1	17	42	8	13	20	11	0	30	14	198
Grand Total	37	100	4	66	154	27	29	91	57	1	128	48	742
Apprch %	26.2	70.9	2.8	26.7	62.3	10.9	16.4	51.4	32.2	0.6	72.3	27.1	
Total %	5	13.5	0.5	8.9	20.8	3.6	3.9	12.3	7.7	0.1	17.3	6.5	

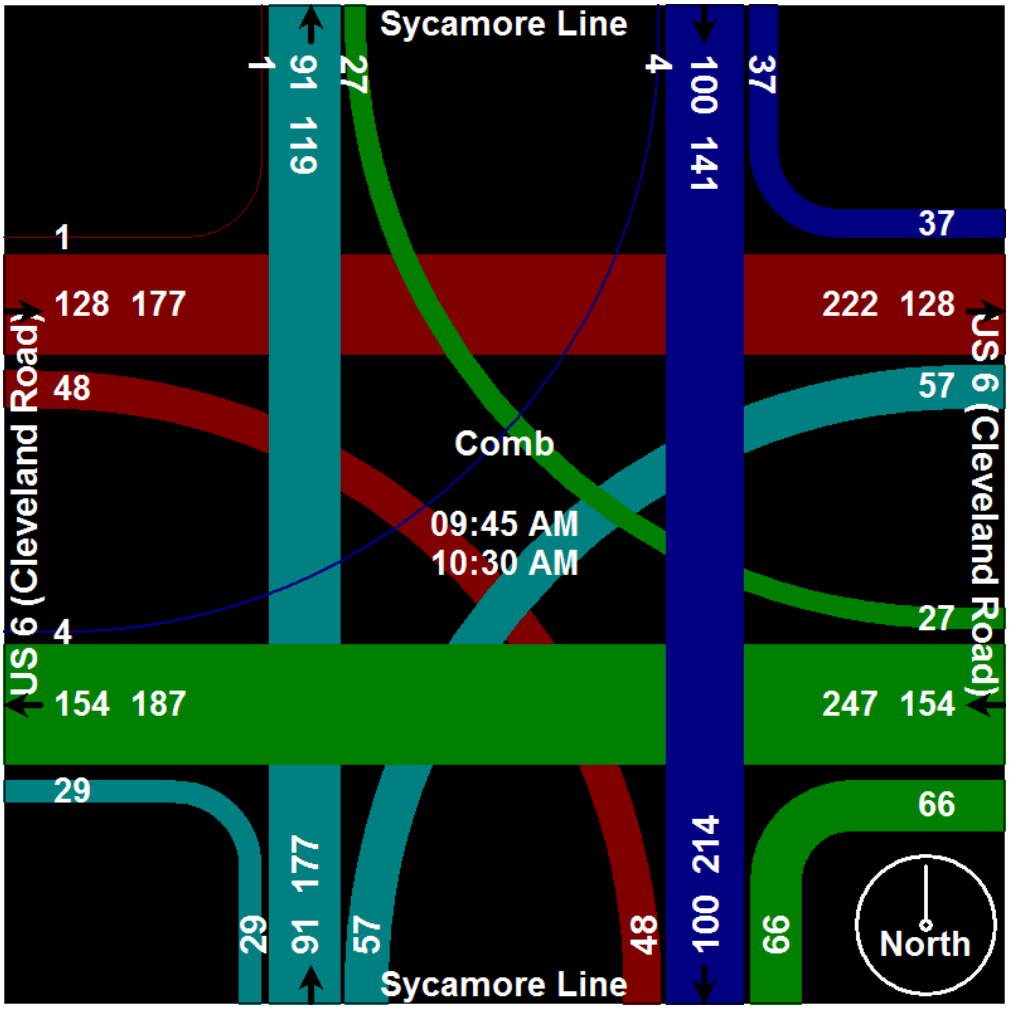


TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_Combined
Site Code : 1
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_533136_05-31-2018
Site Code : 1
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Sycamore Line Southbound				US 6 (Cleveland Road) Westbound				Sycamore Line Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right (Slip Lane)	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right (Slip Lane)	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	10	36	0	46	19	36	4	59	4	25	9	38	1	36	8	45	188
Total	10	36	0	46	19	36	4	59	4	25	9	38	1	36	8	45	188
10:00 AM	10	13	0	23	16	31	4	51	6	27	15	48	0	28	15	43	165
10:15 AM	6	20	3	29	14	45	11	70	6	19	22	47	0	34	11	45	191
10:30 AM	11	31	1	43	17	42	8	67	13	20	11	44	0	30	14	44	198
Grand Total	37	100	4	141	66	154	27	247	29	91	57	177	1	128	48	177	742
Apprch %	26.2	70.9	2.8		26.7	62.3	10.9		16.4	51.4	32.2		0.6	72.3	27.1		
Total %	5	13.5	0.5	19	8.9	20.8	3.6	33.3	3.9	12.3	7.7	23.9	0.1	17.3	6.5	23.9	
Cars	35	97	4	136	64	150	27	241	26	89	56	171	1	122	44	167	715
% Cars	94.6	97	100	96.5	97	97.4	100	97.6	89.7	97.8	98.2	96.6	100	95.3	91.7	94.4	96.4
Trucks	2	3	0	5	2	4	0	6	3	2	1	6	0	6	4	10	27
% Trucks	5.4	3	0	3.5	3	2.6	0	2.4	10.3	2.2	1.8	3.4	0	4.7	8.3	5.6	3.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TranSystems

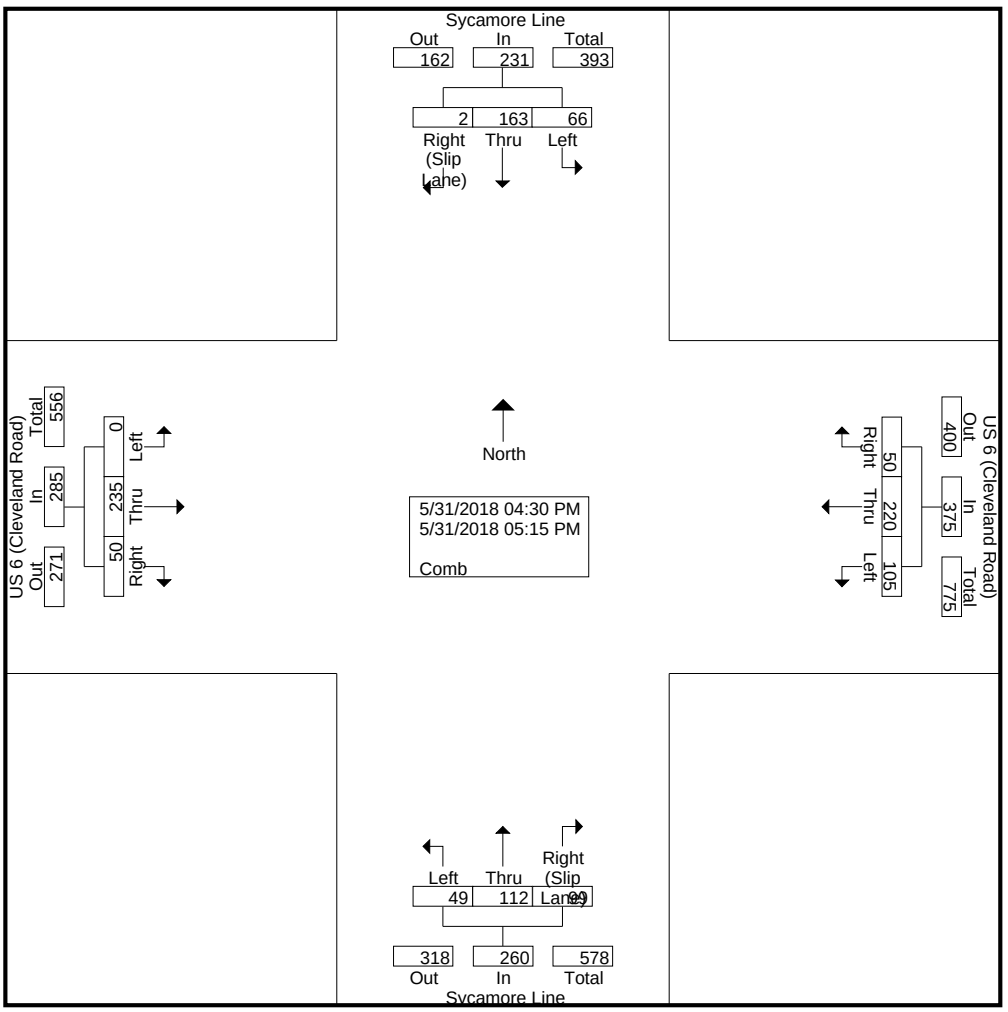
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_Combined
Site Code : 1
Start Date : 5/31/2018
Page No : 1

Groups Printed- Comb

	Sycamore Line Southbound			US 6 (Cleveland Road) Westbound			Sycamore Line Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right (Slip Lane)	Left	Thru	Right	Left	Thru	Right (Slip Lane)	Left	Thru	Right	Int. Total
04:30 PM	22	53	0	26	52	11	7	24	19	0	50	13	277
04:45 PM	12	33	0	33	60	11	13	30	24	0	56	11	283
Total	34	86	0	59	112	22	20	54	43	0	106	24	560
05:00 PM	21	37	1	32	56	15	15	27	35	0	79	10	328
05:15 PM	11	40	1	14	52	13	14	31	21	0	50	16	263
Grand Total	66	163	2	105	220	50	49	112	99	0	235	50	1151
Apprch %	28.6	70.6	0.9	28	58.7	13.3	18.8	43.1	38.1	0	82.5	17.5	
Total %	5.7	14.2	0.2	9.1	19.1	4.3	4.3	9.7	8.6	0	20.4	4.3	

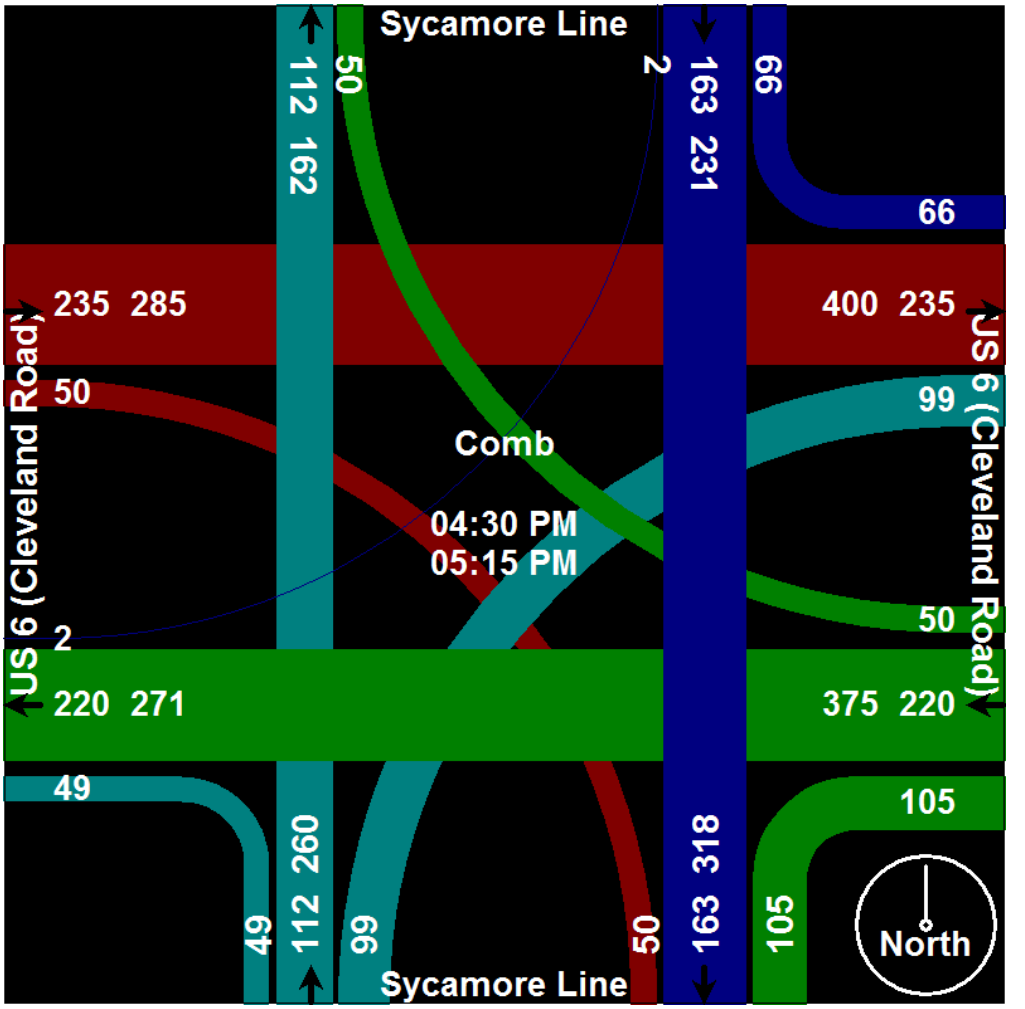


TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_Combined
Site Code : 1
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 1SS_-_Cleveland_Road_(US_6)_&_Sycamore_Line_533136_05-31-2018
Site Code : 1
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Sycamore Line Southbound				US 6 (Cleveland Road) Westbound				Sycamore Line Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right (Slip Lane)	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right (Slip Lane)	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	22	53	0	75	26	52	11	89	7	24	19	50	0	50	13	63	277
04:45 PM	12	33	0	45	33	60	11	104	13	30	24	67	0	56	11	67	283
Total	34	86	0	120	59	112	22	193	20	54	43	117	0	106	24	130	560
05:00 PM	21	37	1	59	32	56	15	103	15	27	35	77	0	79	10	89	328
05:15 PM	11	40	1	52	14	52	13	79	14	31	21	66	0	50	16	66	263
Grand Total	66	163	2	231	105	220	50	375	49	112	99	260	0	235	50	285	1151
Apprch %	28.6	70.6	0.9		28	58.7	13.3		18.8	43.1	38.1		0	82.5	17.5		
Total %	5.7	14.2	0.2	20.1	9.1	19.1	4.3	32.6	4.3	9.7	8.6	22.6	0	20.4	4.3	24.8	
Cars	66	163	2	231	104	216	49	369	45	112	98	255	0	231	46	277	1132
% Cars	100	100	100	100	99	98.2	98	98.4	91.8	100	99	98.1	0	98.3	92	97.2	98.3
Trucks	0	0	0	0	1	4	1	6	4	0	0	4	0	4	3	7	17
% Trucks	0	0	0	0	1	1.8	2	1.6	8.2	0	0	1.5	0	1.7	6	2.5	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	0.4	0	0	2	0.4	0.2

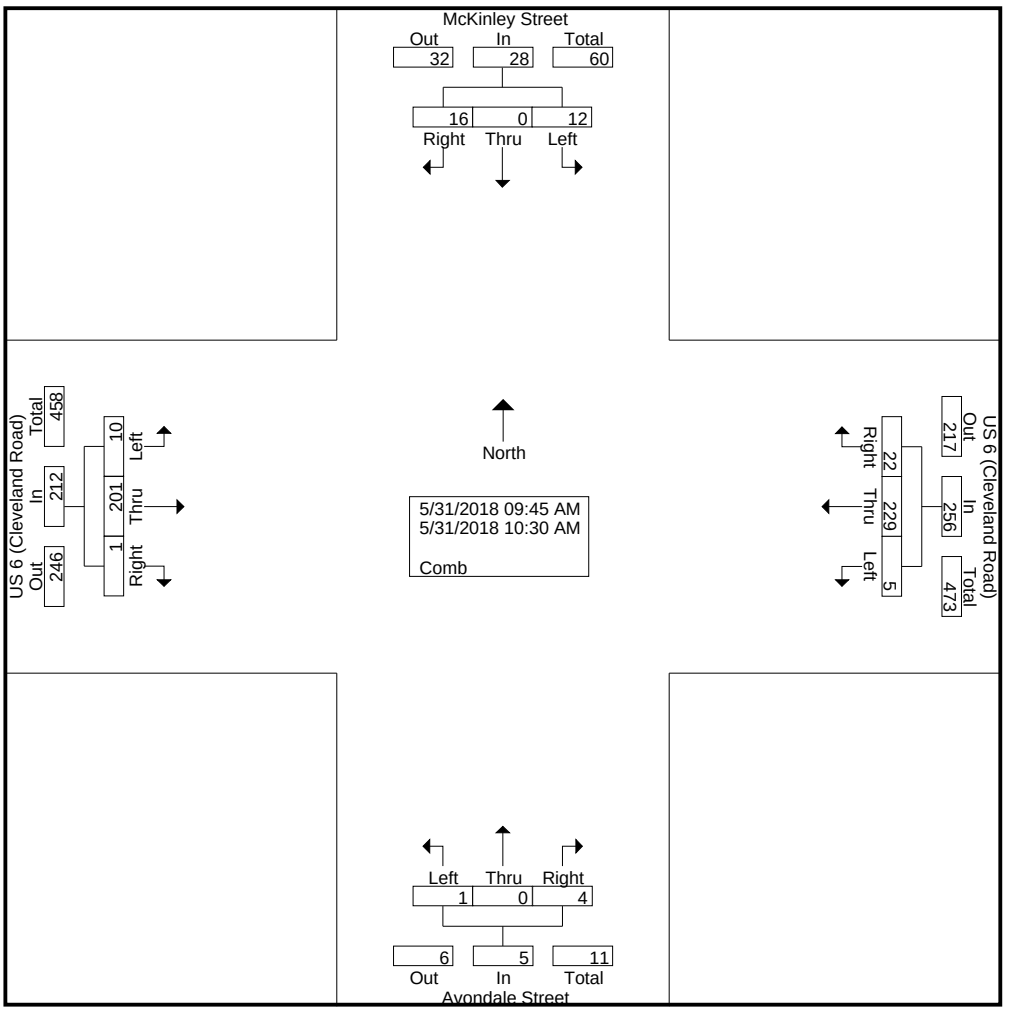
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_Combined
Site Code : 2
Start Date : 5/31/2018
Page No : 1

Groups Printed- Comb

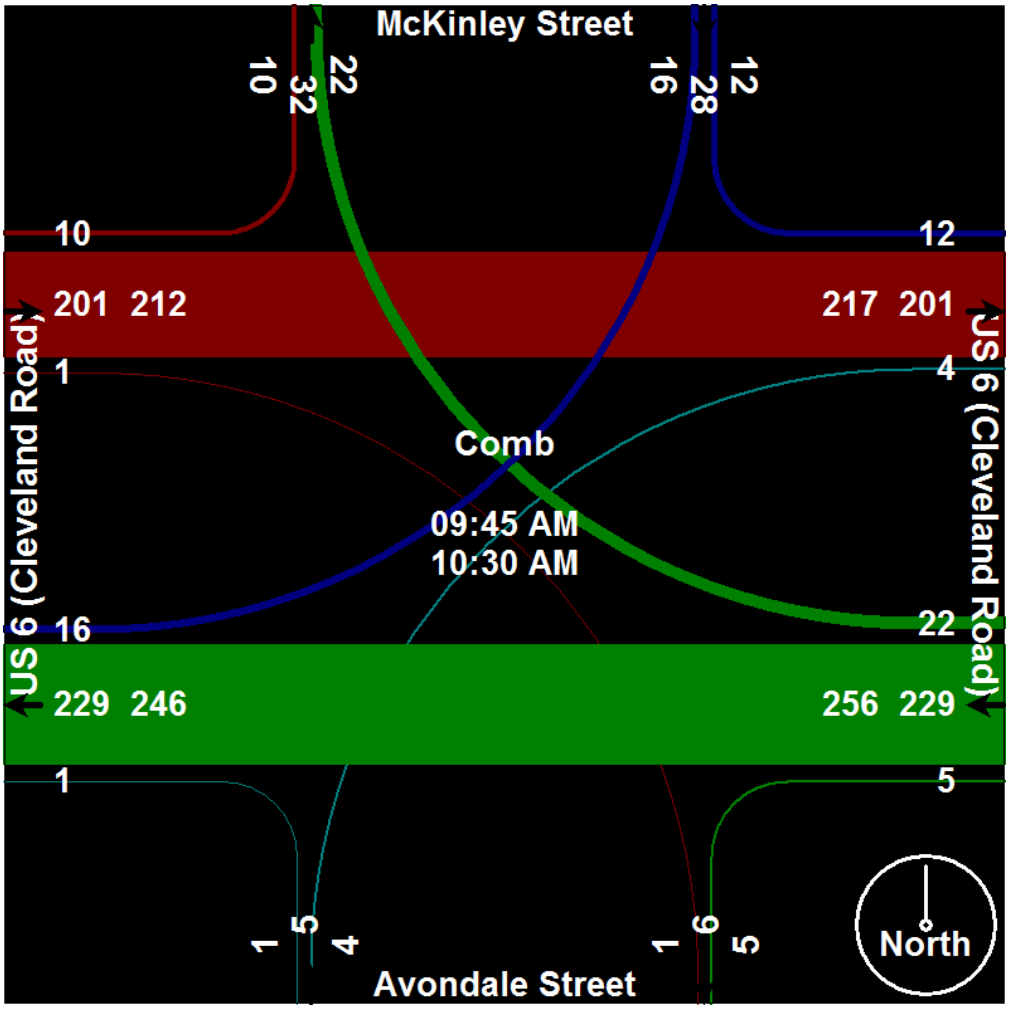
	McKinley Street Southbound			US 6 (Cleveland Road) Westbound			Avondale Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	5	0	3	1	60	8	1	0	0	2	60	0	140
Total	5	0	3	1	60	8	1	0	0	2	60	0	140
10:00 AM	4	0	1	1	53	2	0	0	1	0	47	0	109
10:15 AM	2	0	4	2	58	5	0	0	2	4	48	0	125
10:30 AM	1	0	8	1	58	7	0	0	1	4	46	1	127
Grand Total	12	0	16	5	229	22	1	0	4	10	201	1	501
Apprch %	42.9	0	57.1	2	89.5	8.6	20	0	80	4.7	94.8	0.5	
Total %	2.4	0	3.2	1	45.7	4.4	0.2	0	0.8	2	40.1	0.2	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_Combined
Site Code : 2
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_533142_05-31-2018
Site Code : 2
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	McKinley Street Southbound				US 6 (Cleveland Road) Westbound				Avondale Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	5	0	3	8	1	60	8	69	1	0	0	1	2	60	0	62	140
Total	5	0	3	8	1	60	8	69	1	0	0	1	2	60	0	62	140
10:00 AM	4	0	1	5	1	53	2	56	0	0	1	1	0	47	0	47	109
10:15 AM	2	0	4	6	2	58	5	65	0	0	2	2	4	48	0	52	125
10:30 AM	1	0	8	9	1	58	7	66	0	0	1	1	4	46	1	51	127
Grand Total	12	0	16	28	5	229	22	256	1	0	4	5	10	201	1	212	501
Apprch %	42.9	0	57.1		2	89.5	8.6		20	0	80		4.7	94.8	0.5		
Total %	2.4	0	3.2	5.6	1	45.7	4.4	51.1	0.2	0	0.8	1	2	40.1	0.2	42.3	
Cars	11	0	16	27	4	220	22	246	1	0	4	5	10	194	1	205	483
% Cars	91.7	0	100	96.4	80	96.1	100	96.1	100	0	100	100	100	96.5	100	96.7	96.4
Trucks	1	0	0	1	1	9	0	10	0	0	0	0	0	7	0	7	18
% Trucks	8.3	0	0	3.6	20	3.9	0	3.9	0	0	0	0	0	3.5	0	3.3	3.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

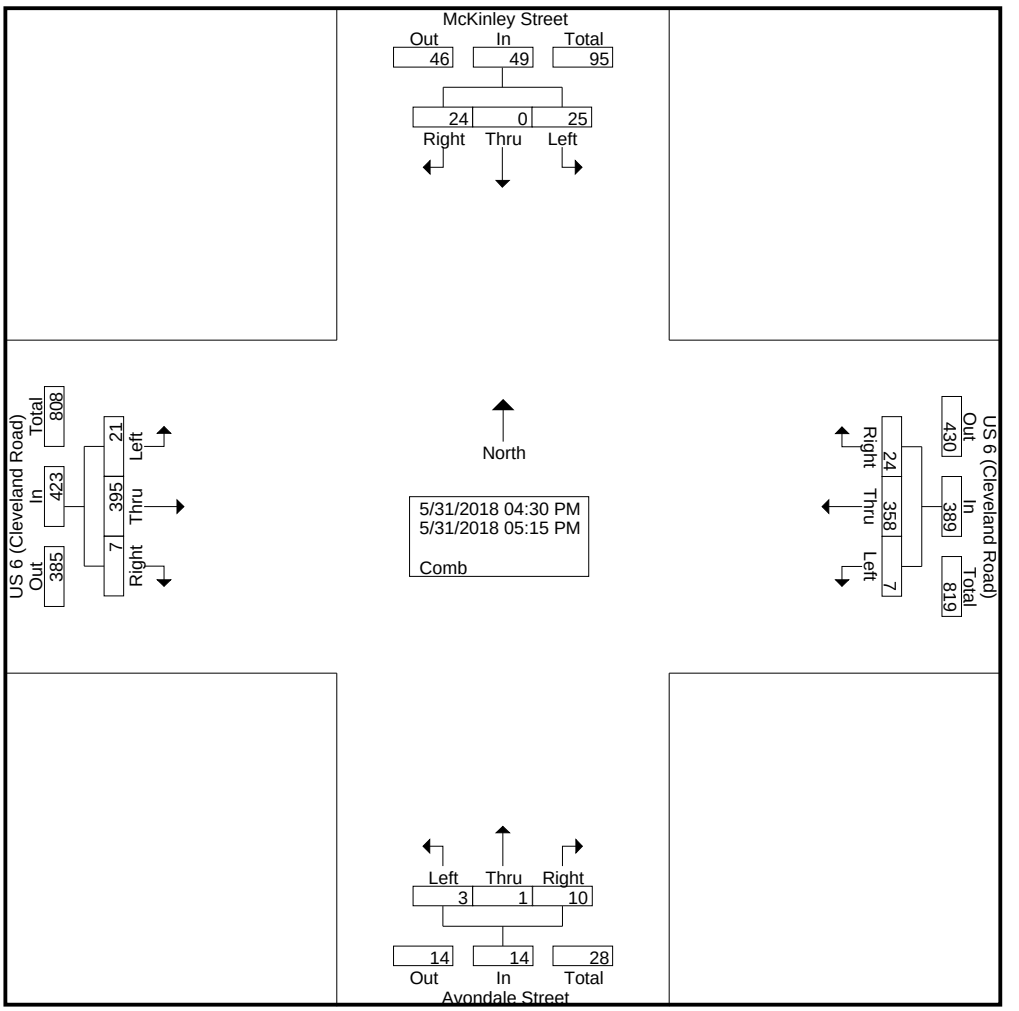
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_Combined
Site Code : 2
Start Date : 5/31/2018
Page No : 1

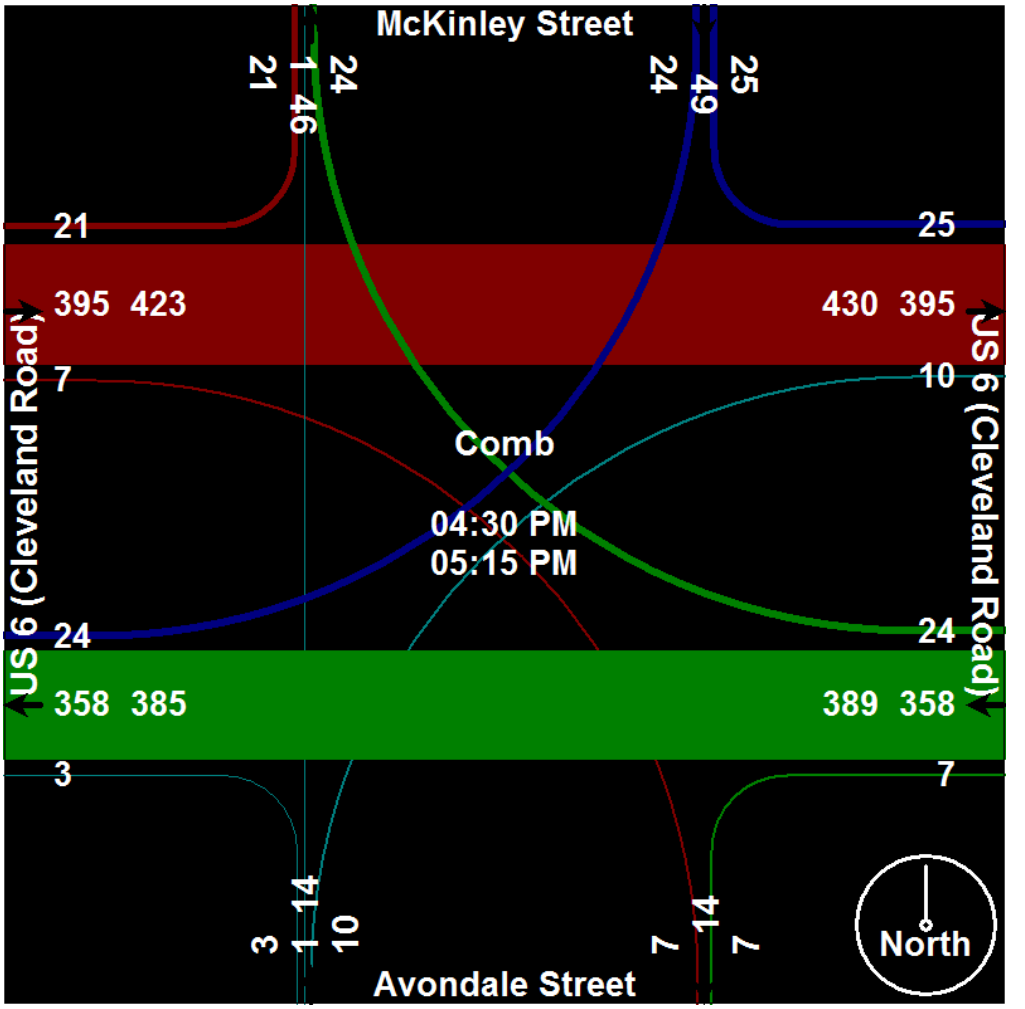
Groups Printed- Comb

	McKinley Street Southbound			US 6 (Cleveland Road) Westbound			Avondale Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	6	0	9	1	98	7	0	0	3	6	103	3	236
04:45 PM	7	0	6	1	94	7	0	1	1	5	85	3	210
Total	13	0	15	2	192	14	0	1	4	11	188	6	446
05:00 PM	7	0	4	3	85	5	1	0	2	6	112	0	225
05:15 PM	5	0	5	2	81	5	2	0	4	4	95	1	204
Grand Total	25	0	24	7	358	24	3	1	10	21	395	7	875
Apprch %	51	0	49	1.8	92	6.2	21.4	7.1	71.4	5	93.4	1.7	
Total %	2.9	0	2.7	0.8	40.9	2.7	0.3	0.1	1.1	2.4	45.1	0.8	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_Combined
Site Code : 2
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 2SS_-_Cleveland_Road_(US_6)_&_Avondale_StreetMcKinley_Street_533142_05-31-2018
Site Code : 2
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	McKinley Street Southbound				US 6 (Cleveland Road) Westbound				Avondale Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	6	0	9	15	1	98	7	106	0	0	3	3	6	103	3	112	236
04:45 PM	7	0	6	13	1	94	7	102	0	1	1	2	5	85	3	93	210
Total	13	0	15	28	2	192	14	208	0	1	4	5	11	188	6	205	446
05:00 PM	7	0	4	11	3	85	5	93	1	0	2	3	6	112	0	118	225
05:15 PM	5	0	5	10	2	81	5	88	2	0	4	6	4	95	1	100	204
Grand Total	25	0	24	49	7	358	24	389	3	1	10	14	21	395	7	423	875
Apprch %	51	0	49		1.8	92	6.2		21.4	7.1	71.4		5	93.4	1.7		
Total %	2.9	0	2.7	5.6	0.8	40.9	2.7	44.5	0.3	0.1	1.1	1.6	2.4	45.1	0.8	48.3	
Cars	25	0	24	49	7	353	23	383	3	1	10	14	20	391	7	418	864
% Cars	100	0	100	100	100	98.6	95.8	98.5	100	100	100	100	95.2	99	100	98.8	98.7
Trucks	0	0	0	0	0	5	1	6	0	0	0	0	1	3	0	4	10
% Trucks	0	0	0	0	0	1.4	4.2	1.5	0	0	0	0	4.8	0.8	0	0.9	1.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.1

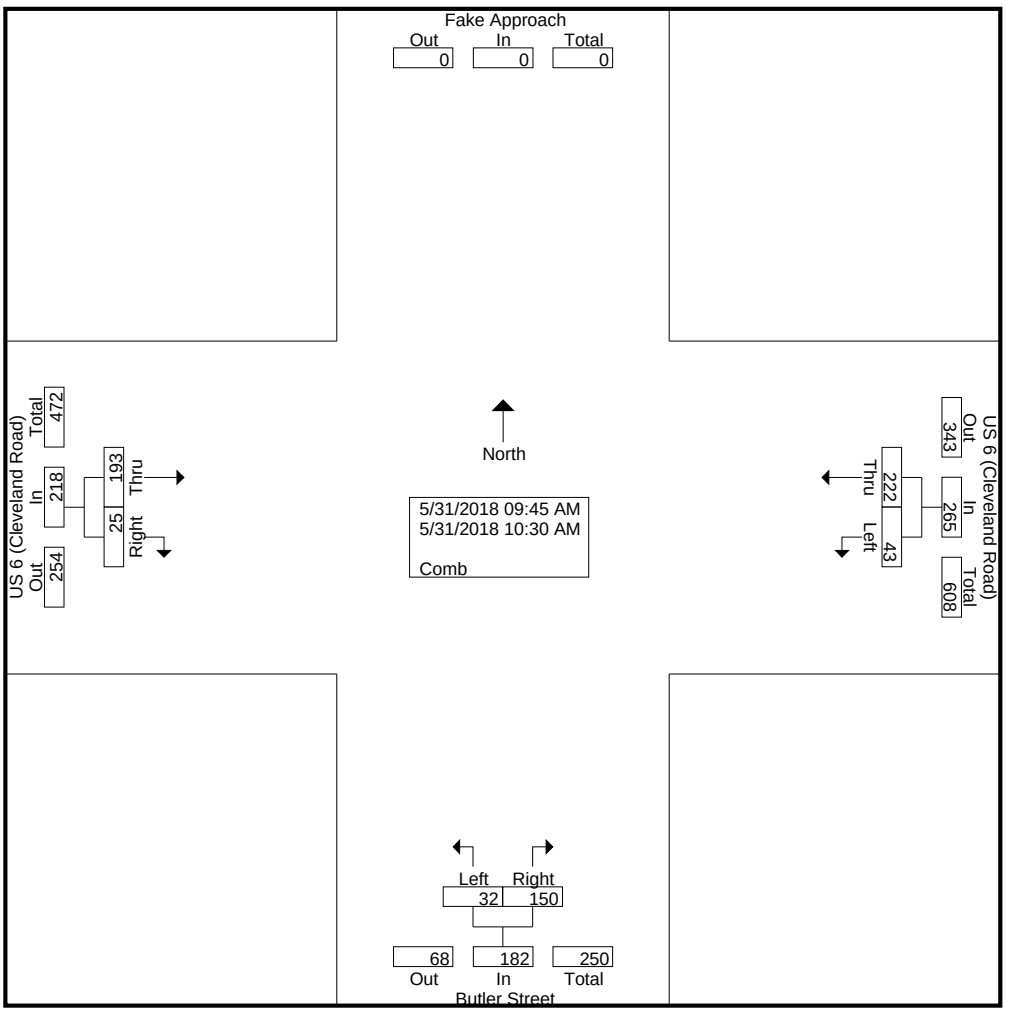
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_Combined
Site Code : 3
Start Date : 5/31/2018
Page No : 1

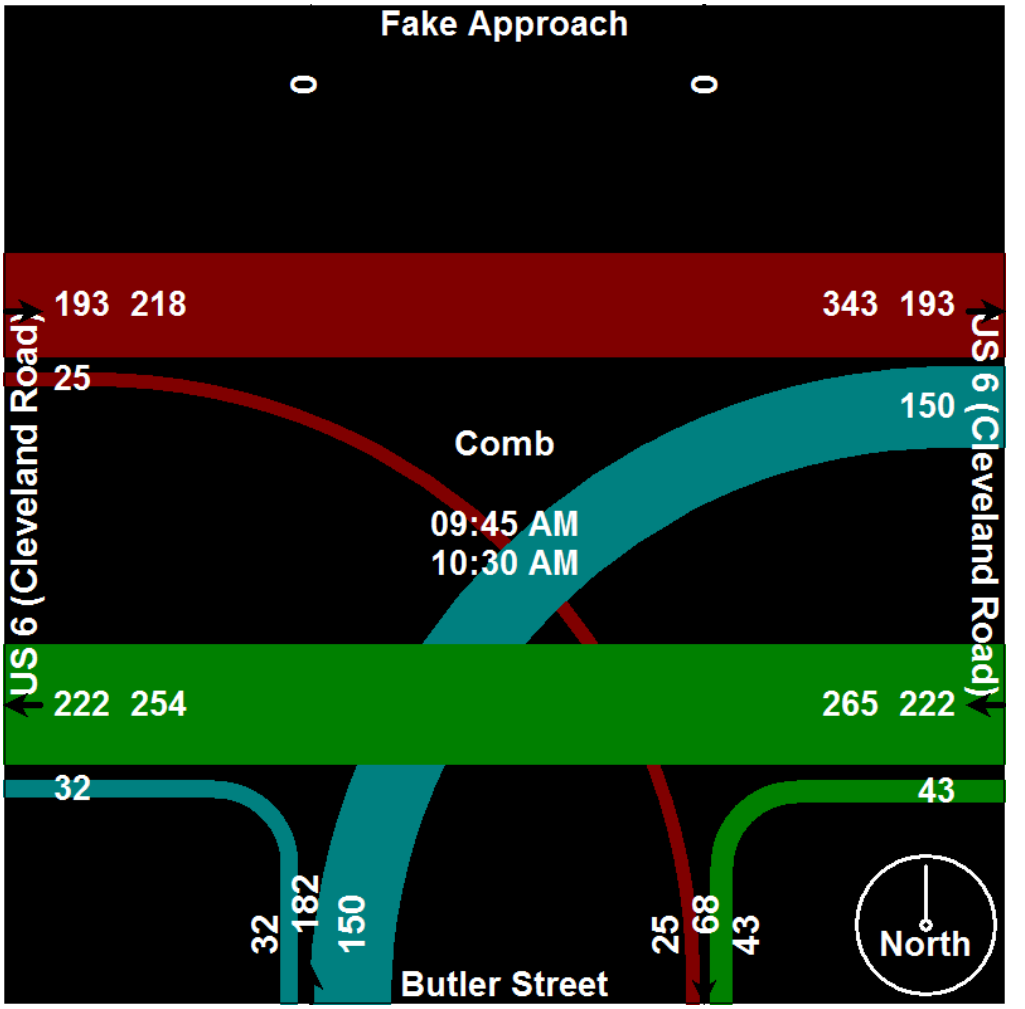
Groups Printed- Comb

	US 6 (Cleveland Road) Westbound		Butler Street Northbound		US 6 (Cleveland Road) Eastbound		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
09:45 AM	11	62	7	26	60	7	173
Total	11	62	7	26	60	7	173
10:00 AM	9	54	3	48	43	5	162
10:15 AM	8	56	9	44	44	7	168
10:30 AM	15	50	13	32	46	6	162
Grand Total	43	222	32	150	193	25	665
Apprch %	16.2	83.8	17.6	82.4	88.5	11.5	
Total %	6.5	33.4	4.8	22.6	29	3.8	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_Combined
Site Code : 3
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_533152_05-31-2018
Site Code : 3
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound			Butler Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:45 AM	11	62	73	7	26	33	60	7	67	173
Total	11	62	73	7	26	33	60	7	67	173
10:00 AM	9	54	63	3	48	51	43	5	48	162
10:15 AM	8	56	64	9	44	53	44	7	51	168
10:30 AM	15	50	65	13	32	45	46	6	52	162
Grand Total	43	222	265	32	150	182	193	25	218	665
Apprch %	16.2	83.8		17.6	82.4		88.5	11.5		
Total %	6.5	33.4	39.8	4.8	22.6	27.4	29	3.8	32.8	
Cars	36	215	251	31	141	172	185	24	209	632
% Cars	83.7	96.8	94.7	96.9	94	94.5	95.9	96	95.9	95
Trucks	7	7	14	1	9	10	7	1	8	32
% Trucks	16.3	3.2	5.3	3.1	6	5.5	3.6	4	3.7	4.8
Bicycles on Road	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0.5	0	0.5	0.2

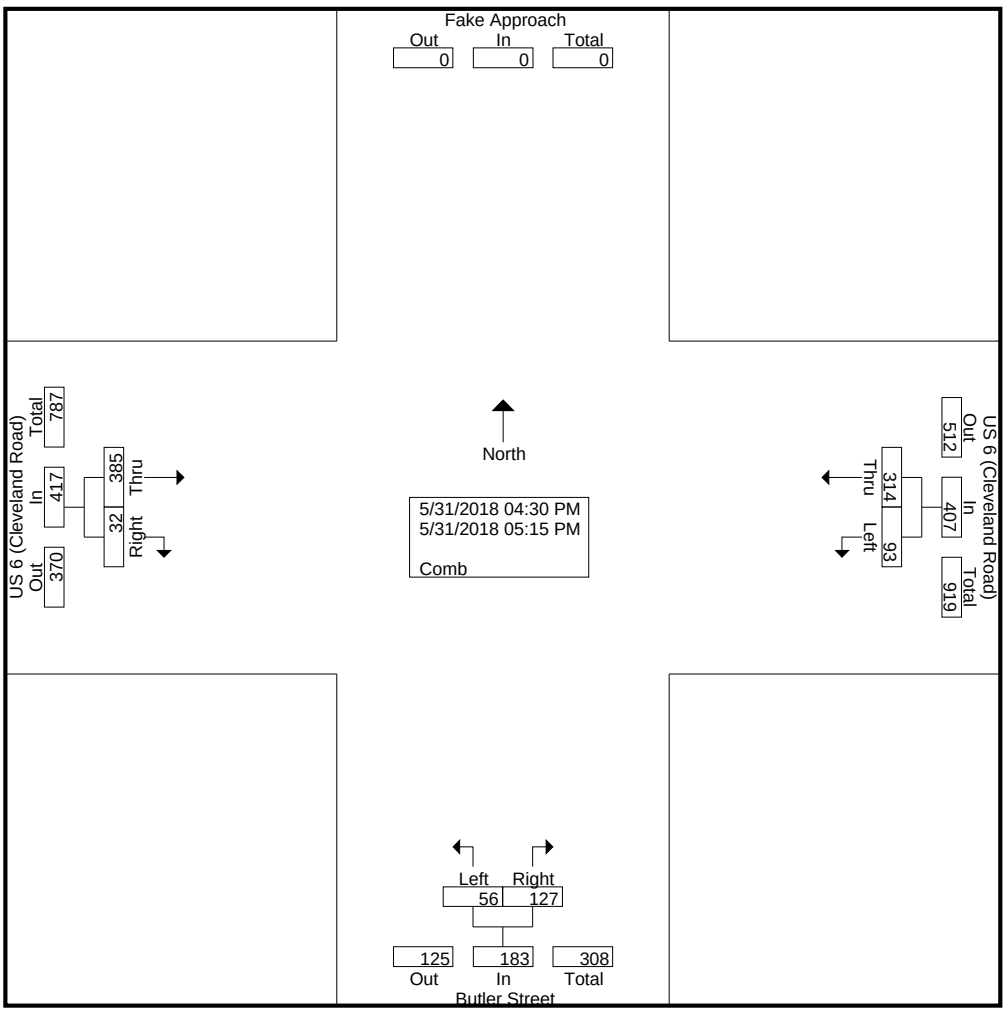
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_Combined
Site Code : 3
Start Date : 5/31/2018
Page No : 1

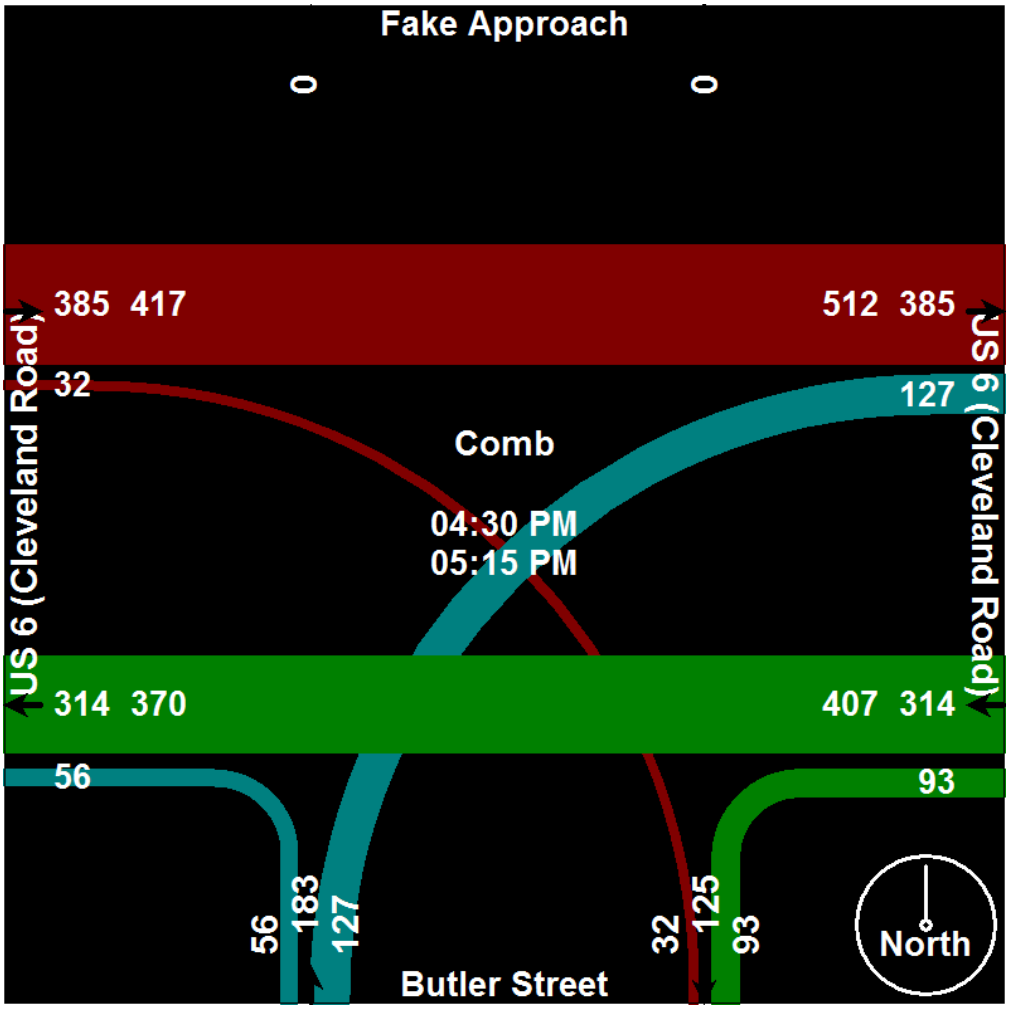
Groups Printed- Comb

	US 6 (Cleveland Road) Westbound		Butler Street Northbound		US 6 (Cleveland Road) Eastbound		
Start Time	Left	Thru	Left	Right	Thru	Right	Int. Total
04:30 PM	23	76	14	34	98	10	255
04:45 PM	23	91	12	30	88	5	249
Total	46	167	26	64	186	15	504
05:00 PM	11	70	15	32	110	7	245
05:15 PM	36	77	15	31	89	10	258
Grand Total	93	314	56	127	385	32	1007
Apprch %	22.9	77.1	30.6	69.4	92.3	7.7	
Total %	9.2	31.2	5.6	12.6	38.2	3.2	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_Combined
Site Code : 3
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 3SS_-_Cleveland_Road_(US_6)_&_Butler_Street_533152_05-31-2018
Site Code : 3
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound			Butler Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:30 PM	23	76	99	14	34	48	98	10	108	255
04:45 PM	23	91	114	12	30	42	88	5	93	249
Total	46	167	213	26	64	90	186	15	201	504
05:00 PM	11	70	81	15	32	47	110	7	117	245
05:15 PM	36	77	113	15	31	46	89	10	99	258
Grand Total	93	314	407	56	127	183	385	32	417	1007
Apprch %	22.9	77.1		30.6	69.4		92.3	7.7		
Total %	9.2	31.2	40.4	5.6	12.6	18.2	38.2	3.2	41.4	
Cars	93	310	403	55	122	177	381	31	412	992
% Cars	100	98.7	99	98.2	96.1	96.7	99	96.9	98.8	98.5
Trucks	0	4	4	1	5	6	3	1	4	14
% Trucks	0	1.3	1	1.8	3.9	3.3	0.8	3.1	1	1.4
Bicycles on Road	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0.3	0	0.2	0.1

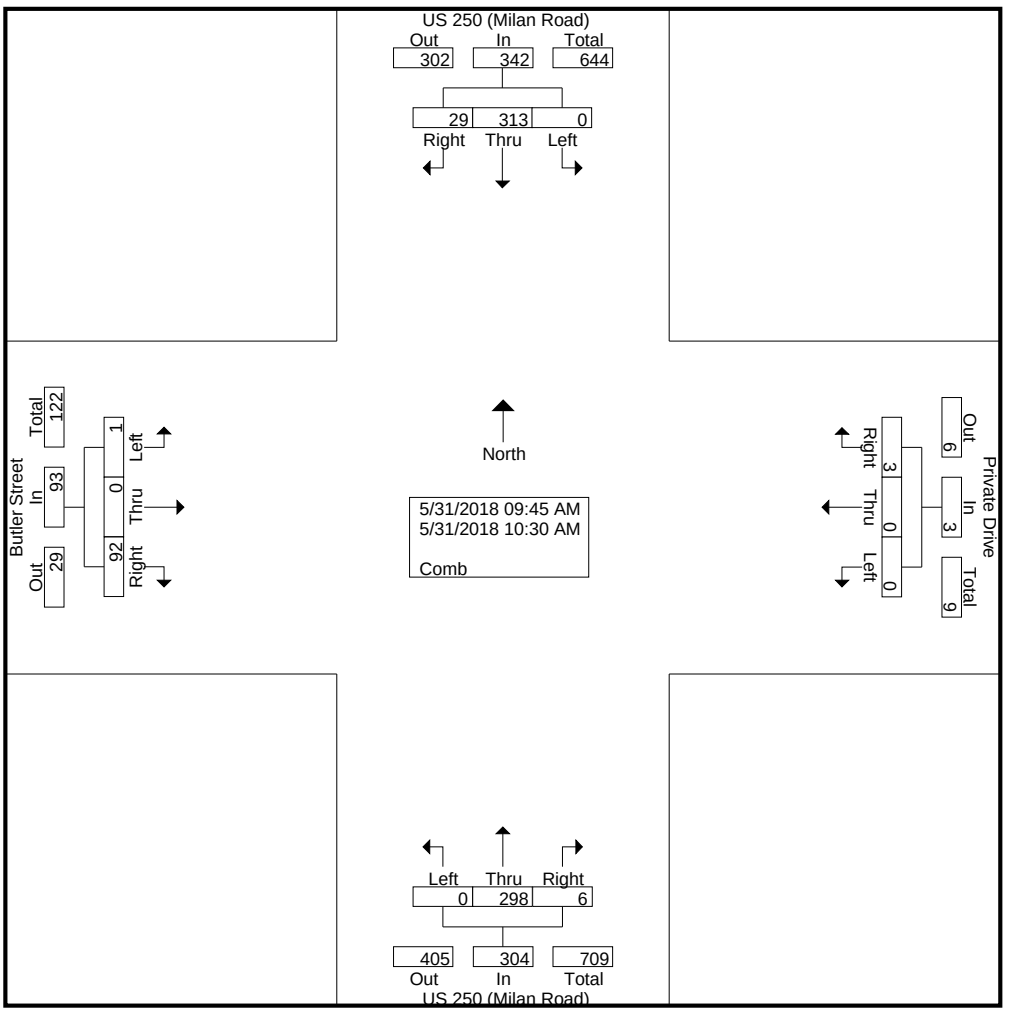
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_Combined
Site Code : 4
Start Date : 5/31/2018
Page No : 1

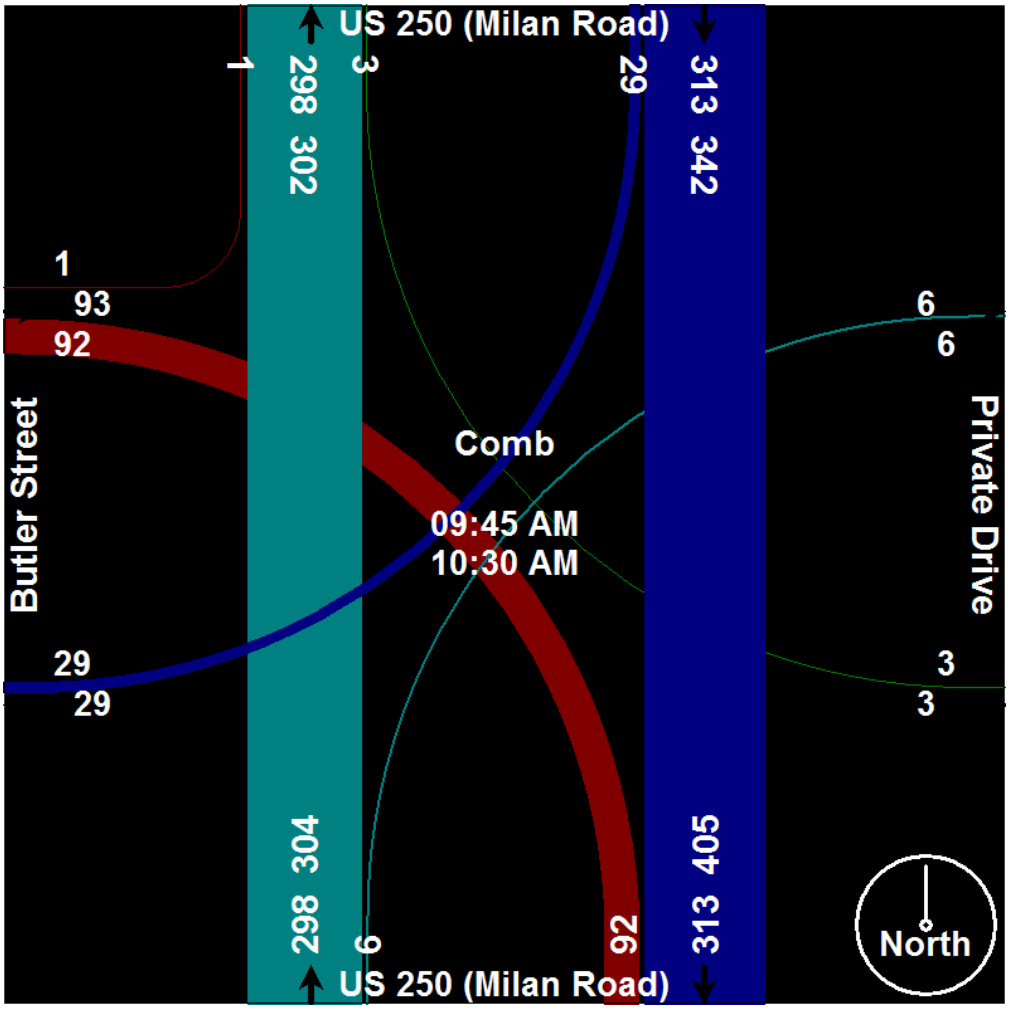
Groups Printed- Comb

	US 250 (Milan Road) Southbound			Private Drive Westbound			US 250 (Milan Road) Northbound			Butler Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	0	89	12	0	0	0	0	73	2	1	0	23	200
Total	0	89	12	0	0	0	0	73	2	1	0	23	200
10:00 AM	0	68	4	0	0	2	0	76	0	0	0	19	169
10:15 AM	0	79	6	0	0	0	0	73	1	0	0	27	186
10:30 AM	0	77	7	0	0	1	0	76	3	0	0	23	187
Grand Total	0	313	29	0	0	3	0	298	6	1	0	92	742
Apprch %	0	91.5	8.5	0	0	100	0	98	2	1.1	0	98.9	
Total %	0	42.2	3.9	0	0	0.4	0	40.2	0.8	0.1	0	12.4	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_Combined
Site Code : 4
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_533156_05-31-2018
Site Code : 4
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 250 (Milan Road) Southbound				Private Drive Westbound				US 250 (Milan Road) Northbound				Butler Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	0	89	12	101	0	0	0	0	0	73	2	75	1	0	23	24	200
Total	0	89	12	101	0	0	0	0	0	73	2	75	1	0	23	24	200
10:00 AM	0	68	4	72	0	0	2	2	0	76	0	76	0	0	19	19	169
10:15 AM	0	79	6	85	0	0	0	0	0	73	1	74	0	0	27	27	186
10:30 AM	0	77	7	84	0	0	1	1	0	76	3	79	0	0	23	23	187
Grand Total	0	313	29	342	0	0	3	3	0	298	6	304	1	0	92	93	742
Apprch %	0	91.5	8.5		0	0	100		0	98	2		1.1	0	98.9		
Total %	0	42.2	3.9	46.1	0	0	0.4	0.4	0	40.2	0.8	41	0.1	0	12.4	12.5	
Cars	0	301	26	327	0	0	2	2	0	292	1	293	1	0	78	79	701
% Cars	0	96.2	89.7	95.6	0	0	66.7	66.7	0	98	16.7	96.4	100	0	84.8	84.9	94.5
Trucks	0	12	3	15	0	0	1	1	0	6	5	11	0	0	14	14	41
% Trucks	0	3.8	10.3	4.4	0	0	33.3	33.3	0	2	83.3	3.6	0	0	15.2	15.1	5.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

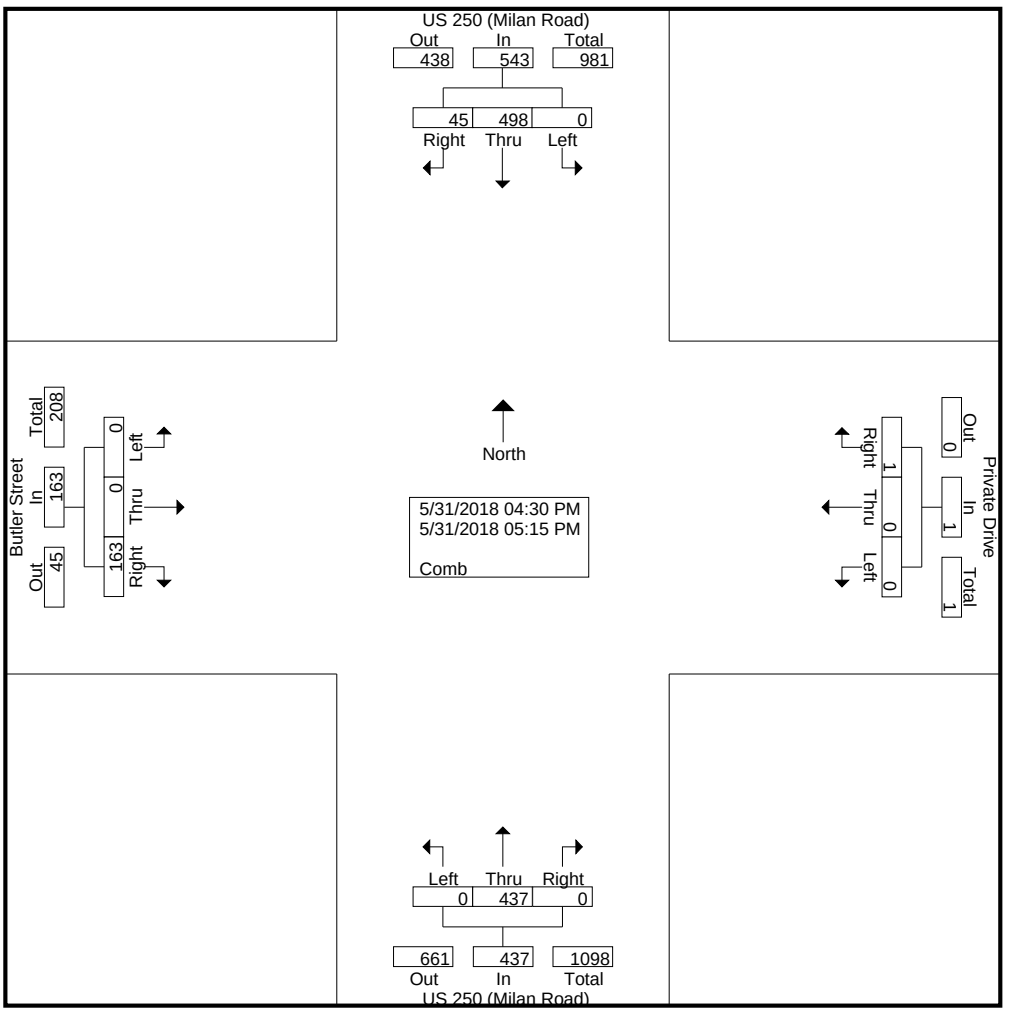
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_Combined
Site Code : 4
Start Date : 5/31/2018
Page No : 1

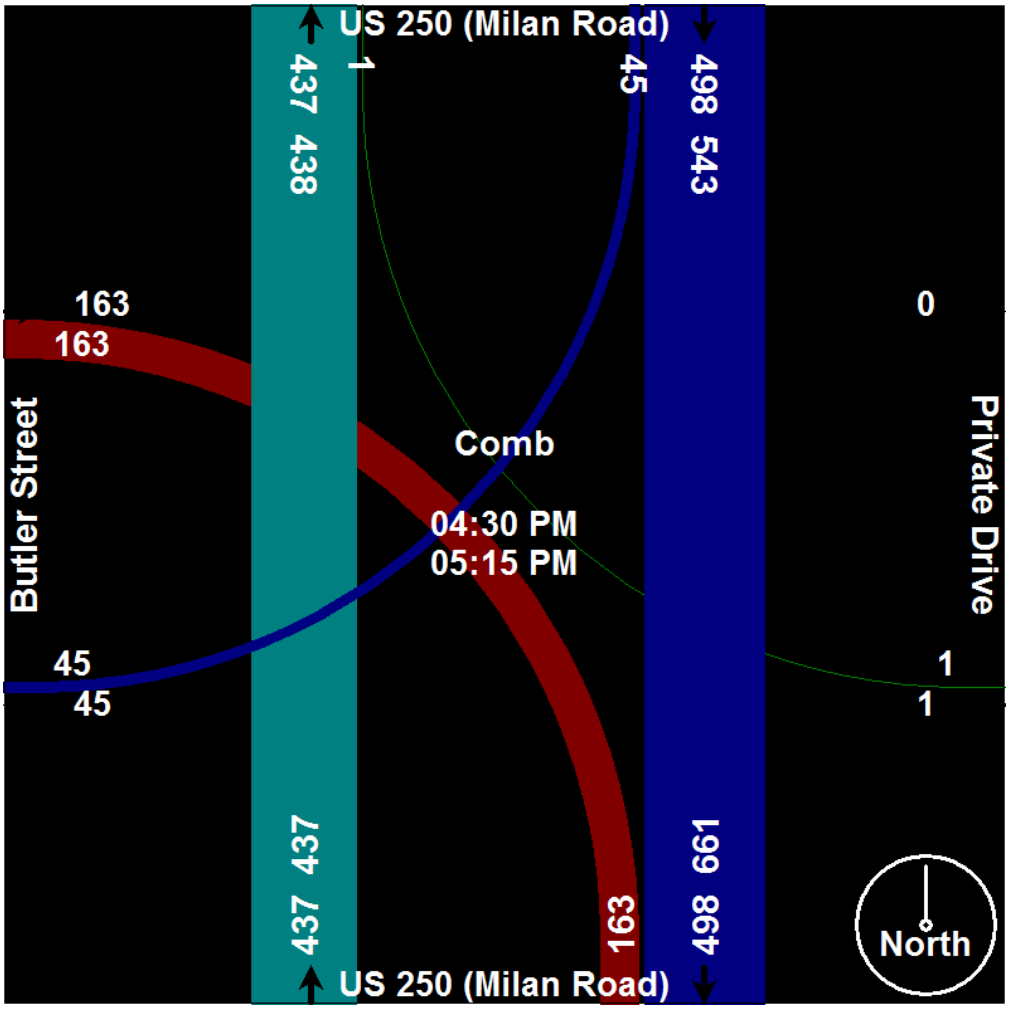
Groups Printed- Comb

	US 250 (Milan Road) Southbound			Private Drive Westbound			US 250 (Milan Road) Northbound			Butler Street Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	0	131	11	0	0	0	0	108	0	0	0	40	290
04:45 PM	0	124	9	0	0	0	0	98	0	0	0	41	272
Total	0	255	20	0	0	0	0	206	0	0	0	81	562
05:00 PM	0	132	11	0	0	1	0	108	0	0	0	29	281
05:15 PM	0	111	14	0	0	0	0	123	0	0	0	53	301
Grand Total	0	498	45	0	0	1	0	437	0	0	0	163	1144
Apprch %	0	91.7	8.3	0	0	100	0	100	0	0	0	100	
Total %	0	43.5	3.9	0	0	0.1	0	38.2	0	0	0	14.2	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_Combined
Site Code : 4
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 4SS_-_Milan_Road_(US_250)_&_Butler_Street_533156_05-31-2018
Site Code : 4
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 250 (Milan Road) Southbound				Private Drive Westbound				US 250 (Milan Road) Northbound				Butler Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	131	11	142	0	0	0	0	0	108	0	108	0	0	40	40	290
04:45 PM	0	124	9	133	0	0	0	0	0	98	0	98	0	0	41	41	272
Total	0	255	20	275	0	0	0	0	0	206	0	206	0	0	81	81	562
05:00 PM	0	132	11	143	0	0	1	1	0	108	0	108	0	0	29	29	281
05:15 PM	0	111	14	125	0	0	0	0	0	123	0	123	0	0	53	53	301
Grand Total	0	498	45	543	0	0	1	1	0	437	0	437	0	0	163	163	1144
Apprch %	0	91.7	8.3		0	0	100		0	100	0		0	0	100		
Total %	0	43.5	3.9	47.5	0	0	0.1	0.1	0	38.2	0	38.2	0	0	14.2	14.2	
Cars	0	494	45	539	0	0	1	1	0	432	0	432	0	0	162	162	1134
% Cars	0	99.2	100	99.3	0	0	100	100	0	98.9	0	98.9	0	0	99.4	99.4	99.1
Trucks	0	4	0	4	0	0	0	0	0	5	0	5	0	0	1	1	10
% Trucks	0	0.8	0	0.7	0	0	0	0	0	1.1	0	1.1	0	0	0.6	0.6	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

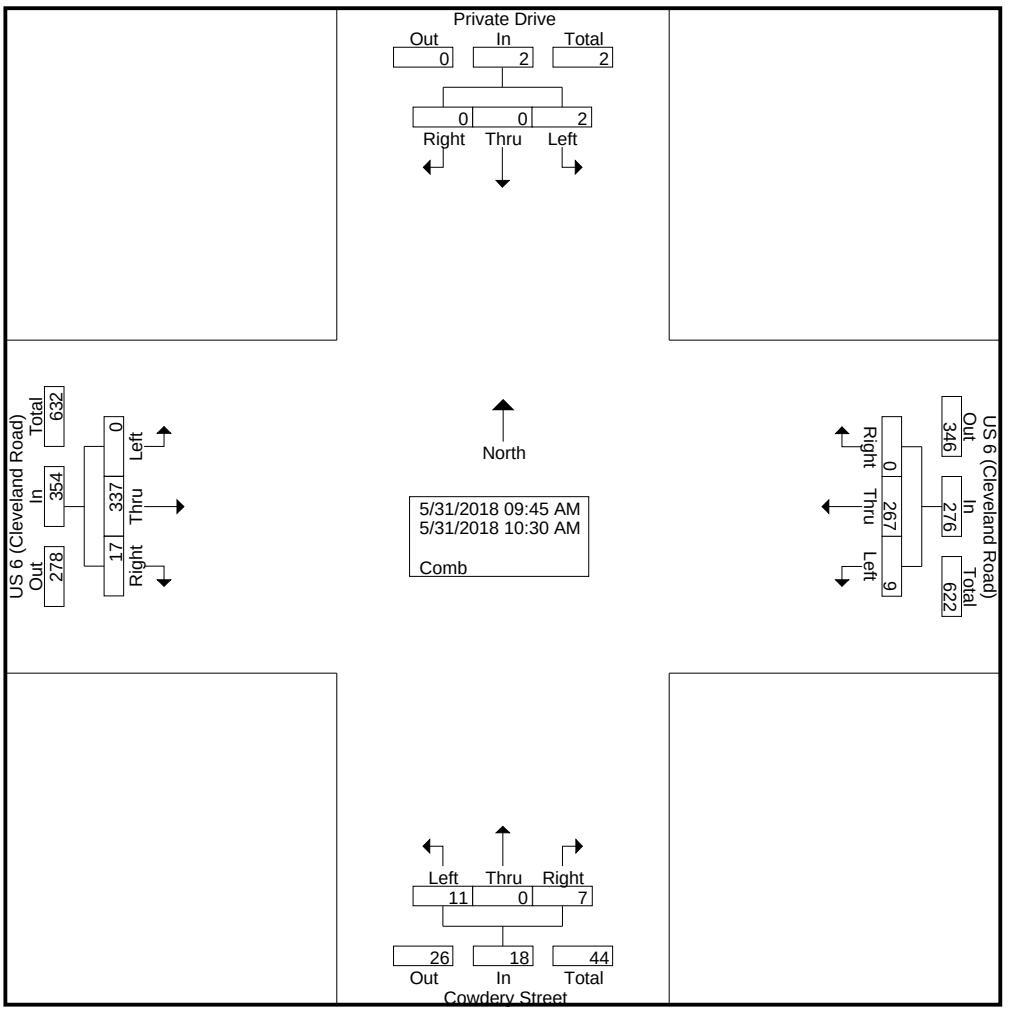
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_Combined
Site Code : 5
Start Date : 5/31/2018
Page No : 1

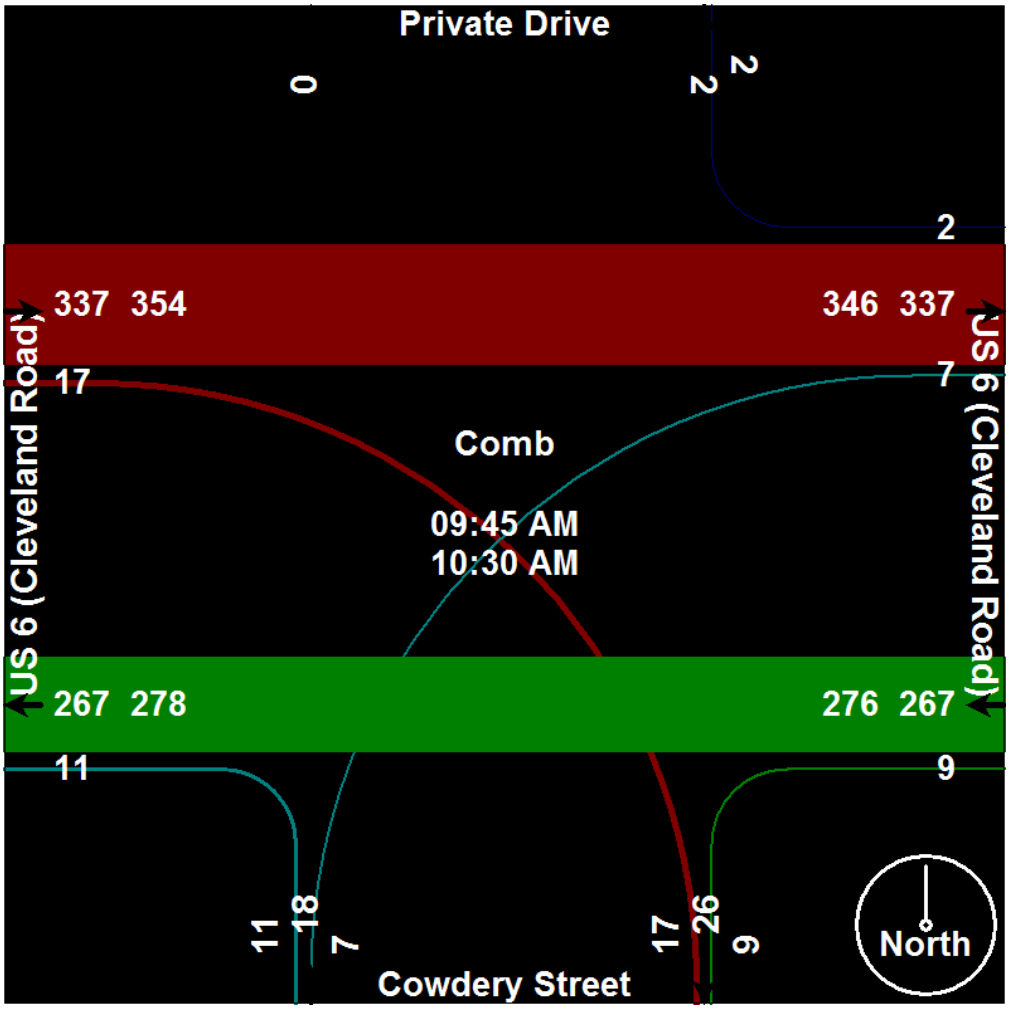
Groups Printed- Comb

	Private Drive Southbound			US 6 (Cleveland Road) Westbound			Cowdery Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	1	0	0	2	73	0	4	0	2	0	89	1	172
Total	1	0	0	2	73	0	4	0	2	0	89	1	172
10:00 AM	1	0	0	3	64	0	1	0	0	0	92	4	165
10:15 AM	0	0	0	2	62	0	5	0	4	0	85	6	164
10:30 AM	0	0	0	2	68	0	1	0	1	0	71	6	149
Grand Total	2	0	0	9	267	0	11	0	7	0	337	17	650
Apprch %	100	0	0	3.3	96.7	0	61.1	0	38.9	0	95.2	4.8	
Total %	0.3	0	0	1.4	41.1	0	1.7	0	1.1	0	51.8	2.6	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_Combined
Site Code : 5
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_533190_05-31-2018
Site Code : 5
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Private Drive Southbound				US 6 (Cleveland Road) Westbound				Cowdery Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	1	0	0	1	2	73	0	75	4	0	2	6	0	89	1	90	172
Total	1	0	0	1	2	73	0	75	4	0	2	6	0	89	1	90	172
10:00 AM	1	0	0	1	3	64	0	67	1	0	0	1	0	92	4	96	165
10:15 AM	0	0	0	0	2	62	0	64	5	0	4	9	0	85	6	91	164
10:30 AM	0	0	0	0	2	68	0	70	1	0	1	2	0	71	6	77	149
Grand Total	2	0	0	2	9	267	0	276	11	0	7	18	0	337	17	354	650
Apprch %	100	0	0		3.3	96.7	0		61.1	0	38.9		0	95.2	4.8		
Total %	0.3	0	0	0.3	1.4	41.1	0	42.5	1.7	0	1.1	2.8	0	51.8	2.6	54.5	
Cars	2	0	0	2	9	250	0	259	11	0	7	18	0	320	17	337	616
% Cars	100	0	0	100	100	93.6	0	93.8	100	0	100	100	0	95	100	95.2	94.8
Trucks	0	0	0	0	0	17	0	17	0	0	0	0	0	16	0	16	33
% Trucks	0	0	0	0	0	6.4	0	6.2	0	0	0	0	0	4.7	0	4.5	5.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.2

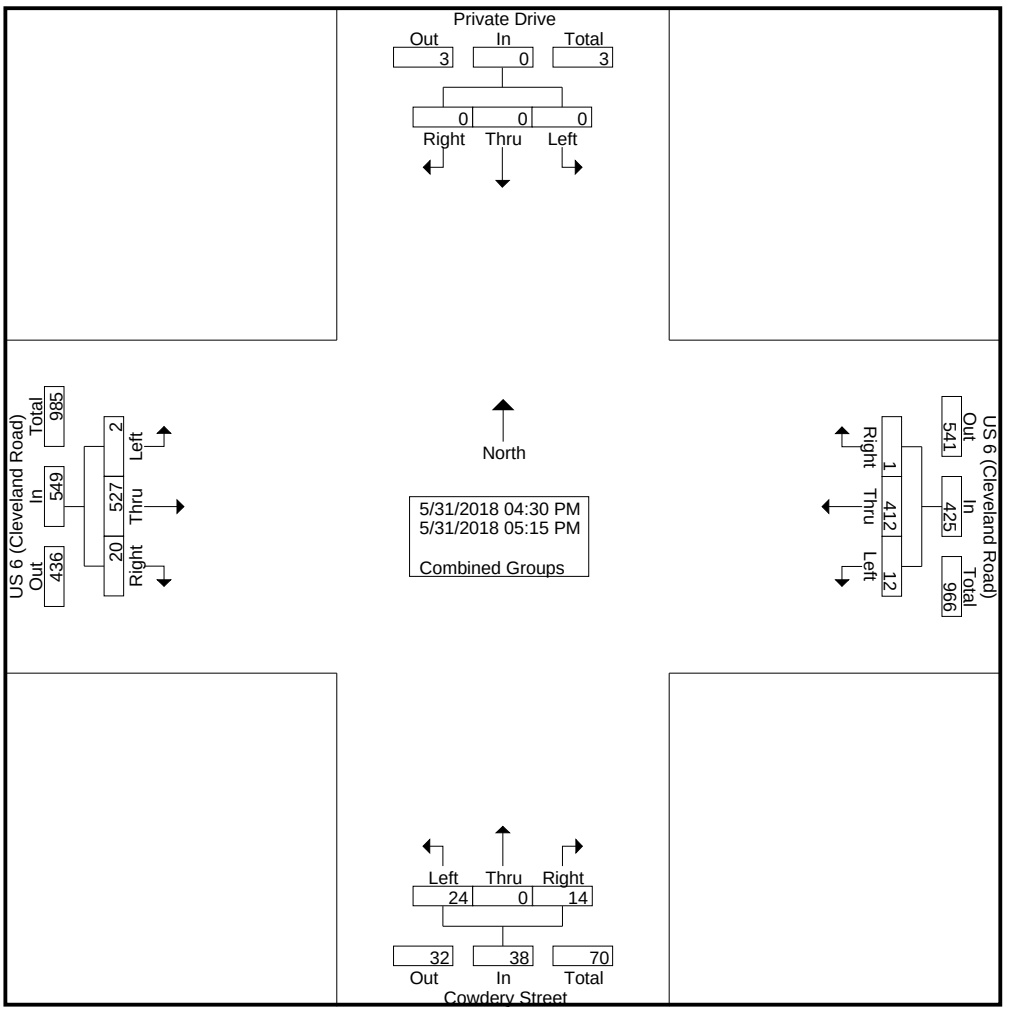
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_Combined
Site Code : 5
Start Date : 5/31/2018
Page No : 1

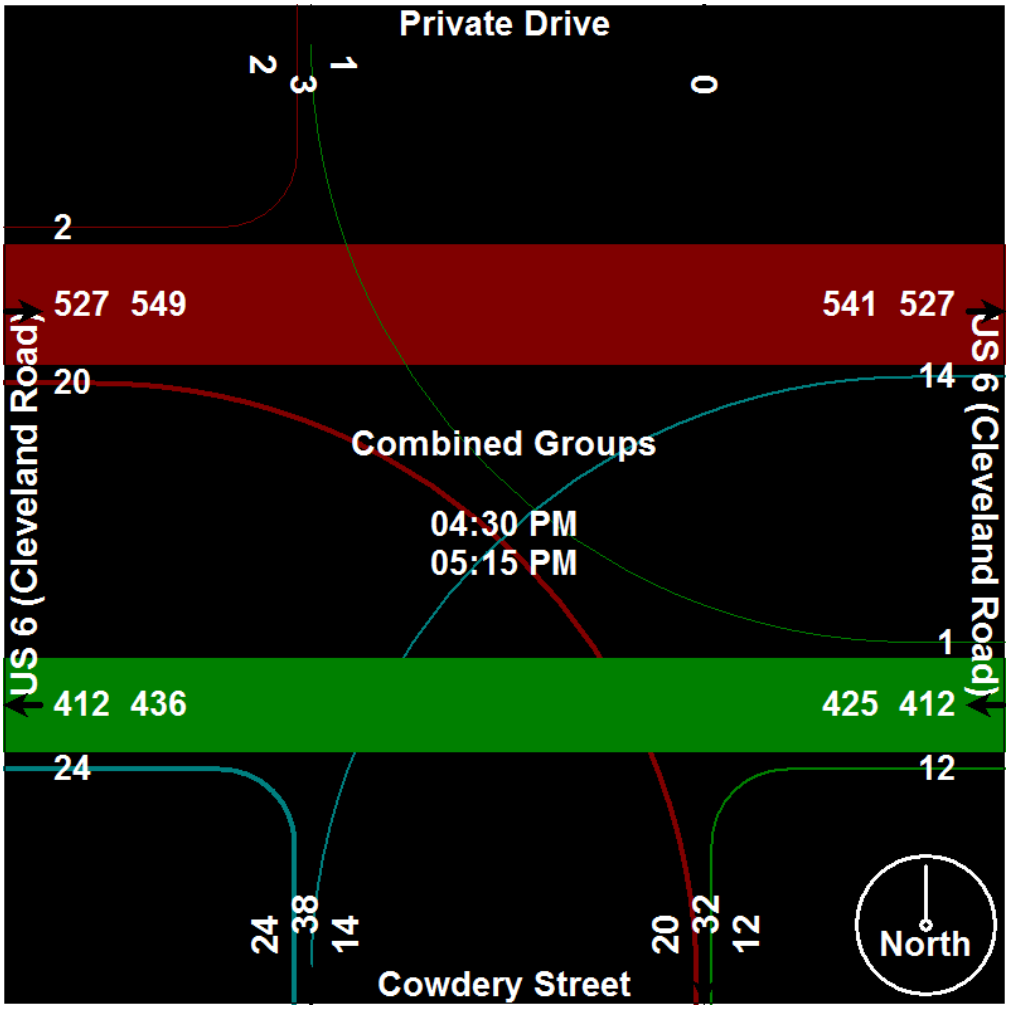
Groups Printed- Combined Groups

	Private Drive Southbound			US 6 (Cleveland Road) Westbound			Cowdery Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	0	0	0	4	102	0	4	0	3	0	145	4	262
04:45 PM	0	0	0	3	112	0	8	0	6	0	111	8	248
Total	0	0	0	7	214	0	12	0	9	0	256	12	510
05:00 PM	0	0	0	4	93	0	5	0	3	0	148	4	257
05:15 PM	0	0	0	1	105	1	7	0	2	2	123	4	245
Grand Total	0	0	0	12	412	1	24	0	14	2	527	20	1012
Apprch %	0	0	0	2.8	96.9	0.2	63.2	0	36.8	0.4	96	3.6	
Total %	0	0	0	1.2	40.7	0.1	2.4	0	1.4	0.2	52.1	2	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_Combined
Site Code : 5
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 5SS_-_Cleveland_Road_(US_6)_&_Cowdery_Street_533190_05-31-2018
Site Code : 5
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Private Drive Southbound				US 6 (Cleveland Road) Westbound				Cowdery Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	0	0	0	4	102	0	106	4	0	3	7	0	145	4	149	262
04:45 PM	0	0	0	0	3	112	0	115	8	0	6	14	0	111	8	119	248
Total	0	0	0	0	7	214	0	221	12	0	9	21	0	256	12	268	510
05:00 PM	0	0	0	0	4	93	0	97	5	0	3	8	0	148	4	152	257
05:15 PM	0	0	0	0	1	105	1	107	7	0	2	9	2	123	4	129	245
Grand Total	0	0	0	0	12	412	1	425	24	0	14	38	2	527	20	549	1012
Apprch %	0	0	0		2.8	96.9	0.2		63.2	0	36.8		0.4	96	3.6		
Total %	0	0	0	0	1.2	40.7	0.1	42	2.4	0	1.4	3.8	0.2	52.1	2	54.2	
Cars	0	0	0	0	12	406	1	419	23	0	14	37	1	518	20	539	995
% Cars	0	0	0	0	100	98.5	100	98.6	95.8	0	100	97.4	50	98.3	100	98.2	98.3
Trucks	0	0	0	0	0	6	0	6	0	0	0	0	1	8	0	9	15
% Trucks	0	0	0	0	0	1.5	0	1.4	0	0	0	0	50	1.5	0	1.6	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
% Bicycles on Road	0	0	0	0	0	0	0	0	4.2	0	0	2.6	0	0.2	0	0.2	0.2

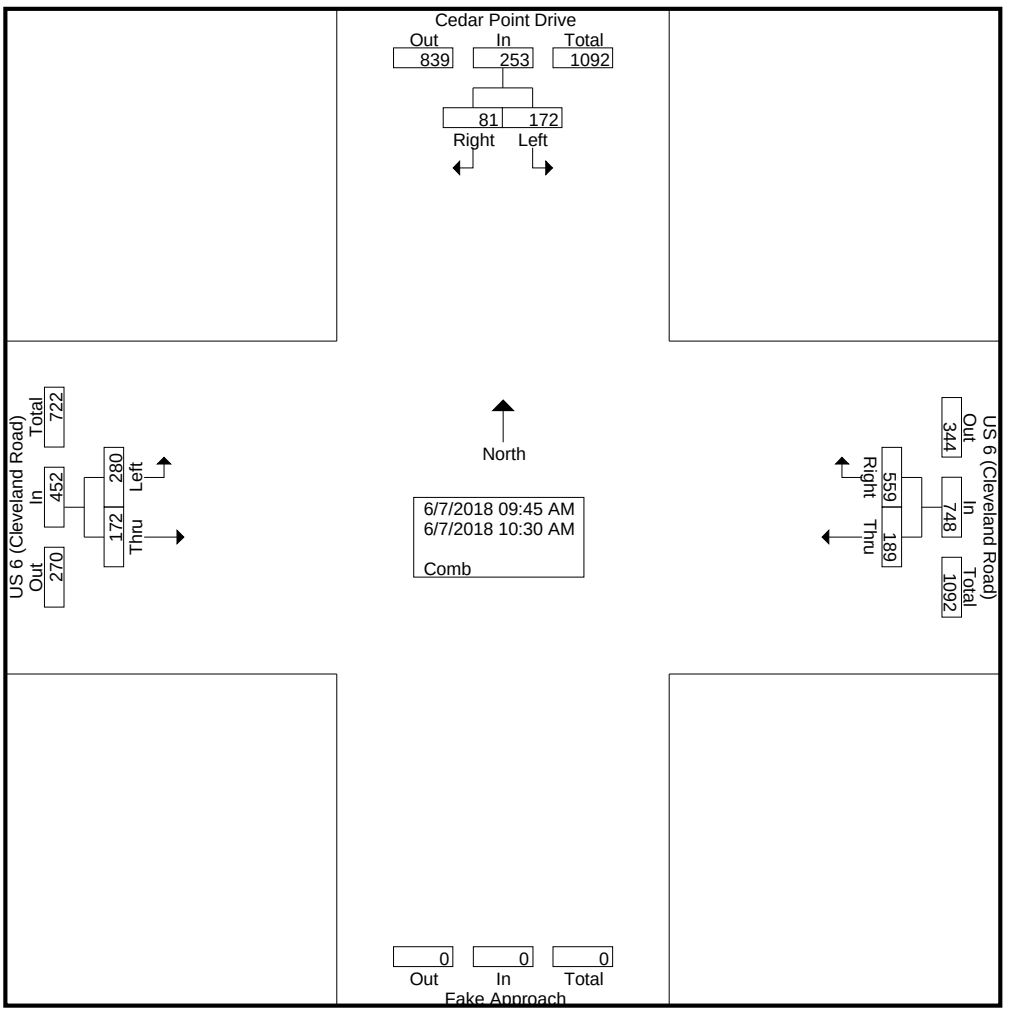
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_Combined
Site Code : 6
Start Date : 6/7/2018
Page No : 1

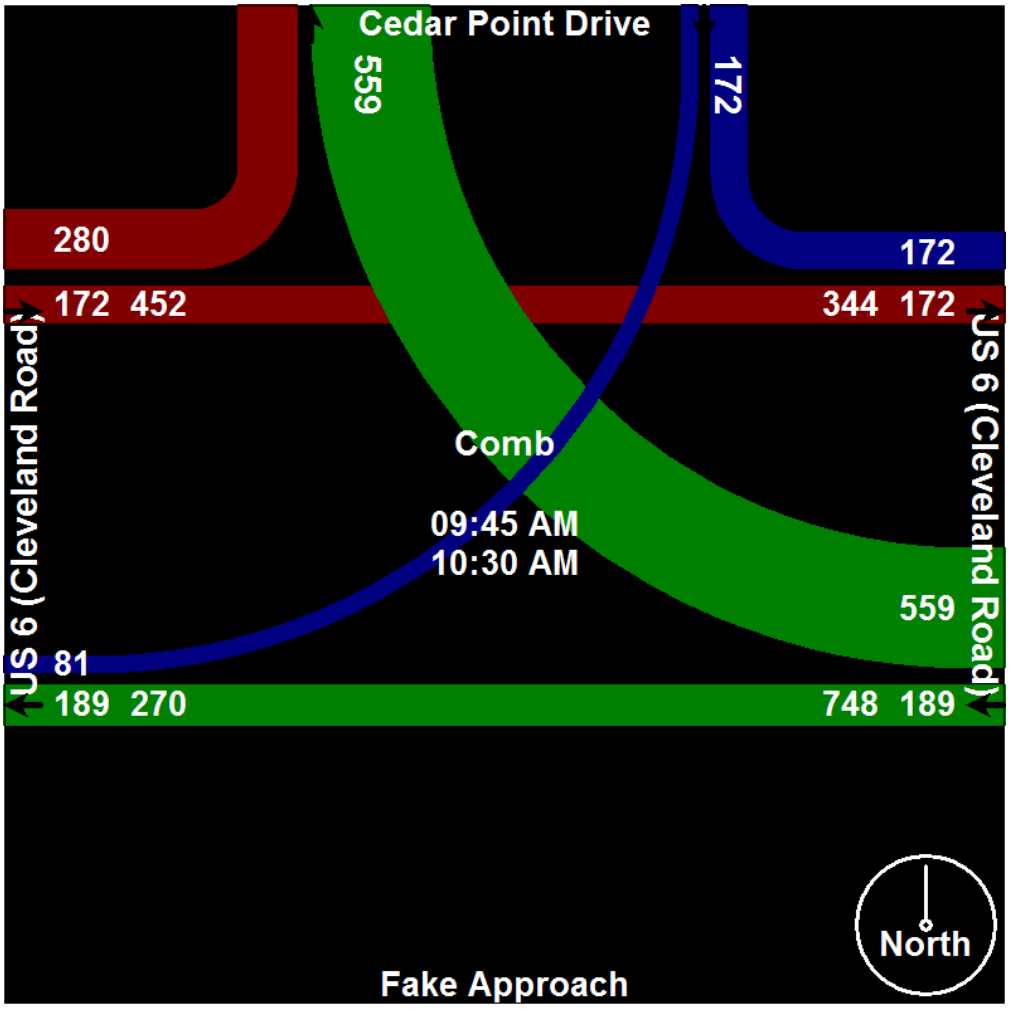
Groups Printed- Comb

	Cedar Point Drive Southbound		US 6 (Cleveland Road) Westbound		US 6 (Cleveland Road) Eastbound		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
09:45 AM	38	20	57	160	77	44	396
Total	38	20	57	160	77	44	396
10:00 AM	38	27	43	158	75	48	389
10:15 AM	57	17	43	123	69	42	351
10:30 AM	39	17	46	118	59	38	317
Grand Total	172	81	189	559	280	172	1453
Apprch %	68	32	25.3	74.7	61.9	38.1	
Total %	11.8	5.6	13	38.5	19.3	11.8	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_Combined
Site Code : 6
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_535819_06-07-2018
Site Code : 6
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Drive Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:45 AM	38	20	58	57	160	217	77	44	121	396
Total	38	20	58	57	160	217	77	44	121	396
10:00 AM	38	27	65	43	158	201	75	48	123	389
10:15 AM	57	17	74	43	123	166	69	42	111	351
10:30 AM	39	17	56	46	118	164	59	38	97	317
Grand Total	172	81	253	189	559	748	280	172	452	1453
Apprch %	68	32		25.3	74.7		61.9	38.1		
Total %	11.8	5.6	17.4	13	38.5	51.5	19.3	11.8	31.1	
Cars	160	58	218	177	536	713	266	160	426	1357
% Cars	93	71.6	86.2	93.7	95.9	95.3	95	93	94.2	93.4
Trucks	12	23	35	12	23	35	14	11	25	95
% Trucks	7	28.4	13.8	6.3	4.1	4.7	5	6.4	5.5	6.5
Bicycles on Road	0	0	0	0	0	0	0	1	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0.6	0.2	0.1

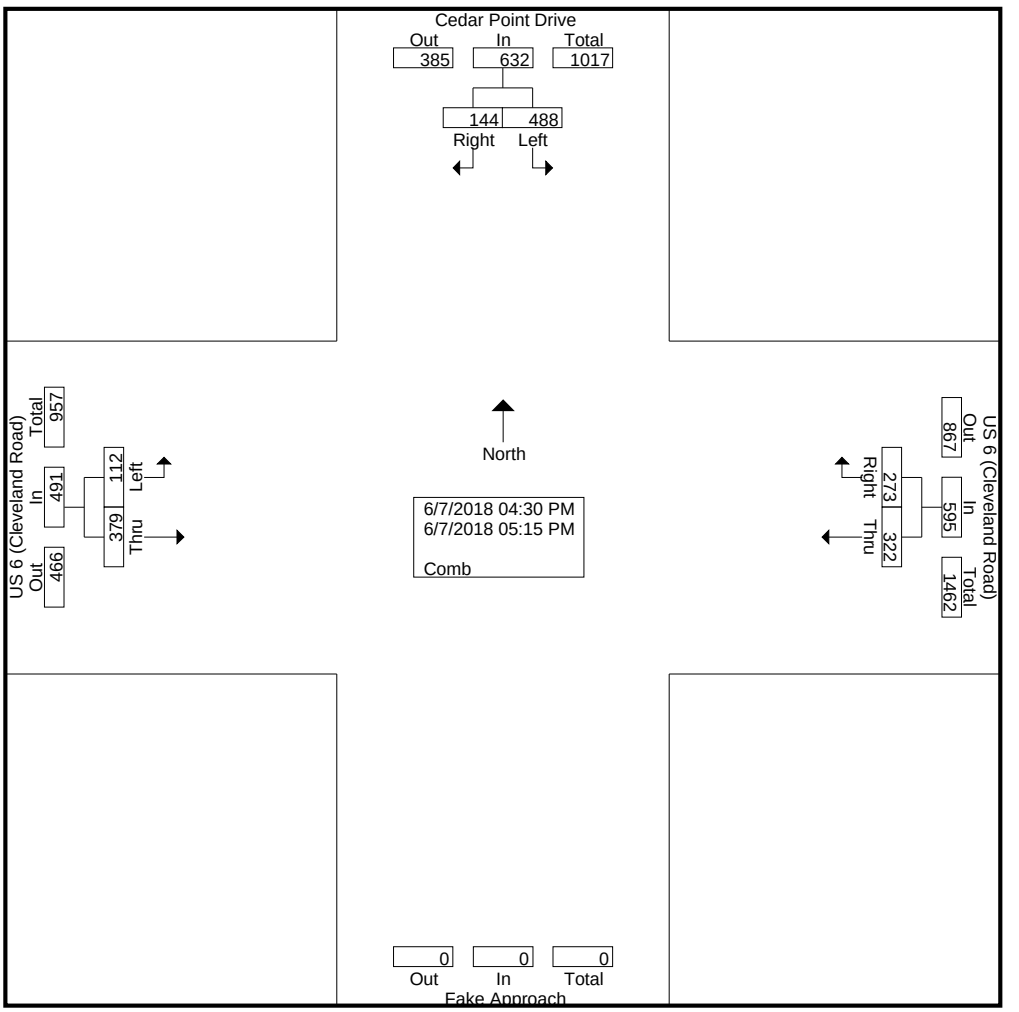
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_Combined
Site Code : 6
Start Date : 6/7/2018
Page No : 1

Groups Printed- Comb

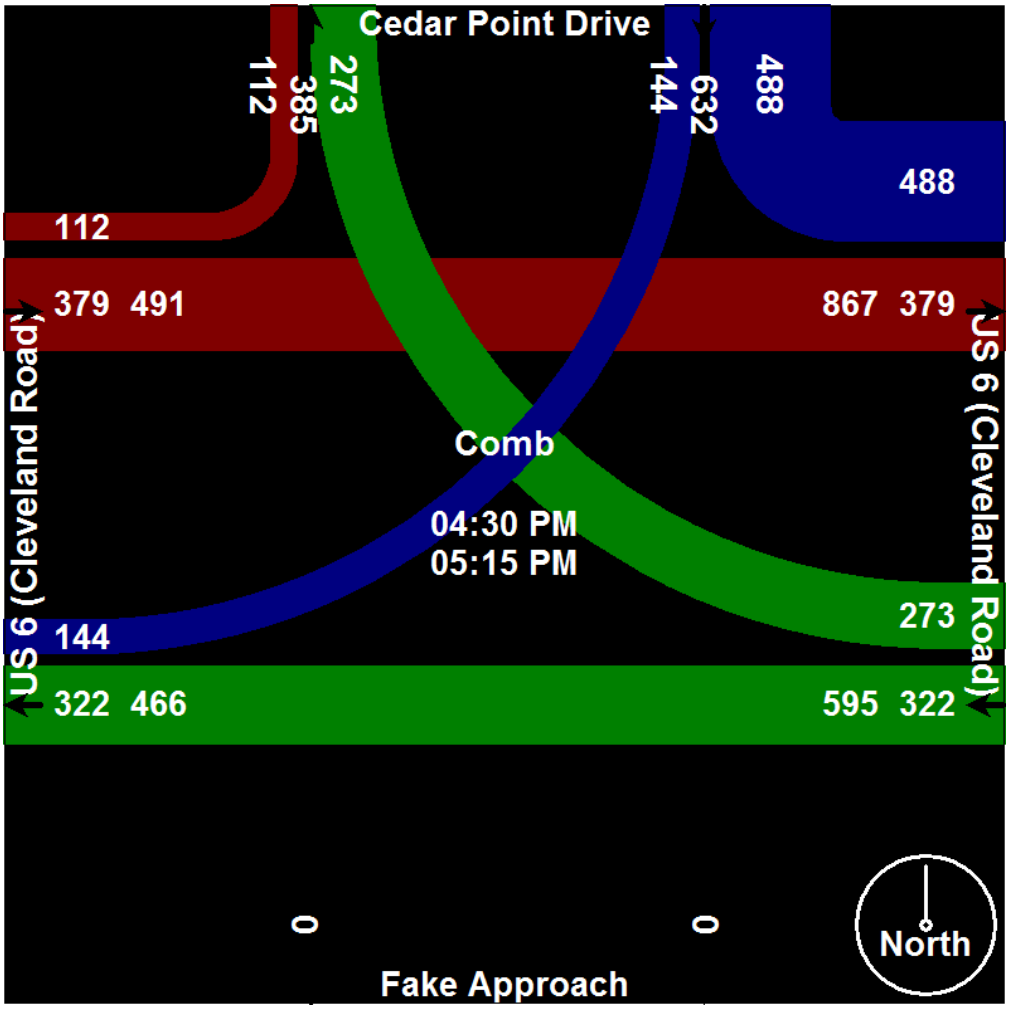
	Cedar Point Drive Southbound		US 6 (Cleveland Road) Westbound		US 6 (Cleveland Road) Eastbound		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
04:30 PM	116	40	79	65	21	89	410
04:45 PM	113	32	73	69	38	94	419
Total	229	72	152	134	59	183	829
05:00 PM	151	37	83	61	28	106	466
05:15 PM	108	35	87	78	25	90	423
Grand Total	488	144	322	273	112	379	1718
Apprch %	77.2	22.8	54.1	45.9	22.8	77.2	
Total %	28.4	8.4	18.7	15.9	6.5	22.1	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_Combined
Site Code : 6
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 6SS_-_Cleveland_Road_(US_6)_&_Cedar_Point_Drive_535819_06-07-2018
Site Code : 6
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Drive Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:30 PM	116	40	156	79	65	144	21	89	110	410
04:45 PM	113	32	145	73	69	142	38	94	132	419
Total	229	72	301	152	134	286	59	183	242	829
05:00 PM	151	37	188	83	61	144	28	106	134	466
05:15 PM	108	35	143	87	78	165	25	90	115	423
Grand Total	488	144	632	322	273	595	112	379	491	1718
Apprch %	77.2	22.8		54.1	45.9		22.8	77.2		
Total %	28.4	8.4	36.8	18.7	15.9	34.6	6.5	22.1	28.6	
Cars	481	141	622	316	269	585	105	377	482	1689
% Cars	98.6	97.9	98.4	98.1	98.5	98.3	93.8	99.5	98.2	98.3
Trucks	6	3	9	6	4	10	7	1	8	27
% Trucks	1.2	2.1	1.4	1.9	1.5	1.7	6.2	0.3	1.6	1.6
Bicycles on Road	1	0	1	0	0	0	0	1	1	2
% Bicycles on Road	0.2	0	0.2	0	0	0	0	0.3	0.2	0.1

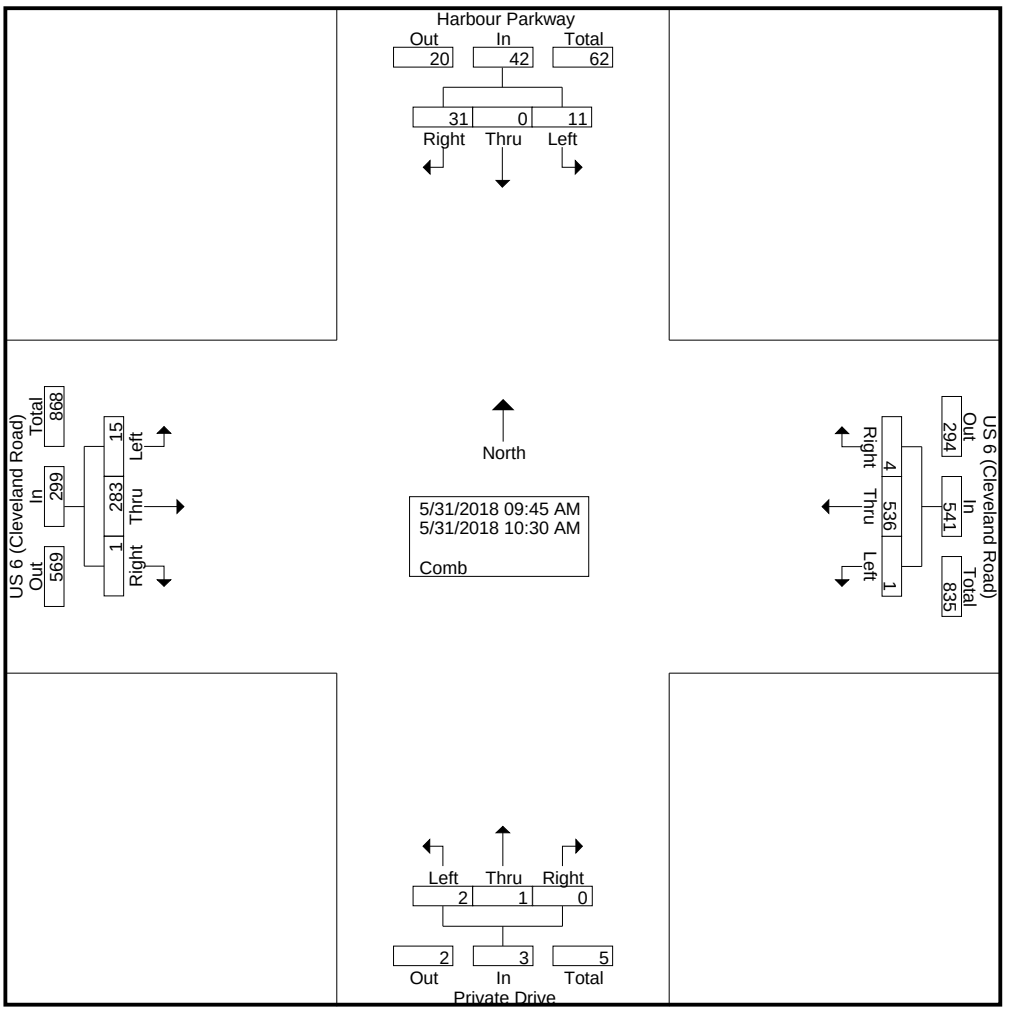
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_Combined
Site Code : 7
Start Date : 5/31/2018
Page No : 1

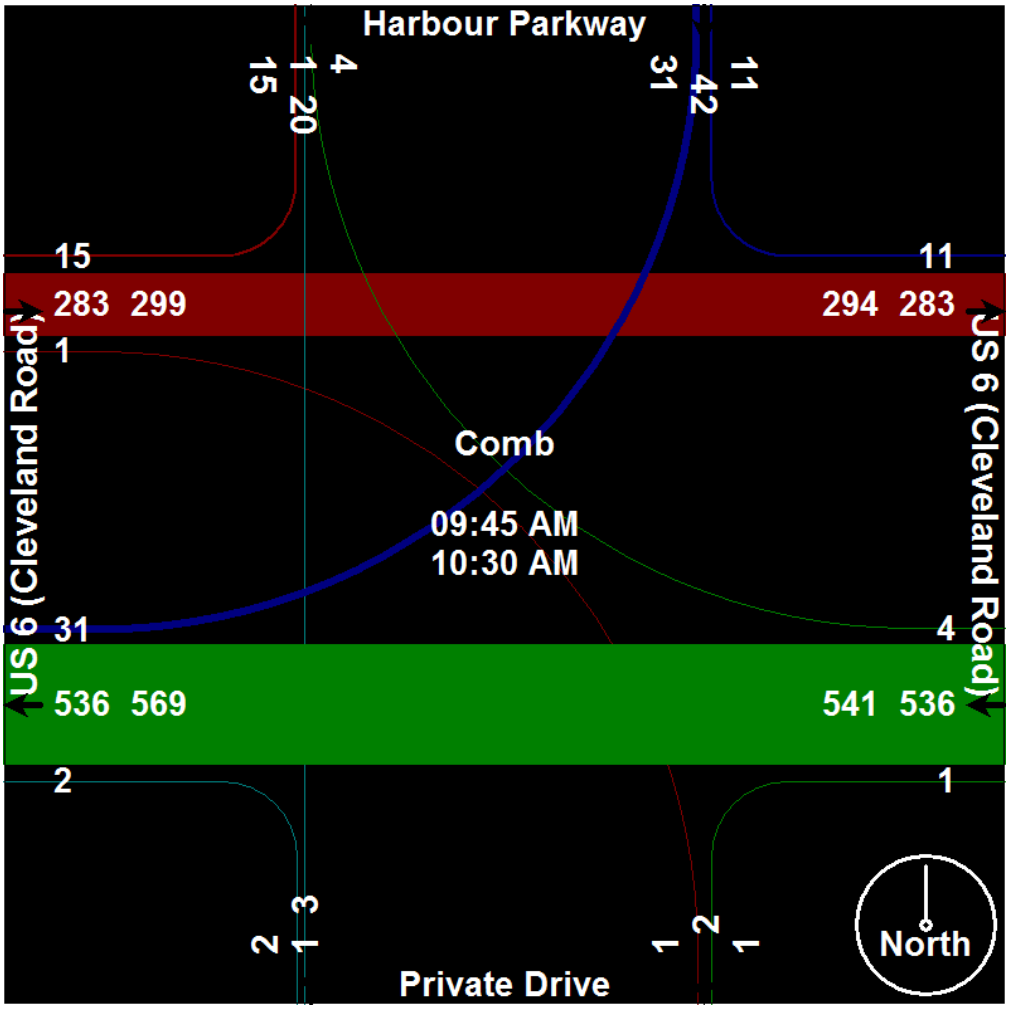
Groups Printed- Comb

	Harbour Parkway Southbound			US 6 (Cleveland Road) Westbound			Private Drive Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	2	0	7	0	141	3	1	1	0	2	95	0	252
Total	2	0	7	0	141	3	1	1	0	2	95	0	252
10:00 AM	2	0	9	0	139	0	0	0	0	3	63	1	217
10:15 AM	3	0	9	1	124	0	1	0	0	6	67	0	211
10:30 AM	4	0	6	0	132	1	0	0	0	4	58	0	205
Grand Total	11	0	31	1	536	4	2	1	0	15	283	1	885
Apprch %	26.2	0	73.8	0.2	99.1	0.7	66.7	33.3	0	5	94.6	0.3	
Total %	1.2	0	3.5	0.1	60.6	0.5	0.2	0.1	0	1.7	32	0.1	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_Combined
Site Code : 7
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_533160_05-31-2018
Site Code : 7
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Harbour Parkway Southbound				US 6 (Cleveland Road) Westbound				Private Drive Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	2	0	7	9	0	141	3	144	1	1	0	2	2	95	0	97	252
Total	2	0	7	9	0	141	3	144	1	1	0	2	2	95	0	97	252
10:00 AM	2	0	9	11	0	139	0	139	0	0	0	0	3	63	1	67	217
10:15 AM	3	0	9	12	1	124	0	125	1	0	0	1	6	67	0	73	211
10:30 AM	4	0	6	10	0	132	1	133	0	0	0	0	4	58	0	62	205
Grand Total	11	0	31	42	1	536	4	541	2	1	0	3	15	283	1	299	885
Apprch %	26.2	0	73.8		0.2	99.1	0.7		66.7	33.3	0		5	94.6	0.3		
Total %	1.2	0	3.5	4.7	0.1	60.6	0.5	61.1	0.2	0.1	0	0.3	1.7	32	0.1	33.8	
Cars	11	0	29	40	1	498	4	503	2	1	0	3	15	269	1	285	831
% Cars	100	0	93.5	95.2	100	92.9	100	93	100	100	0	100	100	95.1	100	95.3	93.9
Trucks	0	0	2	2	0	38	0	38	0	0	0	0	0	14	0	14	54
% Trucks	0	0	6.5	4.8	0	7.1	0	7	0	0	0	0	0	4.9	0	4.7	6.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

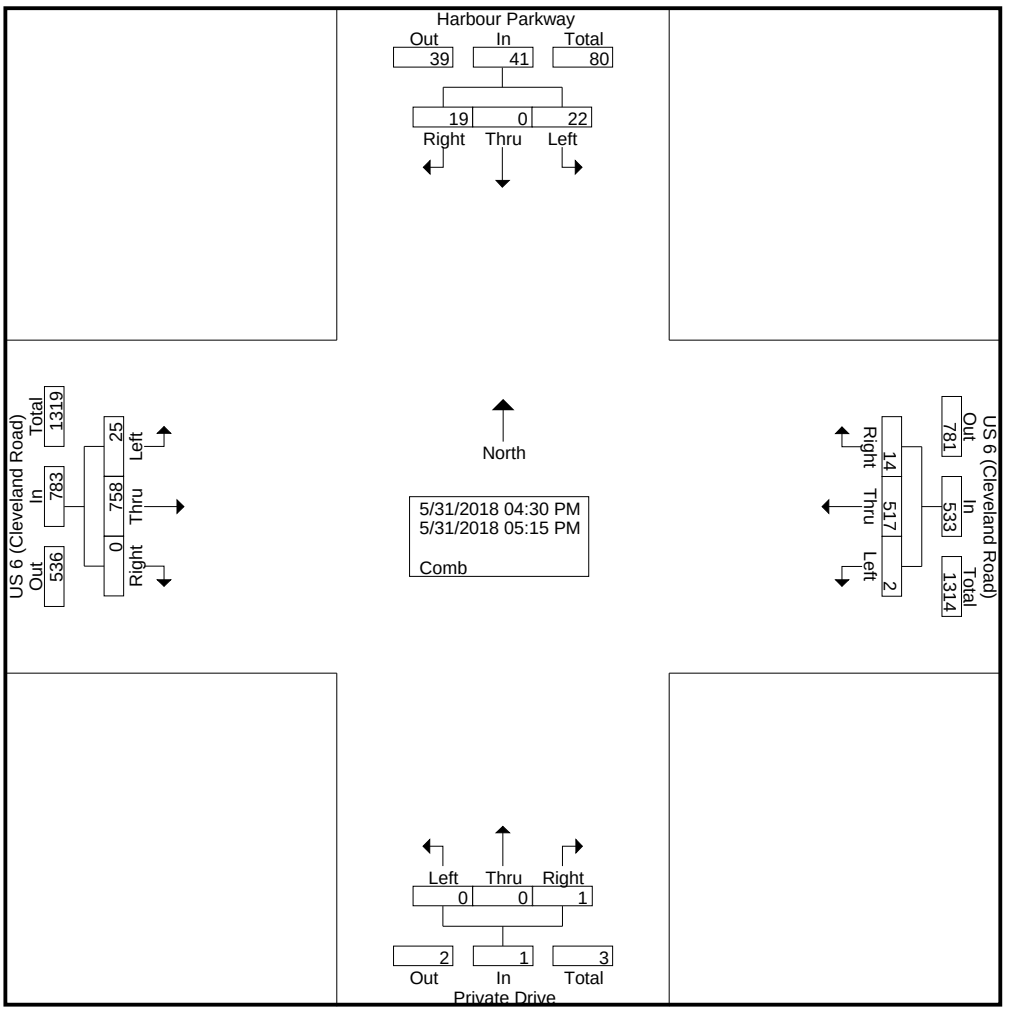
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_Combined
Site Code : 7
Start Date : 5/31/2018
Page No : 1

Groups Printed- Comb

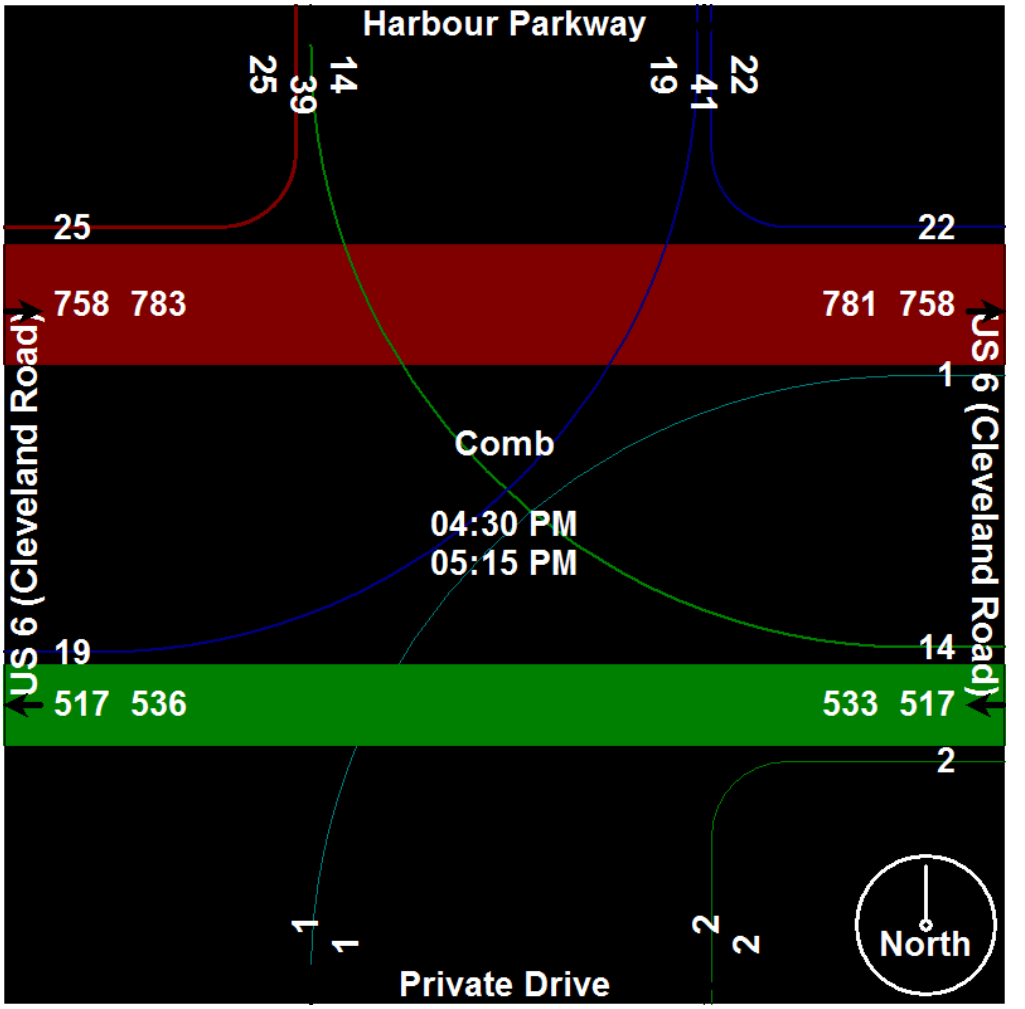
	Harbour Parkway Southbound			US 6 (Cleveland Road) Westbound			Private Drive Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	2	0	2	2	122	2	0	0	1	7	191	0	329
04:45 PM	7	0	4	0	141	6	0	0	0	3	165	0	326
Total	9	0	6	2	263	8	0	0	1	10	356	0	655
05:00 PM	8	0	8	0	133	0	0	0	0	5	209	0	363
05:15 PM	5	0	5	0	121	6	0	0	0	10	193	0	340
Grand Total	22	0	19	2	517	14	0	0	1	25	758	0	1358
Apprch %	53.7	0	46.3	0.4	97	2.6	0	0	100	3.2	96.8	0	
Total %	1.6	0	1.4	0.1	38.1	1	0	0	0.1	1.8	55.8	0	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_Combined
Site Code : 7
Start Date : 5/31/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 7SS_-_Cleveland_Road_(US_6)_&_Harbour_Parkway_533160_05-31-2018
Site Code : 7
Start Date : 5/31/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Harbour Parkway Southbound				US 6 (Cleveland Road) Westbound				Private Drive Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	2	0	2	4	2	122	2	126	0	0	1	1	7	191	0	198	329
04:45 PM	7	0	4	11	0	141	6	147	0	0	0	0	3	165	0	168	326
Total	9	0	6	15	2	263	8	273	0	0	1	1	10	356	0	366	655
05:00 PM	8	0	8	16	0	133	0	133	0	0	0	0	5	209	0	214	363
05:15 PM	5	0	5	10	0	121	6	127	0	0	0	0	10	193	0	203	340
Grand Total	22	0	19	41	2	517	14	533	0	0	1	1	25	758	0	783	1358
Apprch %	53.7	0	46.3		0.4	97	2.6		0	0	100		3.2	96.8	0		
Total %	1.6	0	1.4	3	0.1	38.1	1	39.2	0	0	0.1	0.1	1.8	55.8	0	57.7	
Cars	21	0	19	40	1	507	14	522	0	0	1	1	24	744	0	768	1331
% Cars	95.5	0	100	97.6	50	98.1	100	97.9	0	0	100	100	96	98.2	0	98.1	98
Trucks	1	0	0	1	1	10	0	11	0	0	0	0	0	14	0	14	26
% Trucks	4.5	0	0	2.4	50	1.9	0	2.1	0	0	0	0	0	1.8	0	1.8	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0.1	0.1

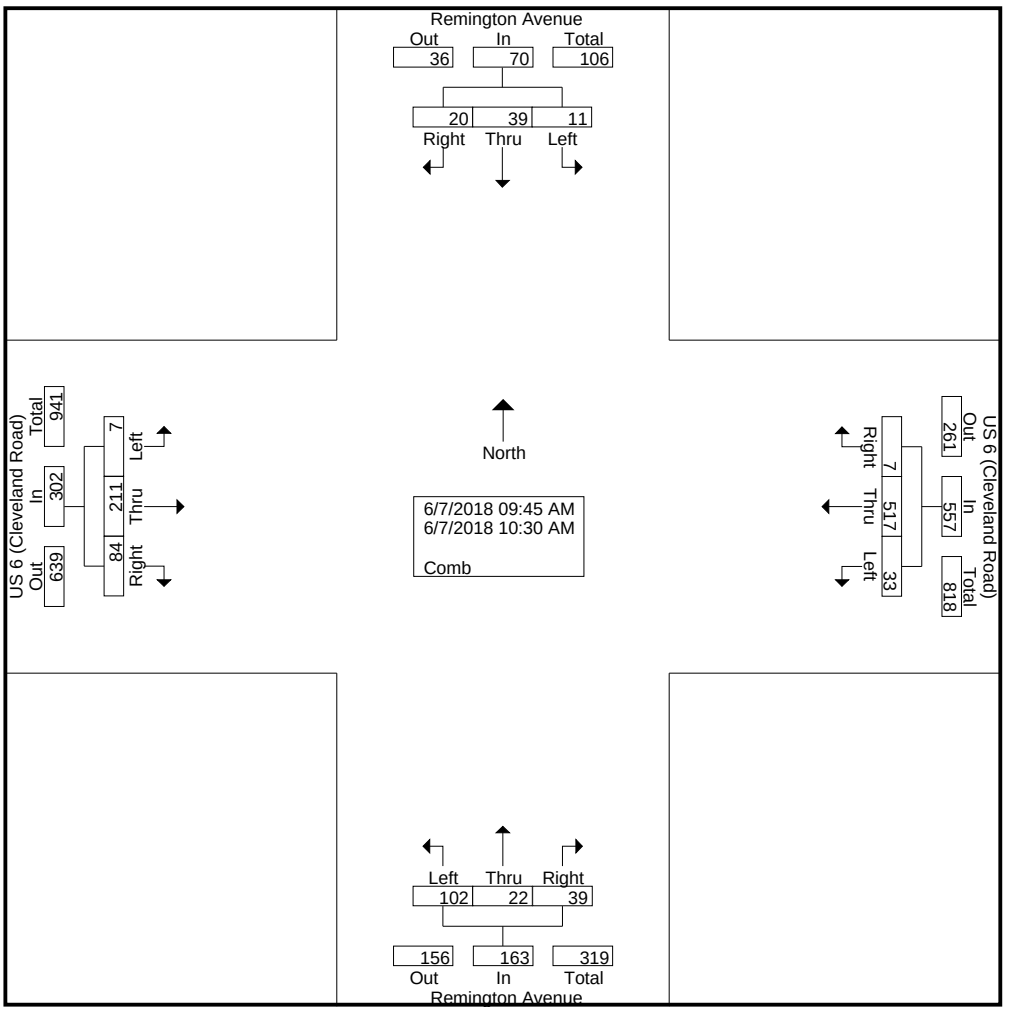
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_Combined
Site Code : 8
Start Date : 6/7/2018
Page No : 1

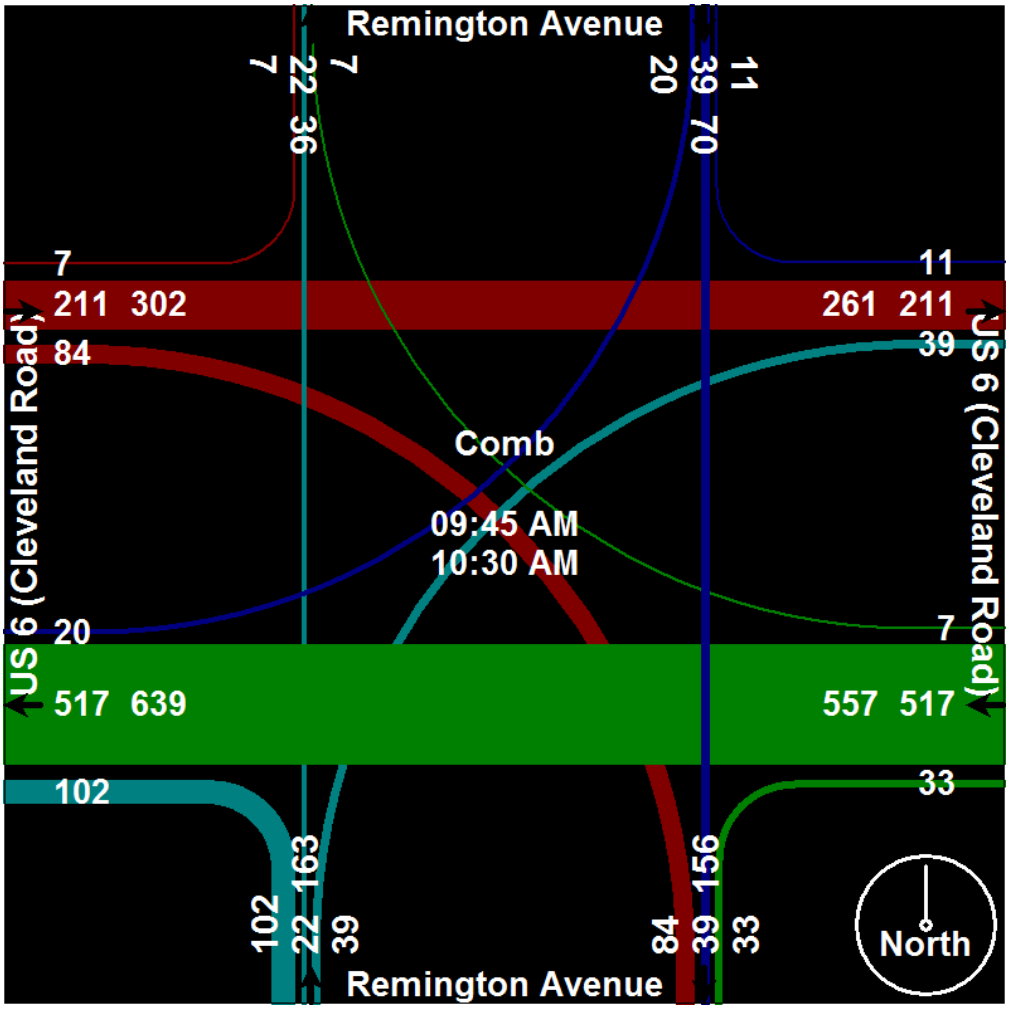
Groups Printed- Comb

	Remington Avenue Southbound			US 6 (Cleveland Road) Westbound			Remington Avenue Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	3	6	7	10	155	1	18	2	12	0	52	23	289
Total	3	6	7	10	155	1	18	2	12	0	52	23	289
10:00 AM	4	13	7	12	145	3	26	6	14	1	48	25	304
10:15 AM	1	8	3	5	108	1	28	5	6	2	64	18	249
10:30 AM	3	12	3	6	109	2	30	9	7	4	47	18	250
Grand Total	11	39	20	33	517	7	102	22	39	7	211	84	1092
Apprch %	15.7	55.7	28.6	5.9	92.8	1.3	62.6	13.5	23.9	2.3	69.9	27.8	
Total %	1	3.6	1.8	3	47.3	0.6	9.3	2	3.6	0.6	19.3	7.7	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_Combined
Site Code : 8
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_536246_06-07-2018
Site Code : 8
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Remington Avenue Southbound				US 6 (Cleveland Road) Westbound				Remington Avenue Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	3	6	7	16	10	155	1	166	18	2	12	32	0	52	23	75	289
Total	3	6	7	16	10	155	1	166	18	2	12	32	0	52	23	75	289
10:00 AM	4	13	7	24	12	145	3	160	26	6	14	46	1	48	25	74	304
10:15 AM	1	8	3	12	5	108	1	114	28	5	6	39	2	64	18	84	249
10:30 AM	3	12	3	18	6	109	2	117	30	9	7	46	4	47	18	69	250
Grand Total	11	39	20	70	33	517	7	557	102	22	39	163	7	211	84	302	1092
Apprch %	15.7	55.7	28.6		5.9	92.8	1.3		62.6	13.5	23.9		2.3	69.9	27.8		
Total %	1	3.6	1.8	6.4	3	47.3	0.6	51	9.3	2	3.6	14.9	0.6	19.3	7.7	27.7	
Cars	9	39	19	67	33	490	6	529	100	22	37	159	7	200	80	287	1042
% Cars	81.8	100	95	95.7	100	94.8	85.7	95	98	100	94.9	97.5	100	94.8	95.2	95	95.4
Trucks	2	0	1	3	0	27	1	28	2	0	2	4	0	11	4	15	50
% Trucks	18.2	0	5	4.3	0	5.2	14.3	5	2	0	5.1	2.5	0	5.2	4.8	5	4.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

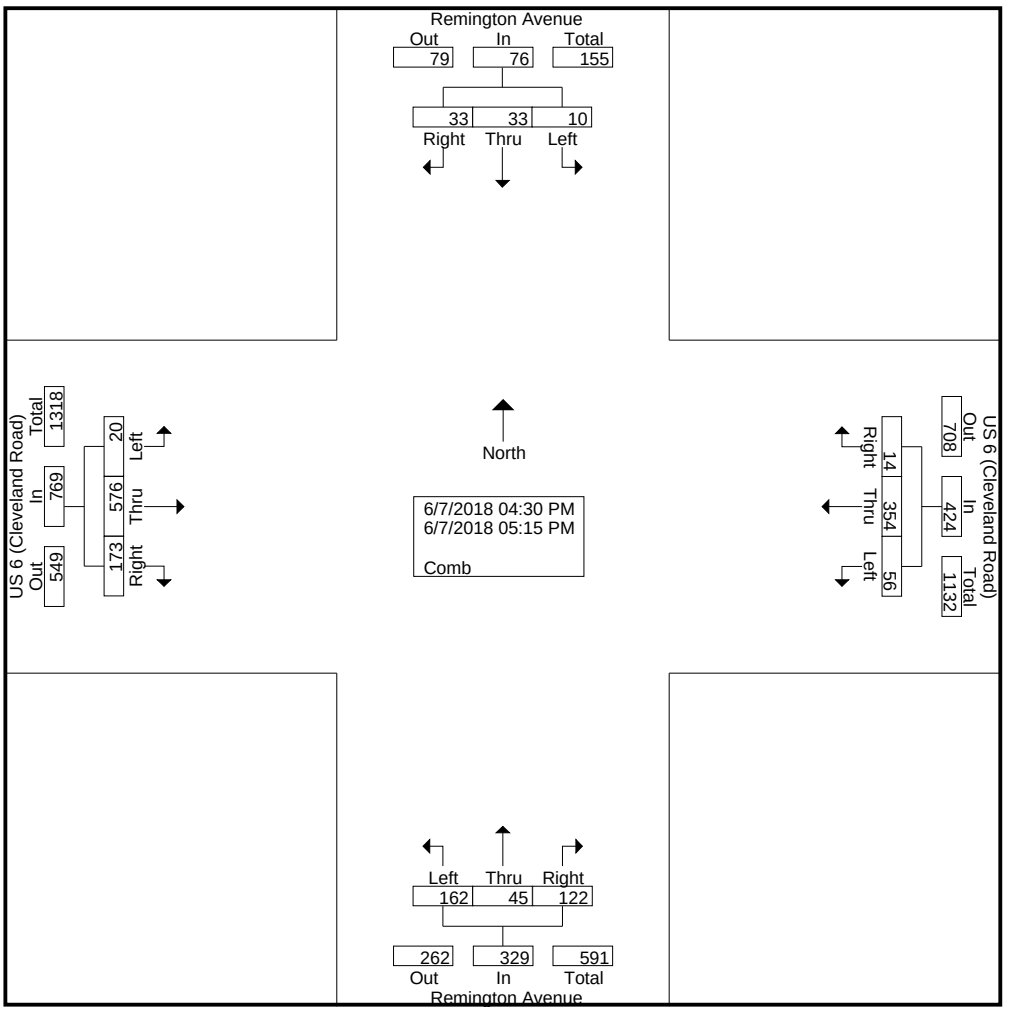
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_Combined
Site Code : 8
Start Date : 6/7/2018
Page No : 1

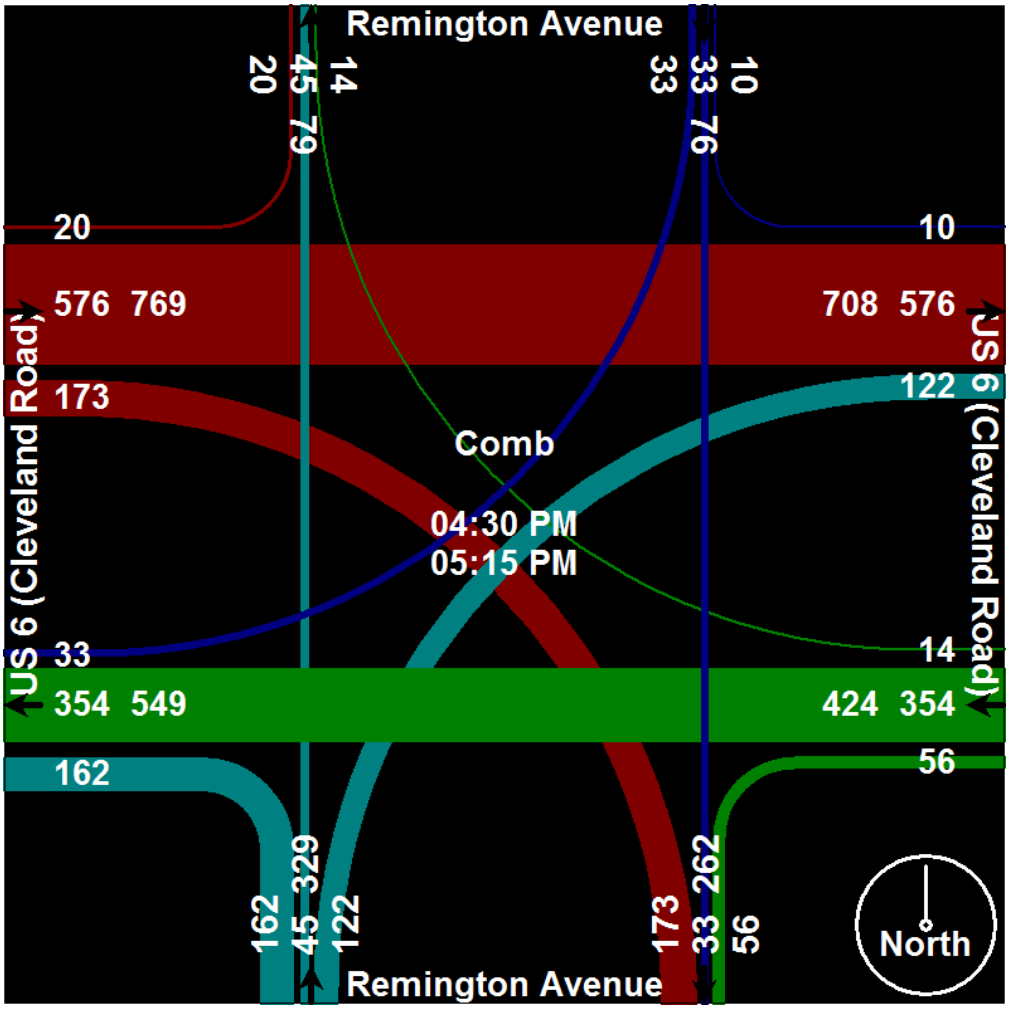
Groups Printed- Comb

	Remington Avenue Southbound			US 6 (Cleveland Road) Westbound			Remington Avenue Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	2	7	8	10	81	5	39	6	18	8	128	53	365
04:45 PM	1	4	6	14	82	2	46	15	32	7	142	34	385
Total	3	11	14	24	163	7	85	21	50	15	270	87	750
05:00 PM	5	8	10	21	97	4	37	9	31	3	150	48	423
05:15 PM	2	14	9	11	94	3	40	15	41	2	156	38	425
Grand Total	10	33	33	56	354	14	162	45	122	20	576	173	1598
Apprch %	13.2	43.4	43.4	13.2	83.5	3.3	49.2	13.7	37.1	2.6	74.9	22.5	
Total %	0.6	2.1	2.1	3.5	22.2	0.9	10.1	2.8	7.6	1.3	36	10.8	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_Combined
Site Code : 8
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 8SS_-_Cleveland_Road_(US_6)_&_Remington_Avenue_536246_06-07-2018
Site Code : 8
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Remington Avenue Southbound				US 6 (Cleveland Road) Westbound				Remington Avenue Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	2	7	8	17	10	81	5	96	39	6	18	63	8	128	53	189	365
04:45 PM	1	4	6	11	14	82	2	98	46	15	32	93	7	142	34	183	385
Total	3	11	14	28	24	163	7	194	85	21	50	156	15	270	87	372	750
05:00 PM	5	8	10	23	21	97	4	122	37	9	31	77	3	150	48	201	423
05:15 PM	2	14	9	25	11	94	3	108	40	15	41	96	2	156	38	196	425
Grand Total	10	33	33	76	56	354	14	424	162	45	122	329	20	576	173	769	1598
Apprch %	13.2	43.4	43.4		13.2	83.5	3.3		49.2	13.7	37.1		2.6	74.9	22.5		
Total %	0.6	2.1	2.1	4.8	3.5	22.2	0.9	26.5	10.1	2.8	7.6	20.6	1.3	36	10.8	48.1	
Cars	9	33	31	73	55	346	14	415	161	44	121	326	20	568	171	759	1573
% Cars	90	100	93.9	96.1	98.2	97.7	100	97.9	99.4	97.8	99.2	99.1	100	98.6	98.8	98.7	98.4
Trucks	1	0	1	2	1	8	0	9	1	1	1	3	0	6	2	8	22
% Trucks	10	0	3	2.6	1.8	2.3	0	2.1	0.6	2.2	0.8	0.9	0	1	1.2	1	1.4
Bicycles on Road	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
% Bicycles on Road	0	0	3	1.3	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.2

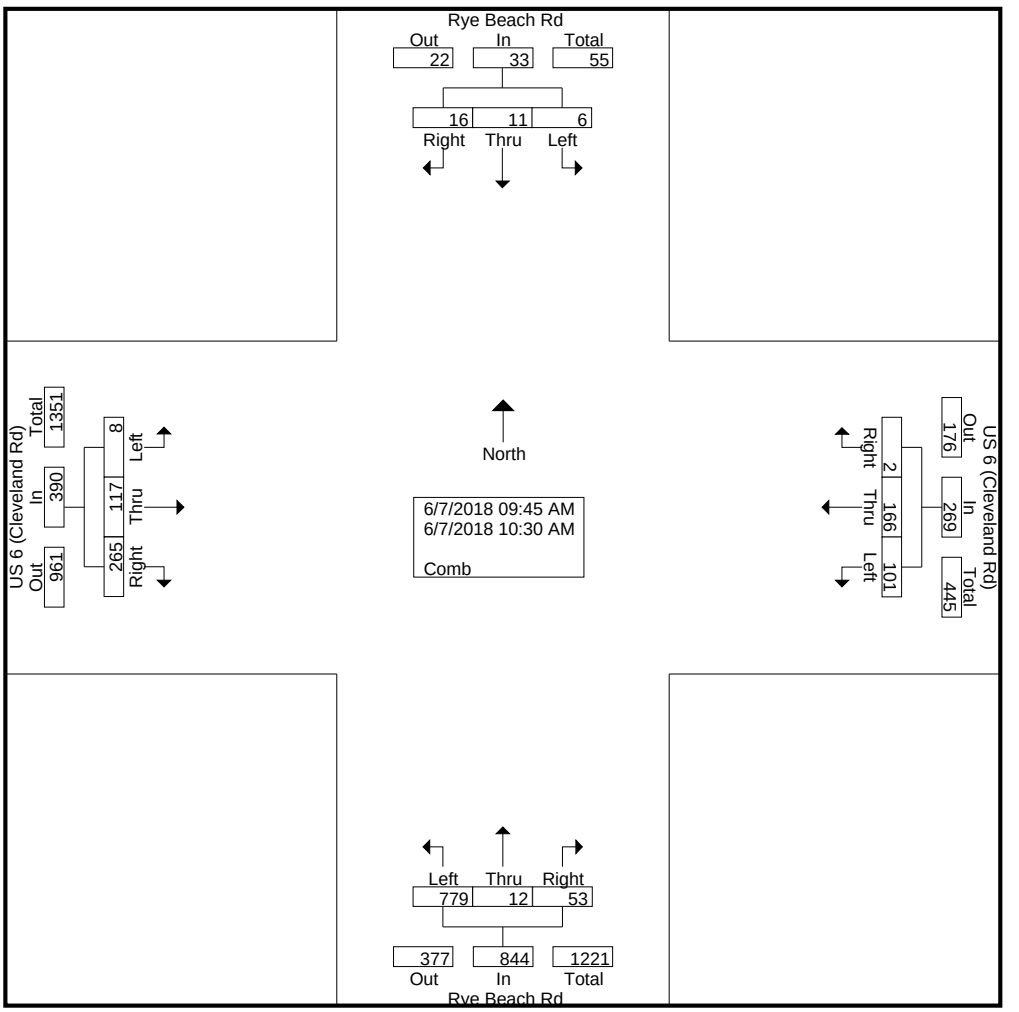
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_Combined
Site Code : 9
Start Date : 6/7/2018
Page No : 1

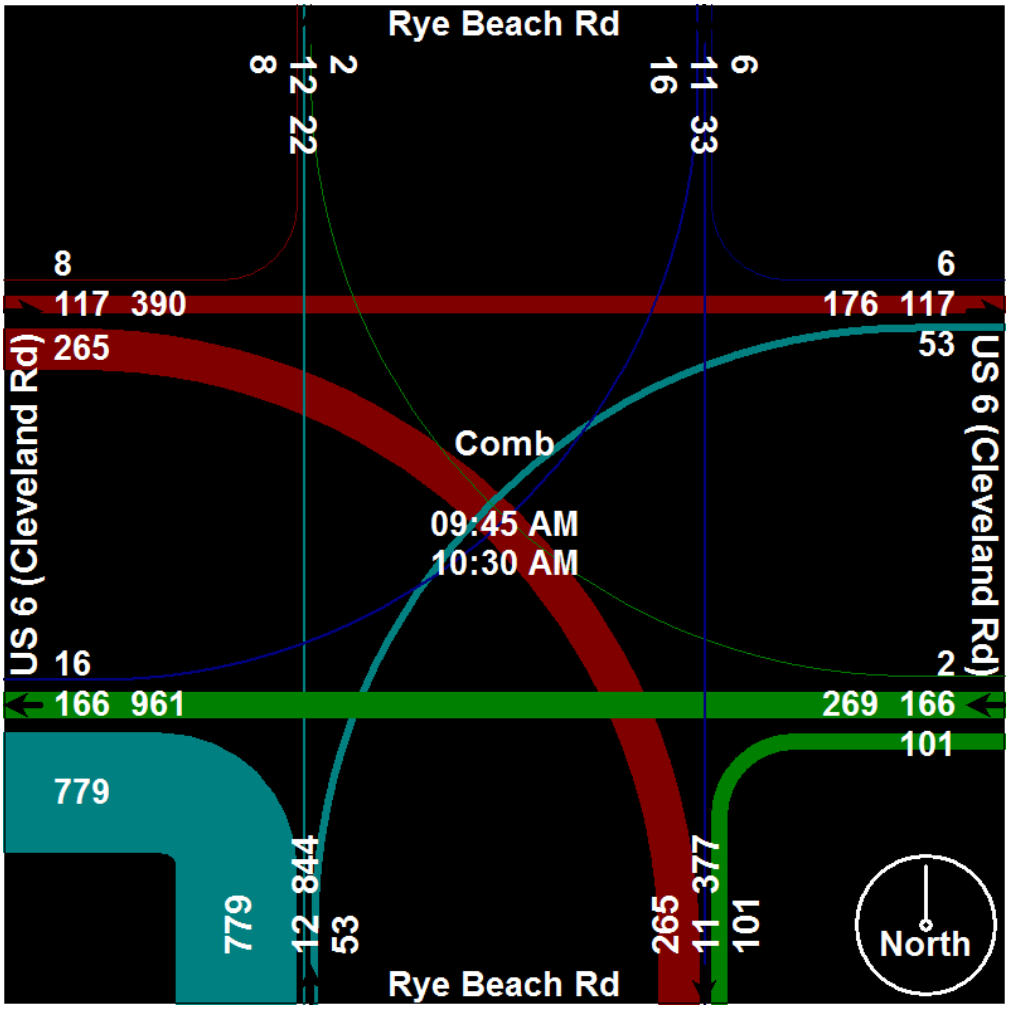
Groups Printed- Comb

	Rye Beach Rd Southbound			US 6 (Cleveland Rd) Westbound			Rye Beach Rd Northbound			US 6 (Cleveland Rd) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	0	5	7	26	50	0	205	3	15	2	20	60	393
Total	0	5	7	26	50	0	205	3	15	2	20	60	393
10:00 AM	1	0	5	26	36	0	183	4	10	1	37	66	369
10:15 AM	2	2	1	23	33	2	182	3	14	3	34	64	363
10:30 AM	3	4	3	26	47	0	209	2	14	2	26	75	411
Grand Total	6	11	16	101	166	2	779	12	53	8	117	265	1536
Apprch %	18.2	33.3	48.5	37.5	61.7	0.7	92.3	1.4	6.3	2.1	30	67.9	
Total %	0.4	0.7	1	6.6	10.8	0.1	50.7	0.8	3.5	0.5	7.6	17.3	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_Combined
Site Code : 9
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_536254_06-07-2018
Site Code : 9
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound				US 6 (Cleveland Rd) Westbound				Rye Beach Rd Northbound				US 6 (Cleveland Rd) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	0	5	7	12	26	50	0	76	205	3	15	223	2	20	60	82	393
Total	0	5	7	12	26	50	0	76	205	3	15	223	2	20	60	82	393
10:00 AM	1	0	5	6	26	36	0	62	183	4	10	197	1	37	66	104	369
10:15 AM	2	2	1	5	23	33	2	58	182	3	14	199	3	34	64	101	363
10:30 AM	3	4	3	10	26	47	0	73	209	2	14	225	2	26	75	103	411
Grand Total	6	11	16	33	101	166	2	269	779	12	53	844	8	117	265	390	1536
Apprch %	18.2	33.3	48.5		37.5	61.7	0.7		92.3	1.4	6.3		2.1	30	67.9		
Total %	0.4	0.7	1	2.1	6.6	10.8	0.1	17.5	50.7	0.8	3.5	54.9	0.5	7.6	17.3	25.4	
Cars	6	10	16	32	100	160	2	262	750	11	50	811	8	113	253	374	1479
% Cars	100	90.9	100	97	99	96.4	100	97.4	96.3	91.7	94.3	96.1	100	96.6	95.5	95.9	96.3
Trucks	0	1	0	1	1	4	0	5	29	1	3	33	0	4	12	16	55
% Trucks	0	9.1	0	3	1	2.4	0	1.9	3.7	8.3	5.7	3.9	0	3.4	4.5	4.1	3.6
Bicycles on Road	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	1.2	0	0.7	0	0	0	0	0	0	0	0	0.1

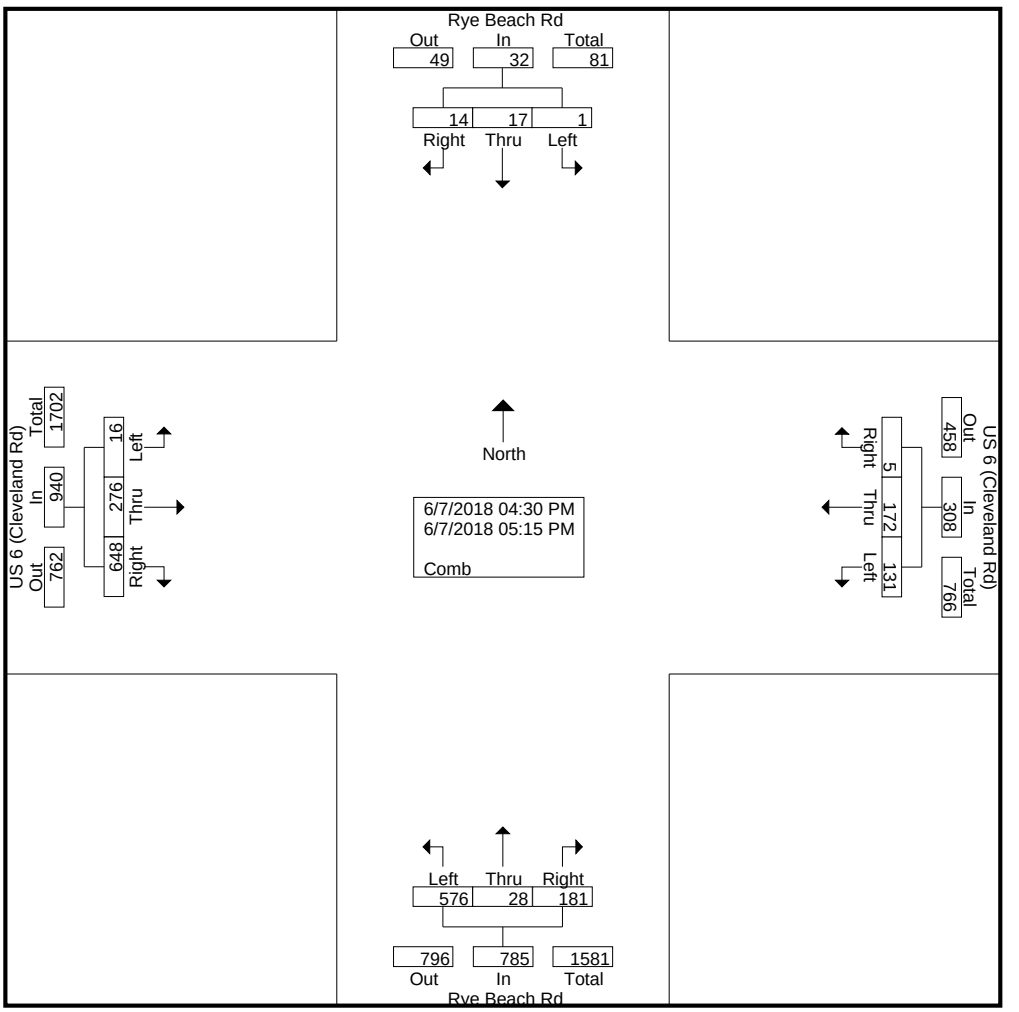
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_Combined
Site Code : 9
Start Date : 6/7/2018
Page No : 1

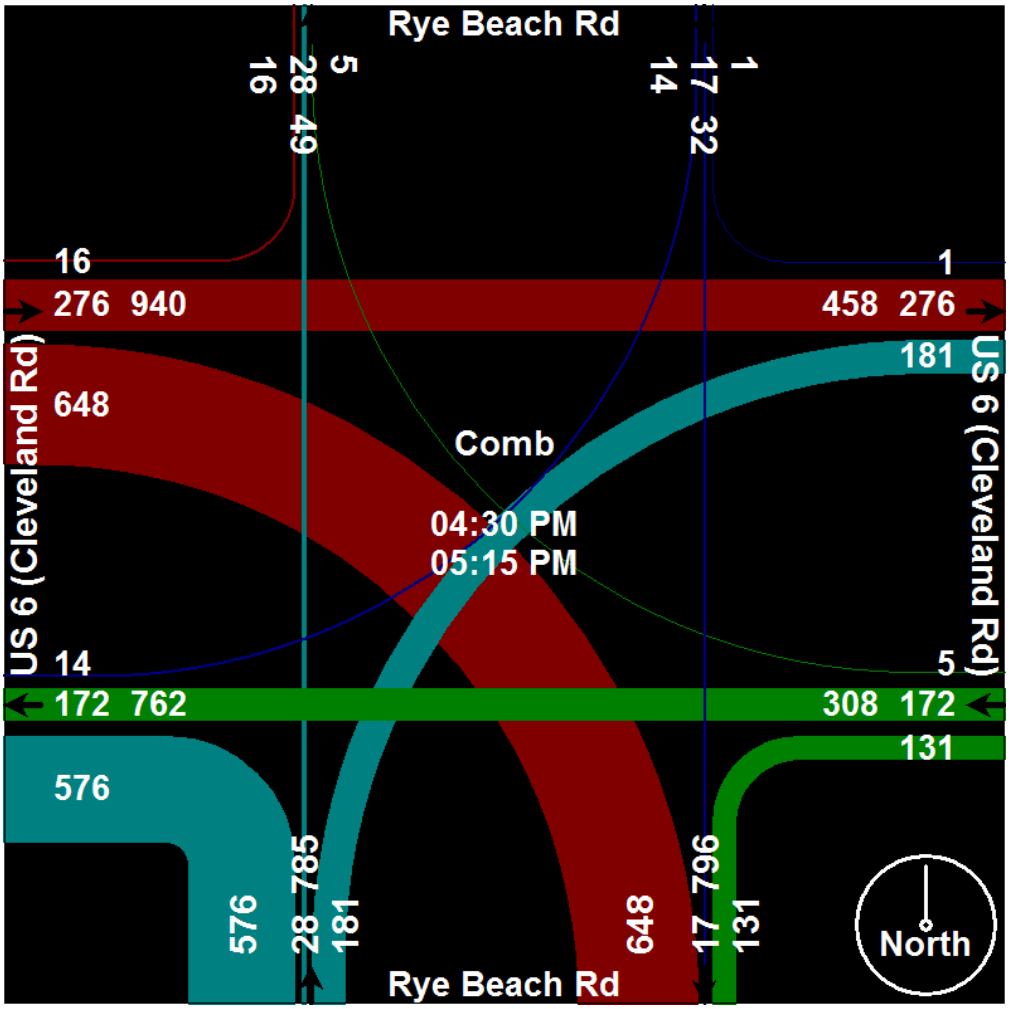
Groups Printed- Comb

	Rye Beach Rd Southbound			US 6 (Cleveland Rd) Westbound			Rye Beach Rd Northbound			US 6 (Cleveland Rd) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	0	4	5	30	46	1	113	3	45	5	69	159	480
04:45 PM	0	2	4	44	31	2	131	6	42	5	78	145	490
Total	0	6	9	74	77	3	244	9	87	10	147	304	970
05:00 PM	0	7	2	35	55	1	167	12	45	4	60	156	544
05:15 PM	1	4	3	22	40	1	165	7	49	2	69	188	551
Grand Total	1	17	14	131	172	5	576	28	181	16	276	648	2065
Apprch %	3.1	53.1	43.8	42.5	55.8	1.6	73.4	3.6	23.1	1.7	29.4	68.9	
Total %	0	0.8	0.7	6.3	8.3	0.2	27.9	1.4	8.8	0.8	13.4	31.4	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_Combined
Site Code : 9
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 9SS_-_Cleveland_Road_(US_6)_&_Rye_Beach_Road_536254_06-07-2018
Site Code : 9
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound				US 6 (Cleveland Rd) Westbound				Rye Beach Rd Northbound				US 6 (Cleveland Rd) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	4	5	9	30	46	1	77	113	3	45	161	5	69	159	233	480
04:45 PM	0	2	4	6	44	31	2	77	131	6	42	179	5	78	145	228	490
Total	0	6	9	15	74	77	3	154	244	9	87	340	10	147	304	461	970
05:00 PM	0	7	2	9	35	55	1	91	167	12	45	224	4	60	156	220	544
05:15 PM	1	4	3	8	22	40	1	63	165	7	49	221	2	69	188	259	551
Grand Total	1	17	14	32	131	172	5	308	576	28	181	785	16	276	648	940	2065
Apprch %	3.1	53.1	43.8		42.5	55.8	1.6		73.4	3.6	23.1		1.7	29.4	68.9		
Total %	0	0.8	0.7	1.5	6.3	8.3	0.2	14.9	27.9	1.4	8.8	38	0.8	13.4	31.4	45.5	
Cars	1	17	14	32	130	167	5	302	567	27	180	774	15	275	640	930	2038
% Cars	100	100	100	100	99.2	97.1	100	98.1	98.4	96.4	99.4	98.6	93.8	99.6	98.8	98.9	98.7
Trucks	0	0	0	0	1	4	0	5	9	1	1	11	1	1	8	10	26
% Trucks	0	0	0	0	0.8	2.3	0	1.6	1.6	3.6	0.6	1.4	6.2	0.4	1.2	1.1	1.3
Bicycles on Road	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0.6	0	0.3	0	0	0	0	0	0	0	0	0

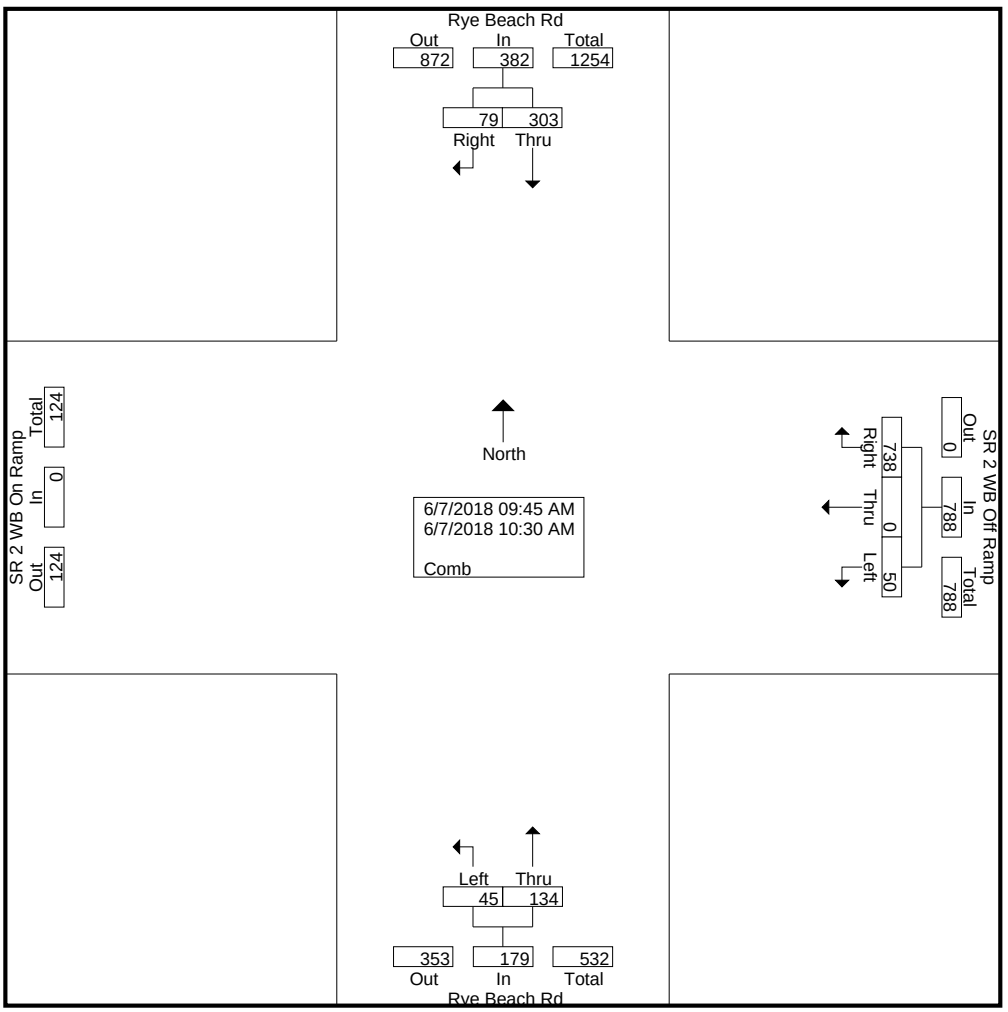
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_Combined
Site Code : 10
Start Date : 6/7/2018
Page No : 1

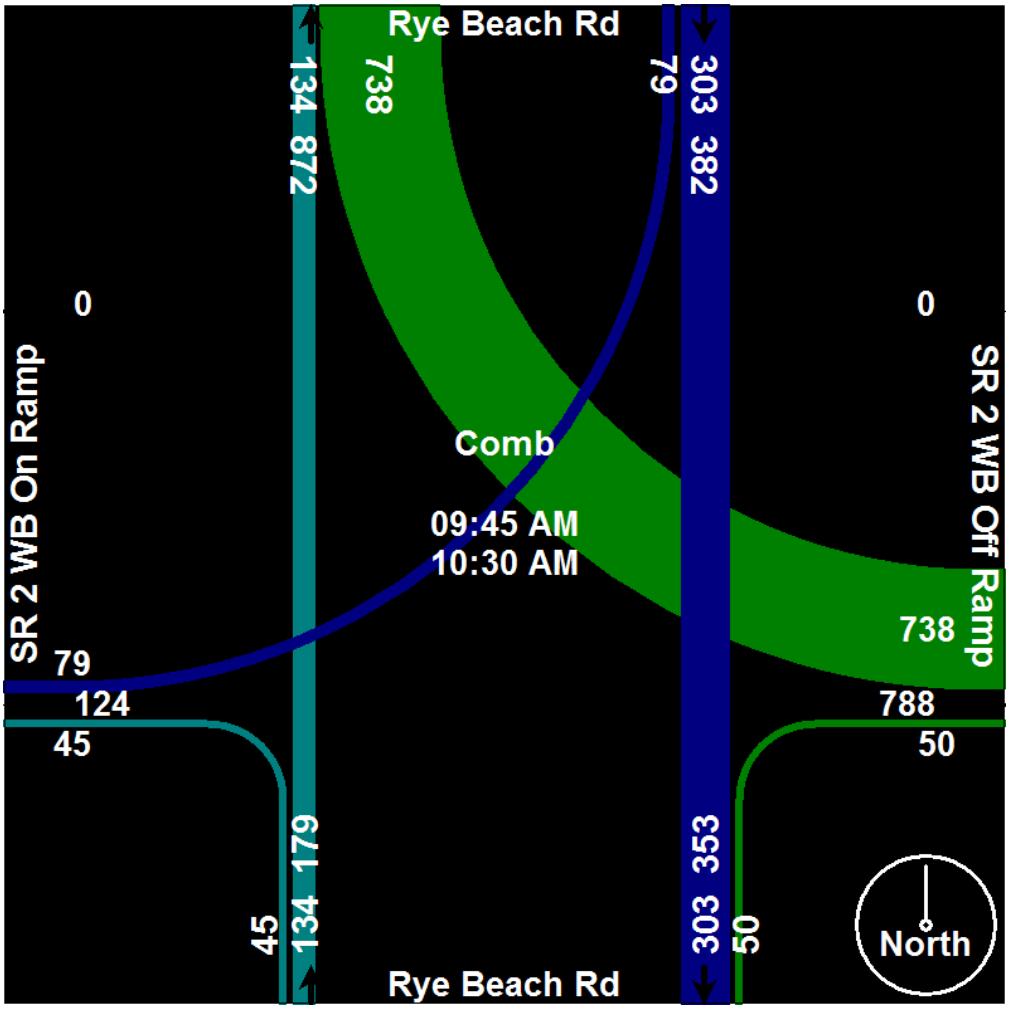
Groups Printed- Comb

	Rye Beach Rd Southbound		SR 2 WB Off Ramp Westbound			Rye Beach Rd Northbound		
Start Time	Thru	Right	Left	Thru	Right	Left	Thru	Int. Total
09:45 AM	69	25	9	0	196	16	39	354
Total	69	25	9	0	196	16	39	354
10:00 AM	71	17	10	0	179	12	31	320
10:15 AM	73	15	15	0	164	10	41	318
10:30 AM	90	22	16	0	199	7	23	357
Grand Total	303	79	50	0	738	45	134	1349
Apprch %	79.3	20.7	6.3	0	93.7	25.1	74.9	
Total %	22.5	5.9	3.7	0	54.7	3.3	9.9	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_Combined
Site Code : 10
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_536257_06-07-2018
Site Code : 10
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound			SR 2 WB Off Ramp Westbound				Rye Beach Rd Northbound			Eastbound	
Start Time	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	App. Total	App. Total	Int. Total
09:45 AM	69	25	94	9	0	196	205	16	39	55	0	354
Total	69	25	94	9	0	196	205	16	39	55	0	354
10:00 AM	71	17	88	10	0	179	189	12	31	43	0	320
10:15 AM	73	15	88	15	0	164	179	10	41	51	0	318
10:30 AM	90	22	112	16	0	199	215	7	23	30	0	357
Grand Total	303	79	382	50	0	738	788	45	134	179	0	1349
Apprch %	79.3	20.7		6.3	0	93.7		25.1	74.9			
Total %	22.5	5.9	28.3	3.7	0	54.7	58.4	3.3	9.9	13.3	0	
Cars	292	75	367	46	0	710	756	35	126	161	0	1284
% Cars	96.4	94.9	96.1	92	0	96.2	95.9	77.8	94	89.9	0	95.2
Trucks	11	4	15	4	0	28	32	10	8	18	0	65
% Trucks	3.6	5.1	3.9	8	0	3.8	4.1	22.2	6	10.1	0	4.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0

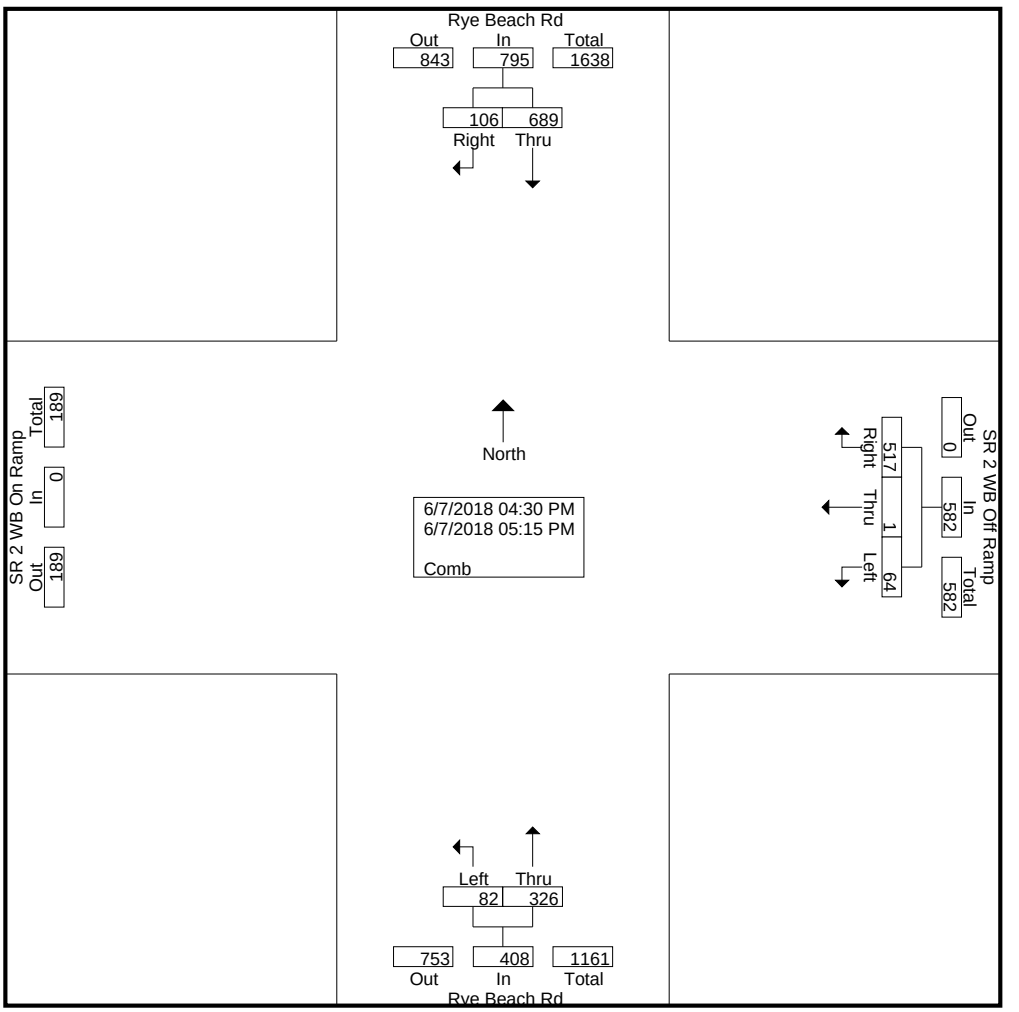
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_Combined
Site Code : 10
Start Date : 6/7/2018
Page No : 1

Groups Printed- Comb

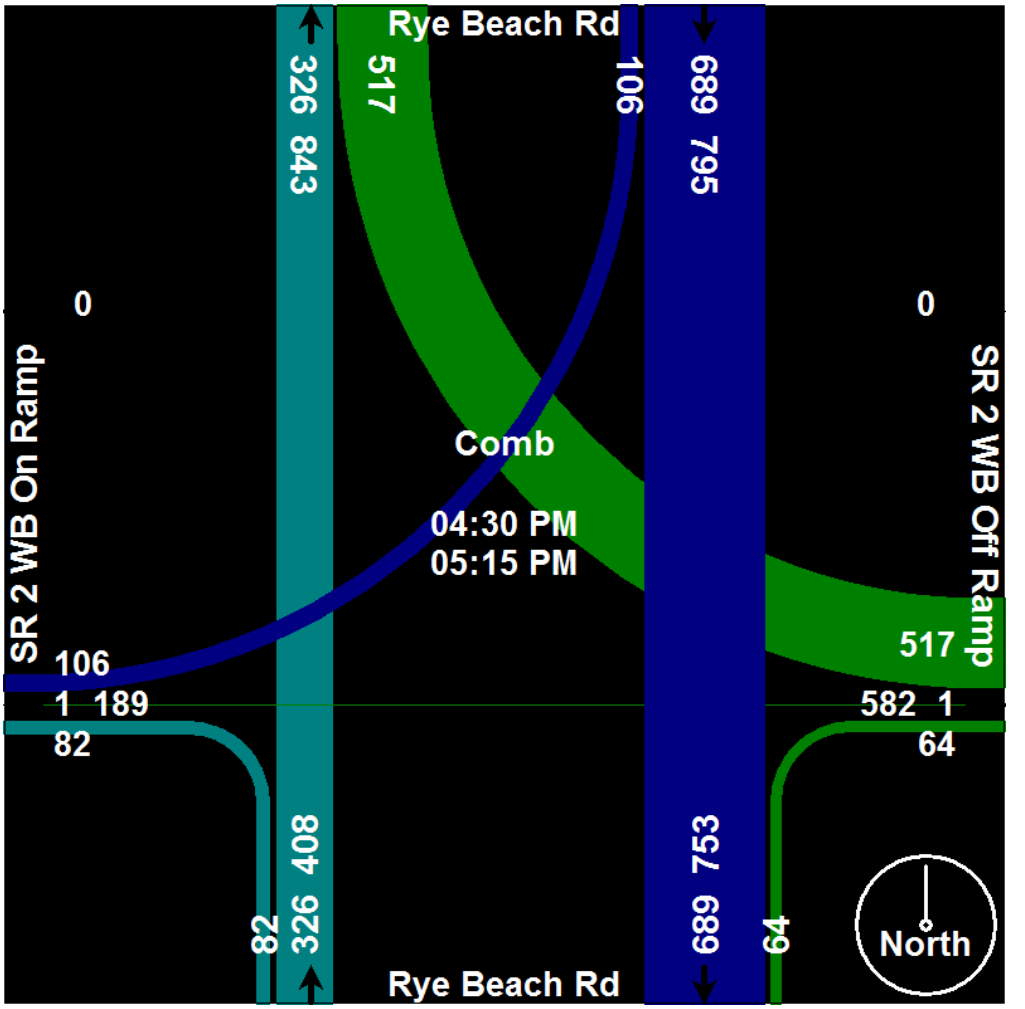
	Rye Beach Rd Southbound		SR 2 WB Off Ramp Westbound			Rye Beach Rd Northbound		
Start Time	Thru	Right	Left	Thru	Right	Left	Thru	Int. Total
04:30 PM	164	30	14	0	95	25	78	406
04:45 PM	161	29	17	0	113	13	72	405
Total	325	59	31	0	208	38	150	811
05:00 PM	176	26	16	0	156	28	91	493
05:15 PM	188	21	17	1	153	16	85	481
Grand Total	689	106	64	1	517	82	326	1785
Apprch %	86.7	13.3	11	0.2	88.8	20.1	79.9	
Total %	38.6	5.9	3.6	0.1	29	4.6	18.3	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_Combined
Site Code : 10
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 10SS_-_Rye_Beach_Road_(US_6)_&_SR_2_WB_Ramps_536257_06-07-2018
Site Code : 10
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound			SR 2 WB Off Ramp Westbound				Rye Beach Rd Northbound			Eastbound	
Start Time	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	App. Total	App. Total	Int. Total
04:30 PM	164	30	194	14	0	95	109	25	78	103	0	406
04:45 PM	161	29	190	17	0	113	130	13	72	85	0	405
Total	325	59	384	31	0	208	239	38	150	188	0	811
05:00 PM	176	26	202	16	0	156	172	28	91	119	0	493
05:15 PM	188	21	209	17	1	153	171	16	85	101	0	481
Grand Total	689	106	795	64	1	517	582	82	326	408	0	1785
Apprch %	86.7	13.3		11	0.2	88.8		20.1	79.9			
Total %	38.6	5.9	44.5	3.6	0.1	29	32.6	4.6	18.3	22.9	0	
Cars	680	106	786	57	1	512	570	75	318	393	0	1749
% Cars	98.7	100	98.9	89.1	100	99	97.9	91.5	97.5	96.3	0	98
Trucks	9	0	9	7	0	5	12	7	7	14	0	35
% Trucks	1.3	0	1.1	10.9	0	1	2.1	8.5	2.1	3.4	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	1	1	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0.3	0.2	0	0.1

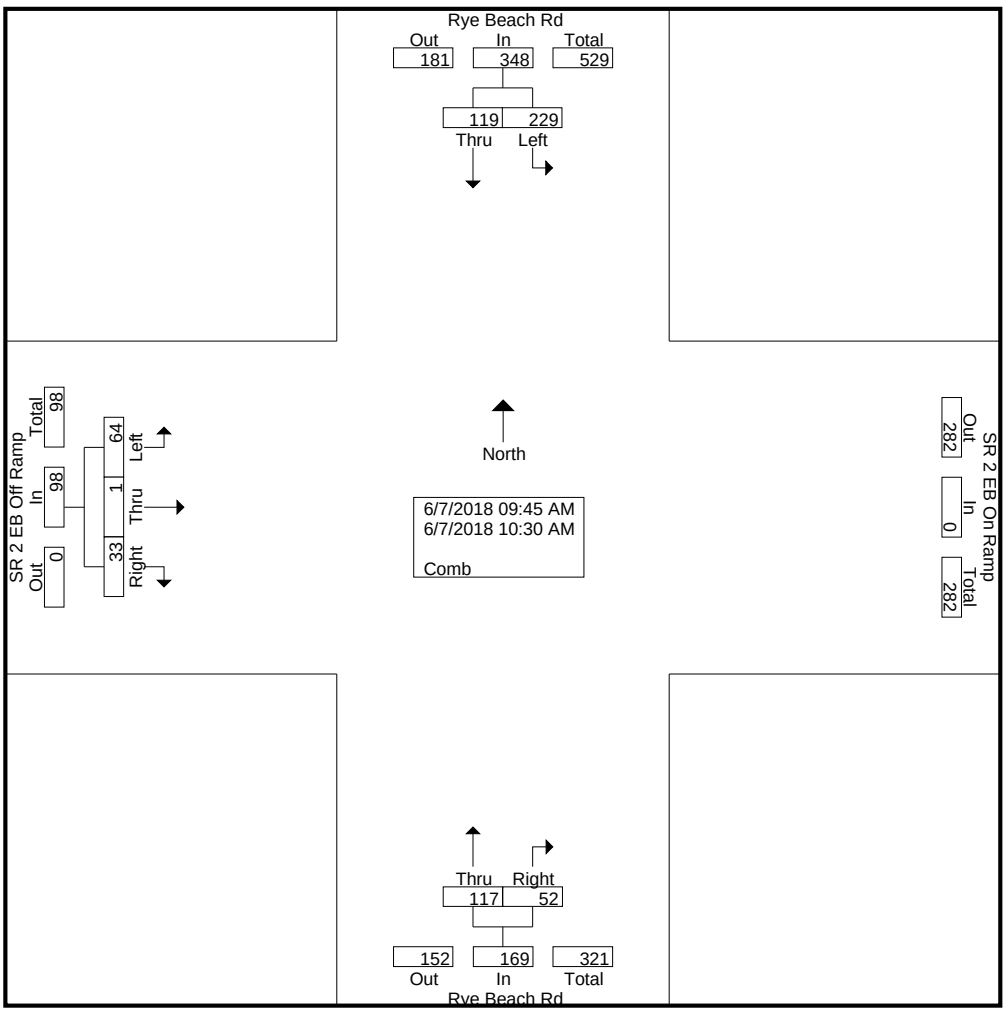
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_Combined
Site Code : 11
Start Date : 6/7/2018
Page No : 1

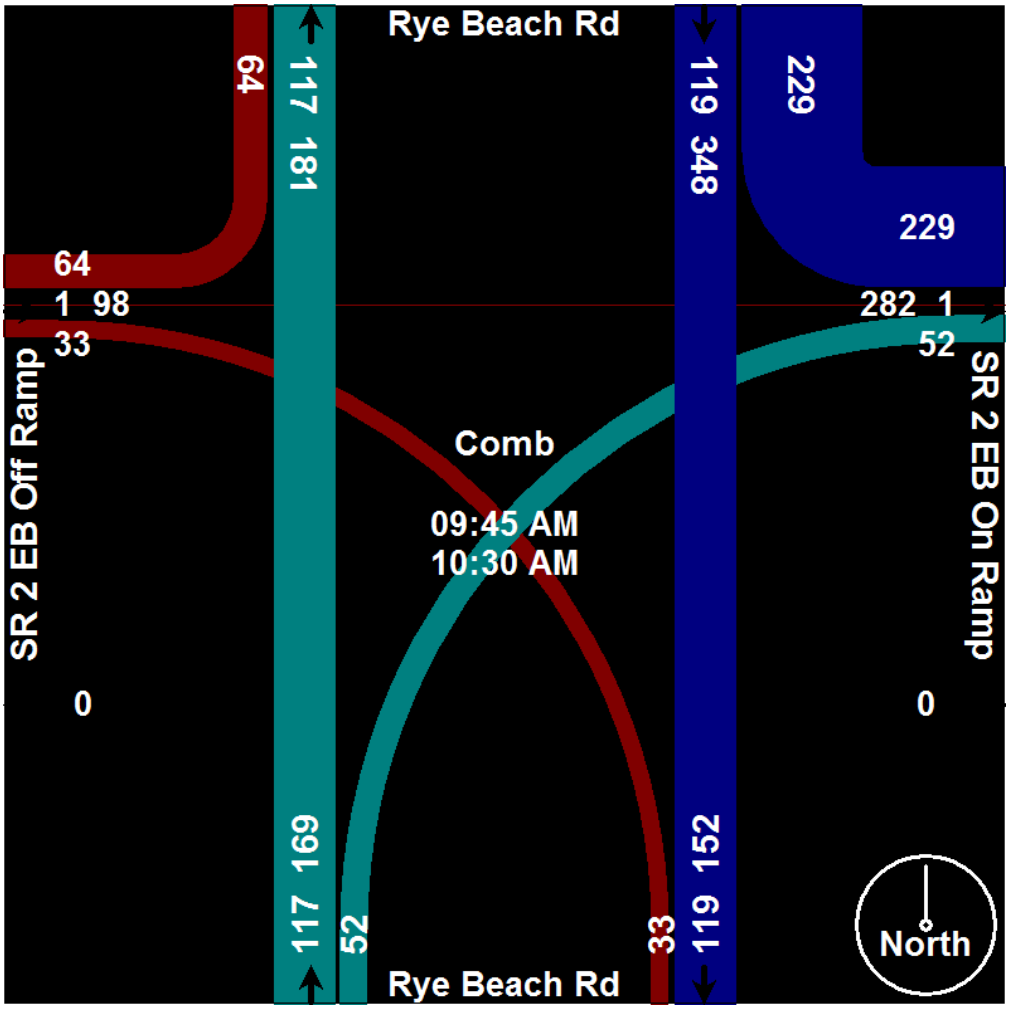
Groups Printed- Comb

	Rye Beach Rd Southbound		Rye Beach Rd Northbound		SR 2 EB Off Ramp Eastbound			
Start Time	Left	Thru	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	40	29	31	18	17	0	8	143
Total	40	29	31	18	17	0	8	143
10:00 AM	65	22	34	7	14	0	11	153
10:15 AM	61	27	32	14	21	1	9	165
10:30 AM	63	41	20	13	12	0	5	154
Grand Total	229	119	117	52	64	1	33	615
Apprch %	65.8	34.2	69.2	30.8	65.3	1	33.7	
Total %	37.2	19.3	19	8.5	10.4	0.2	5.4	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_Combined
Site Code : 11
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_536267_06-07-2018
Site Code : 11
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound			Westbound	Rye Beach Rd Northbound			SR 2 EB Off Ramp Eastbound				
Start Time	Left	Thru	App. Total	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	40	29	69	0	31	18	49	17	0	8	25	143
Total	40	29	69	0	31	18	49	17	0	8	25	143
10:00 AM	65	22	87	0	34	7	41	14	0	11	25	153
10:15 AM	61	27	88	0	32	14	46	21	1	9	31	165
10:30 AM	63	41	104	0	20	13	33	12	0	5	17	154
Grand Total	229	119	348	0	117	52	169	64	1	33	98	615
Apprch %	65.8	34.2			69.2	30.8		65.3	1	33.7		
Total %	37.2	19.3	56.6	0	19	8.5	27.5	10.4	0.2	5.4	15.9	
Cars	220	111	331	0	100	39	139	62	1	24	87	557
% Cars	96.1	93.3	95.1	0	85.5	75	82.2	96.9	100	72.7	88.8	90.6
Trucks	9	8	17	0	17	13	30	2	0	9	11	58
% Trucks	3.9	6.7	4.9	0	14.5	25	17.8	3.1	0	27.3	11.2	9.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0

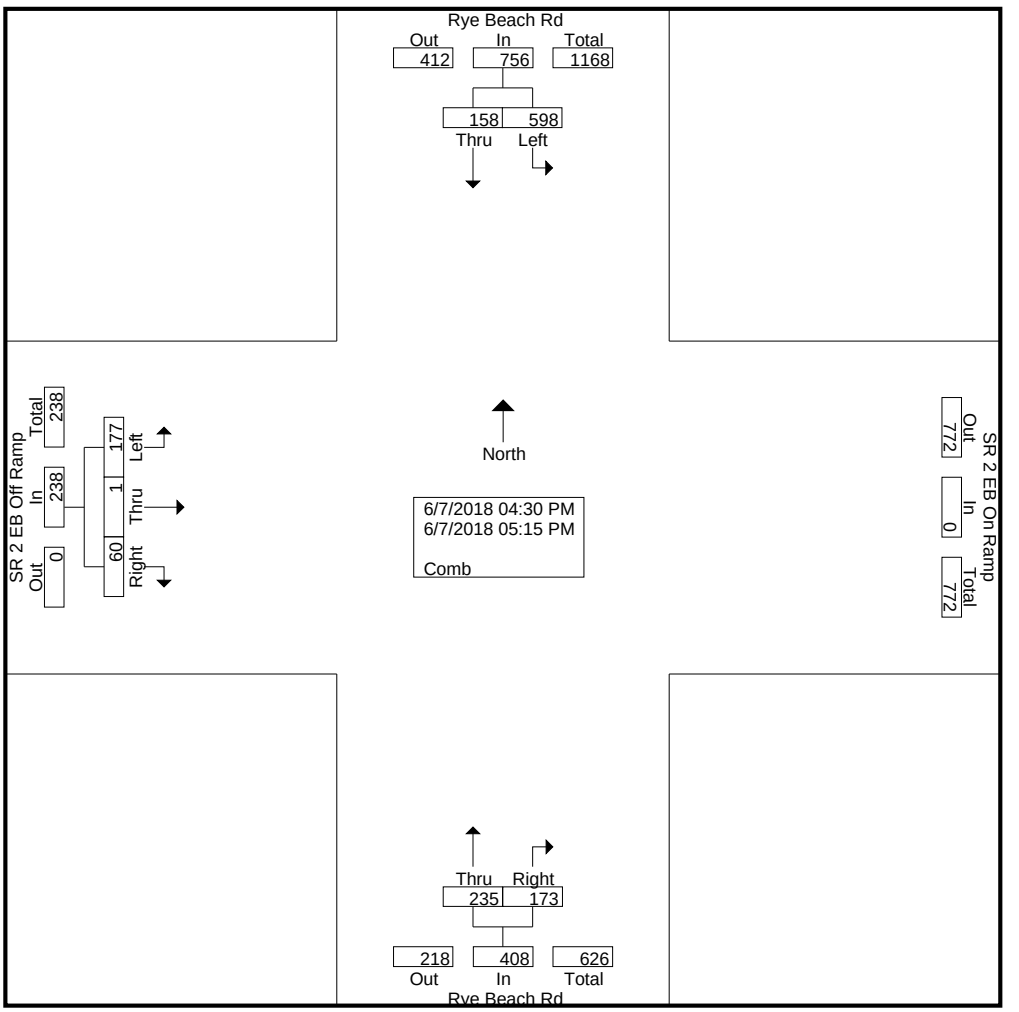
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_Combined
Site Code : 11
Start Date : 6/7/2018
Page No : 1

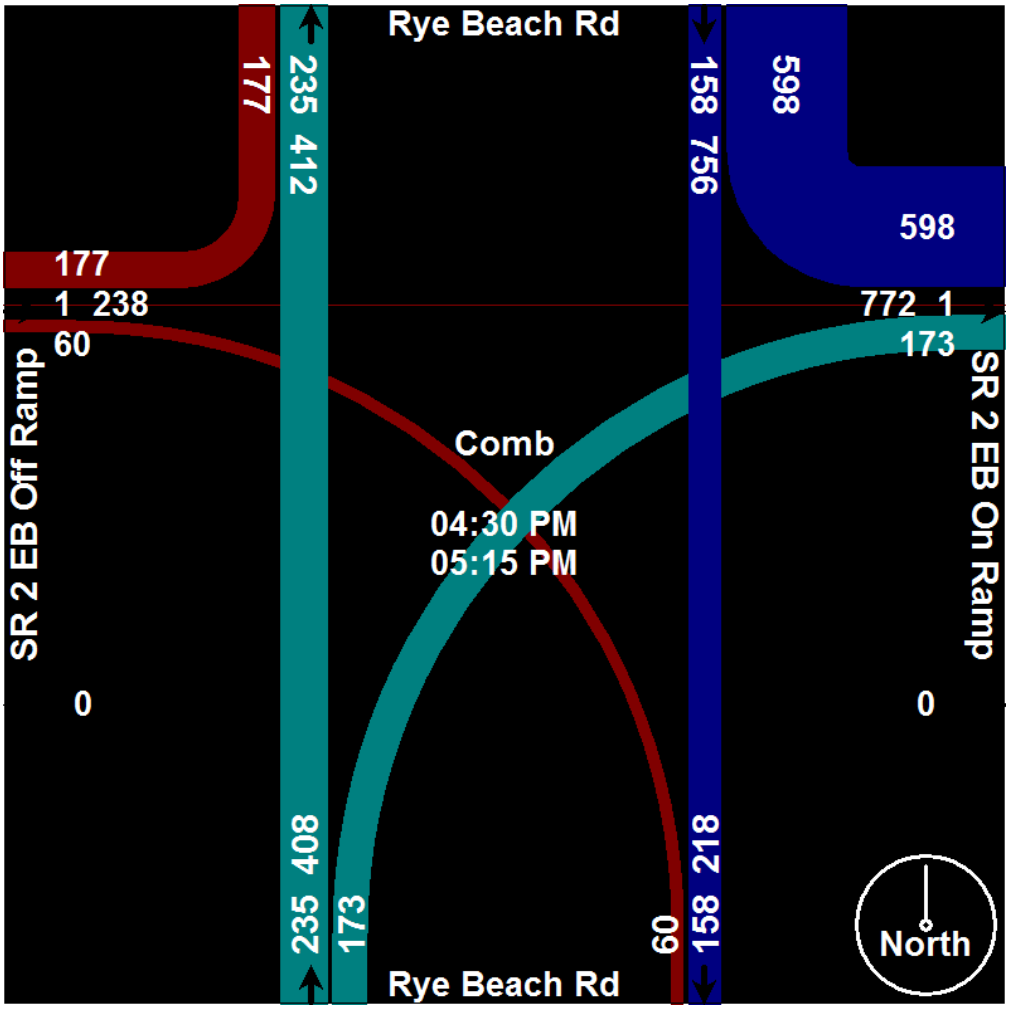
Groups Printed- Comb

	Rye Beach Rd Southbound		Rye Beach Rd Northbound		SR 2 EB Off Ramp Eastbound			
Start Time	Left	Thru	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	133	43	63	52	37	0	12	340
04:45 PM	131	34	45	26	41	0	14	291
Total	264	77	108	78	78	0	26	631
05:00 PM	152	44	72	58	49	1	16	392
05:15 PM	182	37	55	37	50	0	18	379
Grand Total	598	158	235	173	177	1	60	1402
Apprch %	79.1	20.9	57.6	42.4	74.4	0.4	25.2	
Total %	42.7	11.3	16.8	12.3	12.6	0.1	4.3	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_Combined
Site Code : 11
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 11SS_-_Rye_Beach_Road_(US_6)_&_SR_2_EB_Ramps_536267_06-07-2018
Site Code : 11
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Rd Southbound			Westbound	Rye Beach Rd Northbound			SR 2 EB Off Ramp Eastbound				
Start Time	Left	Thru	App. Total	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	133	43	176	0	63	52	115	37	0	12	49	340
04:45 PM	131	34	165	0	45	26	71	41	0	14	55	291
Total	264	77	341	0	108	78	186	78	0	26	104	631
05:00 PM	152	44	196	0	72	58	130	49	1	16	66	392
05:15 PM	182	37	219	0	55	37	92	50	0	18	68	379
Grand Total	598	158	756	0	235	173	408	177	1	60	238	1402
Apprch %	79.1	20.9			57.6	42.4		74.4	0.4	25.2		
Total %	42.7	11.3	53.9	0	16.8	12.3	29.1	12.6	0.1	4.3	17	
Cars	592	146	738	0	225	162	387	171	1	52	224	1349
% Cars	99	92.4	97.6	0	95.7	93.6	94.9	96.6	100	86.7	94.1	96.2
Trucks	6	12	18	0	10	11	21	6	0	8	14	53
% Trucks	1	7.6	2.4	0	4.3	6.4	5.1	3.4	0	13.3	5.9	3.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0

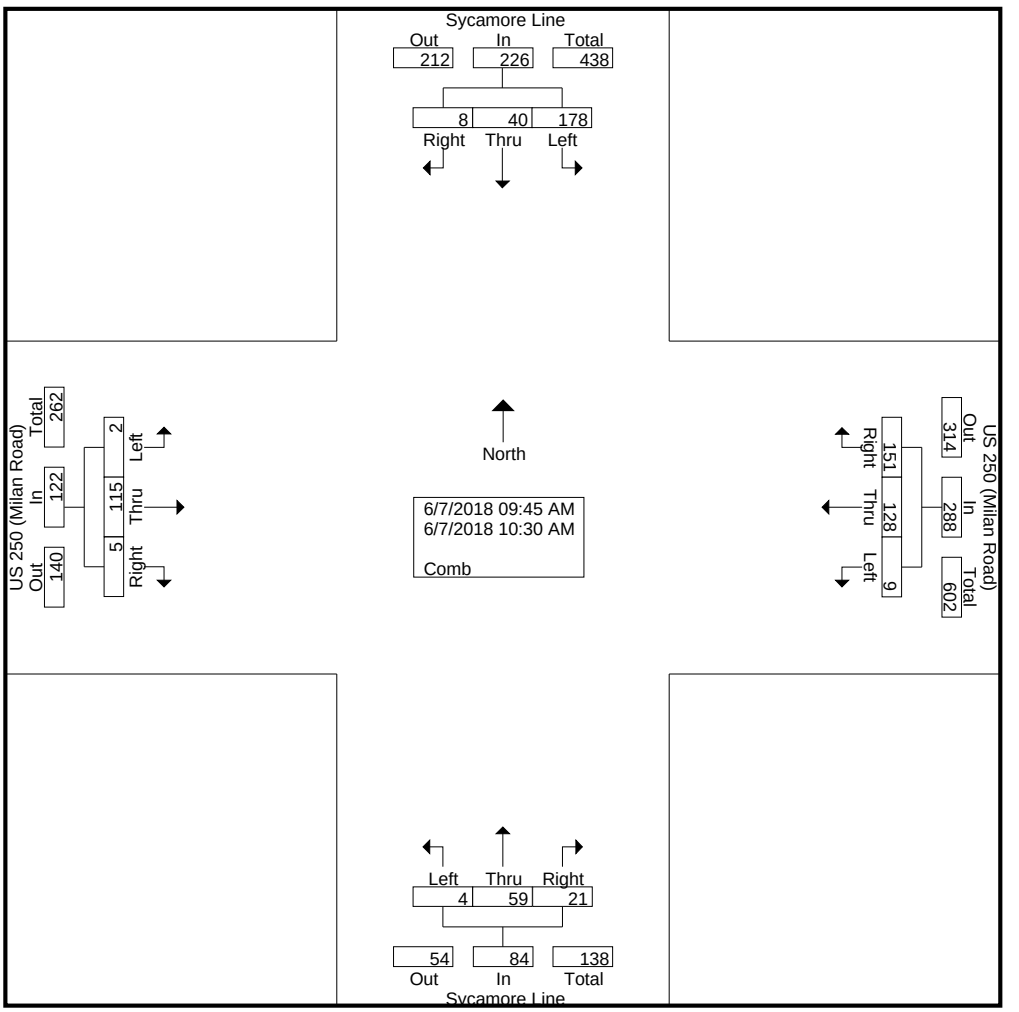
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_Combined
Site Code : 12
Start Date : 6/7/2018
Page No : 1

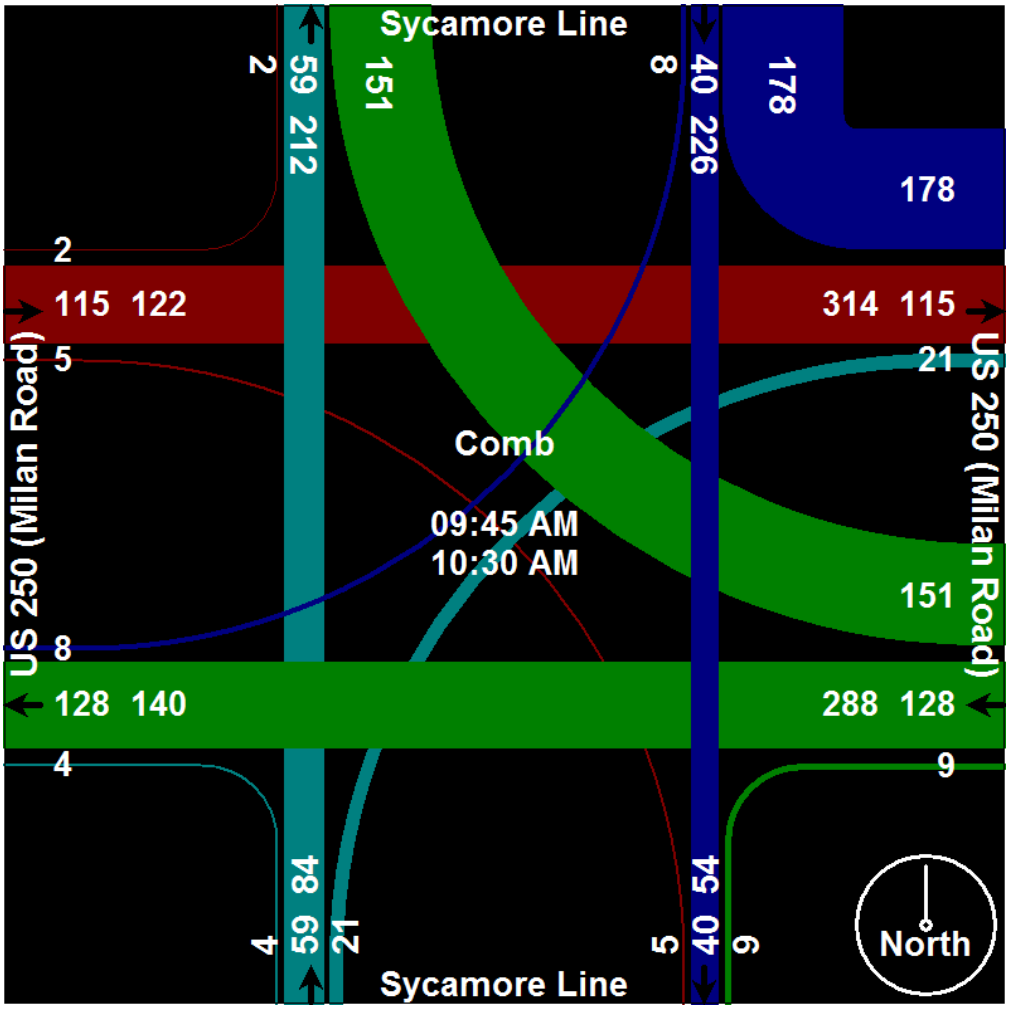
Groups Printed- Comb

	Sycamore Line Southbound			US 250 (Milan Road) Westbound			Sycamore Line Northbound			US 250 (Milan Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
09:45 AM	45	11	3	6	31	38	0	9	4	1	27	1	176
Total	45	11	3	6	31	38	0	9	4	1	27	1	176
10:00 AM	39	8	1	0	34	39	0	16	10	0	24	4	175
10:15 AM	37	10	4	0	30	35	2	15	3	0	32	0	168
10:30 AM	57	11	0	3	33	39	2	19	4	1	32	0	201
Grand Total	178	40	8	9	128	151	4	59	21	2	115	5	720
Apprch %	78.8	17.7	3.5	3.1	44.4	52.4	4.8	70.2	25	1.6	94.3	4.1	
Total %	24.7	5.6	1.1	1.2	17.8	21	0.6	8.2	2.9	0.3	16	0.7	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_Combined
Site Code : 12
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_536249_06-07-2018
Site Code : 12
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Sycamore Line Southbound				US 250 (Milan Road) Westbound				Sycamore Line Northbound				US 250 (Milan Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	45	11	3	59	6	31	38	75	0	9	4	13	1	27	1	29	176
Total	45	11	3	59	6	31	38	75	0	9	4	13	1	27	1	29	176
10:00 AM	39	8	1	48	0	34	39	73	0	16	10	26	0	24	4	28	175
10:15 AM	37	10	4	51	0	30	35	65	2	15	3	20	0	32	0	32	168
10:30 AM	57	11	0	68	3	33	39	75	2	19	4	25	1	32	0	33	201
Grand Total	178	40	8	226	9	128	151	288	4	59	21	84	2	115	5	122	720
Apprch %	78.8	17.7	3.5		3.1	44.4	52.4		4.8	70.2	25		1.6	94.3	4.1		
Total %	24.7	5.6	1.1	31.4	1.2	17.8	21	40	0.6	8.2	2.9	11.7	0.3	16	0.7	16.9	
Cars	172	37	6	215	9	127	143	279	3	58	20	81	2	112	5	119	694
% Cars	96.6	92.5	75	95.1	100	99.2	94.7	96.9	75	98.3	95.2	96.4	100	97.4	100	97.5	96.4
Trucks	4	3	2	9	0	1	8	9	1	1	1	3	0	3	0	3	24
% Trucks	2.2	7.5	25	4	0	0.8	5.3	3.1	25	1.7	4.8	3.6	0	2.6	0	2.5	3.3
Bicycles on Road	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Bicycles on Road	1.1	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0.3

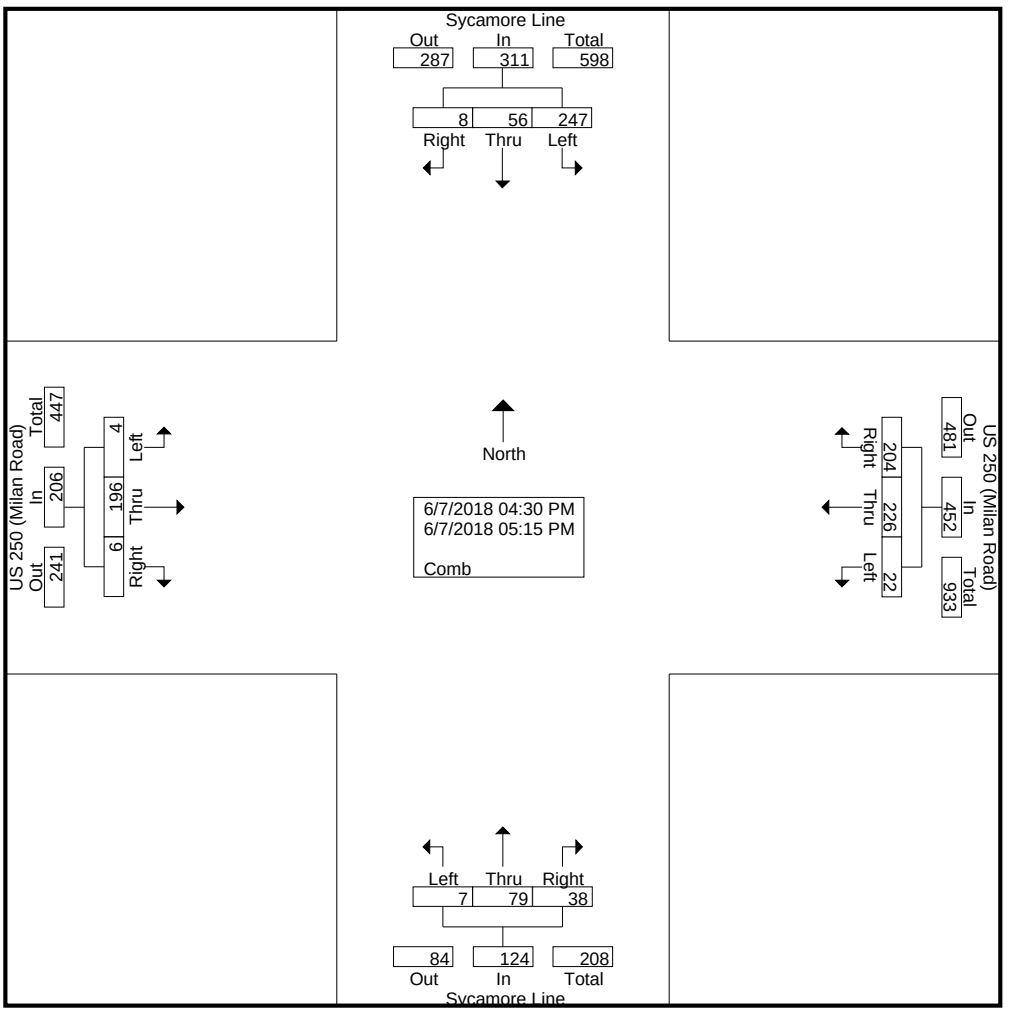
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_Combined
Site Code : 12
Start Date : 6/7/2018
Page No : 1

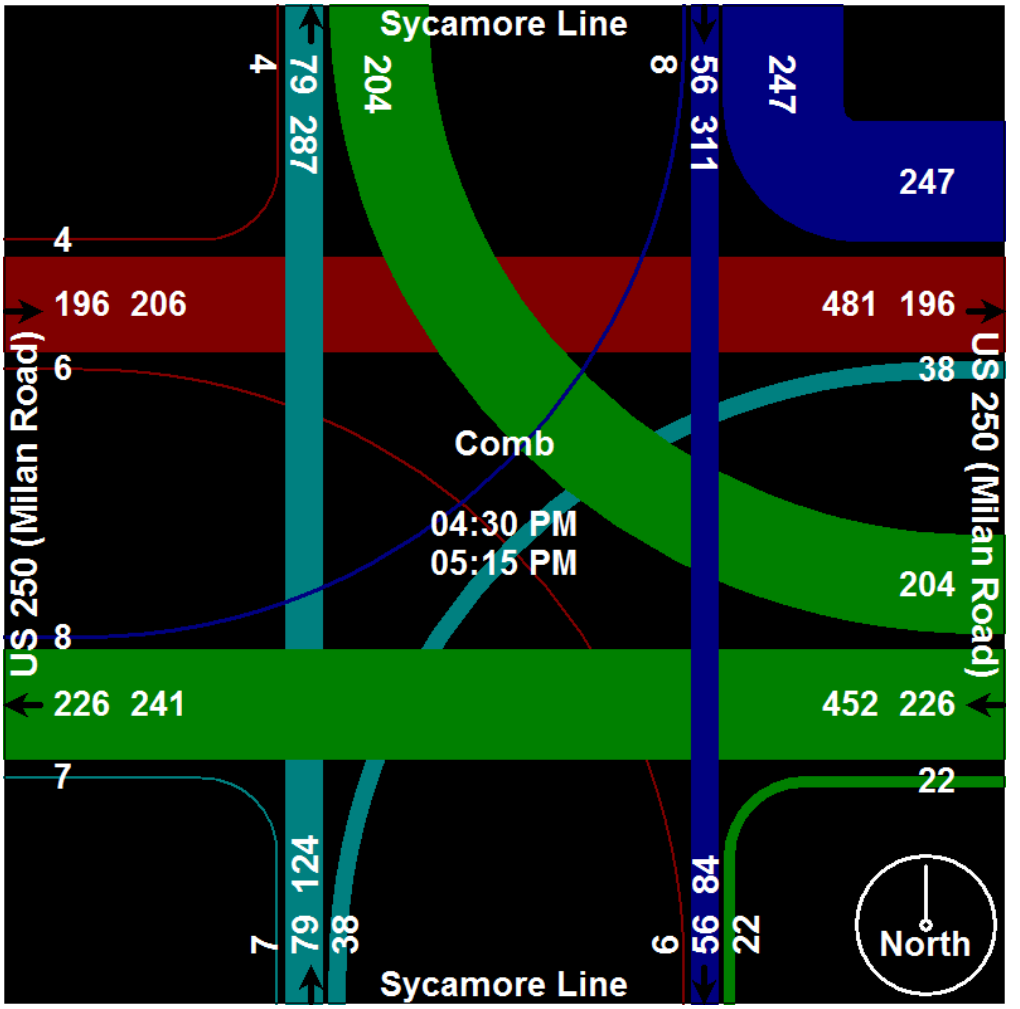
Groups Printed- Comb

	Sycamore Line Southbound			US 250 (Milan Road) Westbound			Sycamore Line Northbound			US 250 (Milan Road) Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
04:30 PM	69	14	3	7	65	47	1	18	11	0	44	2	281
04:45 PM	52	13	0	3	46	53	2	18	8	3	44	0	242
Total	121	27	3	10	111	100	3	36	19	3	88	2	523
05:00 PM	74	13	1	6	56	46	2	22	9	1	66	2	298
05:15 PM	52	16	4	6	59	58	2	21	10	0	42	2	272
Grand Total	247	56	8	22	226	204	7	79	38	4	196	6	1093
Apprch %	79.4	18	2.6	4.9	50	45.1	5.6	63.7	30.6	1.9	95.1	2.9	
Total %	22.6	5.1	0.7	2	20.7	18.7	0.6	7.2	3.5	0.4	17.9	0.5	



TranSystems
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_Combined
Site Code : 12
Start Date : 6/7/2018
Page No : 2



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 12SS_-_Milan_Road_(US_250)_&_Sycamore_Line_536249_06-07-2018
Site Code : 12
Start Date : 6/7/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Sycamore Line Southbound				US 250 (Milan Road) Westbound				Sycamore Line Northbound				US 250 (Milan Road) Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	69	14	3	86	7	65	47	119	1	18	11	30	0	44	2	46	281
04:45 PM	52	13	0	65	3	46	53	102	2	18	8	28	3	44	0	47	242
Total	121	27	3	151	10	111	100	221	3	36	19	58	3	88	2	93	523
05:00 PM	74	13	1	88	6	56	46	108	2	22	9	33	1	66	2	69	298
05:15 PM	52	16	4	72	6	59	58	123	2	21	10	33	0	42	2	44	272
Grand Total	247	56	8	311	22	226	204	452	7	79	38	124	4	196	6	206	1093
Apprch %	79.4	18	2.6		4.9	50	45.1		5.6	63.7	30.6		1.9	95.1	2.9		
Total %	22.6	5.1	0.7	28.5	2	20.7	18.7	41.4	0.6	7.2	3.5	11.3	0.4	17.9	0.5	18.8	
Cars	245	55	8	308	22	225	200	447	7	79	37	123	4	196	6	206	1084
% Cars	99.2	98.2	100	99	100	99.6	98	98.9	100	100	97.4	99.2	100	100	100	100	99.2
Trucks	2	1	0	3	0	1	4	5	0	0	0	0	0	0	0	0	8
% Trucks	0.8	1.8	0	1	0	0.4	2	1.1	0	0	0	0	0	0	0	0	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	2.6	0.8	0	0	0	0	0.1

TranSystems

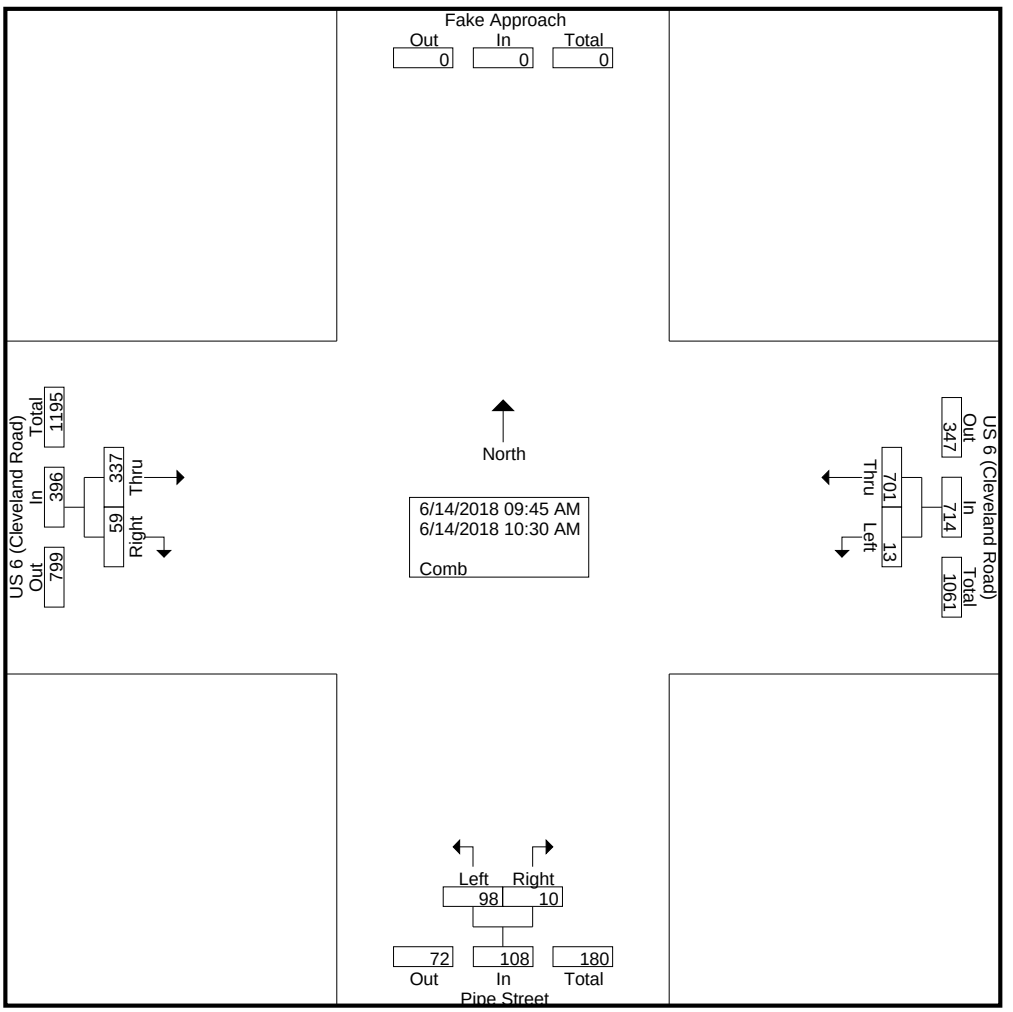
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 13SS_-_S1_Cleveland_Rd_(US_6)_&_Pipe_St_Combined
Site Code : 13
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Pipe Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:45 AM	6	195	201	24	0	24	82	12	94	319
Total	6	195	201	24	0	24	82	12	94	319
10:00 AM	1	181	182	26	2	28	73	16	89	299
10:15 AM	4	174	178	29	6	35	93	14	107	320
10:30 AM	2	151	153	19	2	21	89	17	106	280
Grand Total	13	701	714	98	10	108	337	59	396	1218
Apprch %	1.8	98.2		90.7	9.3		85.1	14.9		
Total %	1.1	57.6	58.6	8	0.8	8.9	27.7	4.8	32.5	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 13SS_-_S1_Cleveland_Rd_(US_6)_&_Pipe_St_538346_06-14-2018
Site Code : 13
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Pipe Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
09:45 AM	6	195	0	201	24	0	0	24	82	12	0	94	319
Total	6	195	0	201	24	0	0	24	82	12	0	94	319
10:00 AM	1	181	0	182	26	2	0	28	73	16	0	89	299
10:15 AM	4	174	0	178	29	6	0	35	93	14	0	107	320
10:30 AM	2	151	0	153	19	2	0	21	89	17	0	106	280
Grand Total	13	701	0	714	98	10	0	108	337	59	0	396	1218
Apprch %	1.8	98.2	0		90.7	9.3	0		85.1	14.9	0		
Total %	1.1	57.6	0	58.6	8	0.8	0	8.9	27.7	4.8	0	32.5	
Cars	12	680	0	692	97	9	0	106	322	57	0	379	1177
% Cars	92.3	97	0	96.9	99	90	0	98.1	95.5	96.6	0	95.7	96.6
Trucks	1	21	0	22	1	1	0	2	15	2	0	17	41
% Trucks	7.7	3	0	3.1	1	10	0	1.9	4.5	3.4	0	4.3	3.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

TranSystems

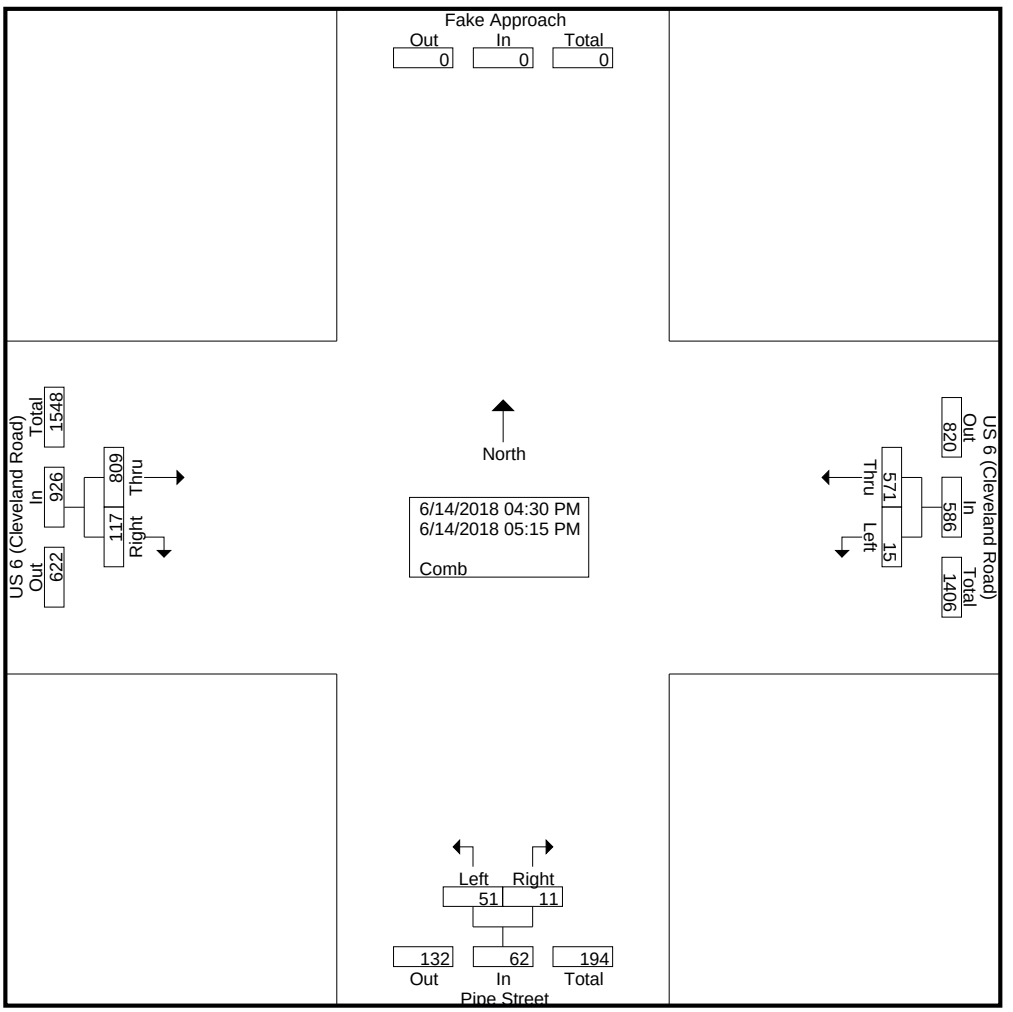
400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

Raw (unfactored) data

File Name : 13SS_-_S1_Cleveland_Rd_(US_6)_&_Pipe_St_Combined
Site Code : 13
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Pipe Street Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:30 PM	2	150	152	11	6	17	204	22	226	395
04:45 PM	4	147	151	14	1	15	181	39	220	386
Total	6	297	303	25	7	32	385	61	446	781
05:00 PM	2	129	131	9	1	10	216	22	238	379
05:15 PM	7	145	152	17	3	20	208	34	242	414
Grand Total	15	571	586	51	11	62	809	117	926	1574
Apprch %	2.6	97.4		82.3	17.7		87.4	12.6		
Total %	1	36.3	37.2	3.2	0.7	3.9	51.4	7.4	58.8	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 13SS_-_S1_Cleveland_Rd_(US_6)_&_Pipe_St_538346_06-14-2018
Site Code : 13
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Pipe Street Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
04:30 PM	2	150	0	152	11	6	0	17	204	22	0	226	395
04:45 PM	4	147	0	151	14	1	0	15	181	39	0	220	386
Total	6	297	0	303	25	7	0	32	385	61	0	446	781
05:00 PM	2	129	0	131	9	1	0	10	216	22	0	238	379
05:15 PM	7	145	0	152	17	3	0	20	208	34	0	242	414
Grand Total	15	571	0	586	51	11	0	62	809	117	0	926	1574
Apprch %	2.6	97.4	0		82.3	17.7	0		87.4	12.6	0		
Total %	1	36.3	0	37.2	3.2	0.7	0	3.9	51.4	7.4	0	58.8	
Cars	15	560	0	575	51	11	0	62	801	115	0	916	1553
% Cars	100	98.1	0	98.1	100	100	0	100	99	98.3	0	98.9	98.7
Trucks	0	10	0	10	0	0	0	0	8	2	0	10	20
% Trucks	0	1.8	0	1.7	0	0	0	0	1	1.7	0	1.1	1.3
Bicycles on Road	0	1	0	1	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

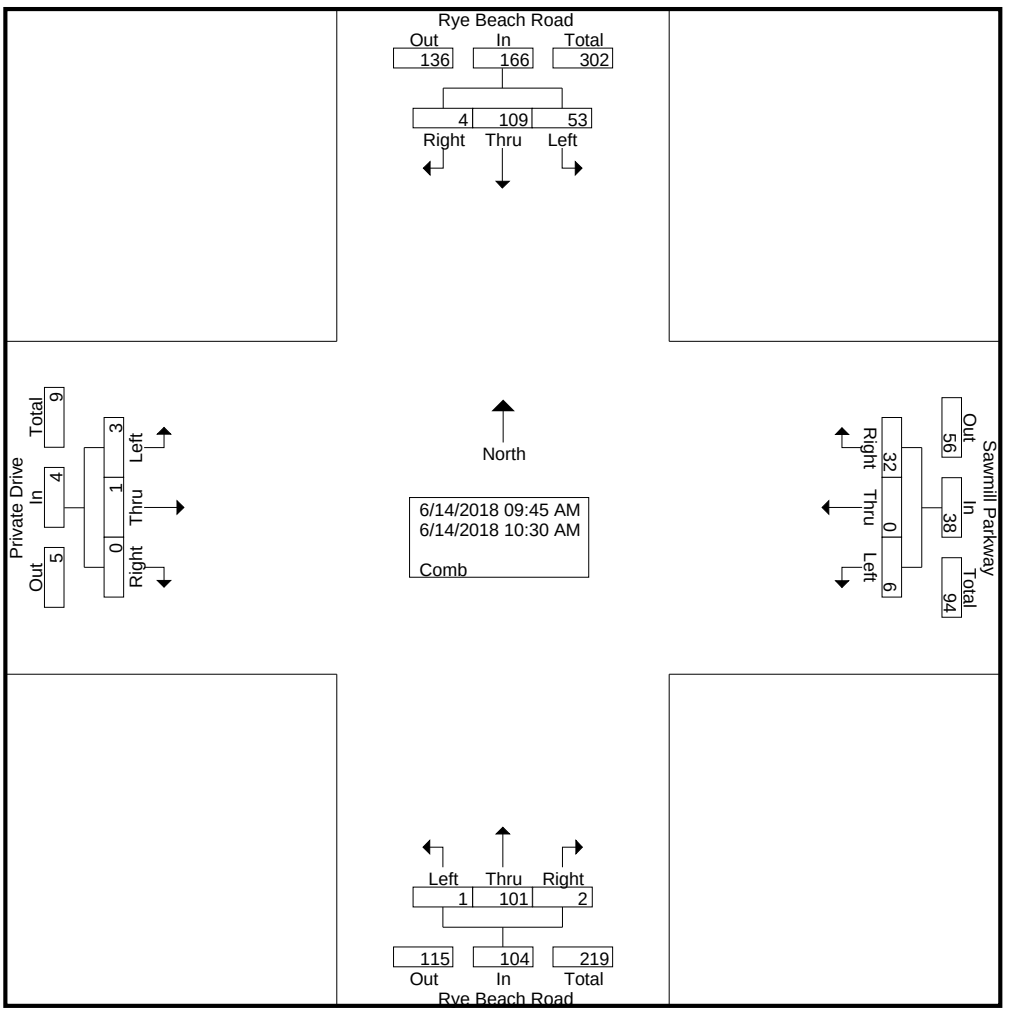
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 14SS_-_Rye_Beach_Rd_&_Sawmill_Pkwy_Combined
Site Code : 14
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Rye Beach Road Southbound				Sawmill Parkway Westbound				Rye Beach Road Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:45 AM	17	35	1	53	0	0	8	8	0	26	1	27	2	0	0	2	90
Total	17	35	1	53	0	0	8	8	0	26	1	27	2	0	0	2	90
10:00 AM	14	25	1	40	3	0	5	8	0	28	0	28	0	0	0	0	76
10:15 AM	9	18	1	28	1	0	12	13	0	24	1	25	0	1	0	1	67
10:30 AM	13	31	1	45	2	0	7	9	1	23	0	24	1	0	0	1	79
Grand Total	53	109	4	166	6	0	32	38	1	101	2	104	3	1	0	4	312
Apprch %	31.9	65.7	2.4		15.8	0	84.2		1	97.1	1.9		75	25	0		
Total %	17	34.9	1.3	53.2	1.9	0	10.3	12.2	0.3	32.4	0.6	33.3	1	0.3	0	1.3	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 14SS_-_Rye_Beach_Rd_&_Sawmill_Pkwy_538356_06-14-2018
Site Code : 14
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Road Southbound					Sawmill Parkway Westbound					Rye Beach Road Northbound					Private Drive Eastbound					
Start Time	Left	Thru	Right	North Crosswalk	App. Total	Left	Thru	Right	East Crosswalk	App. Total	Left	Thru	Right	South Crosswalk	App. Total	Left	Thru	Right	West Crosswalk	App. Total	Int. Total
09:45 AM	17	35	1	0	53	0	0	8	0	8	0	26	1	0	27	2	0	0	0	2	90
Total	17	35	1	0	53	0	0	8	0	8	0	26	1	0	27	2	0	0	0	2	90
10:00 AM	14	25	1	0	40	3	0	5	0	8	0	28	0	0	28	0	0	0	0	0	76
10:15 AM	9	18	1	0	28	1	0	12	0	13	0	24	1	0	25	0	1	0	0	1	67
10:30 AM	13	31	1	0	45	2	0	7	0	9	1	23	0	0	24	1	0	0	0	1	79
Grand Total	53	109	4	0	166	6	0	32	0	38	1	101	2	0	104	3	1	0	0	4	312
Apprch %	31.9	65.7	2.4	0		15.8	0	84.2	0		1	97.1	1.9	0		75	25	0	0		
Total %	17	34.9	1.3	0	53.2	1.9	0	10.3	0	12.2	0.3	32.4	0.6	0	33.3	1	0.3	0	0	1.3	
Cars	42	102	2	0	146	6	0	26	0	32	1	92	2	0	95	1	1	0	0	2	275
% Cars	79.2	93.6	50	0	88	100	0	81.2	0	84.2	100	91.1	100	0	91.3	33.3	100	0	0	50	88.1
Trucks	11	7	2	0	20	0	0	6	0	6	0	9	0	0	9	2	0	0	0	2	37
% Trucks	20.8	6.4	50	0	12	0	0	18.8	0	15.8	0	8.9	0	0	8.7	66.7	0	0	0	50	11.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

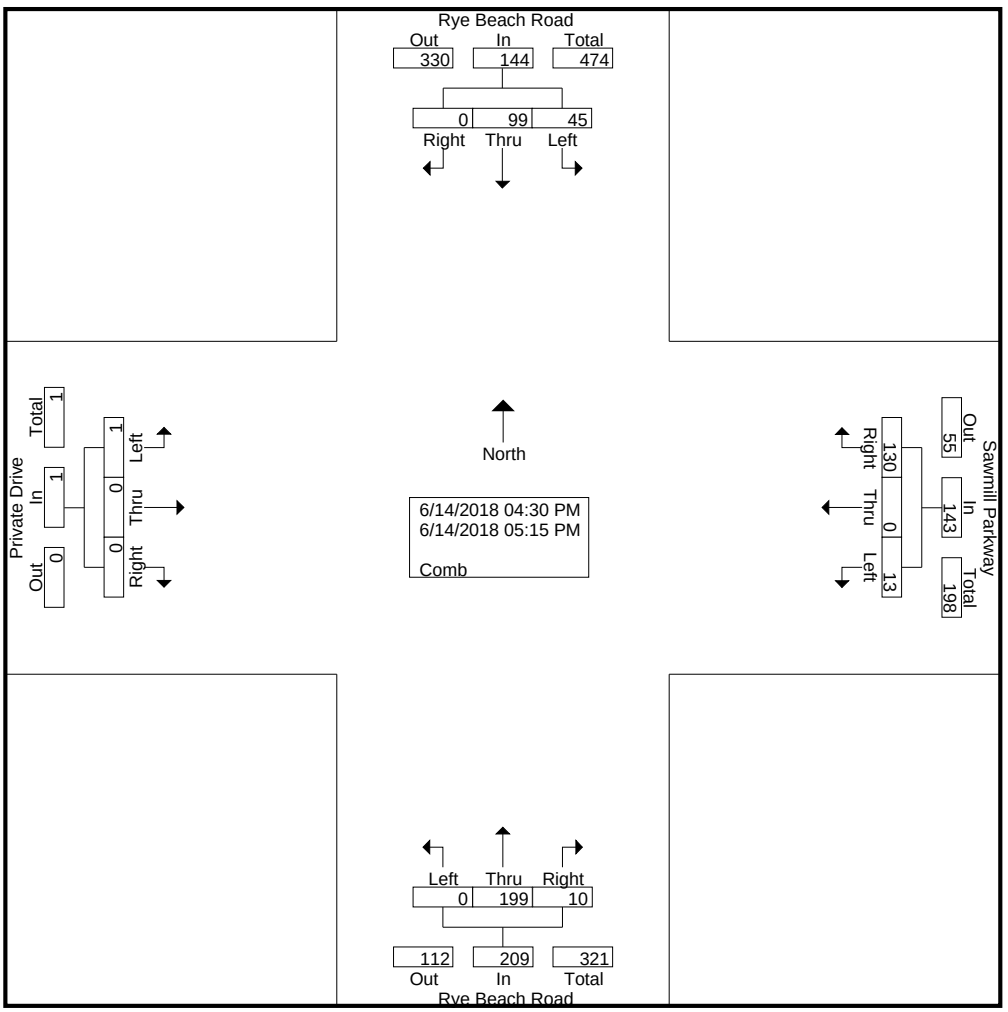
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 14SS_-_Rye_Beach_Rd_&_Sawmill_Pkwy_Combined
Site Code : 14
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Rye Beach Road Southbound				Sawmill Parkway Westbound				Rye Beach Road Northbound				Private Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	5	32	0	37	4	0	24	28	0	69	1	70	0	0	0	0	135
04:45 PM	14	25	0	39	3	0	16	19	0	43	4	47	0	0	0	0	105
Total	19	57	0	76	7	0	40	47	0	112	5	117	0	0	0	0	240
05:00 PM	13	23	0	36	4	0	56	60	0	51	2	53	0	0	0	0	149
05:15 PM	13	19	0	32	2	0	34	36	0	36	3	39	1	0	0	1	108
Grand Total	45	99	0	144	13	0	130	143	0	199	10	209	1	0	0	1	497
Apprch %	31.2	68.8	0		9.1	0	90.9		0	95.2	4.8		100	0	0		
Total %	9.1	19.9	0	29	2.6	0	26.2	28.8	0	40	2	42.1	0.2	0	0	0.2	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 14SS_-_Rye_Beach_Rd_&_Sawmill_Pkwy_538356_06-14-2018
Site Code : 14
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Rye Beach Road Southbound					Sawmill Parkway Westbound					Rye Beach Road Northbound					Private Drive Eastbound					
Start Time	Left	Thru	Right	North Crosswalk	App. Total	Left	Thru	Right	East Crosswalk	App. Total	Left	Thru	Right	South Crosswalk	App. Total	Left	Thru	Right	West Crosswalk	App. Total	Int. Total
04:30 PM	5	32	0	0	37	4	0	24	0	28	0	69	1	0	70	0	0	0	0	0	135
04:45 PM	14	25	0	0	39	3	0	16	0	19	0	43	4	0	47	0	0	0	0	0	105
Total	19	57	0	0	76	7	0	40	0	47	0	112	5	0	117	0	0	0	0	0	240
05:00 PM	13	23	0	0	36	4	0	56	0	60	0	51	2	0	53	0	0	0	0	0	149
05:15 PM	13	19	0	0	32	2	0	34	0	36	0	36	3	0	39	1	0	0	0	1	108
Grand Total	45	99	0	0	144	13	0	130	0	143	0	199	10	0	209	1	0	0	0	1	497
Apprch %	31.2	68.8	0	0		9.1	0	90.9	0		0	95.2	4.8	0		100	0	0	0		
Total %	9.1	19.9	0	0	29	2.6	0	26.2	0	28.8	0	40	2	0	42.1	0.2	0	0	0	0.2	
Cars	30	93	0	0	123	13	0	119	0	132	0	195	10	0	205	1	0	0	0	1	461
% Cars	66.7	93.9	0	0	85.4	100	0	91.5	0	92.3	0	98	100	0	98.1	100	0	0	0	100	92.8
Trucks	15	6	0	0	21	0	0	11	0	11	0	4	0	0	4	0	0	0	0	0	36
% Trucks	33.3	6.1	0	0	14.6	0	0	8.5	0	7.7	0	2	0	0	1.9	0	0	0	0	0	7.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

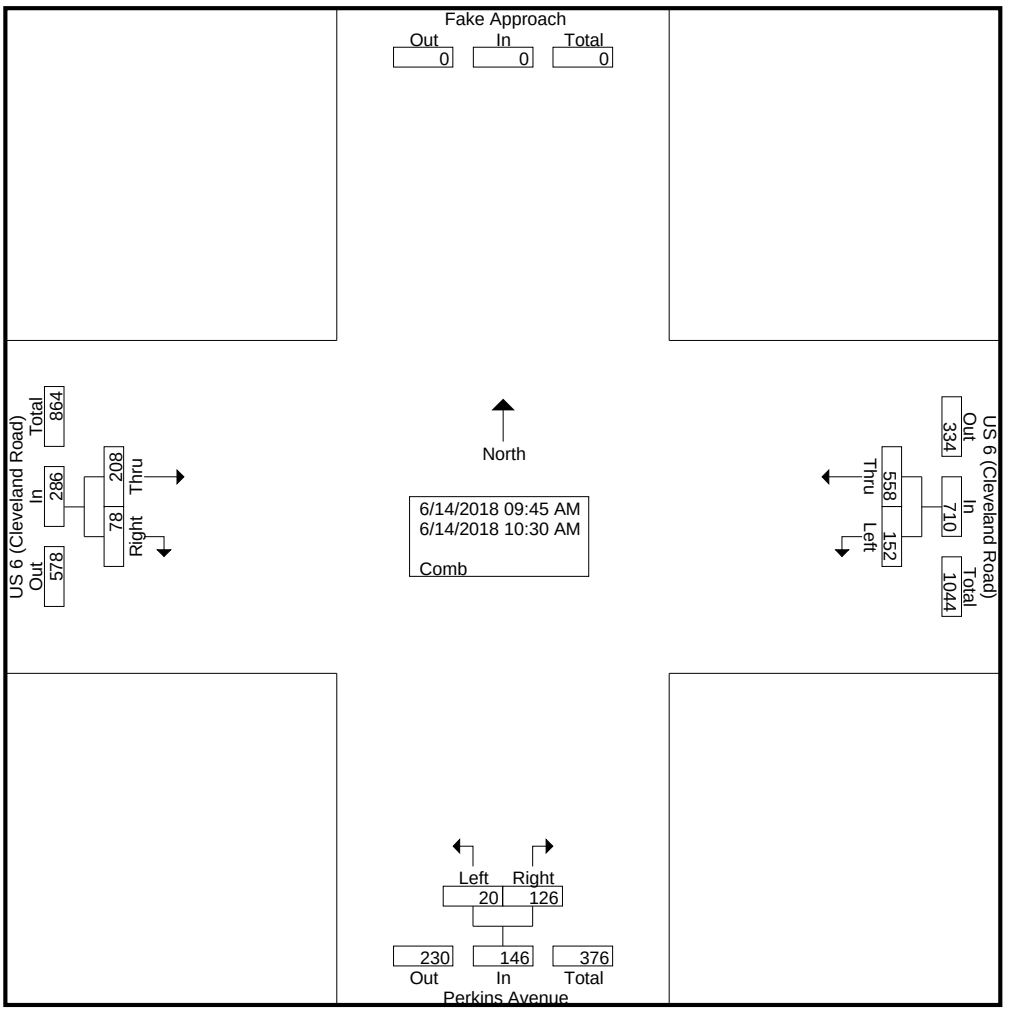
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 15SS_-_S3_Cleveland_Road_(US_6)_&_Perkins_Ave_Combined
Site Code : 15
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Perkins Avenue Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:45 AM	44	167	211	5	26	31	51	53	104	346
Total	44	167	211	5	26	31	51	53	104	346
10:00 AM	36	145	181	6	36	42	56	12	68	291
10:15 AM	41	131	172	5	26	31	42	6	48	251
10:30 AM	31	115	146	4	38	42	59	7	66	254
Grand Total	152	558	710	20	126	146	208	78	286	1142
Apprch %	21.4	78.6		13.7	86.3		72.7	27.3		
Total %	13.3	48.9	62.2	1.8	11	12.8	18.2	6.8	25	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 15SS_-_S3_Cleveland_Road_(US_6)_&_Perkins_Ave_538361_06-14-2018
Site Code : 15
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Perkins Avenue Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
09:45 AM	44	167	0	211	5	26	0	31	51	53	0	104	346
Total	44	167	0	211	5	26	0	31	51	53	0	104	346
10:00 AM	36	145	0	181	6	36	0	42	56	12	0	68	291
10:15 AM	41	131	0	172	5	26	0	31	42	6	0	48	251
10:30 AM	31	115	0	146	4	38	0	42	59	7	0	66	254
Grand Total	152	558	0	710	20	126	0	146	208	78	0	286	1142
Apprch %	21.4	78.6	0		13.7	86.3	0		72.7	27.3	0		
Total %	13.3	48.9	0	62.2	1.8	11	0	12.8	18.2	6.8	0	25	
Cars	149	546	0	695	20	125	0	145	194	77	0	271	1111
% Cars	98	97.8	0	97.9	100	99.2	0	99.3	93.3	98.7	0	94.8	97.3
Trucks	3	12	0	15	0	1	0	1	14	1	0	15	31
% Trucks	2	2.2	0	2.1	0	0.8	0	0.7	6.7	1.3	0	5.2	2.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

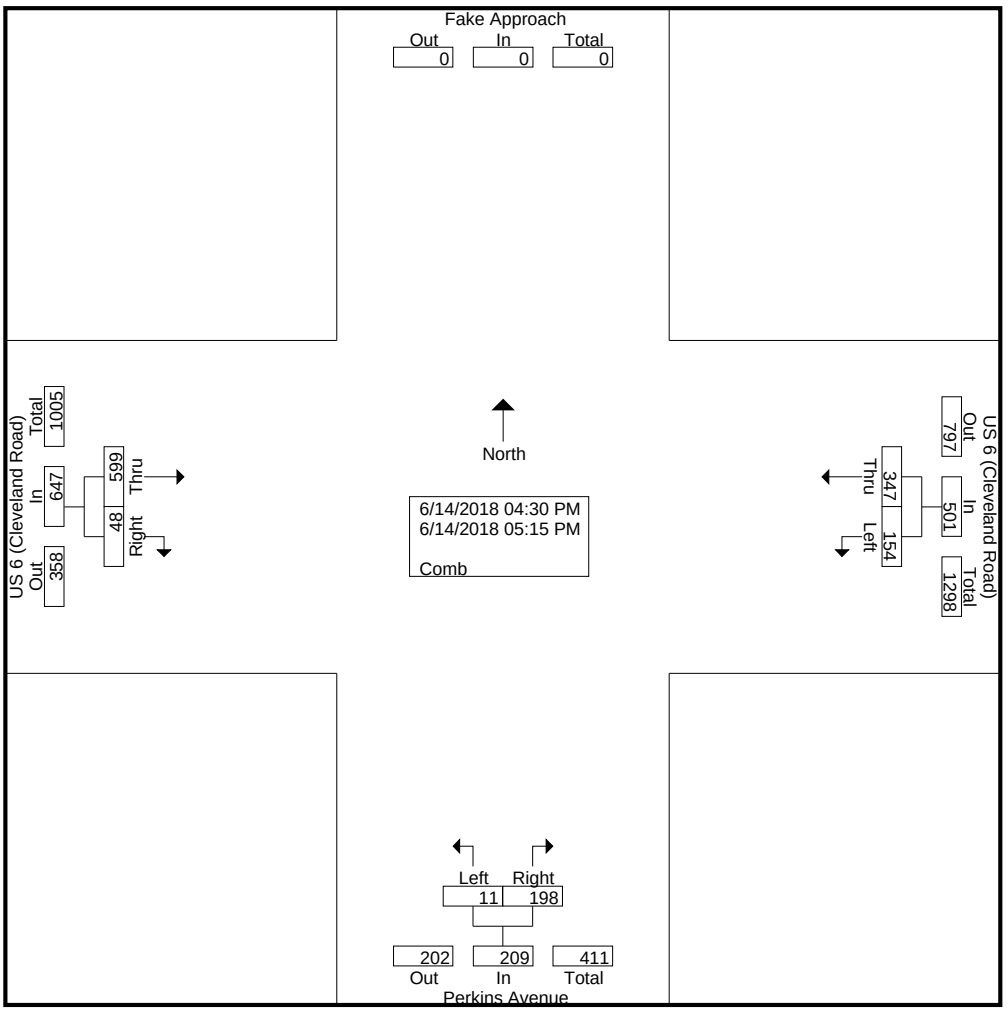
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 15SS_-_S3_Cleveland_Road_(US_6)_&_Perkins_Ave_Combined
Site Code : 15
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Perkins Avenue Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:30 PM	49	99	148	1	51	52	139	14	153	353
04:45 PM	35	78	113	4	48	52	142	16	158	323
Total	84	177	261	5	99	104	281	30	311	676
05:00 PM	28	73	101	1	55	56	171	10	181	338
05:15 PM	42	97	139	5	44	49	147	8	155	343
Grand Total	154	347	501	11	198	209	599	48	647	1357
Apprch %	30.7	69.3		5.3	94.7		92.6	7.4		
Total %	11.3	25.6	36.9	0.8	14.6	15.4	44.1	3.5	47.7	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 15SS_-_S3_Cleveland_Road_(US_6)_&_Perkins_Ave_538361_06-14-2018
Site Code : 15
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Perkins Avenue Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
04:30 PM	49	99	0	148	1	51	0	52	139	14	0	153	353
04:45 PM	35	78	0	113	4	48	0	52	142	16	0	158	323
Total	84	177	0	261	5	99	0	104	281	30	0	311	676
05:00 PM	28	73	0	101	1	55	0	56	171	10	0	181	338
05:15 PM	42	97	0	139	5	44	0	49	147	8	0	155	343
Grand Total	154	347	0	501	11	198	0	209	599	48	0	647	1357
Apprch %	30.7	69.3	0		5.3	94.7	0		92.6	7.4	0		
Total %	11.3	25.6	0	36.9	0.8	14.6	0	15.4	44.1	3.5	0	47.7	
Cars	152	344	0	496	11	198	0	209	594	48	0	642	1347
% Cars	98.7	99.1	0	99	100	100	0	100	99.2	100	0	99.2	99.3
Trucks	2	3	0	5	0	0	0	0	5	0	0	5	10
% Trucks	1.3	0.9	0	1	0	0	0	0	0.8	0	0	0.8	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

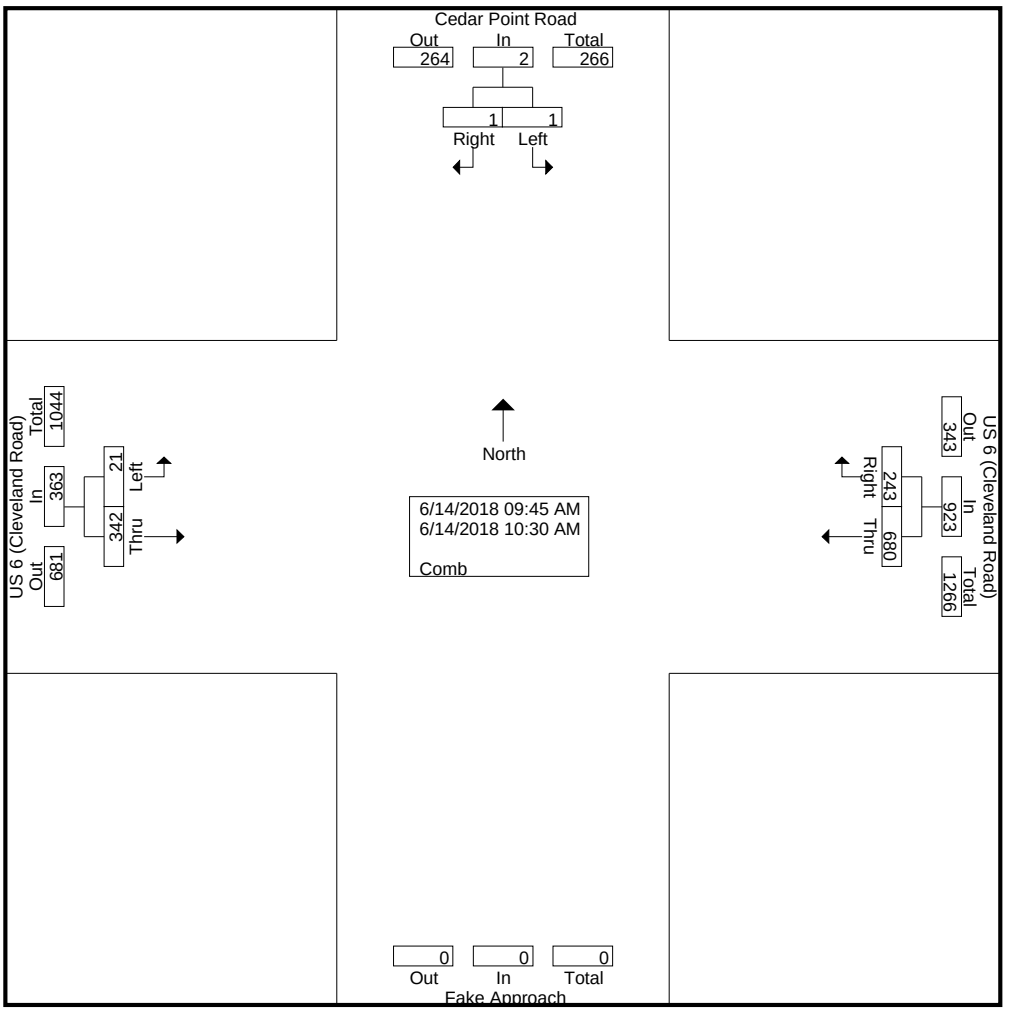
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Inbound)_Combined
Site Code : 16In
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Cedar Point Road Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:45 AM	0	0	0	203	50	253	2	80	82	335
Total	0	0	0	203	50	253	2	80	82	335
10:00 AM	0	1	1	172	68	240	9	90	99	340
10:15 AM	1	0	1	166	60	226	3	72	75	302
10:30 AM	0	0	0	139	65	204	7	100	107	311
Grand Total	1	1	2	680	243	923	21	342	363	1288
Apprch %	50	50		73.7	26.3		5.8	94.2		
Total %	0.1	0.1	0.2	52.8	18.9	71.7	1.6	26.6	28.2	



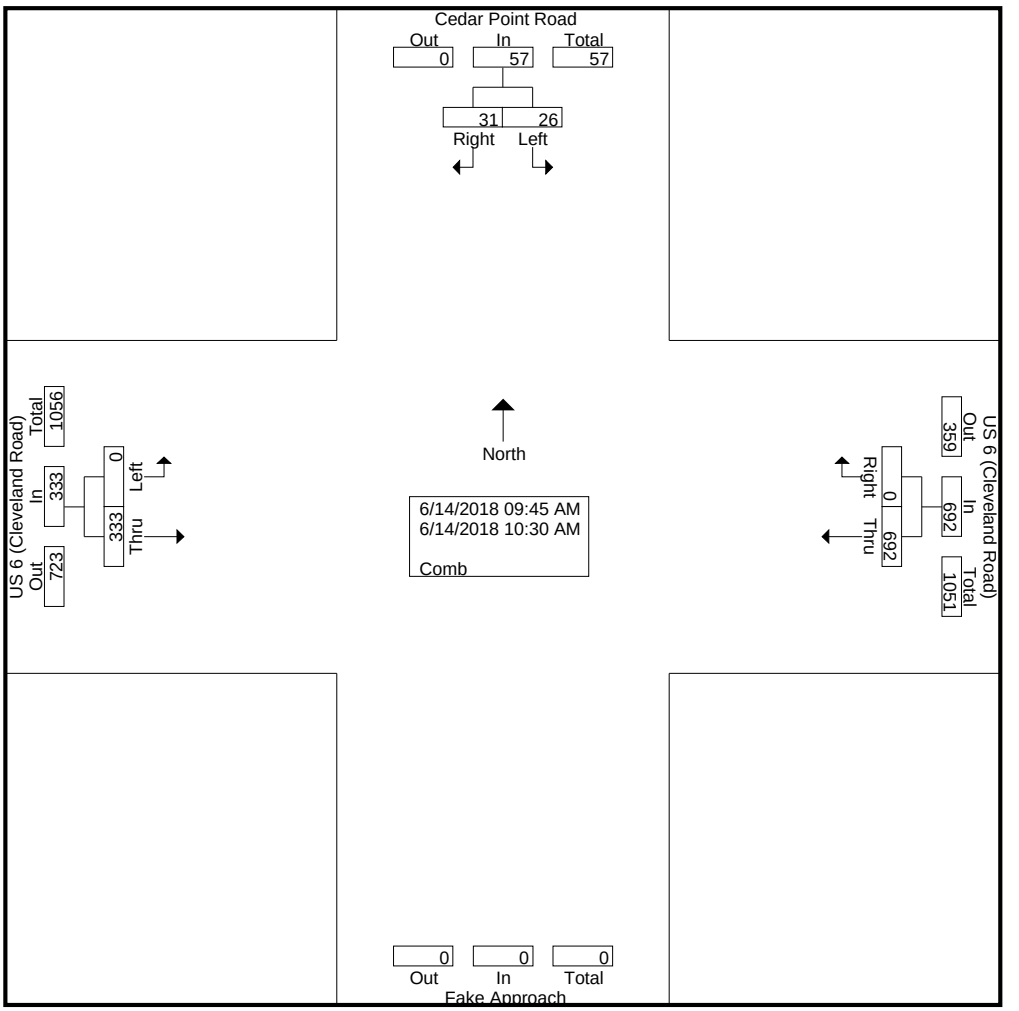
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Outbound)_Combined
Site Code : 16Out
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Cedar Point Road Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:45 AM	9	3	12	211	0	211	0	69	69	292
Total	9	3	12	211	0	211	0	69	69	292
10:00 AM	6	13	19	176	0	176	0	95	95	290
10:15 AM	7	9	16	157	0	157	0	70	70	243
10:30 AM	4	6	10	148	0	148	0	99	99	257
Grand Total	26	31	57	692	0	692	0	333	333	1082
Apprch %	45.6	54.4		100	0		0	100		
Total %	2.4	2.9	5.3	64	0	64	0	30.8	30.8	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Inbound)_538365_06-14-2018
Site Code : 16In
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Road Southbound				US 6 (Cleveland Road) Westbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Right	North Crosswalk	App. Total	Thru	Right	East Crosswalk	App. Total	Left	Thru	West Crosswalk	App. Total	Int. Total
09:45 AM	0	0	0	0	203	50	0	253	2	80	0	82	335
Total	0	0	0	0	203	50	0	253	2	80	0	82	335
10:00 AM	0	1	0	1	172	68	0	240	9	90	0	99	340
10:15 AM	1	0	0	1	166	60	0	226	3	72	0	75	302
10:30 AM	0	0	0	0	139	65	0	204	7	100	0	107	311
Grand Total	1	1	0	2	680	243	0	923	21	342	0	363	1288
Apprch %	50	50	0		73.7	26.3	0		5.8	94.2	0		
Total %	0.1	0.1	0	0.2	52.8	18.9	0	71.7	1.6	26.6	0	28.2	
Cars	1	1	0	2	663	241	0	904	20	323	0	343	1249
% Cars	100	100	0	100	97.5	99.2	0	97.9	95.2	94.4	0	94.5	97
Trucks	0	0	0	0	17	2	0	19	1	19	0	20	39
% Trucks	0	0	0	0	2.5	0.8	0	2.1	4.8	5.6	0	5.5	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Outbound)_538366_06-14-2018
Site Code : 16Out
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Road Southbound				US 6 (Cleveland Road) Westbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Right	North Crosswalk	App. Total	Thru	Right	East Crosswalk	App. Total	Left	Thru	West Crosswalk	App. Total	Int. Total
09:45 AM	9	3	0	12	211	0	0	211	0	69	0	69	292
Total	9	3	0	12	211	0	0	211	0	69	0	69	292
10:00 AM	6	13	0	19	176	0	0	176	0	95	0	95	290
10:15 AM	7	9	0	16	157	0	0	157	0	70	0	70	243
10:30 AM	4	6	0	10	148	0	0	148	0	99	0	99	257
Grand Total	26	31	0	57	692	0	0	692	0	333	0	333	1082
Apprch %	45.6	54.4	0		100	0	0		0	100	0		
Total %	2.4	2.9	0	5.3	64	0	0	64	0	30.8	0	30.8	
Cars	26	31	0	57	676	0	0	676	0	317	0	317	1050
% Cars	100	100	0	100	97.7	0	0	97.7	0	95.2	0	95.2	97
Trucks	0	0	0	0	16	0	0	16	0	16	0	16	32
% Trucks	0	0	0	0	2.3	0	0	2.3	0	4.8	0	4.8	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

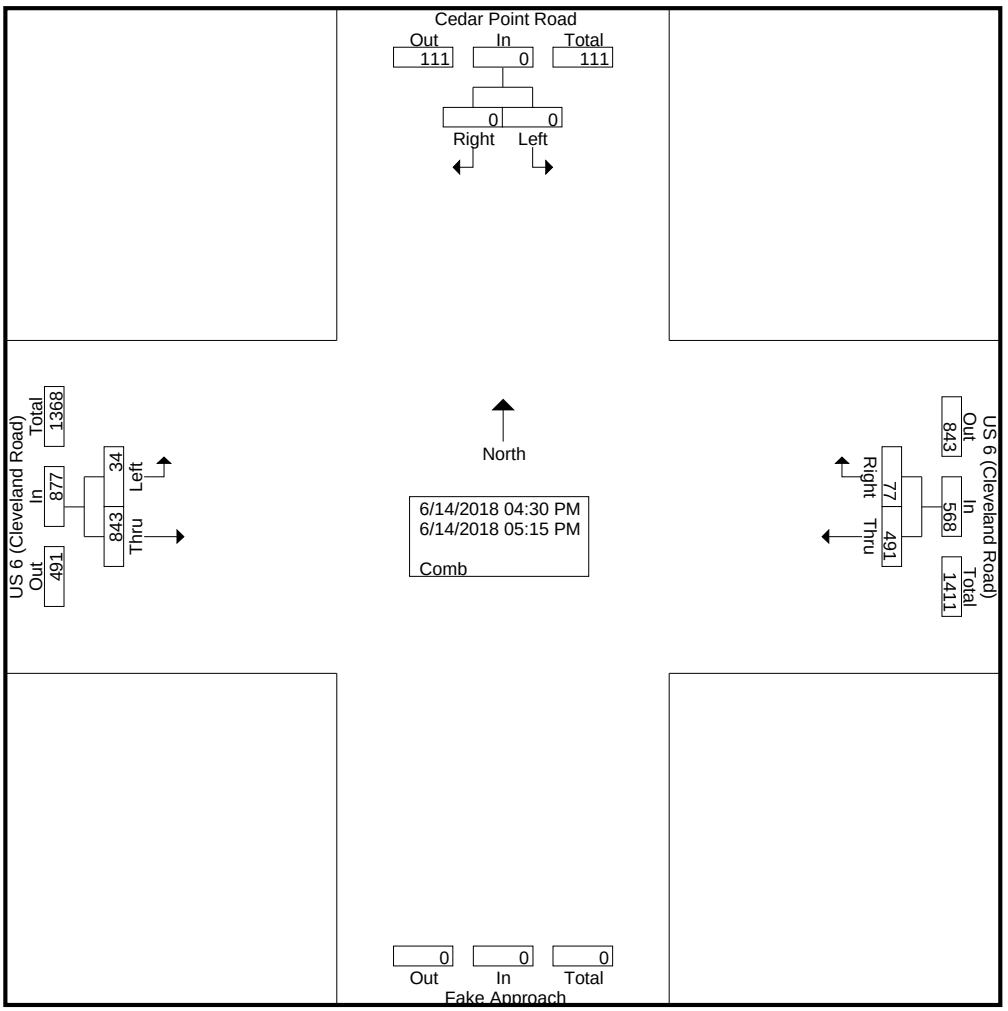
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Inbound)_Combined
Site Code : 16In
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Cedar Point Road Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:30 PM	0	0	0	139	18	157	8	203	211	368
04:45 PM	0	0	0	118	17	135	4	202	206	341
Total	0	0	0	257	35	292	12	405	417	709
05:00 PM	0	0	0	102	21	123	12	230	242	365
05:15 PM	0	0	0	132	21	153	10	208	218	371
Grand Total	0	0	0	491	77	568	34	843	877	1445
Apprch %	0	0		86.4	13.6		3.9	96.1		
Total %	0	0	0	34	5.3	39.3	2.4	58.3	60.7	



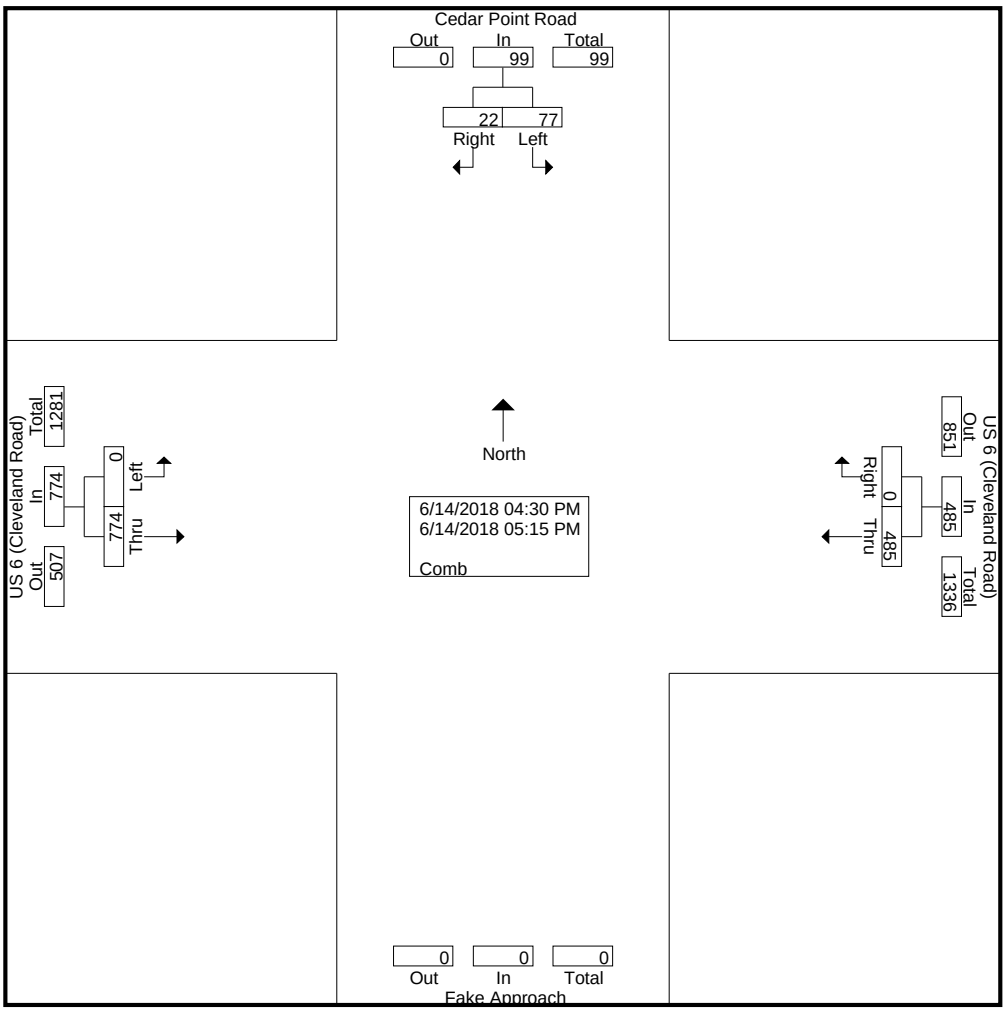
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Outbound)_Combined
Site Code : 16Out
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	Cedar Point Road Southbound			US 6 (Cleveland Road) Westbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:30 PM	8	7	15	141	0	141	0	181	181	337
04:45 PM	29	4	33	111	0	111	0	167	167	311
Total	37	11	48	252	0	252	0	348	348	648
05:00 PM	18	1	19	105	0	105	0	225	225	349
05:15 PM	22	10	32	128	0	128	0	201	201	361
Grand Total	77	22	99	485	0	485	0	774	774	1358
Apprch %	77.8	22.2		100	0		0	100		
Total %	5.7	1.6	7.3	35.7	0	35.7	0	57	57	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Inbound)_538365_06-14-2018
Site Code : 16In
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Road Southbound				US 6 (Cleveland Road) Westbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Right	North Crosswalk	App. Total	Thru	Right	East Crosswalk	App. Total	Left	Thru	West Crosswalk	App. Total	Int. Total
04:30 PM	0	0	0	0	139	18	0	157	8	203	0	211	368
04:45 PM	0	0	0	0	118	17	0	135	4	202	0	206	341
Total	0	0	0	0	257	35	0	292	12	405	0	417	709
05:00 PM	0	0	0	0	102	21	0	123	12	230	0	242	365
05:15 PM	0	0	0	0	132	21	0	153	10	208	0	218	371
Grand Total	0	0	0	0	491	77	0	568	34	843	0	877	1445
Apprch %	0	0	0		86.4	13.6	0		3.9	96.1	0		
Total %	0	0	0	0	34	5.3	0	39.3	2.4	58.3	0	60.7	
Cars	0	0	0	0	488	77	0	565	34	833	0	867	1432
% Cars	0	0	0	0	99.4	100	0	99.5	100	98.8	0	98.9	99.1
Trucks	0	0	0	0	3	0	0	3	0	10	0	10	13
% Trucks	0	0	0	0	0.6	0	0	0.5	0	1.2	0	1.1	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 16SS_-_S4_Cleveland_Road_(US_6)_&_Cedar_Point_Rd_(Outbound)_538366_06-14-2018
Site Code : 16Out
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	Cedar Point Road Southbound				US 6 (Cleveland Road) Westbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Right	North Crosswalk	App. Total	Thru	Right	East Crosswalk	App. Total	Left	Thru	West Crosswalk	App. Total	Int. Total
04:30 PM	8	7	0	15	141	0	0	141	0	181	0	181	337
04:45 PM	29	4	0	33	111	0	0	111	0	167	0	167	311
Total	37	11	0	48	252	0	0	252	0	348	0	348	648
05:00 PM	18	1	0	19	105	0	0	105	0	225	0	225	349
05:15 PM	22	10	0	32	128	0	0	128	0	201	0	201	361
Grand Total	77	22	0	99	485	0	0	485	0	774	0	774	1358
Apprch %	77.8	22.2	0		100	0	0		0	100	0		
Total %	5.7	1.6	0	7.3	35.7	0	0	35.7	0	57	0	57	
Cars	74	21	0	95	480	0	0	480	0	769	0	769	1344
% Cars	96.1	95.5	0	96	99	0	0	99	0	99.4	0	99.4	99
Trucks	3	1	0	4	4	0	0	4	0	5	0	5	13
% Trucks	3.9	4.5	0	4	0.8	0	0	0.8	0	0.6	0	0.6	1
Bicycles on Road	0	0	0	0	1	0	0	1	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0.1

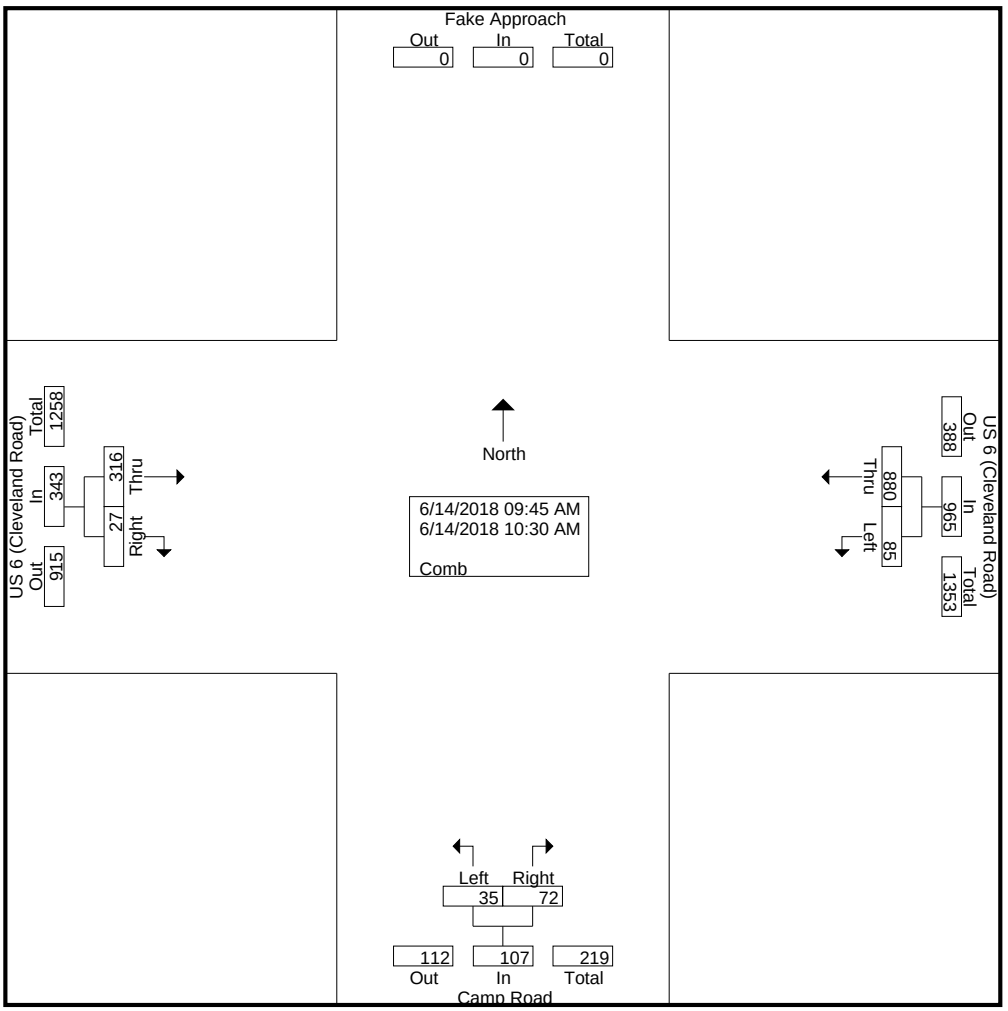
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 17SS_-_S5_Cleveland_Road_(US_6)_&_Camp_Rd_Combined
Site Code : 17
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Camp Road Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:45 AM	28	235	263	8	22	30	72	6	78	371
Total	28	235	263	8	22	30	72	6	78	371
10:00 AM	18	227	245	6	9	15	84	6	90	350
10:15 AM	9	216	225	14	21	35	69	6	75	335
10:30 AM	30	202	232	7	20	27	91	9	100	359
Grand Total	85	880	965	35	72	107	316	27	343	1415
Apprch %	8.8	91.2		32.7	67.3		92.1	7.9		
Total %	6	62.2	68.2	2.5	5.1	7.6	22.3	1.9	24.2	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 17SS_-_S5_Cleveland_Road_(US_6)_&_Camp_Rd_538372_06-14-2018
Site Code : 17
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Camp Road Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
09:45 AM	28	235	0	263	8	22	0	30	72	6	0	78	371
Total	28	235	0	263	8	22	0	30	72	6	0	78	371
10:00 AM	18	227	0	245	6	9	0	15	84	6	0	90	350
10:15 AM	9	216	0	225	14	21	0	35	69	6	0	75	335
10:30 AM	30	202	0	232	7	20	0	27	91	9	0	100	359
Grand Total	85	880	0	965	35	72	0	107	316	27	0	343	1415
Apprch %	8.8	91.2	0		32.7	67.3	0		92.1	7.9	0		
Total %	6	62.2	0	68.2	2.5	5.1	0	7.6	22.3	1.9	0	24.2	
Cars	80	867	0	947	34	66	0	100	306	20	0	326	1373
% Cars	94.1	98.5	0	98.1	97.1	91.7	0	93.5	96.8	74.1	0	95	97
Trucks	5	13	0	18	1	6	0	7	10	7	0	17	42
% Trucks	5.9	1.5	0	1.9	2.9	8.3	0	6.5	3.2	25.9	0	5	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

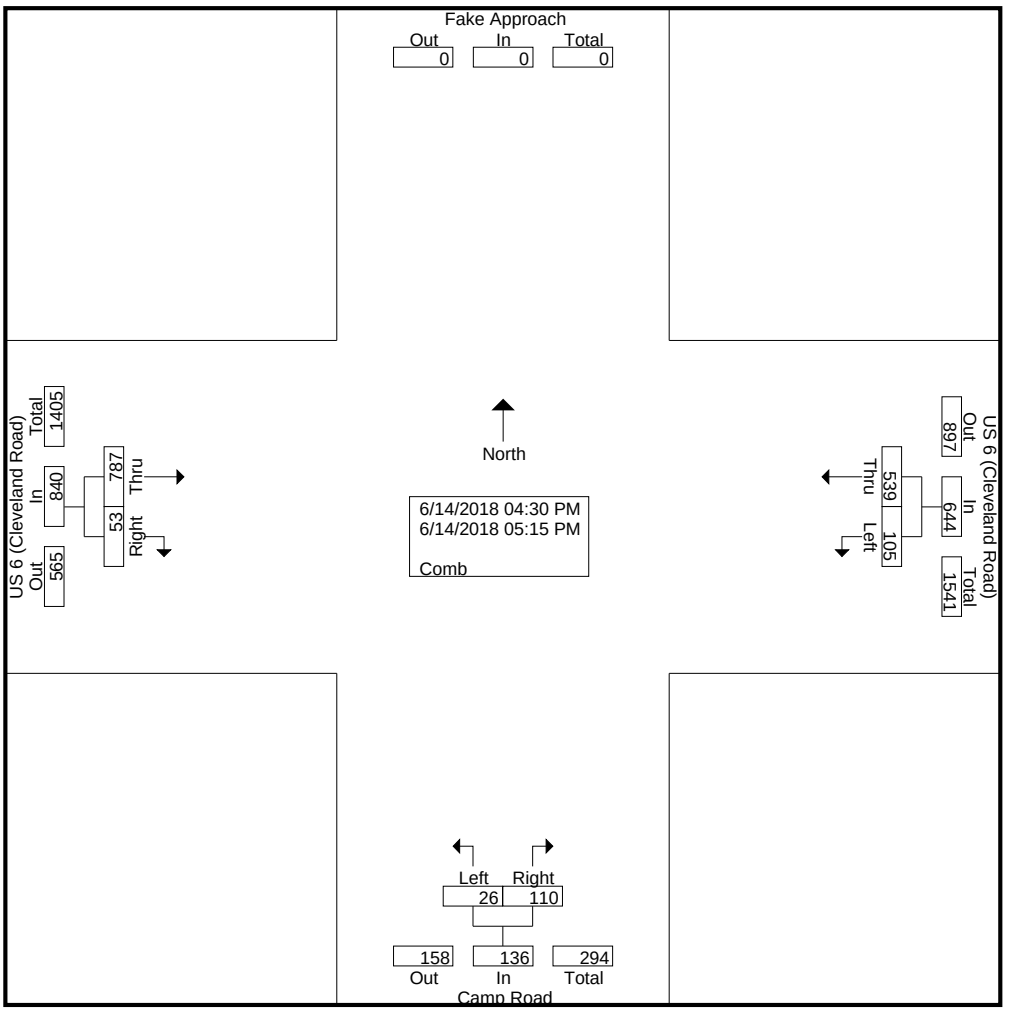
TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 17SS_-_S5_Cleveland_Road_(US_6)_&_Camp_Rd_Combined
Site Code : 17
Start Date : 6/14/2018
Page No : 1

Groups Printed- Comb

	US 6 (Cleveland Road) Westbound			Camp Road Northbound			US 6 (Cleveland Road) Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:30 PM	25	147	172	12	26	38	192	10	202	412
04:45 PM	24	129	153	5	30	35	180	19	199	387
Total	49	276	325	17	56	73	372	29	401	799
05:00 PM	25	119	144	2	28	30	218	13	231	405
05:15 PM	31	144	175	7	26	33	197	11	208	416
Grand Total	105	539	644	26	110	136	787	53	840	1620
Apprch %	16.3	83.7		19.1	80.9		93.7	6.3		
Total %	6.5	33.3	39.8	1.6	6.8	8.4	48.6	3.3	51.9	



TranSystems

400 W. Nationwide Blvd., Suite 225
Columbus, OH 43215

File Name : 17SS_-_S5_Cleveland_Road_(US_6)_&_Camp_Rd_538372_06-14-2018
Site Code : 17
Start Date : 6/14/2018
Page No : 1

Groups Printed- Cars - Trucks - Bicycles on Road

	US 6 (Cleveland Road) Westbound				Camp Road Northbound				US 6 (Cleveland Road) Eastbound				
Start Time	Left	Thru	East Crosswalk	App. Total	Left	Right	South Crosswalk	App. Total	Thru	Right	West Crosswalk	App. Total	Int. Total
04:30 PM	25	147	0	172	12	26	0	38	192	10	0	202	412
04:45 PM	24	129	0	153	5	30	0	35	180	19	0	199	387
Total	49	276	0	325	17	56	0	73	372	29	0	401	799
05:00 PM	25	119	0	144	2	28	0	30	218	13	0	231	405
05:15 PM	31	144	0	175	7	26	0	33	197	11	0	208	416
Grand Total	105	539	0	644	26	110	0	136	787	53	0	840	1620
Apprch %	16.3	83.7	0		19.1	80.9	0		93.7	6.3	0		
Total %	6.5	33.3	0	39.8	1.6	6.8	0	8.4	48.6	3.3	0	51.9	
Cars	104	535	0	639	26	106	0	132	777	52	0	829	1600
% Cars	99	99.3	0	99.2	100	96.4	0	97.1	98.7	98.1	0	98.7	98.8
Trucks	1	4	0	5	0	4	0	4	10	1	0	11	20
% Trucks	1	0.7	0	0.8	0	3.6	0	2.9	1.3	1.9	0	1.3	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix E

Traffic Counts
(Link Counts)

			Weekday			Weekend 1		Weekend 2		Weekend 3	
			Thursday 5/31/2018	Tuesday 6/5/2018	Thursday 6/7/2018	Saturday 6/2/2018	Sunday 6/3/2018	Saturday 6/9/2018	Sunday 6/10/2018	Saturday 6/16/2018	Sunday 6/17/2018
		Weather*	88/0.00	70/0.00	82/0.00	66/0.00	75/0.00	75/0.19	70/0.27	84/0.00	93/0.00
Link 1	WB 6/5	Speed		39.1				38	38.3	38.5	38.9
		Class		94.9/5.1				97.6/2.4	97.5/2.5	96.1/3.9	97.0/3.0
		Volume		3817				4708	3783	5393	4396
	EB 6/5	Speed		38.3		37.5	38.4	37		37.5	38.4
		Class		95.6/4.4		96.9/3.1	97.7/2.3	97.5/2.5		96.9/3.1	97.5/2.5
		Volume		4002		4545	3583	3963		4927	3873
	WB & EB	**Total Vol**		**7819**				**8671**		**10320**	**8269**
Link 2	WB 6/7	Speed			53.2	51.4	53.2	52.3	52.3		
		Class			95.0/5.0	97.3/2.7	97.7/2.3	96.6/3.4	96.7/3.3		
		Volume			3204	4019	2856	4069	2687		
	EB 6/7	Speed			51.4	50.5	51.4	50.5	50.5	50.5	51.4
		Class			96.7/3.3	97.5/2.5	97.6/2.4	96.7/3.3	96.9/3.1	97.5/2.5	97.0/3.0
		Volume			4183	4502	3646	4459	4046	5786	4780
	WB & EB	**Total Vol**			**7387**	**8521**	**6502**	**8528**	**6733**		
Link 3	WB 5/31	Speed	58.4			N/A	N/A	57.3	57.3	N/A	N/A
		Class	95.8/4.2			N/A	N/A	96.0/4.0	95.6/4.4	N/A	N/A
		Volume	2796			6274	4431	3800	2541	7037	5188
	EB 5/31	Speed	57.3			55.2	56.2	54.2	55.2	54.2	55.2
		Class	95.8/4.2			97.6/2.4	97.7/2.3	97.7/2.3	97.4/2.6	97.4/2.6	97.3/2.7
		Volume	3492			4644	3944	4870	4538	5943	5032
	WB & EB	**Total Vol**	**6288**			**10918**	**8375**	**8670**	**7079**	**12980**	**10220**
Link 4	WB 6/7	Speed		53.2				52.3	52.3	52.3	53.2
		Class		96.3/3.7				97.7/2.3	97.5/2.5	97.4/2.6	97.9/2.1
		Volume		4136				5350	3996	5611	4376
	EB 6/7	Speed		54.2		52.3	54.2	52.3	52.3	52.3	53.2
		Class		96.3/3.7		97.5/2.5	97.8/2.2	97.4/2.6	97.7/2.3	97.8/2.2	97.5/2.5
		Volume		4999		6508	5762	6320	6379	7572	7020
	WB & EB	**Total Vol**		**9135**				**11670**	**10375**	**13183**	**11396**
Link 5	WB 5/31	Speed	46.5			45.8	46.5	45.1	46.5	45.1	46.5
		Class	95.7/4.3			96.0/4.0	97.2/2.8	96.5/3.5	97.1/2.9	96.4/3.6	97.0/3.0
		Volume	5378			6091	4703	6254	4542	6471	5072
	EB 5/31	Speed	47.3			43.8	43.8	46.5	46.5	47.3	47.3
		Class	95.5/4.5			98.3/1.7	98.5/1.5	96.8/3.2	96.9/3.1	96.0/4.0	95.9/4.1
		Volume	6355			7389	6681	7408	6960	8455	7980
	WB & EB	**Total Vol**	**11733**			**13480**	**11384**	**13662**	**11502**	**14926**	**13052**

Appendix E

Traffic Counts (Link Counts) WEEKDAYS

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/5/2018

Counter # : 44

Tuesday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	30	29	1
12:15 AM	17	16	1
12:30 AM	13	12	1
12:45 AM	9	9	0
1:00 AM	6	6	0
1:15 AM	5	5	0
1:30 AM	6	6	0
1:45 AM	4	3	1
2:00 AM	4	4	0
2:15 AM	6	6	0
2:30 AM	2	2	0
2:45 AM	2	1	1
3:00 AM	3	3	0
3:15 AM	2	2	0
3:30 AM	3	3	0
3:45 AM	3	3	0
4:00 AM	4	3	1
4:15 AM	5	5	0
4:30 AM	6	6	0
4:45 AM	4	4	0
5:00 AM	16	13	3
5:15 AM	14	12	2
5:30 AM	31	27	4
5:45 AM	23	22	1
6:00 AM	22	20	2
6:15 AM	18	16	2
6:30 AM	40	39	1
6:45 AM	46	42	4
7:00 AM	34	32	2
7:15 AM	53	46	7
7:30 AM	65	58	7
7:45 AM	64	60	4
8:00 AM	59	53	6
8:15 AM	59	54	5
8:30 AM	66	64	2
8:45 AM	71	66	5
9:00 AM	62	59	3
9:15 AM	74	67	7
9:30 AM	98	84	14
9:45 AM	90	87	3
10:00 AM	116	108	8
10:15 AM	93	84	9
10:30 AM	97	87	10
10:45 AM	113	108	5
11:00 AM	102	96	6
11:15 AM	94	88	6
11:30 AM	102	95	7
11:45 AM	97	94	3
Total	1953	1809	144
%		92.6	7.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/5/2018

Counter # : 44

Tuesday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	72	64	8
12:15 PM	86	83	3
12:30 PM	96	90	6
12:45 PM	104	101	3
1:00 PM	106	99	7
1:15 PM	89	81	8
1:30 PM	95	84	11
1:45 PM	90	84	6
2:00 PM	91	85	6
2:15 PM	88	87	1
2:30 PM	83	79	4
2:45 PM	98	92	6
3:00 PM	105	98	7
3:15 PM	110	102	8
3:30 PM	127	125	2
3:45 PM	114	109	5
4:00 PM	101	92	9
4:15 PM	122	117	5
4:30 PM	116	111	5
4:45 PM	109	104	5
5:00 PM	131	124	7
5:15 PM	141	138	3
5:30 PM	115	105	10
5:45 PM	124	122	2
6:00 PM	91	90	1
6:15 PM	85	81	4
6:30 PM	94	86	8
6:45 PM	87	86	1
7:00 PM	80	78	2
7:15 PM	84	81	3
7:30 PM	76	76	0
7:45 PM	72	71	1
8:00 PM	69	69	0
8:15 PM	66	65	1
8:30 PM	62	62	0
8:45 PM	82	77	5
9:00 PM	67	63	4
9:15 PM	76	74	2
9:30 PM	59	58	1
9:45 PM	56	56	0
10:00 PM	47	45	2
10:15 PM	49	49	0
10:30 PM	40	38	2
10:45 PM	33	33	0
11:00 PM	30	29	1
11:15 PM	31	30	1
11:30 PM	25	25	0
11:45 PM	28	26	2
Total	4002	3824	178
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

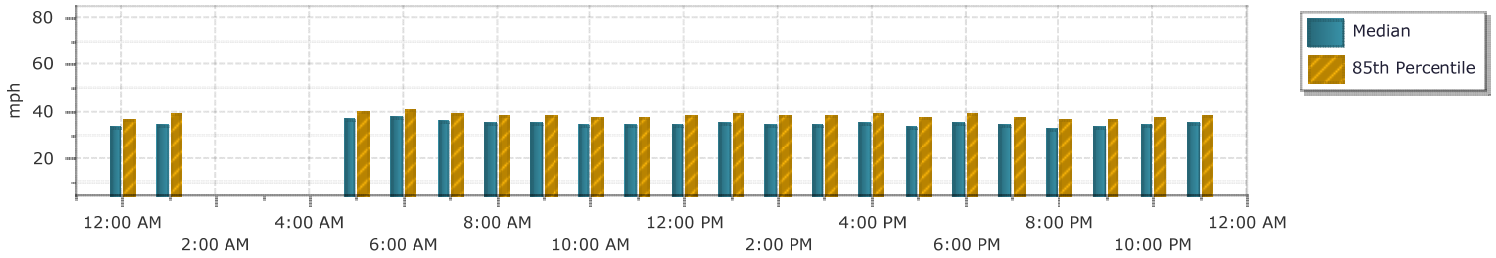
6/5/2018
Tuesday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	69	21	14	11	19	84	126	216	255	324	419	395	358	380	360	456	448	511	357	312	279	258	169	114
Minimum	14.3	28.6	27.1	29.4	27.0	17.6	25.1	15.9	11.5	12.6	10.5	15.6	14.8	15.0	12.3	11.9	12.3	12.1	13.8	10.6	10.3	11.0	12.7	12.9
Maximum	39.1	42.5	38.8	40.8	40.9	52.9	48.6	44.0	45.6	44.2	46.7	43.8	55.3	51.0	49.0	47.3	55.6	51.0	48.4	53.4	54.5	42.8	55.3	46.5
Average	32.7	34.8	-	-	-	36.2	37.1	34.7	34.1	33.9	33.3	33.4	33.5	34.5	34.2	33.7	34.3	32.6	34.6	33.5	31.5	32.2	33.7	34.0
Median	33.1	34.1	-	-	-	36.6	37.1	35.5	34.7	34.5	33.7	33.7	33.9	34.7	34.1	34.2	34.6	33.2	34.8	34.0	32.3	33.1	33.7	34.6
Pace Range	28.4 - 38.4	28.6 - 38.6	-	-	-	31.7 - 41.7	31.7 - 41.7	29.2 - 39.2	29.2 - 39.2	28.1 - 38.1	28.8 - 38.8	28.6 - 38.6	29.2 - 39.2	30.5 - 40.5	28.8 - 38.8	28.9 - 38.9	29.1 - 39.1	28.6 - 38.6	29.2 - 39.2	29.8 - 39.8	27.2 - 37.2	27.2 - 37.2	28.7 - 38.7	30.5 - 40.5
Count	60	16	-	-	-	66	102	168	201	254	331	316	272	290	300	341	328	377	293	241	203	202	138	97
	87 %	76 %	-	-	-	79 %	81 %	78 %	79 %	78 %	79 %	80 %	76 %	76 %	83 %	75 %	73 %	74 %	82 %	77 %	73 %	78 %	82 %	85 %
Percentiles																								
10 %	28.4	29.9	-	-	-	29.6	31.9	29.2	29.2	28.2	27.4	28.2	27.7	28.7	29.4	28.0	28.4	26.1	29.6	27.7	24.1	26.7	28.7	28.6
15 %	29.4	30.7	-	-	-	31.7	32.9	30.5	30.0	29.5	29.0	29.3	28.9	29.9	30.6	29.1	29.4	27.7	30.9	28.7	25.7	27.6	30.0	30.7
50 %	33.1	32.7	-	-	-	36.4	37.0	35.4	34.6	34.5	33.6	33.7	33.9	34.7	34.1	34.2	34.6	33.2	34.8	34.0	32.3	33.1	33.7	34.6
85 %	36.3	39.2	-	-	-	40.2	41.1	38.8	38.3	37.9	37.7	37.6	38.1	38.7	38.1	38.4	38.9	37.5	38.7	37.5	36.6	36.5	37.5	37.9
90 %	37.4	40.0	-	-	-	41.1	42.0	40.2	39.8	38.9	38.7	38.5	38.9	39.8	38.8	39.3	39.9	38.5	39.2	38.9	37.4	37.5	38.5	38.5
Speeds Exceeded																								
25	65	21	-	-	-	83	126	208	244	309	402	379	348	369	355	435	436	465	349	296	245	245	163	111
	94 %	100 %				99 %	100 %	96 %	96 %	95 %	96 %	96 %	97 %	97 %	99 %	95 %	97 %	91 %	98 %	95 %	88 %	95 %	96 %	97 %
35	21	9	-	-	-	48	88	117	116	151	152	143	129	174	147	189	207	171	168	124	72	75	65	49
	30 %	42.9 %				57 %	70 %	54 %	45 %	47 %	36 %	36 %	36 %	46 %	41 %	41 %	46 %	33 %	47 %	40 %	26 %	29 %	38 %	43 %
45	0	0	-	-	-	3	3	0	2	0	2	0	4	8	3	4	6	3	4	2	2	0	1	1
	0 %	0 %				3.6 %	2.4 %	0 %	0.8 %	0 %	0.5 %	0 %	1.1 %	2.1 %	0.8 %	0.9 %	1.3 %	0.6 %	1.1 %	0.6 %	0.7 %	0 %	0.6 %	0.9 %
55	0	0	-	-	-	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0.6 %	0 %
65	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/5/2018

Counter # : 41

Tuesday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	20	20	0
12:15 AM	21	20	1
12:30 AM	12	12	0
12:45 AM	16	16	0
1:00 AM	8	8	0
1:15 AM	6	6	0
1:30 AM	7	6	1
1:45 AM	6	6	0
2:00 AM	3	3	0
2:15 AM	3	3	0
2:30 AM	6	6	0
2:45 AM	7	7	0
3:00 AM	3	3	0
3:15 AM	0	0	0
3:30 AM	4	3	1
3:45 AM	3	3	0
4:00 AM	1	0	1
4:15 AM	3	2	1
4:30 AM	3	3	0
4:45 AM	9	8	1
5:00 AM	7	6	1
5:15 AM	6	6	0
5:30 AM	12	12	0
5:45 AM	19	18	1
6:00 AM	20	20	0
6:15 AM	27	27	0
6:30 AM	36	34	2
6:45 AM	47	43	4
7:00 AM	44	36	8
7:15 AM	57	52	5
7:30 AM	59	55	4
7:45 AM	102	96	6
8:00 AM	69	61	8
8:15 AM	71	63	8
8:30 AM	48	44	4
8:45 AM	77	71	6
9:00 AM	53	47	6
9:15 AM	59	54	5
9:30 AM	60	55	5
9:45 AM	77	66	11
10:00 AM	67	61	6
10:15 AM	74	65	9
10:30 AM	75	64	11
10:45 AM	70	59	11
11:00 AM	76	66	10
11:15 AM	81	72	9
11:30 AM	77	69	8
11:45 AM	78	70	8
Total	1689	1527	162
%		90.4	9.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/5/2018

Counter # : 41

Tuesday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	76	76	0
12:15 PM	82	73	9
12:30 PM	80	77	3
12:45 PM	81	71	10
1:00 PM	75	70	5
1:15 PM	86	80	6
1:30 PM	65	63	2
1:45 PM	89	84	5
2:00 PM	89	76	13
2:15 PM	84	80	4
2:30 PM	74	68	6
2:45 PM	79	75	4
3:00 PM	88	80	8
3:15 PM	86	79	7
3:30 PM	86	79	7
3:45 PM	93	86	7
4:00 PM	111	104	7
4:15 PM	86	80	6
4:30 PM	82	79	3
4:45 PM	112	109	3
5:00 PM	88	85	3
5:15 PM	87	83	4
5:30 PM	93	89	4
5:45 PM	88	86	2
6:00 PM	89	85	4
6:15 PM	108	104	4
6:30 PM	92	88	4
6:45 PM	86	82	4
7:00 PM	96	93	3
7:15 PM	90	86	4
7:30 PM	98	93	5
7:45 PM	108	107	1
8:00 PM	99	92	7
8:15 PM	124	117	7
8:30 PM	113	106	7
8:45 PM	110	104	6
9:00 PM	84	83	1
9:15 PM	61	61	0
9:30 PM	54	53	1
9:45 PM	47	47	0
10:00 PM	67	65	2
10:15 PM	42	41	1
10:30 PM	44	43	1
10:45 PM	30	29	1
11:00 PM	31	29	2
11:15 PM	33	32	1
11:30 PM	27	27	0
11:45 PM	24	23	1
Total	3817	3622	195
%		94.9	5.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

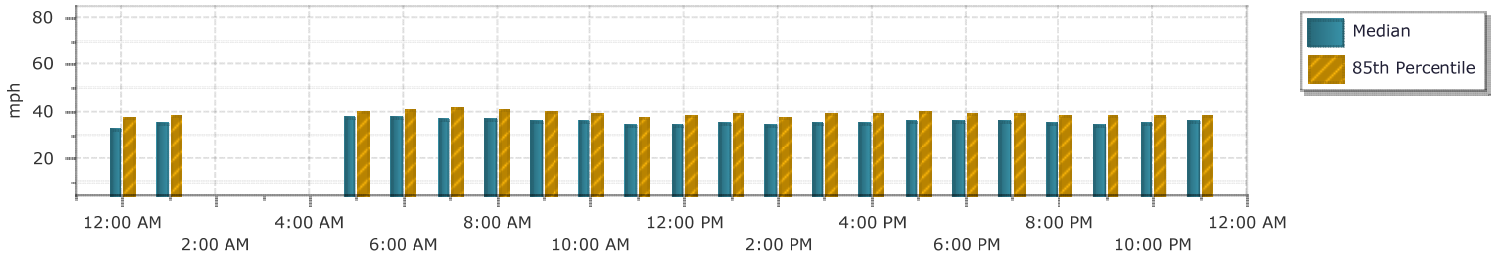
6/5/2018
Tuesday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	69	27	19	10	16	44	130	262	265	249	286	312	319	315	326	353	391	356	375	392	446	246	183	115
Minimum	18.0	28.7	20.4	29.9	30.3	24.7	18.2	15.8	19.3	17.1	13.2	17.4	12.7	11.5	15.7	13.7	12.0	15.3	15.7	15.7	14.4	17.0	13.6	14.7
Maximum	42.6	45.4	46.4	53.2	39.8	49.6	50.5	53.2	61.0	52.2	46.5	48.4	51.5	46.4	46.9	45.0	48.8	48.8	63.1	46.7	50.3	45.6	45.0	43.8
Average	32.3	35.1	-	-	-	37.0	37.1	36.9	36.1	35.0	34.3	33.6	33.5	34.7	33.2	34.3	34.6	34.8	34.9	35.1	34.0	33.5	34.0	34.3
Median	32.6	34.4	-	-	-	37.0	37.5	36.7	36.2	35.2	35.2	33.6	34.1	34.7	33.6	34.8	35.0	35.5	35.5	35.2	34.5	33.5	34.4	35.2
Pace Range	29.2 - 39.2	30.2 - 40.2	-	-	-	31.3 - 41.3	31.0 - 41.0	33.3 - 43.3	30.9 - 40.9	31.2 - 41.2	29.6 - 39.6	29.5 - 39.5	28.8 - 38.8	31.4 - 41.4	28.3 - 38.3	30.2 - 40.2	28.9 - 38.9	29.5 - 39.5	30.8 - 40.8	30.8 - 40.8	29.8 - 39.8	28.0 - 38.0	30.0 - 40.0	29.8 - 39.8
Count	54	24	-	-	-	35	105	200	205	186	211	248	235	248	251	268	304	271	303	313	346	186	149	92
	78 %	89 %	-	-	-	80 %	81 %	76 %	77 %	75 %	74 %	79 %	74 %	79 %	77 %	76 %	78 %	76 %	81 %	80 %	78 %	76 %	81 %	80 %
Percentiles																								
10 %	19.6	30.2	-	-	-	31.3	32.0	31.4	31.0	29.2	27.3	27.9	26.6	28.8	27.1	27.9	28.9	28.9	29.6	29.6	27.6	28.0	28.1	28.2
15 %	27.8	31.1	-	-	-	31.9	32.9	32.9	31.6	30.4	29.0	29.7	28.8	30.6	28.9	30.1	30.6	30.2	31.0	31.1	29.8	29.1	30.6	29.8
50 %	32.6	34.2	-	-	-	37.0	37.2	36.7	36.2	35.2	35.1	33.6	34.1	34.7	33.5	34.8	35.0	35.5	35.5	35.2	34.4	33.5	34.4	35.1
85 %	37.1	38.5	-	-	-	39.8	40.5	41.4	40.6	39.6	38.9	37.6	38.4	39.2	37.7	38.7	38.7	39.5	39.1	39.3	38.3	38.0	38.1	38.3
90 %	38.4	39.1	-	-	-	41.5	42.2	42.6	41.7	41.1	39.6	38.8	39.6	40.2	38.7	40.0	39.9	40.9	39.9	40.2	39.2	39.5	39.2	39.3
Speeds Exceeded																								
25	62	27	-	-	-	43	128	257	262	238	273	303	296	303	308	336	377	339	362	380	421	234	171	110
	90 %	100 %				98 %	98 %	98 %	99 %	96 %	95 %	97 %	93 %	96 %	94 %	95 %	96 %	95 %	97 %	97 %	94 %	95 %	93 %	96 %
35	23	13	-	-	-	29	97	184	158	130	149	115	137	146	121	172	197	197	204	206	189	99	79	61
	33 %	48 %				66 %	75 %	70 %	60 %	52 %	52 %	37 %	43 %	46 %	37 %	49 %	50 %	55 %	54 %	53 %	42 %	40 %	43 %	53 %
45	0	1	-	-	-	3	5	11	7	5	2	2	2	4	2	1	3	4	3	7	8	1	1	0
	0 %	3.7 %				6.8 %	3.8 %	4 %	2.6 %	2.0 %	0.7 %	0.6 %	0.6 %	1.3 %	0.6 %	0.3 %	0.8 %	1.1 %	0.8 %	1.8 %	1.8 %	0.4 %	0.5 %	0 %
55	0	0	-	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0.4 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %
65	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/7/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	12	12	0
12:15 AM	4	4	0
12:30 AM	6	6	0
12:45 AM	7	7	0
1:00 AM	2	1	1
1:15 AM	6	6	0
1:30 AM	9	9	0
1:45 AM	4	4	0
2:00 AM	4	4	0
2:15 AM	6	6	0
2:30 AM	7	7	0
2:45 AM	3	3	0
3:00 AM	0	0	0
3:15 AM	2	1	1
3:30 AM	2	2	0
3:45 AM	3	2	1
4:00 AM	2	2	0
4:15 AM	7	7	0
4:30 AM	8	7	1
4:45 AM	8	8	0
5:00 AM	11	10	1
5:15 AM	9	7	2
5:30 AM	22	21	1
5:45 AM	22	20	2
6:00 AM	15	15	0
6:15 AM	21	18	3
6:30 AM	30	29	1
6:45 AM	39	35	4
7:00 AM	28	26	2
7:15 AM	37	35	2
7:30 AM	51	47	4
7:45 AM	43	41	2
8:00 AM	30	27	3
8:15 AM	41	41	0
8:30 AM	36	35	1
8:45 AM	50	44	6
9:00 AM	27	24	3
9:15 AM	34	32	2
9:30 AM	39	36	3
9:45 AM	63	61	2
10:00 AM	44	39	5
10:15 AM	68	64	4
10:30 AM	44	38	6
10:45 AM	50	43	7
11:00 AM	50	47	3
11:15 AM	46	41	5
11:30 AM	51	46	5
11:45 AM	58	52	6
Total	1161	1072	89
%		92.3	7.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/7/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	67	66	1
12:15 PM	72	67	5
12:30 PM	52	49	3
12:45 PM	50	46	4
1:00 PM	67	63	4
1:15 PM	62	58	4
1:30 PM	52	50	2
1:45 PM	71	68	3
2:00 PM	78	71	7
2:15 PM	69	63	6
2:30 PM	93	91	2
2:45 PM	98	96	2
3:00 PM	84	81	3
3:15 PM	89	87	2
3:30 PM	104	100	4
3:45 PM	120	116	4
4:00 PM	110	105	5
4:15 PM	103	98	5
4:30 PM	124	121	3
4:45 PM	139	132	7
5:00 PM	148	144	4
5:15 PM	188	181	7
5:30 PM	188	180	8
5:45 PM	132	130	2
6:00 PM	121	116	5
6:15 PM	109	108	1
6:30 PM	112	109	3
6:45 PM	110	107	3
7:00 PM	89	81	8
7:15 PM	88	88	0
7:30 PM	115	112	3
7:45 PM	94	92	2
8:00 PM	104	103	1
8:15 PM	130	129	1
8:30 PM	150	146	4
8:45 PM	151	149	2
9:00 PM	75	72	3
9:15 PM	64	64	0
9:30 PM	51	48	3
9:45 PM	47	46	1
10:00 PM	25	25	0
10:15 PM	46	46	0
10:30 PM	42	41	1
10:45 PM	29	29	0
11:00 PM	24	23	1
11:15 PM	18	17	1
11:30 PM	15	15	0
11:45 PM	14	14	0
Total	4183	4043	140
%		96.7	3.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

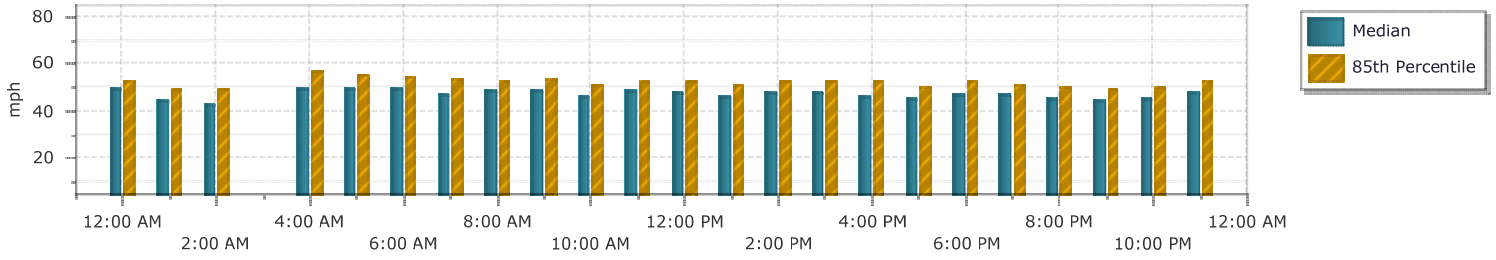
Counter # : 16G

6/7/2018
Thursday

Speed Statistics

EB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	29	21	20	7	25	64	105	159	157	163	206	205	241	252	338	397	476	656	452	386	535	237	142	71
Minimum	35.0	32.7	34.6	39.2	40.8	37.7	32.7	33.9	35.5	29.8	34.6	34.6	36.8	30.1	32.0	26.4	19.7	30.1	34.2	33.5	29.8	33.5	20.8	33.9
Maximum	57.3	53.2	54.2	60.8	62.1	63.4	60.8	62.1	58.4	64.8	59.6	67.7	62.1	63.4	62.1	63.4	64.8	72.7	62.1	59.6	58.4	58.4	54.2	60.8
Average	48.2	42.6	43.9	-	50.1	49.9	48.9	47.4	47.1	47.0	46.5	47.7	47.1	46.0	46.8	47.3	46.1	45.2	46.9	46.6	44.9	44.3	44.4	46.8
Median	48.8	43.8	42.9	-	49.6	49.6	49.6	46.5	48.0	48.0	45.8	48.0	47.3	45.8	47.3	47.3	45.8	45.1	46.5	46.5	45.1	43.8	45.1	47.3
Pace Range	43.8 - 53.8	39.7 - 49.7	39.7 - 49.7	-	40.8 - 50.8	44.5 - 54.5	43.8 - 53.8	41.4 - 51.4	41.4 - 51.4	40.8 - 50.8	39.7 - 49.7	42.6 - 52.6	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	38.2 - 48.2	40.8 - 50.8	39.7 - 49.7
Count	21	14	16	-	15	39	69	104	113	101	146	149	160	174	237	289	302	475	330	269	369	181	95	46
	72 %	67 %	80 %	-	60 %	61 %	66 %	65 %	72 %	62 %	71 %	73 %	66 %	69 %	70 %	73 %	63 %	72 %	73 %	70 %	69 %	76 %	67 %	65 %
Percentiles																								
10 %	37.2	33.5	35.5	-	42.0	42.0	41.4	39.7	40.8	37.2	40.3	40.3	40.3	39.2	40.3	40.8	38.7	38.7	40.8	39.7	38.2	38.7	36.8	39.2
15 %	40.8	34.6	39.7	-	42.0	43.2	42.0	41.4	42.0	39.7	40.8	42.6	41.4	40.3	41.4	42.6	40.3	40.3	42.0	40.8	39.2	39.7	38.7	40.3
50 %	48.0	39.7	42.6	-	48.8	49.6	49.6	46.5	47.3	48.0	45.8	48.0	47.3	45.8	47.3	47.3	45.8	45.1	46.5	46.5	45.1	43.8	45.1	47.3
85 %	52.3	48.8	49.6	-	57.3	55.2	54.2	53.2	52.3	53.2	51.4	52.3	52.3	51.4	52.3	52.3	52.3	50.5	52.3	51.4	50.5	48.8	50.5	52.3
90 %	53.2	48.8	49.6	-	58.4	57.3	55.2	55.2	53.2	55.2	52.3	54.2	53.2	53.2	53.2	54.2	54.2	51.4	53.2	53.2	51.4	51.4	51.4	54.2
Speeds Exceeded																								
25	29	21	20	-	25	64	105	159	157	163	206	205	241	252	338	397	473	656	452	386	535	237	141	71
	100 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %
35	29	18	19	-	25	64	104	157	157	158	205	204	241	246	337	392	461	641	451	380	531	235	136	70
	100 %	86 %	95 %		100 %	100 %	99 %	99 %	100 %	97 %	100 %	100 %	100 %	98 %	100 %	99 %	97 %	98 %	100 %	98 %	99 %	99 %	96 %	99 %
45	23	7	8	-	20	50	78	106	108	106	121	151	159	150	219	276	300	352	284	248	269	89	72	45
	79 %	33.3 %	40.0 %		80 %	78 %	74 %	67 %	69 %	65 %	59 %	74 %	66 %	60 %	65 %	70 %	63 %	54 %	63 %	64 %	50 %	38 %	51 %	63 %
55	3	0	0	-	7	13	15	18	10	18	17	13	18	17	20	31	36	18	31	27	13	8	0	8
	10.3 %	0 %	0 %		28.0 %	20 %	14 %	11 %	6 %	11 %	8 %	6 %	7 %	7 %	6 %	8 %	8 %	3 %	7 %	7 %	2 %	3.4 %	0 %	11.3 %
65	0	0	0	-	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/7/2018

Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	11	11	0
12:15 AM	3	3	0
12:30 AM	3	3	0
12:45 AM	9	9	0
1:00 AM	7	7	0
1:15 AM	10	10	0
1:30 AM	10	10	0
1:45 AM	5	5	0
2:00 AM	4	4	0
2:15 AM	1	1	0
2:30 AM	7	7	0
2:45 AM	1	1	0
3:00 AM	2	2	0
3:15 AM	1	1	0
3:30 AM	8	7	1
3:45 AM	2	2	0
4:00 AM	6	6	0
4:15 AM	2	2	0
4:30 AM	13	12	1
4:45 AM	9	8	1
5:00 AM	4	4	0
5:15 AM	8	8	0
5:30 AM	21	21	0
5:45 AM	19	17	2
6:00 AM	25	25	0
6:15 AM	23	22	1
6:30 AM	50	48	2
6:45 AM	49	46	3
7:00 AM	55	51	4
7:15 AM	62	60	2
7:30 AM	91	88	3
7:45 AM	128	124	4
8:00 AM	83	77	6
8:15 AM	70	68	2
8:30 AM	67	64	3
8:45 AM	98	92	6
9:00 AM	83	78	5
9:15 AM	101	98	3
9:30 AM	119	112	7
9:45 AM	140	137	3
10:00 AM	145	138	7
10:15 AM	112	99	13
10:30 AM	106	101	5
10:45 AM	105	97	8
11:00 AM	94	92	2
11:15 AM	87	84	3
11:30 AM	78	75	3
11:45 AM	148	144	4
Total	2285	2181	104
%		95.4	4.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/7/2018
Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	92	87	5
12:15 PM	76	72	4
12:30 PM	90	87	3
12:45 PM	82	78	4
1:00 PM	97	88	9
1:15 PM	81	78	3
1:30 PM	81	73	8
1:45 PM	57	51	6
2:00 PM	88	83	5
2:15 PM	85	77	8
2:30 PM	79	72	7
2:45 PM	69	66	3
3:00 PM	80	71	9
3:15 PM	80	73	7
3:30 PM	95	92	3
3:45 PM	67	63	4
4:00 PM	98	92	6
4:15 PM	72	69	3
4:30 PM	75	69	6
4:45 PM	80	76	4
5:00 PM	83	79	4
5:15 PM	88	86	2
5:30 PM	73	68	5
5:45 PM	78	77	1
6:00 PM	60	59	1
6:15 PM	60	58	2
6:30 PM	56	54	2
6:45 PM	78	78	0
7:00 PM	61	58	3
7:15 PM	73	73	0
7:30 PM	128	125	3
7:45 PM	95	92	3
8:00 PM	106	103	3
8:15 PM	54	53	1
8:30 PM	57	53	4
8:45 PM	40	39	1
9:00 PM	44	38	6
9:15 PM	48	44	4
9:30 PM	37	37	0
9:45 PM	39	38	1
10:00 PM	46	44	2
10:15 PM	63	62	1
10:30 PM	37	35	2
10:45 PM	21	20	1
11:00 PM	25	25	0
11:15 PM	14	13	1
11:30 PM	9	9	0
11:45 PM	7	6	1
Total	3204	3043	161
%		95.0	5.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

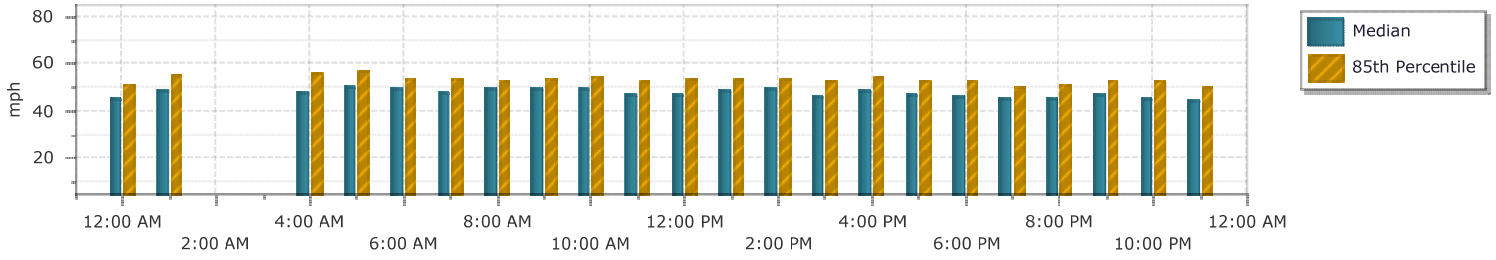
Counter # : 14

6/7/2018
Thursday

Speed Statistics

WB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	26	32	13	13	30	52	147	336	318	443	468	407	340	316	321	322	325	322	254	357	257	168	167	55
Minimum	35.9	34.2	37.2	36.8	36.3	38.7	36.8	31.4	25.2	32.7	28.1	33.5	28.4	34.2	30.7	23.1	31.4	31.4	31.0	32.4	32.0	29.8	29.5	33.9
Maximum	64.8	58.4	55.2	57.3	67.7	70.9	60.8	60.8	63.4	72.7	63.4	63.4	63.4	60.8	67.7	60.8	63.4	62.1	60.8	60.8	60.8	67.7	62.1	57.3
Average	45.8	47.1	-	-	47.6	51.1	49.2	47.2	47.6	48.6	48.5	46.9	46.5	47.2	48.0	45.6	47.5	46.3	46.1	44.9	45.0	46.4	45.2	44.7
Median	44.8	48.0	-	-	47.3	50.5	49.6	47.3	48.8	49.6	48.8	46.5	46.5	48.0	48.8	45.8	48.0	46.5	46.2	45.1	45.1	46.5	45.1	43.8
Pace Range	42.6 - 52.6	38.2 - 48.2	-	-	39.2 - 49.2	48.0 - 58.0	43.8 - 53.8	44.5 - 54.5	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	39.7 - 49.7	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7
Count	19	17	-	-	16	34	110	228	223	305	297	269	204	203	222	191	199	218	157	236	162	109	104	33
	73 %	53 %	-	-	53 %	65 %	75 %	68 %	70 %	69 %	63 %	66 %	60 %	64 %	69 %	59 %	61 %	68 %	62 %	66 %	63 %	65 %	62 %	60 %
Percentiles																								
10 %	38.7	38.2	-	-	39.2	41.4	43.2	39.2	39.7	40.3	39.7	40.3	37.7	39.7	41.4	38.7	39.7	39.2	38.7	37.2	36.8	38.7	36.3	37.2
15 %	40.3	38.7	-	-	39.2	43.2	44.5	41.4	42.0	42.6	42.6	41.4	39.7	40.8	42.6	39.7	41.4	40.8	39.7	39.2	39.2	40.3	39.2	38.2
50 %	44.5	47.3	-	-	45.8	50.5	49.6	47.3	48.0	49.6	48.8	46.5	46.5	48.0	48.8	45.8	48.0	46.5	45.8	44.5	45.1	46.5	45.1	43.8
85 %	51.4	55.2	-	-	56.2	57.3	53.2	53.2	52.3	53.2	54.2	52.3	53.2	53.2	53.2	52.3	54.2	52.3	52.3	50.5	51.4	52.3	52.3	50.5
90 %	52.3	56.2	-	-	56.2	57.3	55.2	54.2	54.2	55.2	55.2	53.2	54.2	54.2	54.2	54.2	55.2	53.2	53.2	52.3	52.3	54.2	53.2	52.3
Speeds Exceeded																								
25	26	32	-	-	30	52	147	336	318	443	468	407	340	316	321	318	325	322	254	357	257	168	167	55
	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	26	31	-	-	30	52	147	327	311	438	456	402	327	314	318	305	318	316	251	346	247	161	161	54
	100 %	97 %			100 %	100 %	100 %	97 %	98 %	99 %	97 %	99 %	96 %	99 %	99 %	95 %	98 %	98 %	99 %	97 %	96 %	96 %	96 %	98 %
45	12	20	-	-	17	44	124	241	221	337	356	255	212	209	225	185	218	199	147	179	137	103	88	24
	46 %	63 %			57 %	85 %	84 %	72 %	69 %	76 %	76 %	63 %	62 %	66 %	70 %	57 %	67 %	62 %	58 %	50 %	53 %	61 %	53 %	44 %
55	1	6	-	-	6	16	20	26	24	47	69	31	34	32	33	24	38	11	17	17	9	12	13	3
	3.8 %	18.8 %			20.0 %	31 %	14 %	8 %	8 %	11 %	15 %	8 %	10 %	10 %	10 %	7 %	12 %	3 %	7 %	5 %	3.5 %	7 %	8 %	5.5 %
65	0	0	-	-	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	1	0	0
	0 %	0 %			3.3 %	1.9 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0.6 %	0 %	0 %
75	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

5/31/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	8	8	0
12:15 AM	10	10	0
12:30 AM	7	6	1
12:45 AM	3	3	0
1:00 AM	5	5	0
1:15 AM	7	7	0
1:30 AM	6	6	0
1:45 AM	4	4	0
2:00 AM	5	5	0
2:15 AM	3	3	0
2:30 AM	4	4	0
2:45 AM	3	3	0
3:00 AM	2	2	0
3:15 AM	1	1	0
3:30 AM	2	2	0
3:45 AM	1	1	0
4:00 AM	6	5	1
4:15 AM	3	3	0
4:30 AM	9	9	0
4:45 AM	7	7	0
5:00 AM	7	7	0
5:15 AM	11	11	0
5:30 AM	19	18	1
5:45 AM	16	16	0
6:00 AM	17	15	2
6:15 AM	25	22	3
6:30 AM	29	28	1
6:45 AM	31	29	2
7:00 AM	36	32	4
7:15 AM	39	38	1
7:30 AM	49	46	3
7:45 AM	38	31	7
8:00 AM	27	25	2
8:15 AM	34	31	3
8:30 AM	42	42	0
8:45 AM	43	38	5
9:00 AM	41	39	2
9:15 AM	35	34	1
9:30 AM	34	30	4
9:45 AM	57	51	6
10:00 AM	42	41	1
10:15 AM	38	34	4
10:30 AM	41	38	3
10:45 AM	52	45	7
11:00 AM	52	48	4
11:15 AM	55	48	7
11:30 AM	45	39	6
11:45 AM	43	34	9
Total	1094	1004	90
%		91.8	8.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

5/31/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	54	49	5
12:15 PM	60	53	7
12:30 PM	58	53	5
12:45 PM	47	43	4
1:00 PM	60	55	5
1:15 PM	58	55	3
1:30 PM	71	67	4
1:45 PM	94	90	4
2:00 PM	90	83	7
2:15 PM	85	80	5
2:30 PM	74	72	2
2:45 PM	77	74	3
3:00 PM	97	94	3
3:15 PM	73	69	4
3:30 PM	86	84	2
3:45 PM	97	96	1
4:00 PM	107	105	2
4:15 PM	111	109	2
4:30 PM	126	123	3
4:45 PM	115	109	6
5:00 PM	121	117	4
5:15 PM	140	132	8
5:30 PM	100	98	2
5:45 PM	93	91	2
6:00 PM	93	91	2
6:15 PM	70	67	3
6:30 PM	93	90	3
6:45 PM	113	108	5
7:00 PM	62	60	2
7:15 PM	76	66	10
7:30 PM	65	64	1
7:45 PM	92	86	6
8:00 PM	103	97	6
8:15 PM	123	117	6
8:30 PM	90	89	1
8:45 PM	74	74	0
9:00 PM	59	56	3
9:15 PM	34	34	0
9:30 PM	46	43	3
9:45 PM	27	27	0
10:00 PM	35	35	0
10:15 PM	26	25	1
10:30 PM	21	20	1
10:45 PM	24	24	0
11:00 PM	24	24	0
11:15 PM	17	17	0
11:30 PM	15	15	0
11:45 PM	16	16	0
Total	3492	3346	146
%		95.8	4.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

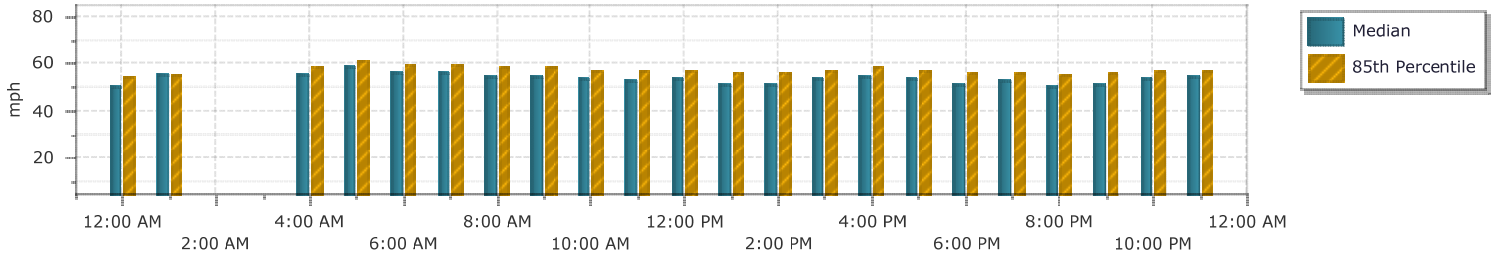
Counter # : 35

5/31/2018
Thursday

Speed Statistics

EB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	28	22	15	6	25	53	102	162	146	167	173	195	219	283	326	353	459	454	369	295	390	166	106	72
Minimum	40.8	39.2	43.8	47.3	45.1	47.3	45.1	43.2	21.9	14.5	29.8	31.7	33.1	37.2	38.7	39.2	32.0	31.4	37.2	29.8	34.2	33.9	14.5	40.8
Maximum	63.4	59.6	57.3	69.3	69.3	74.5	67.7	67.7	66.2	63.4	72.7	66.2	74.5	64.8	67.7	70.9	66.2	76.4	63.4	63.4	60.8	62.1	70.9	64.8
Average	50.6	52.6	-	-	54.6	57.6	55.8	55.6	54.0	53.5	53.0	53.0	52.7	51.6	51.1	52.9	53.2	52.4	51.3	51.3	50.2	50.5	52.4	52.7
Median	50.5	55.2	-	-	55.2	58.4	56.2	56.2	54.2	54.2	53.2	52.3	53.2	51.4	51.4	53.2	54.2	53.2	51.4	52.3	50.5	51.4	53.2	54.2
Pace Range	44.5 - 54.5	47.3 - 57.3	-	-	48.8 - 58.8	51.4 - 61.4	51.4 - 61.4	52.3 - 62.3	49.6 - 59.6	49.6 - 59.6	49.6 - 59.6	48.8 - 58.8	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	48.0 - 58.0	48.8 - 58.8	48.8 - 58.8	46.5 - 56.5	48.8 - 58.8	45.8 - 55.8	46.5 - 56.5	48.8 - 58.8	48.8 - 58.8
Count	20	16	-	-	19	42	88	128	111	129	133	151	153	214	217	290	361	324	261	207	294	106	81	56
	71 %	73 %	-	-	76 %	79 %	86 %	79 %	76 %	77 %	77 %	77 %	70 %	76 %	67 %	82 %	79 %	71 %	71 %	70 %	75 %	64 %	76 %	78 %
Percentiles																								
10 %	42.6	39.7	-	-	45.8	51.4	51.4	48.8	48.0	45.8	46.5	47.3	45.8	45.8	43.8	48.0	47.3	44.5	44.5	43.8	44.5	43.2	46.5	43.8
15 %	44.5	44.5	-	-	46.5	52.3	51.4	51.4	48.8	48.0	48.0	48.8	47.3	46.5	45.1	48.8	48.8	46.5	45.8	45.8	45.8	43.8	47.3	46.5
50 %	49.6	55.2	-	-	54.2	58.4	56.2	56.2	54.2	54.2	53.2	52.3	53.2	51.4	51.4	53.2	54.2	53.2	51.4	52.3	50.5	51.4	53.2	53.2
85 %	54.2	55.2	-	-	58.4	60.8	59.6	59.6	58.4	58.4	57.3	57.3	57.3	56.2	56.2	57.3	58.4	57.3	56.2	56.2	55.2	56.2	57.3	57.3
90 %	57.3	56.2	-	-	58.4	62.1	59.6	60.8	59.6	58.4	58.4	58.4	58.4	57.3	57.3	57.3	58.4	58.4	57.3	57.3	56.2	57.3	58.4	57.3
Speeds Exceeded																								
25	28	22	-	-	25	53	102	162	145	166	173	195	219	283	326	353	459	454	369	295	390	166	105	72
	100 %	100 %			100 %	100 %	100 %	100 %	99 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %
35	28	22	-	-	25	53	102	162	143	166	172	194	218	283	326	353	457	453	369	292	389	165	105	72
	100 %	100 %			100 %	100 %	100 %	100 %	98 %	99 %	99 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	99 %	99 %	100 %
45	24	19	-	-	25	53	102	158	140	158	165	187	206	259	283	345	429	406	330	258	347	136	98	65
	86 %	86 %			100 %	100 %	100 %	98 %	96 %	95 %	95 %	96 %	94 %	92 %	87 %	98 %	93 %	89 %	89 %	87 %	89 %	82 %	92 %	90 %
55	5	12	-	-	13	41	68	107	70	79	64	73	82	75	81	121	198	177	98	82	63	46	38	26
	17.9 %	55 %			52 %	77 %	67 %	66 %	48 %	47 %	37 %	37 %	37 %	27 %	25 %	34 %	43 %	39 %	27 %	28 %	16 %	28 %	36 %	36 %
65	0	0	-	-	1	1	2	3	1	0	2	1	1	0	2	2	1	7	0	0	0	0	1	0
	0 %	0 %			4.0 %	1.9 %	2.0 %	1.9 %	0.7 %	0 %	1.2 %	0.5 %	0.5 %	0 %	0.6 %	0.6 %	0.2 %	1.5 %	0 %	0 %	0 %	0 %	0.9 %	0 %
75	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 14

5/31/2018

Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	8	8	0
12:15 AM	3	3	0
12:30 AM	13	13	0
12:45 AM	3	3	0
1:00 AM	1	1	0
1:15 AM	0	0	0
1:30 AM	2	2	0
1:45 AM	1	1	0
2:00 AM	4	4	0
2:15 AM	4	4	0
2:30 AM	5	5	0
2:45 AM	1	1	0
3:00 AM	2	2	0
3:15 AM	0	0	0
3:30 AM	2	2	0
3:45 AM	3	2	1
4:00 AM	3	3	0
4:15 AM	1	1	0
4:30 AM	8	8	0
4:45 AM	11	11	0
5:00 AM	2	2	0
5:15 AM	13	11	2
5:30 AM	18	18	0
5:45 AM	20	20	0
6:00 AM	32	29	3
6:15 AM	24	22	2
6:30 AM	46	44	2
6:45 AM	53	52	1
7:00 AM	68	66	2
7:15 AM	89	85	4
7:30 AM	97	89	8
7:45 AM	117	114	3
8:00 AM	64	60	4
8:15 AM	70	66	4
8:30 AM	85	77	8
8:45 AM	87	85	2
9:00 AM	63	60	3
9:15 AM	70	67	3
9:30 AM	105	95	10
9:45 AM	107	96	11
10:00 AM	82	76	6
10:15 AM	108	100	8
10:30 AM	97	87	10
10:45 AM	79	73	6
11:00 AM	70	61	9
11:15 AM	76	70	6
11:30 AM	86	83	3
11:45 AM	75	68	7
Total	1978	1850	128
%		93.5	6.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 14

5/31/2018

Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	71	66	5
12:15 PM	59	57	2
12:30 PM	93	84	9
12:45 PM	92	87	5
1:00 PM	70	68	2
1:15 PM	58	57	1
1:30 PM	61	58	3
1:45 PM	74	65	9
2:00 PM	70	67	3
2:15 PM	87	82	5
2:30 PM	82	77	5
2:45 PM	68	63	5
3:00 PM	102	97	5
3:15 PM	84	83	1
3:30 PM	73	72	1
3:45 PM	80	77	3
4:00 PM	93	86	7
4:15 PM	68	66	2
4:30 PM	71	68	3
4:45 PM	89	86	3
5:00 PM	106	101	5
5:15 PM	82	80	2
5:30 PM	77	76	1
5:45 PM	98	94	4
6:00 PM	70	68	2
6:15 PM	59	55	4
6:30 PM	56	56	0
6:45 PM	60	58	2
7:00 PM	57	55	2
7:15 PM	50	49	1
7:30 PM	51	48	3
7:45 PM	54	53	1
8:00 PM	37	36	1
8:15 PM	48	46	2
8:30 PM	49	48	1
8:45 PM	38	37	1
9:00 PM	27	26	1
9:15 PM	31	28	3
9:30 PM	23	23	0
9:45 PM	30	29	1
10:00 PM	27	27	0
10:15 PM	21	20	1
10:30 PM	26	26	0
10:45 PM	13	13	0
11:00 PM	21	21	0
11:15 PM	20	19	1
11:30 PM	12	12	0
11:45 PM	8	8	0
Total	2796	2678	118
%		95.8	4.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

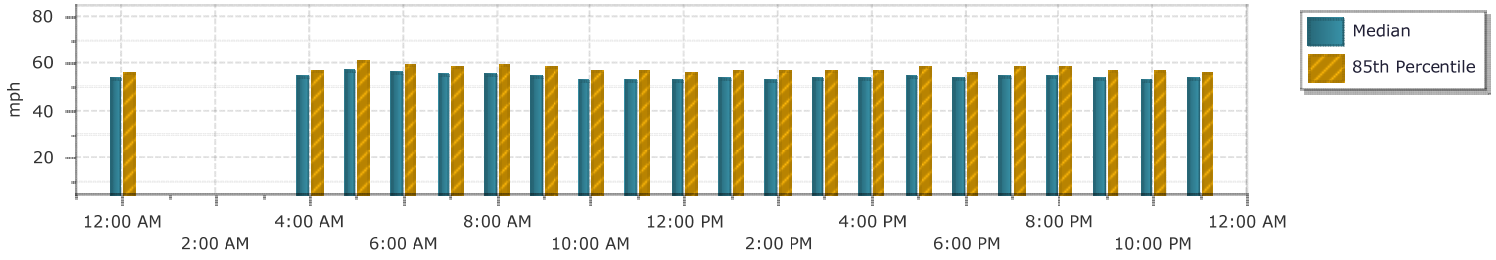
Counter # : 14

5/31/2018
Thursday

Speed Statistics

WB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	27	4	14	7	23	53	155	371	306	345	366	307	315	263	307	339	321	363	245	212	172	111	87	61
Minimum	43.8	48.0	35.0	45.1	42.0	45.1	15.4	15.9	40.8	17.4	14.8	17.5	36.3	15.4	15.7	20.5	40.3	15.8	18.9	15.9	36.8	41.4	37.7	39.7
Maximum	62.1	57.3	58.4	63.4	63.4	74.5	67.7	66.2	66.2	63.4	64.8	72.7	64.8	67.7	69.3	67.7	69.3	69.3	62.1	67.7	64.8	63.4	63.4	60.8
Average	52.7	-	-	-	53.2	56.7	55.7	54.8	55.1	54.2	52.3	52.0	52.3	52.5	51.9	52.9	53.0	53.4	52.5	54.3	53.7	52.8	52.5	52.7
Median	53.2	-	-	-	54.2	57.3	56.2	55.2	55.2	54.2	52.3	52.3	52.3	53.2	52.3	53.2	53.2	54.2	53.2	54.2	54.2	53.2	52.3	53.2
Pace Range	48.0 - 58.0	-	-	-	48.8 - 58.8	51.4 - 61.4	49.6 - 59.6	49.6 - 59.6	49.6 - 59.6	49.6 - 59.6	48.0 - 58.0	46.5 - 56.5	48.0 - 58.0	48.0 - 58.0	48.8 - 58.8	48.8 - 58.8	49.6 - 59.6	49.6 - 59.6	46.5 - 56.5	49.6 - 59.6	48.8 - 58.8	48.8 - 58.8	48.8 - 58.8	48.8 - 58.8
Count	22	-	-	-	14	39	137	315	238	304	278	222	249	203	222	276	244	277	200	176	130	85	62	50
	81 %	-	-	-	61 %	74 %	88 %	85 %	78 %	88 %	76 %	72 %	79 %	77 %	72 %	81 %	76 %	76 %	82 %	83 %	76 %	77 %	71 %	82 %
Percentiles																								
10 %	45.8	-	-	-	42.6	48.8	50.5	49.6	48.8	49.6	46.5	45.8	46.5	47.3	43.8	46.5	47.3	47.3	47.3	48.8	48.0	45.8	45.8	46.5
15 %	48.0	-	-	-	45.8	50.5	52.3	50.5	50.5	50.5	48.0	46.5	48.0	48.0	46.5	48.8	48.0	48.8	48.0	49.6	48.8	47.3	47.3	48.8
50 %	52.3	-	-	-	51.4	57.3	56.2	55.2	55.2	54.2	52.3	52.3	52.3	53.2	52.3	53.2	53.2	54.2	53.2	54.2	54.2	53.2	52.3	53.2
85 %	56.2	-	-	-	57.3	60.8	59.6	58.4	59.6	58.4	57.3	57.3	56.2	57.3	57.3	57.3	57.3	58.4	56.2	58.4	58.4	57.3	57.3	56.2
90 %	57.3	-	-	-	60.8	62.1	59.6	59.6	60.8	58.4	57.3	58.4	57.3	58.4	58.4	58.4	58.4	59.6	57.3	59.6	59.6	57.3	58.4	57.3
Speeds Exceeded																								
25	27	-	-	-	23	53	154	370	306	344	364	306	315	259	306	338	321	361	244	211	172	111	87	61
	100 %				100 %	100 %	99 %	100 %	100 %	100 %	99 %	100 %	100 %	98 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %
35	27	-	-	-	23	53	154	370	306	344	364	304	315	259	301	338	321	361	244	211	172	111	87	61
	100 %				100 %	100 %	99 %	100 %	100 %	100 %	99 %	99 %	100 %	98 %	98 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %
45	26	-	-	-	21	53	154	367	296	340	342	288	302	248	275	316	308	343	236	211	170	103	83	57
	96 %				91 %	100 %	99 %	99 %	97 %	99 %	93 %	94 %	96 %	94 %	90 %	93 %	96 %	94 %	96 %	100 %	99 %	93 %	95 %	93 %
55	8	-	-	-	10	35	105	206	173	162	117	104	96	86	105	116	125	168	81	102	77	39	29	22
	29.6 %				43 %	66 %	68 %	56 %	57 %	47 %	32 %	34 %	30 %	33 %	34 %	34 %	39 %	46 %	33 %	48 %	45 %	35 %	33 %	36 %
65	0	-	-	-	0	1	1	1	1	0	0	1	0	1	2	1	1	3	0	2	0	0	0	0
	0 %				0 %	1.9 %	0.6 %	0.3 %	0.3 %	0 %	0 %	0.3 %	0 %	0.4 %	0.7 %	0.3 %	0.3 %	0.8 %	0 %	0.9 %	0 %	0 %	0 %	0 %
75	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/5/2018

Counter # : 46

Tuesday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	16	16	0
12:15 AM	10	10	0
12:30 AM	7	7	0
12:45 AM	7	7	0
1:00 AM	7	7	0
1:15 AM	8	6	2
1:30 AM	6	6	0
1:45 AM	3	3	0
2:00 AM	2	2	0
2:15 AM	1	1	0
2:30 AM	2	2	0
2:45 AM	1	0	1
3:00 AM	3	2	1
3:15 AM	2	2	0
3:30 AM	2	2	0
3:45 AM	5	4	1
4:00 AM	3	3	0
4:15 AM	7	6	1
4:30 AM	15	15	0
4:45 AM	11	11	0
5:00 AM	19	18	1
5:15 AM	10	9	1
5:30 AM	39	37	2
5:45 AM	26	26	0
6:00 AM	28	25	3
6:15 AM	30	28	2
6:30 AM	42	37	5
6:45 AM	51	49	2
7:00 AM	37	33	4
7:15 AM	54	52	2
7:30 AM	49	48	1
7:45 AM	76	68	8
8:00 AM	61	54	7
8:15 AM	48	45	3
8:30 AM	58	54	4
8:45 AM	58	51	7
9:00 AM	61	56	5
9:15 AM	56	51	5
9:30 AM	66	61	5
9:45 AM	64	61	3
10:00 AM	66	60	6
10:15 AM	54	48	6
10:30 AM	72	66	6
10:45 AM	82	73	9
11:00 AM	105	93	12
11:15 AM	101	92	9
11:30 AM	68	64	4
11:45 AM	74	70	4
Total	1673	1541	132
%		92.1	7.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/5/2018

Counter # : 46

Tuesday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	88	80	8
12:15 PM	92	89	3
12:30 PM	93	89	4
12:45 PM	76	71	5
1:00 PM	100	93	7
1:15 PM	98	93	5
1:30 PM	103	99	4
1:45 PM	91	83	8
2:00 PM	104	99	5
2:15 PM	114	108	6
2:30 PM	111	106	5
2:45 PM	112	106	6
3:00 PM	126	122	4
3:15 PM	141	134	7
3:30 PM	126	117	9
3:45 PM	151	146	5
4:00 PM	160	156	4
4:15 PM	181	173	8
4:30 PM	154	148	6
4:45 PM	161	155	6
5:00 PM	150	149	1
5:15 PM	201	197	4
5:30 PM	141	134	7
5:45 PM	165	160	5
6:00 PM	123	121	2
6:15 PM	119	116	3
6:30 PM	110	107	3
6:45 PM	107	104	3
7:00 PM	114	111	3
7:15 PM	96	93	3
7:30 PM	103	96	7
7:45 PM	135	127	8
8:00 PM	48	47	1
8:15 PM	0	0	0
8:30 PM	29	29	0
8:45 PM	198	191	7
9:00 PM	128	121	7
9:15 PM	74	74	0
9:30 PM	91	91	0
9:45 PM	63	62	1
10:00 PM	143	141	2
10:15 PM	103	101	2
10:30 PM	45	45	0
10:45 PM	36	36	0
11:00 PM	24	24	0
11:15 PM	23	22	1
11:30 PM	20	20	0
11:45 PM	28	28	0
Total	4999	4814	185
%		96.3	3.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

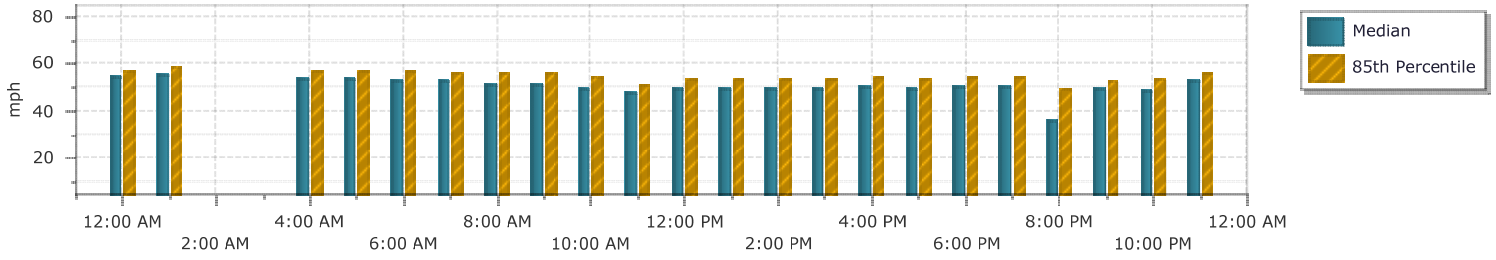
Counter # : 46

6/5/2018
Tuesday

Speed Statistics

EB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	40	24	6	12	36	94	151	216	225	247	274	348	349	392	441	544	656	657	459	448	275	356	327	95
Minimum	43.8	44.5	45.1	45.1	44.5	43.2	36.8	40.3	39.2	11.7	18.2	38.7	19.3	18.6	14.3	20.8	25.5	15.7	40.8	35.5	11.2	35.9	36.8	35.5
Maximum	60.8	62.1	54.2	59.6	63.4	64.8	70.9	78.4	63.4	62.1	59.6	62.1	59.6	59.6	63.4	60.8	59.6	60.8	62.1	59.6	59.6	60.8	64.8	62.1
Average	53.5	54.2	-	-	53.3	53.2	52.4	52.6	51.4	50.8	49.7	48.1	48.9	48.3	48.2	49.2	49.8	48.3	50.3	50.1	37.1	48.0	48.2	51.8
Median	54.7	55.2	-	-	53.2	53.2	52.3	52.3	51.4	51.4	49.6	47.3	48.8	48.8	48.8	48.8	50.5	48.8	50.5	50.5	35.9	48.8	48.0	52.3
Pace Range	49.6 - 59.6	50.5 - 60.5	-	-	46.5 - 56.5	48.8 - 58.8	48.8 - 58.8	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	44.5 - 54.5	41.4 - 51.4	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	29.8 - 39.8	42.6 - 52.6	41.4 - 51.4	47.3 - 57.3
Count	32	19	-	-	27	80	118	168	176	181	214	296	287	268	331	468	522	494	398	359	131	279	237	78
	80 %	79 %	-	-	75 %	85 %	78 %	78 %	78 %	73 %	78 %	85 %	82 %	68 %	75 %	86 %	80 %	75 %	87 %	80 %	48 %	78 %	72 %	82 %
Percentiles																								
10 %	45.8	45.8	-	-	47.3	48.8	45.8	46.5	45.1	45.1	44.5	43.2	43.8	41.4	41.4	44.5	44.5	41.4	45.8	44.5	24.4	42.6	41.4	47.3
15 %	48.0	45.8	-	-	48.0	49.6	48.0	48.0	46.5	46.5	45.1	44.5	45.1	42.6	43.8	45.1	45.8	43.8	46.5	45.8	27.8	43.8	42.6	48.0
50 %	54.2	54.2	-	-	53.2	52.3	52.3	52.3	51.4	51.4	49.6	47.3	48.8	48.8	48.8	48.8	50.5	48.8	50.5	50.5	35.9	48.0	48.0	52.3
85 %	57.3	58.4	-	-	57.3	57.3	57.3	56.2	56.2	56.2	54.2	51.4	53.2	53.2	53.2	53.2	54.2	53.2	54.2	54.2	48.8	52.3	53.2	56.2
90 %	58.4	58.4	-	-	58.4	58.4	57.3	57.3	56.2	57.3	55.2	53.2	54.2	55.2	54.2	54.2	55.2	54.2	54.2	55.2	49.6	53.2	54.2	56.2
Speeds Exceeded																								
25	40	24	-	-	36	94	151	216	225	244	273	348	347	391	438	543	656	655	459	448	246	356	327	95
	100 %	100 %			100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	89 %	100 %	100 %	100 %
35	40	24	-	-	36	94	151	216	225	244	273	348	345	390	433	543	654	621	459	448	155	356	327	95
	100 %	100 %			100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	99 %	98 %	100 %	100 %	95 %	100 %	100 %	56 %	100 %	100 %	100 %
45	39	23	-	-	35	91	142	208	207	226	244	290	301	293	351	480	579	535	434	398	78	273	250	89
	98 %	96 %			97 %	97 %	94 %	96 %	92 %	91 %	89 %	83 %	86 %	75 %	80 %	88 %	88 %	81 %	95 %	89 %	28 %	77 %	76 %	94 %
55	19	12	-	-	13	33	48	69	53	50	37	18	27	41	35	33	74	57	44	51	6	19	30	25
	48 %	50 %			36 %	35 %	32 %	32 %	24 %	20 %	14 %	5 %	8 %	10 %	8 %	6 %	11 %	9 %	10 %	11 %	2.2 %	5 %	9 %	26 %
65	0	0	-	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %			0 %	0 %	0.7 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %			0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/5/2018

Tuesday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	10	9	1
12:15 AM	9	9	0
12:30 AM	7	7	0
12:45 AM	8	8	0
1:00 AM	3	3	0
1:15 AM	5	5	0
1:30 AM	2	2	0
1:45 AM	5	4	1
2:00 AM	4	4	0
2:15 AM	3	3	0
2:30 AM	5	5	0
2:45 AM	4	3	1
3:00 AM	4	4	0
3:15 AM	1	1	0
3:30 AM	3	3	0
3:45 AM	2	2	0
4:00 AM	3	3	0
4:15 AM	3	3	0
4:30 AM	9	9	0
4:45 AM	10	9	1
5:00 AM	4	4	0
5:15 AM	9	9	0
5:30 AM	28	25	3
5:45 AM	31	29	2
6:00 AM	49	48	1
6:15 AM	50	47	3
6:30 AM	61	59	2
6:45 AM	81	73	8
7:00 AM	71	71	0
7:15 AM	120	115	5
7:30 AM	150	149	1
7:45 AM	160	153	7
8:00 AM	107	104	3
8:15 AM	111	99	12
8:30 AM	111	107	4
8:45 AM	115	109	6
9:00 AM	105	93	12
9:15 AM	108	104	4
9:30 AM	173	161	12
9:45 AM	182	173	9
10:00 AM	148	140	8
10:15 AM	162	153	9
10:30 AM	137	125	12
10:45 AM	149	135	14
11:00 AM	114	110	4
11:15 AM	122	115	7
11:30 AM	128	119	9
11:45 AM	124	111	13
Total	3010	2836	174
%		94.2	5.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/5/2018

Tuesday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	109	108	1
12:15 PM	108	104	4
12:30 PM	99	94	5
12:45 PM	117	109	8
1:00 PM	108	103	5
1:15 PM	108	104	4
1:30 PM	121	116	5
1:45 PM	108	101	7
2:00 PM	107	99	8
2:15 PM	91	87	4
2:30 PM	117	112	5
2:45 PM	100	95	5
3:00 PM	117	107	10
3:15 PM	104	101	3
3:30 PM	104	101	3
3:45 PM	131	122	9
4:00 PM	131	129	2
4:15 PM	109	107	2
4:30 PM	155	150	5
4:45 PM	155	149	6
5:00 PM	160	159	1
5:15 PM	159	157	2
5:30 PM	156	151	5
5:45 PM	150	147	3
6:00 PM	122	119	3
6:15 PM	131	124	7
6:30 PM	96	94	2
6:45 PM	132	129	3
7:00 PM	83	77	6
7:15 PM	68	66	2
7:30 PM	65	61	4
7:45 PM	71	70	1
8:00 PM	21	21	0
8:15 PM	18	15	3
8:30 PM	11	9	2
8:45 PM	55	54	1
9:00 PM	50	49	1
9:15 PM	36	34	2
9:30 PM	34	33	1
9:45 PM	26	26	0
10:00 PM	33	33	0
10:15 PM	32	32	0
10:30 PM	23	22	1
10:45 PM	24	23	1
11:00 PM	35	35	0
11:15 PM	19	19	0
11:30 PM	18	17	1
11:45 PM	9	9	0
Total	4136	3983	153
%		96.3	3.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

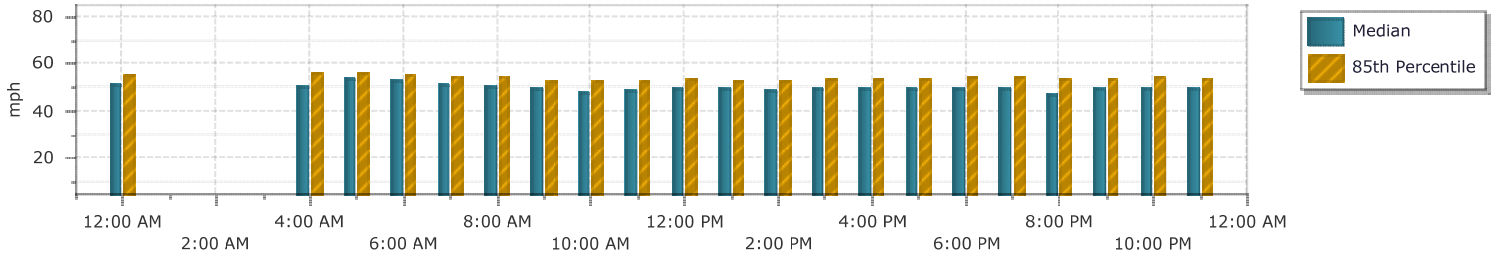
Site: Link4WB
6/5/2018
Tuesday

Counter # : 28

Speed Statistics

WB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	34	15	16	10	25	72	241	501	444	568	596	488	433	445	415	456	550	625	481	287	105	146	112	81
Minimum	39.2	46.5	36.3	48.0	42.6	40.3	38.2	42.6	38.7	17.2	10.5	35.9	33.5	32.7	20.1	37.2	37.2	38.7	40.8	40.3	12.6	31.0	36.3	37.7
Maximum	57.3	67.7	54.2	59.6	62.1	63.4	62.1	66.2	60.8	60.8	62.1	62.1	62.1	60.8	64.8	62.1	63.4	64.8	63.4	64.8	62.1	59.6	60.8	63.4
Average	50.2	-	-	-	51.2	52.5	51.8	51.4	50.2	48.4	47.6	48.3	48.9	48.7	47.8	49.4	49.4	49.7	50.3	50.2	45.8	48.7	49.3	49.7
Median	51.4	-	-	-	50.5	53.2	52.3	51.4	50.5	48.8	47.3	48.0	48.8	48.8	48.0	49.6	48.8	49.6	49.6	49.6	46.5	48.8	49.6	49.6
Pace Range	46.5 - 56.5	-	-	-	45.1 - 55.1	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	45.8 - 55.8	42.6 - 52.6	42.6 - 52.6	43.8 - 53.8	43.8 - 53.8	43.8 - 53.8	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	45.8 - 55.8	44.5 - 54.5	39.7 - 49.7	44.5 - 54.5	42.6 - 52.6	43.8 - 53.8
Count	26	-	-	-	18	58	200	445	361	472	475	396	348	369	330	372	462	525	411	235	56	112	79	67
	76 %	-	-	-	72 %	81 %	83 %	89 %	81 %	83 %	80 %	81 %	80 %	83 %	80 %	82 %	84 %	84 %	85 %	82 %	53 %	77 %	71 %	83 %
Percentiles																								
10 %	43.8	-	-	-	45.1	46.5	46.5	47.3	45.1	43.2	42.6	43.2	43.8	43.8	42.6	44.5	44.5	45.1	45.8	45.1	34.6	42.6	43.2	44.5
15 %	45.1	-	-	-	45.1	47.3	48.0	48.0	46.5	44.5	43.2	43.8	44.5	45.1	43.8	45.8	45.8	45.8	46.5	46.5	37.7	43.8	43.8	45.1
50 %	51.4	-	-	-	49.6	53.2	52.3	51.4	50.5	48.8	47.3	48.0	48.8	48.8	48.0	49.6	48.8	49.6	49.6	49.6	46.5	48.8	49.6	49.6
85 %	55.2	-	-	-	56.2	56.2	55.2	54.2	54.2	52.3	52.3	52.3	53.2	52.3	52.3	53.2	53.2	53.2	54.2	54.2	53.2	53.2	54.2	53.2
90 %	55.2	-	-	-	57.3	57.3	56.2	56.2	55.2	53.2	53.2	53.2	54.2	53.2	53.2	54.2	54.2	54.2	55.2	55.2	55.2	54.2	55.2	55.2
Speeds Exceeded																								
25	34	-	-	-	25	72	241	501	444	567	595	488	433	445	413	456	550	625	481	287	104	146	112	81
	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %
35	34	-	-	-	25	72	241	501	444	566	594	488	431	444	410	456	550	625	481	287	95	145	112	81
	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	90 %	99 %	100 %	100 %
45	30	-	-	-	24	68	232	492	401	459	445	401	366	383	327	407	488	571	453	266	62	117	91	72
	88 %				96 %	94 %	96 %	98 %	90 %	81 %	75 %	82 %	85 %	86 %	79 %	89 %	89 %	91 %	94 %	93 %	59 %	80 %	81 %	89 %
55	7	-	-	-	6	27	55	75	57	33	32	25	38	32	25	45	46	58	56	37	12	11	17	11
	20.6 %				24.0 %	38 %	23 %	15 %	13 %	6 %	5 %	5 %	9 %	7 %	6 %	10 %	8 %	9 %	12 %	13 %	11 %	8 %	15 %	14 %
65	0	-	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %				0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

5/31/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	19	17	2
12:15 AM	10	10	0
12:30 AM	12	11	1
12:45 AM	9	9	0
1:00 AM	7	7	0
1:15 AM	10	10	0
1:30 AM	9	7	2
1:45 AM	3	3	0
2:00 AM	8	6	2
2:15 AM	5	5	0
2:30 AM	6	6	0
2:45 AM	5	5	0
3:00 AM	2	2	0
3:15 AM	2	2	0
3:30 AM	5	5	0
3:45 AM	4	4	0
4:00 AM	6	5	1
4:15 AM	7	7	0
4:30 AM	20	17	3
4:45 AM	12	10	2
5:00 AM	13	10	3
5:15 AM	19	16	3
5:30 AM	35	32	3
5:45 AM	41	37	4
6:00 AM	24	22	2
6:15 AM	42	33	9
6:30 AM	55	47	8
6:45 AM	64	58	6
7:00 AM	91	87	4
7:15 AM	70	61	9
7:30 AM	98	92	6
7:45 AM	91	83	8
8:00 AM	91	83	8
8:15 AM	85	72	13
8:30 AM	73	69	4
8:45 AM	71	64	7
9:00 AM	69	60	9
9:15 AM	94	83	11
9:30 AM	92	87	5
9:45 AM	102	92	10
10:00 AM	99	89	10
10:15 AM	93	83	10
10:30 AM	98	89	9
10:45 AM	90	82	8
11:00 AM	124	114	10
11:15 AM	126	116	10
11:30 AM	99	90	9
11:45 AM	116	102	14
Total	2326	2101	225
%		90.3	9.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

5/31/2018

Thursday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	125	108	17
12:15 PM	131	114	17
12:30 PM	141	129	12
12:45 PM	136	119	17
1:00 PM	135	125	10
1:15 PM	124	111	13
1:30 PM	152	136	16
1:45 PM	174	164	10
2:00 PM	172	159	13
2:15 PM	165	157	8
2:30 PM	144	139	5
2:45 PM	121	119	2
3:00 PM	154	147	7
3:15 PM	171	161	10
3:30 PM	142	139	3
3:45 PM	180	172	8
4:00 PM	199	194	5
4:15 PM	205	196	9
4:30 PM	218	207	11
4:45 PM	216	209	7
5:00 PM	178	176	2
5:15 PM	235	226	9
5:30 PM	176	174	2
5:45 PM	177	176	1
6:00 PM	157	152	5
6:15 PM	143	139	4
6:30 PM	148	141	7
6:45 PM	149	147	2
7:00 PM	139	133	6
7:15 PM	117	112	5
7:30 PM	128	122	6
7:45 PM	132	128	4
8:00 PM	169	162	7
8:15 PM	150	143	7
8:30 PM	176	170	6
8:45 PM	133	132	1
9:00 PM	117	115	2
9:15 PM	80	78	2
9:30 PM	74	71	3
9:45 PM	63	62	1
10:00 PM	55	55	0
10:15 PM	46	45	1
10:30 PM	41	39	2
10:45 PM	35	35	0
11:00 PM	42	42	0
11:15 PM	31	31	0
11:30 PM	30	30	0
11:45 PM	29	29	0
Total	6355	6070	285
%		95.5	4.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

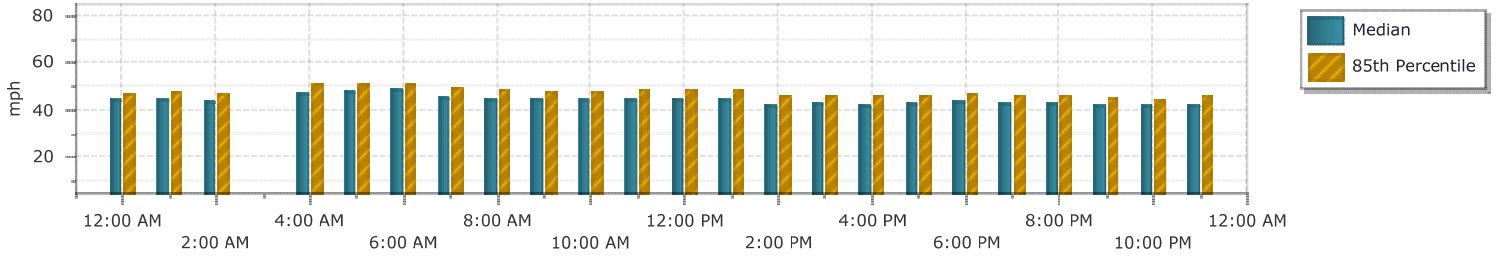
Site: Link5EB
5/31/2018
Thursday

Counter # : 18

Speed Statistics

EB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	50	29	24	13	45	108	185	350	320	357	380	465	533	585	602	647	838	766	597	516	628	334	177	132
Minimum	11.7	26.1	32.7	35.0	38.7	33.9	22.2	17.1	30.4	30.4	11.1	12.8	28.9	31.0	11.6	24.8	12.7	27.1	27.6	30.4	31.7	28.6	30.1	31.4
Maximum	50.5	51.4	53.2	55.2	58.4	62.1	58.4	57.3	57.3	59.6	60.8	57.3	56.2	59.6	53.2	52.3	55.2	55.2	54.2	60.8	57.3	49.6	52.3	51.4
Average	42.3	43.0	43.1	-	46.8	47.3	48.0	44.7	44.1	44.0	43.6	43.8	43.8	43.8	41.7	42.1	41.8	42.6	42.7	42.7	42.7	41.1	41.8	41.5
Median	44.1	43.8	43.2	-	46.5	47.3	48.0	45.1	44.5	43.8	43.8	43.8	44.5	43.8	42.0	42.6	42.0	42.6	43.2	42.9	42.6	41.4	42.0	41.4
Pace Range	37.7 - 47.7	36.8 - 46.8	38.2 - 48.2	-	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	39.7 - 49.7	39.7 - 49.7	39.2 - 49.2	36.8 - 46.8	38.2 - 48.2	36.8 - 46.8	37.7 - 47.7	38.2 - 48.2	38.2 - 48.2	36.8 - 46.8	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8
Count	39	22	21	-	35	89	161	290	271	315	317	373	430	481	488	548	715	661	514	457	554	281	155	109
	78 %	76 %	88 %	-	78 %	82 %	87 %	83 %	85 %	88 %	83 %	80 %	81 %	82 %	81 %	85 %	85 %	86 %	86 %	89 %	88 %	84 %	88 %	83 %
Percentiles																								
10 %	35.9	36.8	38.2	-	40.8	42.0	43.8	39.2	39.7	39.7	38.7	38.7	38.2	38.7	36.8	37.2	37.2	37.7	38.2	38.7	38.2	35.9	37.2	36.3
15 %	36.3	37.7	38.7	-	41.4	43.2	44.5	40.8	40.8	40.8	39.7	39.7	39.7	39.7	38.2	38.7	38.2	39.2	39.2	39.2	39.7	37.2	38.2	37.2
50 %	43.8	43.2	43.2	-	45.8	47.3	48.0	45.1	44.5	43.8	43.8	43.8	44.5	43.8	42.0	42.6	42.0	42.6	43.2	42.6	42.6	40.8	42.0	41.4
85 %	46.5	47.3	46.5	-	51.4	51.4	51.4	48.8	48.0	47.3	47.3	48.0	48.0	48.0	45.8	45.8	45.8	45.8	46.5	45.8	45.8	45.1	44.5	45.8
90 %	47.3	48.0	47.3	-	52.3	52.3	52.3	49.6	48.8	48.0	48.0	48.8	48.8	48.8	46.5	46.5	46.5	46.5	47.3	47.3	46.5	45.8	45.8	46.5
Speeds Exceeded																								
25	49	29	24	-	45	108	184	349	320	357	379	463	533	585	596	646	836	766	597	516	628	334	177	132
	98 %	100 %	100 %		100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	46	28	23	-	45	107	184	347	313	351	372	454	514	576	574	620	810	749	580	504	619	318	172	125
	92 %	97 %	96 %		100 %	99 %	99 %	99 %	98 %	98 %	98 %	98 %	96 %	98 %	95 %	96 %	97 %	98 %	97 %	98 %	99 %	95 %	97 %	95 %
45	18	11	8	-	27	82	154	178	140	148	155	199	231	260	137	145	168	206	168	123	159	54	23	31
	36 %	38 %	33.3 %		60 %	76 %	83 %	51 %	44 %	41 %	41 %	43 %	43 %	44 %	23 %	22 %	20 %	27 %	28 %	24 %	25 %	16 %	13 %	23 %
55	0	0	0	-	3	5	8	2	1	1	2	1	1	2	0	0	1	1	0	2	2	0	0	0
	0 %	0 %	0 %		6.7 %	4.6 %	4.3 %	0.6 %	0.3 %	0.3 %	0.5 %	0.2 %	0.2 %	0.3 %	0 %	0 %	0.1 %	0.1 %	0 %	0.4 %	0.3 %	0 %	0 %	0 %
65	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

5/31/2018

Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	12	12	0
12:15 AM	9	9	0
12:30 AM	5	5	0
12:45 AM	6	6	0
1:00 AM	3	3	0
1:15 AM	2	2	0
1:30 AM	3	3	0
1:45 AM	9	9	0
2:00 AM	4	4	0
2:15 AM	4	4	0
2:30 AM	8	8	0
2:45 AM	2	2	0
3:00 AM	2	2	0
3:15 AM	1	1	0
3:30 AM	4	4	0
3:45 AM	3	3	0
4:00 AM	3	3	0
4:15 AM	6	6	0
4:30 AM	13	11	2
4:45 AM	8	8	0
5:00 AM	6	6	0
5:15 AM	16	14	2
5:30 AM	36	34	2
5:45 AM	41	38	3
6:00 AM	62	59	3
6:15 AM	46	41	5
6:30 AM	69	65	4
6:45 AM	97	93	4
7:00 AM	117	110	7
7:15 AM	155	145	10
7:30 AM	196	185	11
7:45 AM	212	206	6
8:00 AM	113	104	9
8:15 AM	138	131	7
8:30 AM	149	142	7
8:45 AM	160	153	7
9:00 AM	127	119	8
9:15 AM	161	144	17
9:30 AM	186	171	15
9:45 AM	195	179	16
10:00 AM	142	132	10
10:15 AM	182	161	21
10:30 AM	178	167	11
10:45 AM	164	156	8
11:00 AM	166	156	10
11:15 AM	159	152	7
11:30 AM	161	153	8
11:45 AM	135	124	11
Total	3676	3445	231
%		93.7	6.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

5/31/2018

Thursday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	143	136	7
12:15 PM	147	140	7
12:30 PM	171	161	10
12:45 PM	150	141	9
1:00 PM	145	144	1
1:15 PM	120	114	6
1:30 PM	134	124	10
1:45 PM	147	139	8
2:00 PM	167	156	11
2:15 PM	171	166	5
2:30 PM	170	160	10
2:45 PM	142	136	6
3:00 PM	159	153	6
3:15 PM	145	137	8
3:30 PM	146	139	7
3:45 PM	180	172	8
4:00 PM	166	152	14
4:15 PM	146	139	7
4:30 PM	163	157	6
4:45 PM	167	161	6
5:00 PM	193	185	8
5:15 PM	157	152	5
5:30 PM	144	139	5
5:45 PM	190	181	9
6:00 PM	139	132	7
6:15 PM	126	123	3
6:30 PM	109	102	7
6:45 PM	106	103	3
7:00 PM	93	91	2
7:15 PM	100	96	4
7:30 PM	99	98	1
7:45 PM	93	89	4
8:00 PM	70	68	2
8:15 PM	91	86	5
8:30 PM	68	68	0
8:45 PM	55	53	2
9:00 PM	49	47	2
9:15 PM	45	43	2
9:30 PM	44	44	0
9:45 PM	52	49	3
10:00 PM	53	52	1
10:15 PM	44	43	1
10:30 PM	39	39	0
10:45 PM	29	29	0
11:00 PM	41	41	0
11:15 PM	36	35	1
11:30 PM	18	18	0
11:45 PM	16	16	0
Total	5378	5149	229
%		95.7	4.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

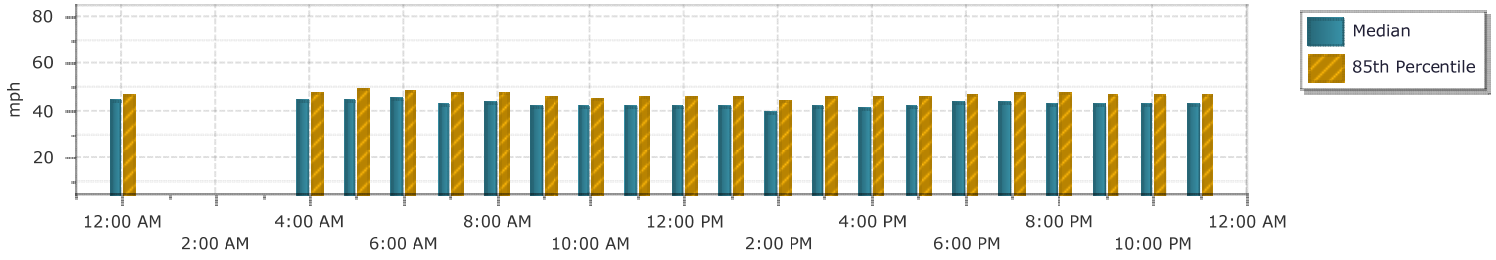
Site: Link5WB
5/31/2018
Thursday

Counter # : 31

Speed Statistics

WB

mph	AM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	PM 12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	32	17	18	10	30	99	274	680	560	669	666	621	611	546	650	630	642	684	480	385	284	190	165	111
Minimum	34.6	30.4	30.7	35.9	37.2	28.6	34.2	20.7	29.5	18.9	18.4	27.6	28.6	26.4	11.0	25.0	16.0	19.6	22.1	23.6	18.5	27.3	20.4	25.9
Maximum	51.4	48.0	50.5	51.4	56.2	56.2	54.2	57.3	59.6	55.2	53.2	66.2	57.3	52.3	54.2	56.2	53.2	56.2	54.2	54.2	55.2	54.2	52.3	54.2
Average	43.6	-	-	-	43.9	44.0	44.4	41.8	43.1	41.2	40.7	41.9	41.4	41.9	38.7	41.2	39.4	41.5	42.6	42.2	42.2	41.9	41.5	41.6
Median	43.8	-	-	-	43.8	44.5	44.8	42.6	43.2	41.4	41.4	42.0	41.4	42.0	39.5	42.0	40.8	42.0	43.2	43.2	42.6	42.6	42.6	42.6
Pace Range	38.2 - 48.2	-	-	-	39.2 - 49.2	39.2 - 49.2	39.7 - 49.7	38.2 - 48.2	38.2 - 48.2	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8	35.9 - 45.9	36.8 - 46.8	33.9 - 43.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2	37.7 - 47.7	36.8 - 46.8	38.2 - 48.2
Count	27	-	-	-	26	74	236	481	439	509	509	504	474	435	471	468	428	504	390	279	198	138	116	78
	84 %	-	-	-	87 %	75 %	86 %	71 %	78 %	76 %	76 %	81 %	78 %	80 %	72 %	74 %	67 %	74 %	81 %	72 %	70 %	73 %	70 %	70 %
Percentiles																								
10 %	38.2	-	-	-	39.2	37.7	39.7	34.6	37.2	35.0	34.6	36.3	35.5	36.8	32.4	35.0	29.5	34.6	37.2	35.0	34.6	33.9	33.1	33.1
15 %	39.2	-	-	-	39.2	39.2	40.3	35.9	38.7	36.3	35.9	37.7	36.8	37.7	33.9	36.3	32.4	36.3	38.2	36.8	36.8	36.8	34.2	35.0
50 %	43.2	-	-	-	43.2	44.5	44.5	42.6	43.2	41.4	41.4	42.0	41.4	42.0	39.2	42.0	40.8	42.0	42.6	43.2	42.6	42.6	42.6	42.6
85 %	46.5	-	-	-	47.3	48.8	48.0	47.3	47.3	45.8	45.1	45.8	45.8	45.8	43.8	45.8	45.8	45.8	46.5	47.3	47.3	46.5	46.5	46.5
90 %	47.3	-	-	-	48.0	49.6	48.8	48.0	48.8	46.5	45.8	46.5	46.5	47.3	45.1	46.5	46.5	47.3	48.0	48.0	48.8	47.3	47.3	47.3
Speeds Exceeded																								
25	32	-	-	-	30	99	274	677	560	666	665	621	611	546	638	630	618	681	479	382	283	190	161	111
	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	98 %	100 %	96 %	100 %	100 %	99 %	100 %	100 %	98 %	100 %
35	31	-	-	-	30	95	271	610	539	613	594	591	570	515	521	571	513	614	464	351	254	170	141	96
	97 %				100 %	96 %	99 %	90 %	96 %	92 %	89 %	95 %	93 %	94 %	80 %	91 %	80 %	90 %	97 %	91 %	89 %	89 %	85 %	86 %
45	11	-	-	-	10	44	136	197	197	146	122	131	129	122	71	149	128	169	155	134	88	64	47	36
	34 %				33 %	44 %	50 %	29 %	35 %	22 %	18 %	21 %	21 %	22 %	11 %	24 %	20 %	25 %	32 %	35 %	31 %	34 %	28 %	32 %
55	0	-	-	-	1	1	0	3	4	1	0	1	2	0	0	1	0	1	0	0	1	0	0	0
	0 %				3.3 %	1.0 %	0 %	0.4 %	0.7 %	0.1 %	0 %	0.2 %	0.3 %	0 %	0 %	0.2 %	0 %	0.1 %	0 %	0 %	0.4 %	0 %	0 %	0 %
65	0	-	-	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Appendix E

Traffic Counts (Link Counts) WEEKENDS

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/2/2018

Counter # : 44

Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	38	36	2
12:15 AM	28	28	0
12:30 AM	24	23	1
12:45 AM	16	16	0
1:00 AM	27	27	0
1:15 AM	16	16	0
1:30 AM	17	17	0
1:45 AM	15	14	1
2:00 AM	24	24	0
2:15 AM	21	21	0
2:30 AM	26	26	0
2:45 AM	23	23	0
3:00 AM	15	15	0
3:15 AM	10	10	0
3:30 AM	9	9	0
3:45 AM	13	13	0
4:00 AM	11	11	0
4:15 AM	9	9	0
4:30 AM	10	10	0
4:45 AM	7	7	0
5:00 AM	8	8	0
5:15 AM	4	4	0
5:30 AM	19	17	2
5:45 AM	13	12	1
6:00 AM	16	15	1
6:15 AM	24	24	0
6:30 AM	39	39	0
6:45 AM	29	28	1
7:00 AM	36	34	2
7:15 AM	39	36	3
7:30 AM	50	46	4
7:45 AM	51	51	0
8:00 AM	73	70	3
8:15 AM	69	67	2
8:30 AM	93	91	2
8:45 AM	114	108	6
9:00 AM	84	83	1
9:15 AM	120	112	8
9:30 AM	134	132	2
9:45 AM	149	144	5
10:00 AM	138	134	4
10:15 AM	127	127	0
10:30 AM	151	146	5
10:45 AM	132	123	9
11:00 AM	114	107	7
11:15 AM	145	131	14
11:30 AM	142	137	5
11:45 AM	110	106	4
Total	2582	2487	95
%		96.3	3.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/2/2018

Counter # : 44

Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	109	100	9
12:15 PM	116	108	8
12:30 PM	101	100	1
12:45 PM	108	104	4
1:00 PM	111	108	3
1:15 PM	118	114	4
1:30 PM	116	112	4
1:45 PM	112	107	5
2:00 PM	121	119	2
2:15 PM	132	128	4
2:30 PM	119	119	0
2:45 PM	102	96	6
3:00 PM	109	107	2
3:15 PM	119	115	4
3:30 PM	116	114	2
3:45 PM	110	106	4
4:00 PM	93	90	3
4:15 PM	100	96	4
4:30 PM	104	103	1
4:45 PM	118	114	4
5:00 PM	102	100	2
5:15 PM	96	95	1
5:30 PM	104	99	5
5:45 PM	101	98	3
6:00 PM	89	81	8
6:15 PM	99	93	6
6:30 PM	98	91	7
6:45 PM	86	83	3
7:00 PM	115	111	4
7:15 PM	87	83	4
7:30 PM	88	86	2
7:45 PM	87	86	1
8:00 PM	84	80	4
8:15 PM	94	92	2
8:30 PM	79	78	1
8:45 PM	69	68	1
9:00 PM	72	71	1
9:15 PM	85	84	1
9:30 PM	83	79	4
9:45 PM	70	70	0
10:00 PM	70	69	1
10:15 PM	72	69	3
10:30 PM	81	79	2
10:45 PM	76	76	0
11:00 PM	60	59	1
11:15 PM	70	68	2
11:30 PM	51	51	0
11:45 PM	43	43	0
Total	4545	4402	143
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/3/2018

Counter # : 44

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	47	46	1
12:15 AM	29	28	1
12:30 AM	26	26	0
12:45 AM	32	32	0
1:00 AM	28	27	1
1:15 AM	25	25	0
1:30 AM	18	18	0
1:45 AM	24	23	1
2:00 AM	29	29	0
2:15 AM	25	24	1
2:30 AM	28	28	0
2:45 AM	12	12	0
3:00 AM	13	13	0
3:15 AM	11	11	0
3:30 AM	10	10	0
3:45 AM	12	12	0
4:00 AM	5	5	0
4:15 AM	6	6	0
4:30 AM	5	5	0
4:45 AM	4	4	0
5:00 AM	4	4	0
5:15 AM	2	2	0
5:30 AM	10	10	0
5:45 AM	15	15	0
6:00 AM	9	8	1
6:15 AM	11	11	0
6:30 AM	17	17	0
6:45 AM	19	17	2
7:00 AM	23	21	2
7:15 AM	29	29	0
7:30 AM	33	28	5
7:45 AM	40	37	3
8:00 AM	49	49	0
8:15 AM	48	48	0
8:30 AM	46	45	1
8:45 AM	55	51	4
9:00 AM	75	72	3
9:15 AM	64	63	1
9:30 AM	90	84	6
9:45 AM	85	82	3
10:00 AM	95	92	3
10:15 AM	108	106	2
10:30 AM	96	94	2
10:45 AM	109	103	6
11:00 AM	116	113	3
11:15 AM	93	92	1
11:30 AM	96	94	2
11:45 AM	96	95	1
Total	1922	1866	56
%		97.1	2.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/3/2018

Counter # : 44

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	77	74	3
12:15 PM	88	88	0
12:30 PM	91	90	1
12:45 PM	101	97	4
1:00 PM	89	89	0
1:15 PM	113	110	3
1:30 PM	93	90	3
1:45 PM	96	93	3
2:00 PM	63	60	3
2:15 PM	95	91	4
2:30 PM	87	83	4
2:45 PM	99	96	3
3:00 PM	94	92	2
3:15 PM	93	92	1
3:30 PM	73	72	1
3:45 PM	69	66	3
4:00 PM	81	78	3
4:15 PM	95	93	2
4:30 PM	106	104	2
4:45 PM	93	92	1
5:00 PM	97	97	0
5:15 PM	77	76	1
5:30 PM	82	81	1
5:45 PM	77	77	0
6:00 PM	94	90	4
6:15 PM	85	84	1
6:30 PM	84	81	3
6:45 PM	69	66	3
7:00 PM	80	78	2
7:15 PM	67	65	2
7:30 PM	78	77	1
7:45 PM	68	67	1
8:00 PM	64	64	0
8:15 PM	84	78	6
8:30 PM	76	74	2
8:45 PM	64	61	3
9:00 PM	55	54	1
9:15 PM	70	69	1
9:30 PM	59	58	1
9:45 PM	53	53	0
10:00 PM	36	36	0
10:15 PM	46	46	0
10:30 PM	44	44	0
10:45 PM	46	45	1
11:00 PM	34	33	1
11:15 PM	37	37	0
11:30 PM	37	37	0
11:45 PM	24	24	0
Total	3583	3502	81
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/16/2018

Counter # : 44

Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	23	23	0
12:15 AM	25	22	3
12:30 AM	25	25	0
12:45 AM	22	22	0
1:00 AM	22	22	0
1:15 AM	12	12	0
1:30 AM	22	22	0
1:45 AM	25	25	0
2:00 AM	30	29	1
2:15 AM	29	29	0
2:30 AM	15	14	1
2:45 AM	13	13	0
3:00 AM	21	21	0
3:15 AM	11	11	0
3:30 AM	9	8	1
3:45 AM	3	3	0
4:00 AM	7	7	0
4:15 AM	10	10	0
4:30 AM	4	4	0
4:45 AM	7	7	0
5:00 AM	3	3	0
5:15 AM	5	4	1
5:30 AM	16	14	2
5:45 AM	20	19	1
6:00 AM	12	12	0
6:15 AM	19	19	0
6:30 AM	25	25	0
6:45 AM	39	38	1
7:00 AM	39	35	4
7:15 AM	43	41	2
7:30 AM	57	55	2
7:45 AM	44	44	0
8:00 AM	56	54	2
8:15 AM	68	65	3
8:30 AM	95	90	5
8:45 AM	100	96	4
9:00 AM	86	83	3
9:15 AM	131	126	5
9:30 AM	139	132	7
9:45 AM	183	175	8
10:00 AM	166	159	7
10:15 AM	164	158	6
10:30 AM	158	151	7
10:45 AM	168	160	8
11:00 AM	143	140	3
11:15 AM	141	135	6
11:30 AM	166	160	6
11:45 AM	174	167	7
Total	2795	2689	106
%		96.2	3.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/16/2018

Counter # : 44

Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	159	157	2
12:15 PM	139	136	3
12:30 PM	114	111	3
12:45 PM	125	116	9
1:00 PM	119	113	6
1:15 PM	134	130	4
1:30 PM	136	135	1
1:45 PM	112	108	4
2:00 PM	106	104	2
2:15 PM	132	130	2
2:30 PM	103	102	1
2:45 PM	108	104	4
3:00 PM	112	108	4
3:15 PM	114	107	7
3:30 PM	110	106	4
3:45 PM	110	109	1
4:00 PM	99	96	3
4:15 PM	99	97	2
4:30 PM	104	98	6
4:45 PM	108	102	6
5:00 PM	107	107	0
5:15 PM	112	107	5
5:30 PM	120	117	3
5:45 PM	96	90	6
6:00 PM	102	99	3
6:15 PM	124	118	6
6:30 PM	99	90	9
6:45 PM	96	95	1
7:00 PM	107	102	5
7:15 PM	79	75	4
7:30 PM	97	93	4
7:45 PM	97	95	2
8:00 PM	108	106	2
8:15 PM	81	78	3
8:30 PM	88	84	4
8:45 PM	91	89	2
9:00 PM	99	98	1
9:15 PM	96	94	2
9:30 PM	93	91	2
9:45 PM	105	102	3
10:00 PM	84	83	1
10:15 PM	87	86	1
10:30 PM	82	78	4
10:45 PM	88	85	3
11:00 PM	72	72	0
11:15 PM	78	77	1
11:30 PM	42	42	0
11:45 PM	54	53	1
Total	4927	4775	152
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/17/2018

Counter # : 44

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	40	39	1
12:15 AM	34	34	0
12:30 AM	31	31	0
12:45 AM	29	29	0
1:00 AM	35	35	0
1:15 AM	18	18	0
1:30 AM	15	15	0
1:45 AM	23	23	0
2:00 AM	15	15	0
2:15 AM	19	19	0
2:30 AM	27	27	0
2:45 AM	25	25	0
3:00 AM	11	11	0
3:15 AM	13	13	0
3:30 AM	7	6	1
3:45 AM	5	5	0
4:00 AM	5	5	0
4:15 AM	3	3	0
4:30 AM	9	9	0
4:45 AM	9	9	0
5:00 AM	4	4	0
5:15 AM	9	9	0
5:30 AM	13	12	1
5:45 AM	20	20	0
6:00 AM	11	11	0
6:15 AM	17	17	0
6:30 AM	24	24	0
6:45 AM	21	21	0
7:00 AM	38	37	1
7:15 AM	34	33	1
7:30 AM	45	44	1
7:45 AM	34	32	2
8:00 AM	43	42	1
8:15 AM	41	41	0
8:30 AM	66	60	6
8:45 AM	86	83	3
9:00 AM	87	86	1
9:15 AM	85	83	2
9:30 AM	102	96	6
9:45 AM	139	135	4
10:00 AM	155	152	3
10:15 AM	124	120	4
10:30 AM	145	137	8
10:45 AM	152	146	6
11:00 AM	123	119	4
11:15 AM	111	108	3
11:30 AM	122	117	5
11:45 AM	131	127	4
Total	2355	2287	68
%		97.1	2.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

6/17/2018

Counter # : 44

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	121	119	2
12:15 PM	95	90	5
12:30 PM	133	126	7
12:45 PM	99	98	1
1:00 PM	94	92	2
1:15 PM	94	93	1
1:30 PM	114	109	5
1:45 PM	79	78	1
2:00 PM	100	99	1
2:15 PM	93	87	6
2:30 PM	91	91	0
2:45 PM	93	91	2
3:00 PM	98	94	4
3:15 PM	90	88	2
3:30 PM	92	87	5
3:45 PM	94	94	0
4:00 PM	110	108	2
4:15 PM	101	93	8
4:30 PM	87	87	0
4:45 PM	84	83	1
5:00 PM	78	78	0
5:15 PM	116	116	0
5:30 PM	94	90	4
5:45 PM	74	73	1
6:00 PM	81	80	1
6:15 PM	90	90	0
6:30 PM	70	69	1
6:45 PM	85	84	1
7:00 PM	84	82	2
7:15 PM	71	68	3
7:30 PM	76	74	2
7:45 PM	70	69	1
8:00 PM	82	78	4
8:15 PM	73	71	2
8:30 PM	73	71	2
8:45 PM	77	76	1
9:00 PM	70	68	2
9:15 PM	61	60	1
9:30 PM	60	56	4
9:45 PM	66	64	2
10:00 PM	59	58	1
10:15 PM	46	45	1
10:30 PM	64	63	1
10:45 PM	70	69	1
11:00 PM	39	38	1
11:15 PM	27	27	0
11:30 PM	32	31	1
11:45 PM	23	22	1
Total	3873	3777	96
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/9/2018
Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	42	42	0
12:15 AM	33	33	0
12:30 AM	31	31	0
12:45 AM	15	15	0
1:00 AM	15	13	2
1:15 AM	13	13	0
1:30 AM	16	16	0
1:45 AM	10	10	0
2:00 AM	13	13	0
2:15 AM	20	20	0
2:30 AM	16	16	0
2:45 AM	21	21	0
3:00 AM	9	9	0
3:15 AM	12	11	1
3:30 AM	9	9	0
3:45 AM	5	5	0
4:00 AM	5	5	0
4:15 AM	4	3	1
4:30 AM	4	4	0
4:45 AM	3	3	0
5:00 AM	6	6	0
5:15 AM	4	4	0
5:30 AM	22	21	1
5:45 AM	21	20	1
6:00 AM	19	19	0
6:15 AM	37	37	0
6:30 AM	43	42	1
6:45 AM	73	73	0
7:00 AM	33	31	2
7:15 AM	37	36	1
7:30 AM	38	34	4
7:45 AM	45	45	0
8:00 AM	44	43	1
8:15 AM	47	45	2
8:30 AM	74	74	0
8:45 AM	83	82	1
9:00 AM	80	79	1
9:15 AM	94	88	6
9:30 AM	123	120	3
9:45 AM	106	99	7
10:00 AM	154	151	3
10:15 AM	129	124	5
10:30 AM	133	128	5
10:45 AM	135	131	4
11:00 AM	108	106	2
11:15 AM	118	117	1
11:30 AM	113	105	8
11:45 AM	111	103	8
Total	2326	2255	71
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/9/2018
Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	105	104	1
12:15 PM	101	99	2
12:30 PM	108	107	1
12:45 PM	101	98	3
1:00 PM	108	104	4
1:15 PM	110	107	3
1:30 PM	121	117	4
1:45 PM	104	102	2
2:00 PM	102	99	3
2:15 PM	118	113	5
2:30 PM	108	106	2
2:45 PM	94	93	1
3:00 PM	107	104	3
3:15 PM	80	78	2
3:30 PM	115	111	4
3:45 PM	106	104	2
4:00 PM	106	103	3
4:15 PM	108	108	0
4:30 PM	112	112	0
4:45 PM	114	111	3
5:00 PM	109	108	1
5:15 PM	100	96	4
5:30 PM	105	100	5
5:45 PM	100	97	3
6:00 PM	125	122	3
6:15 PM	89	87	2
6:30 PM	111	107	4
6:45 PM	82	78	4
7:00 PM	94	89	5
7:15 PM	99	96	3
7:30 PM	103	103	0
7:45 PM	90	85	5
8:00 PM	55	52	3
8:15 PM	52	52	0
8:30 PM	64	61	3
8:45 PM	52	51	1
9:00 PM	50	50	0
9:15 PM	26	26	0
9:30 PM	41	40	1
9:45 PM	46	45	1
10:00 PM	37	37	0
10:15 PM	33	32	1
10:30 PM	44	43	1
10:45 PM	30	30	0
11:00 PM	28	28	0
11:15 PM	19	19	0
11:30 PM	24	24	0
11:45 PM	27	26	1
Total	3963	3864	99
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

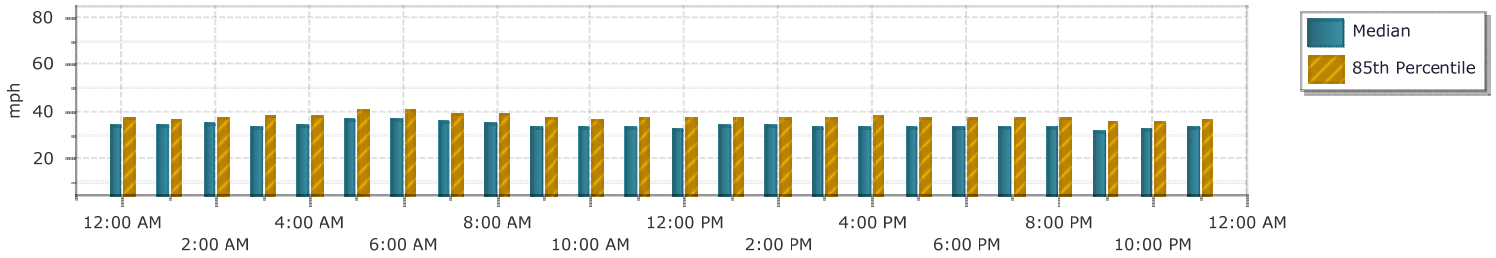
6/2/2018
Saturday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	106	75	94	47	37	44	108	176	349	487	548	511	434	457	474	454	415	403	372	377	326	310	299	224
Minimum	18.2	14.8	14.9	16.2	14.9	12.5	26.5	11.7	10.5	10.8	10.3	13.6	12.1	12.4	12.0	13.0	14.0	11.4	13.7	10.7	13.8	10.7	10.3	12.5
Maximum	42.2	43.8	42.3	44.3	45.0	46.2	51.2	51.2	52.9	47.3	46.4	49.4	48.8	45.0	45.2	47.9	44.5	45.2	59.1	46.2	48.4	45.0	51.5	42.2
Average	32.9	32.8	33.2	33.4	34.0	35.6	36.6	34.8	33.8	32.9	32.5	32.6	32.7	33.3	33.1	33.0	32.8	32.1	32.9	32.8	32.9	31.4	31.8	32.3
Median	33.6	33.7	34.4	33.4	34.1	36.3	36.6	35.4	34.6	33.2	33.1	33.0	32.6	33.5	33.9	33.4	33.2	32.7	33.0	33.2	33.1	31.6	32.1	32.7
Pace Range	29.0 - 39.0	28.5 - 38.5	28.6 - 38.6	29.1 - 39.1	29.1 - 39.1	32.0 - 42.0	31.6 - 41.6	31.0 - 41.0	29.6 - 39.6	28.1 - 38.1	27.8 - 37.8	28.7 - 38.7	27.5 - 37.5	28.6 - 38.6	28.1 - 38.1	28.0 - 38.0	29.4 - 39.4	27.9 - 37.9	28.6 - 38.6	27.7 - 37.7	28.8 - 38.8	26.3 - 36.3	26.5 - 36.5	28.6 - 38.6
Count	84	60	74	37	31	35	87	138	263	384	423	387	320	359	372	347	315	301	288	293	248	233	252	174
	79 %	80 %	79 %	79 %	84 %	80 %	81 %	78 %	75 %	79 %	77 %	76 %	74 %	79 %	78 %	76 %	76 %	75 %	77 %	78 %	76 %	75 %	84 %	78 %
Percentiles																								
10 %	24.4	26.2	25.9	26.6	29.1	28.9	31.7	29.3	27.2	27.4	26.9	26.0	26.8	28.1	27.9	27.2	26.2	25.4	27.2	27.1	27.2	25.9	27.2	26.8
15 %	28.4	27.9	29.0	29.1	29.9	32.0	32.3	30.6	29.6	28.7	28.1	27.9	28.0	29.0	28.7	28.4	28.5	27.5	28.3	28.3	28.4	27.1	28.1	27.5
50 %	33.4	33.5	34.1	33.4	34.1	36.3	36.3	35.2	34.6	33.2	33.1	33.0	32.6	33.5	33.7	33.4	33.2	32.6	33.0	33.2	33.1	31.6	32.1	32.7
85 %	37.4	36.6	37.0	37.9	38.1	40.3	40.3	38.8	38.8	37.0	36.9	37.0	37.5	37.7	37.5	37.5	37.9	37.1	37.0	37.0	37.5	36.0	35.8	36.9
90 %	38.5	37.4	37.7	38.1	38.9	40.6	42.0	40.0	39.6	38.1	38.0	38.1	38.9	38.5	38.7	38.7	38.7	37.9	38.0	38.0	38.7	37.5	36.5	37.6
Speeds Exceeded																								
25	96	70	87	45	35	42	108	167	324	468	516	473	405	436	451	430	385	368	359	356	310	284	283	208
	91 %	93 %	93 %	96 %	95 %	95 %	100 %	95 %	93 %	96 %	94 %	93 %	93 %	95 %	95 %	95 %	93 %	91 %	97 %	94 %	95 %	92 %	95 %	93 %
35	37	26	39	18	13	28	72	99	167	160	172	163	142	160	170	164	139	116	115	132	110	73	62	71
	35 %	35 %	41 %	38 %	35 %	64 %	67 %	56 %	48 %	33 %	31 %	32 %	33 %	35 %	36 %	36 %	33 %	29 %	31 %	35 %	34 %	24 %	21 %	32 %
45	0	0	0	0	1	1	3	3	3	2	1	6	7	1	1	1	0	1	4	3	2	1	1	0
	0 %	0 %	0 %	0 %	2.7 %	2.3 %	2.8 %	1.7 %	0.9 %	0.4 %	0.2 %	1.2 %	1.6 %	0.2 %	0.2 %	0.2 %	0 %	0.2 %	1.1 %	0.8 %	0.6 %	0.3 %	0.3 %	0 %
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

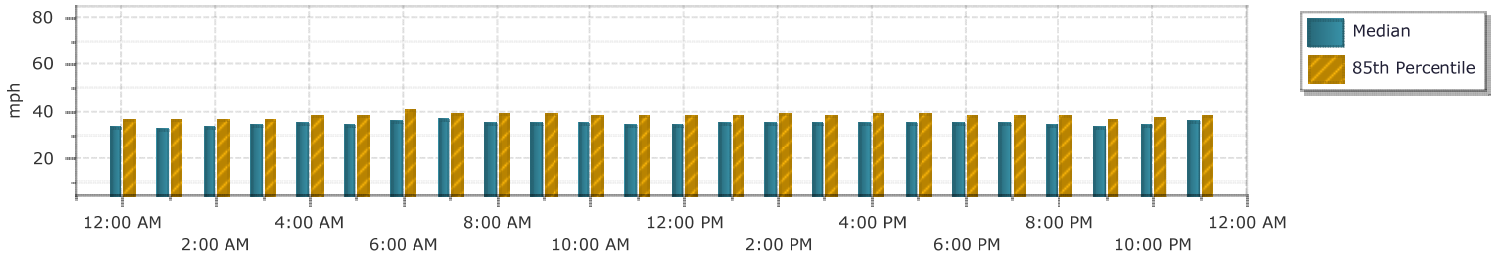
6/3/2018
Sunday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	134	95	94	46	20	31	56	125	198	314	408	401	357	391	344	329	375	333	332	293	288	237	172	132
Minimum	13.3	14.5	15.0	24.6	14.0	15.2	25.0	20.7	12.5	10.9	10.5	12.9	10.3	12.5	12.0	16.9	10.2	12.1	10.4	16.3	12.0	21.5	13.5	12.9
Maximum	44.7	45.8	45.4	42.0	43.8	41.4	49.9	51.7	48.4	46.7	47.1	46.5	47.7	54.8	46.2	44.7	55.3	46.0	45.8	59.7	46.9	45.6	56.7	43.5
Average	32.8	32.2	32.8	33.1	33.5	33.5	35.8	35.9	34.2	34.3	33.7	33.4	34.0	34.1	34.4	34.8	34.7	34.6	34.2	34.6	33.6	33.1	33.7	34.8
Median	33.2	32.6	33.0	33.7	34.7	34.1	35.7	36.3	35.0	35.0	34.5	33.5	34.3	34.5	34.7	35.1	34.9	34.9	34.5	34.6	34.0	33.4	33.7	35.2
Pace Range	28.6 - 38.6	28.8 - 38.8	28.4 - 38.4	28.1 - 38.1	29.7 - 39.7	29.2 - 39.2	31.6 - 41.6	29.0 - 39.0	30.5 - 40.5	30.5 - 40.5	30.2 - 40.2	28.4 - 38.4	28.9 - 38.9	29.1 - 39.1	29.9 - 39.9	30.5 - 40.5	29.8 - 39.8	29.9 - 39.9	30.2 - 40.2	28.9 - 38.9	29.2 - 39.2	27.8 - 37.8	28.9 - 38.9	29.2 - 39.2
Count	111	74	75	41	15	27	44	103	147	246	316	308	285	326	272	273	302	269	275	232	220	201	142	111
	83 %	78 %	80 %	89 %	75 %	87 %	79 %	82 %	74 %	78 %	77 %	77 %	80 %	83 %	79 %	83 %	81 %	81 %	83 %	79 %	76 %	85 %	83 %	84 %
Percentiles																								
10 %	26.9	23.2	26.4	28.1	26.5	27.5	29.9	29.9	28.0	28.8	28.1	28.1	28.4	29.2	29.1	29.9	29.2	28.6	29.4	29.2	27.9	28.1	28.9	30.1
15 %	29.6	27.8	28.6	29.2	27.7	29.2	31.6	31.6	29.9	30.6	29.5	29.4	29.8	30.4	30.4	30.7	30.4	30.6	30.4	30.4	29.3	28.8	30.0	31.2
50 %	33.2	32.5	32.8	33.2	34.1	33.7	35.1	36.2	35.0	35.0	34.5	33.5	34.2	34.5	34.7	35.1	34.8	34.9	34.5	34.6	34.0	33.4	33.7	35.2
85 %	36.9	36.9	36.6	36.7	38.1	37.9	40.6	39.1	39.2	39.1	38.3	38.0	38.1	38.0	38.7	38.4	38.8	38.7	38.1	38.5	38.1	36.9	37.1	38.3
90 %	37.5	38.0	37.1	37.1	38.5	38.0	41.2	40.9	40.3	39.8	39.2	39.1	38.8	38.8	39.6	39.5	39.5	39.6	39.2	40.3	39.2	37.4	38.0	39.1
Speeds Exceeded																								
25	128	85	91	45	19	30	55	123	188	298	384	383	347	380	336	324	365	324	322	286	272	231	167	130
	96 %	89 %	97 %	98 %	95 %	97 %	98 %	98 %	95 %	95 %	94 %	96 %	97 %	97 %	98 %	98 %	97 %	97 %	97 %	98 %	94 %	97 %	97 %	98 %
35	42	31	27	13	9	14	30	79	102	159	180	149	157	174	161	172	182	165	151	135	118	65	61	69
	31 %	33 %	29 %	28 %	45.0 %	45 %	54 %	63 %	52 %	51 %	44 %	37 %	44 %	45 %	47 %	52 %	49 %	50 %	45 %	46 %	41 %	27 %	35 %	52 %
45	0	1	1	0	0	0	1	3	1	3	2	1	4	2	2	0	9	2	1	5	3	1	2	0
	0 %	1.1 %	1.1 %	0 %	0 %	0 %	1.8 %	2.4 %	0.5 %	1.0 %	0.5 %	0.2 %	1.1 %	0.5 %	0.6 %	0 %	2.4 %	0.6 %	0.3 %	1.7 %	1.0 %	0.4 %	1.2 %	0 %
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0.3 %	0 %	0 %	0.6 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

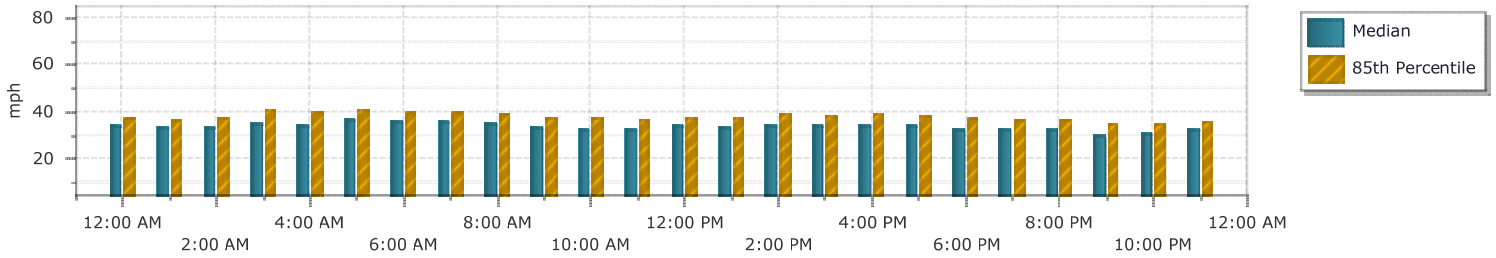
6/16/2018
Saturday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	95	81	87	44	28	44	95	183	319	539	656	624	537	501	449	446	410	435	421	380	368	393	341	246
Minimum	12.0	18.6	13.3	11.9	12.3	22.2	26.4	15.3	12.8	10.3	10.2	11.0	13.1	15.7	12.6	14.8	12.9	12.8	10.1	12.2	15.3	10.4	14.6	12.2
Maximum	45.2	41.8	47.5	55.0	40.9	45.6	46.9	44.3	49.4	47.1	48.8	47.5	49.0	47.5	47.5	53.2	46.0	46.4	50.3	45.4	45.2	40.8	52.2	42.5
Average	32.7	32.7	33.4	35.6	33.2	35.9	35.8	35.9	34.5	32.4	31.1	31.3	33.2	33.2	33.7	33.8	34.0	33.8	32.2	32.0	31.8	29.5	30.3	31.3
Median	33.6	33.4	33.0	35.1	33.8	36.2	35.9	36.0	35.0	32.9	32.4	32.2	33.9	33.4	34.2	34.2	34.3	34.0	32.3	32.6	32.0	29.9	30.7	31.8
Pace Range	28.4 - 38.4	28.7 - 38.7	28.0 - 38.0	28.6 - 38.6	30.8 - 40.8	31.6 - 41.6	31.6 - 41.6	31.9 - 41.9	30.9 - 40.9	27.1 - 37.1	27.5 - 37.5	27.8 - 37.8	28.6 - 38.6	28.9 - 38.9	27.7 - 37.7	29.8 - 39.8	29.6 - 39.6	29.1 - 39.1	28.0 - 38.0	27.9 - 37.9	26.2 - 36.2	26.2 - 36.2	26.7 - 36.7	26.8 - 36.8
Count	72	65	78	34	21	34	79	152	250	384	436	425	392	395	324	333	326	340	317	275	257	289	247	189
	76 %	80 %	90 %	77 %	75 %	77 %	83 %	83 %	78 %	71 %	66 %	68 %	73 %	79 %	72 %	75 %	80 %	78 %	75 %	72 %	70 %	74 %	72 %	77 %
Percentiles																								
10 %	25.5	27.0	28.9	29.6	18.2	28.2	30.4	31.2	29.1	26.0	21.9	23.2	26.5	27.7	27.2	27.6	28.6	28.6	26.7	24.8	25.2	22.5	23.4	24.9
15 %	27.6	28.6	29.6	29.9	28.6	31.6	31.6	32.1	31.0	27.4	24.9	25.1	28.0	29.2	28.6	29.0	29.9	29.6	27.7	27.0	26.9	24.8	25.3	26.8
50 %	33.3	33.3	33.0	34.7	33.6	35.9	35.9	35.9	35.0	32.9	32.4	32.2	33.9	33.4	34.2	34.2	34.3	34.0	32.2	32.6	31.9	29.9	30.6	31.6
85 %	37.1	36.7	37.0	40.6	39.5	40.3	39.5	39.9	39.2	37.2	37.0	36.7	37.7	37.5	38.7	38.4	38.7	38.3	37.0	36.9	36.9	34.7	35.0	36.0
90 %	37.9	37.6	37.6	43.8	40.3	41.5	40.3	40.9	40.3	38.5	38.0	37.7	39.1	38.4	39.6	39.3	39.3	39.2	37.7	37.9	38.1	35.5	36.0	36.6
Speeds Exceeded																								
25	88	78	86	43	26	43	95	178	301	494	558	533	505	481	429	423	398	423	396	342	334	332	294	222
	93 %	96 %	99 %	98 %	93 %	98 %	100 %	97 %	94 %	92 %	85 %	85 %	94 %	96 %	96 %	95 %	97 %	97 %	94 %	90 %	91 %	84 %	86 %	90 %
35	33	25	34	22	12	27	56	114	162	178	197	163	206	165	193	188	174	173	121	106	96	52	56	52
	35 %	31 %	39 %	50 %	43 %	61 %	59 %	62 %	51 %	33 %	30 %	26 %	38 %	33 %	43 %	42 %	42 %	40 %	29 %	28 %	26 %	13 %	16 %	21 %
45	1	0	1	5	0	1	2	0	5	2	4	3	4	4	6	9	1	3	1	3	2	0	1	0
	1.1 %	0 %	1.1 %	11.4 %	0 %	2.3 %	2.1 %	0 %	1.6 %	0.4 %	0.6 %	0.5 %	0.7 %	0.8 %	1.3 %	2.0 %	0.2 %	0.7 %	0.2 %	0.8 %	0.5 %	0 %	0.3 %	0 %
55	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	2.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

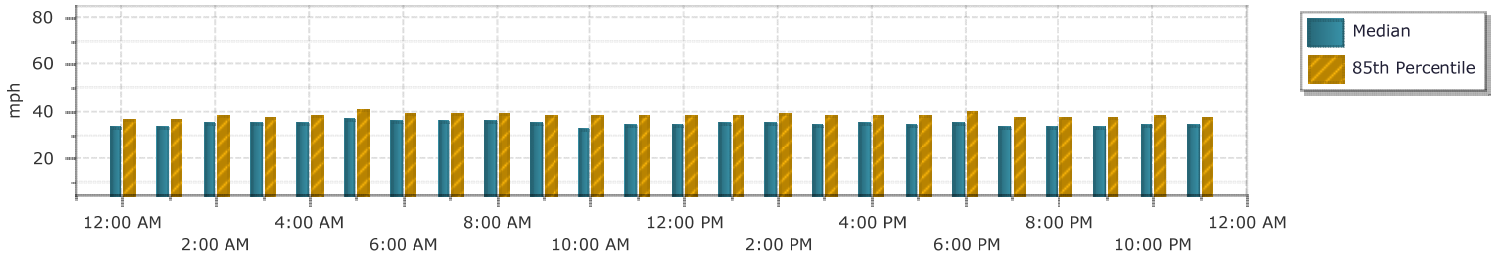
6/17/2018
Sunday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	134	91	86	36	26	46	73	151	236	413	576	487	448	381	377	374	382	362	326	301	305	257	239	121
Minimum	11.9	25.6	22.2	27.5	23.1	15.3	26.3	26.0	12.9	11.2	10.5	10.2	13.1	16.0	11.0	16.8	13.1	11.5	11.3	13.1	13.2	12.5	11.6	14.8
Maximum	44.5	43.6	45.2	42.8	43.1	44.5	45.4	47.3	50.3	46.9	52.0	46.9	50.8	47.1	51.5	45.2	50.8	57.6	46.2	44.7	45.2	64.6	55.0	49.2
Average	32.5	33.4	34.6	34.3	34.8	36.0	35.5	35.7	35.0	33.9	31.8	33.8	34.0	34.0	34.2	33.7	34.1	33.4	34.6	33.5	32.6	32.7	33.7	34.0
Median	33.1	33.1	34.8	35.2	35.2	36.2	35.9	35.8	35.9	34.8	32.6	34.0	34.3	34.6	34.5	34.0	34.6	33.6	34.7	33.3	33.0	33.4	34.0	34.1
Pace Range	28.6 - 38.6	27.0 - 37.0	28.9 - 38.9	27.5 - 37.5	30.0 - 40.0	30.8 - 40.8	29.5 - 39.5	30.9 - 40.9	29.9 - 39.9	29.1 - 39.1	28.1 - 38.1	28.7 - 38.7	30.5 - 40.5	29.4 - 39.4	30.2 - 40.2	28.8 - 38.8	28.9 - 38.9	28.7 - 38.7	30.2 - 40.2	29.1 - 39.1	27.1 - 37.1	29.0 - 39.0	28.9 - 38.9	30.5 - 40.5
Count	105	77	70	30	22	37	58	123	192	317	357	369	334	295	292	295	298	280	239	238	219	199	190	101
	78 %	85 %	81 %	83 %	85 %	80 %	79 %	81 %	81 %	77 %	62 %	76 %	75 %	77 %	77 %	79 %	78 %	77 %	73 %	79 %	72 %	77 %	79 %	83 %
Percentiles																								
10 %	26.5	28.5	28.5	28.3	30.0	30.4	29.7	30.0	29.6	28.4	23.1	28.4	27.9	28.1	28.3	27.9	28.6	28.0	28.6	28.3	26.0	25.8	28.6	29.2
15 %	28.0	29.3	30.0	28.6	30.4	31.0	29.9	31.2	31.1	29.6	25.6	29.5	29.3	29.6	30.1	29.5	29.8	29.2	29.8	29.7	27.7	27.9	29.5	30.9
50 %	33.1	33.1	34.7	35.0	34.5	35.9	35.9	35.7	35.9	34.8	32.6	34.0	34.3	34.5	34.5	34.0	34.5	33.6	34.7	33.3	33.0	33.4	34.0	34.1
85 %	36.2	36.9	38.5	37.4	38.1	40.3	39.3	39.1	39.1	38.5	38.1	38.5	38.5	38.1	39.1	37.9	38.3	38.0	39.6	37.7	37.6	37.4	38.0	37.5
90 %	37.7	37.9	38.9	38.4	38.5	40.5	40.2	40.0	39.8	39.5	39.2	39.9	39.8	39.3	39.9	38.5	39.2	39.1	40.6	38.7	38.9	38.0	38.9	38.5
Speeds Exceeded																								
25	125	91	84	36	25	45	73	151	224	391	498	465	428	364	358	362	369	346	315	288	276	239	231	117
	93 %	100 %	98 %	100 %	96 %	98 %	100 %	100 %	95 %	95 %	86 %	95 %	96 %	96 %	95 %	97 %	97 %	96 %	97 %	96 %	90 %	93 %	97 %	97 %
35	33	25	41	19	12	28	44	89	137	198	191	203	196	174	174	148	172	139	159	112	94	86	92	47
	25 %	27 %	48 %	53 %	46 %	61 %	60 %	59 %	58 %	48 %	33 %	42 %	44 %	46 %	46 %	40 %	45 %	38 %	49 %	37 %	31 %	33 %	38 %	39 %
45	0	0	2	0	0	0	2	3	2	4	9	2	7	2	7	1	3	1	2	0	1	2	2	1
	0 %	0 %	2.3 %	0 %	0 %	0 %	2.7 %	2.0 %	0.8 %	1.0 %	1.6 %	0.4 %	1.6 %	0.5 %	1.9 %	0.3 %	0.8 %	0.3 %	0.6 %	0 %	0.3 %	0.8 %	0.8 %	0.8 %
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0.4 %	0.4 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

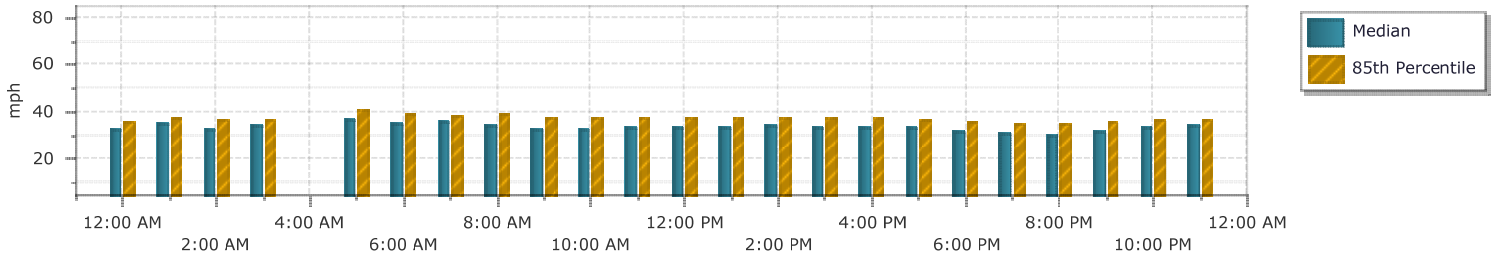
6/9/2018
Saturday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	121	54	70	35	16	53	172	153	248	403	551	450	415	443	422	408	440	414	407	386	223	163	144	98
Minimum	12.6	22.5	14.9	12.9	29.8	11.7	10.9	13.4	11.9	10.5	12.2	10.5	12.3	12.4	13.9	13.4	11.3	11.0	12.0	15.0	10.9	10.4	11.5	11.4
Maximum	43.1	43.8	46.5	54.8	50.3	49.2	47.1	43.1	52.9	47.3	47.1	45.6	44.0	47.1	44.3	45.6	51.7	46.5	48.2	49.4	46.7	41.7	41.7	45.6
Average	31.9	34.6	32.3	32.5	-	36.0	34.4	34.5	33.5	31.4	32.1	32.6	33.0	33.1	33.5	32.8	32.8	32.5	30.8	30.2	29.5	30.8	32.1	33.0
Median	32.6	34.9	32.2	34.1	-	36.6	34.9	35.2	34.0	32.4	32.5	32.7	33.4	33.3	34.0	33.4	33.3	33.3	31.0	30.2	29.9	31.5	33.1	33.7
Pace Range	27.6 - 37.6	30.1 - 40.1	27.4 - 37.4	27.4 - 37.4	-	31.0 - 41.0	31.6 - 41.6	29.6 - 39.6	28.0 - 38.0	27.8 - 37.8	27.1 - 37.1	28.6 - 38.6	29.2 - 39.2	28.9 - 38.9	28.9 - 38.9	28.6 - 38.6	27.4 - 37.4	28.1 - 38.1	27.1 - 37.1	25.0 - 35.0	25.0 - 35.0	26.1 - 36.1	28.1 - 38.1	28.1 - 38.1
Count	99	52	53	26	-	41	131	127	173	284	398	337	319	347	338	322	328	325	302	285	160	128	120	77
	82 %	96 %	76 %	74 %	-	77 %	76 %	83 %	70 %	70 %	72 %	75 %	77 %	78 %	80 %	79 %	75 %	79 %	74 %	74 %	72 %	79 %	83 %	79 %
Percentiles																								
10 %	26.8	31.4	26.7	14.8	-	30.1	29.1	29.9	26.7	22.8	25.6	26.9	27.2	27.4	28.3	26.9	26.8	26.8	24.6	24.4	23.3	25.2	26.9	24.0
15 %	27.9	32.0	27.6	26.0	-	31.0	30.1	30.9	28.4	26.0	27.2	28.4	28.8	29.1	29.5	28.6	28.1	28.3	26.1	25.3	25.0	26.3	28.9	28.1
50 %	32.5	34.6	32.1	34.1	-	36.3	34.9	35.1	34.0	32.4	32.5	32.7	33.4	33.2	34.0	33.3	33.3	33.3	31.0	30.2	29.9	31.5	33.1	33.3
85 %	35.9	37.1	36.7	36.3	-	40.5	38.8	38.4	39.1	37.1	37.0	37.4	37.5	37.4	37.6	37.2	37.4	36.9	35.6	34.8	34.8	35.4	36.2	36.9
90 %	36.6	37.7	37.9	36.7	-	40.8	40.2	39.3	39.9	37.7	38.3	38.5	38.7	38.4	38.8	38.1	38.5	37.6	36.4	36.0	36.0	35.9	37.0	37.9
Speeds Exceeded																								
25	115	53	66	32	-	52	165	147	236	349	506	425	390	422	406	385	410	389	360	337	191	148	131	89
	95 %	98 %	94 %	91 %		98 %	96 %	96 %	95 %	87 %	92 %	94 %	94 %	95 %	96 %	94 %	93 %	94 %	88 %	87 %	86 %	91 %	91 %	91 %
35	28	25	20	12	-	35	84	82	97	107	151	141	145	151	170	137	147	132	82	54	31	34	43	36
	23 %	46 %	29 %	34 %		66 %	49 %	54 %	39 %	27 %	27 %	31 %	35 %	34 %	40 %	34 %	33 %	32 %	20 %	14 %	14 %	21 %	30 %	37 %
45	0	0	1	1	-	2	2	0	5	3	3	2	0	3	0	1	3	1	1	2	1	0	0	2
	0 %	0 %	1.4 %	2.9 %		3.8 %	1.2 %	0 %	2.0 %	0.7 %	0.5 %	0.4 %	0 %	0.7 %	0 %	0.2 %	0.7 %	0.2 %	0.2 %	0.5 %	0.4 %	0 %	0 %	2.0 %
55	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/16/2018

Counter # : 41

Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	35	33	2
12:15 AM	23	22	1
12:30 AM	22	22	0
12:45 AM	25	25	0
1:00 AM	25	25	0
1:15 AM	22	21	1
1:30 AM	19	19	0
1:45 AM	23	23	0
2:00 AM	15	15	0
2:15 AM	15	15	0
2:30 AM	16	16	0
2:45 AM	11	11	0
3:00 AM	18	17	1
3:15 AM	8	8	0
3:30 AM	6	6	0
3:45 AM	4	4	0
4:00 AM	9	9	0
4:15 AM	12	12	0
4:30 AM	6	6	0
4:45 AM	6	6	0
5:00 AM	6	6	0
5:15 AM	2	2	0
5:30 AM	9	9	0
5:45 AM	13	12	1
6:00 AM	11	10	1
6:15 AM	13	13	0
6:30 AM	21	21	0
6:45 AM	33	29	4
7:00 AM	35	33	2
7:15 AM	23	23	0
7:30 AM	32	31	1
7:45 AM	54	53	1
8:00 AM	38	34	4
8:15 AM	64	64	0
8:30 AM	70	68	2
8:45 AM	77	74	3
9:00 AM	76	69	7
9:15 AM	67	65	2
9:30 AM	68	63	5
9:45 AM	70	63	7
10:00 AM	88	82	6
10:15 AM	79	69	10
10:30 AM	94	92	2
10:45 AM	84	79	5
11:00 AM	75	72	3
11:15 AM	79	78	1
11:30 AM	78	73	5
11:45 AM	112	106	6
Total	1791	1708	83
%		95.4	4.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/16/2018
Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	102	96	6
12:15 PM	92	85	7
12:30 PM	84	80	4
12:45 PM	99	95	4
1:00 PM	101	96	5
1:15 PM	102	100	2
1:30 PM	86	83	3
1:45 PM	92	86	6
2:00 PM	97	92	5
2:15 PM	89	82	7
2:30 PM	91	85	6
2:45 PM	93	88	5
3:00 PM	127	124	3
3:15 PM	105	100	5
3:30 PM	112	108	4
3:45 PM	125	114	11
4:00 PM	114	108	6
4:15 PM	104	101	3
4:30 PM	109	103	6
4:45 PM	103	99	4
5:00 PM	134	132	2
5:15 PM	130	122	8
5:30 PM	112	107	5
5:45 PM	121	119	2
6:00 PM	120	112	8
6:15 PM	113	109	4
6:30 PM	140	135	5
6:45 PM	126	124	2
7:00 PM	128	125	3
7:15 PM	111	106	5
7:30 PM	118	117	1
7:45 PM	108	103	5
8:00 PM	113	109	4
8:15 PM	129	127	2
8:30 PM	118	113	5
8:45 PM	133	128	5
9:00 PM	116	113	3
9:15 PM	149	143	6
9:30 PM	143	140	3
9:45 PM	122	120	2
10:00 PM	126	123	3
10:15 PM	152	144	8
10:30 PM	116	115	1
10:45 PM	141	138	3
11:00 PM	127	121	6
11:15 PM	100	95	5
11:30 PM	76	74	2
11:45 PM	44	42	2
Total	5393	5181	212
%		96.1	3.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/17/2018

Counter # : 41

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	38	38	0
12:15 AM	33	33	0
12:30 AM	49	47	2
12:45 AM	26	25	1
1:00 AM	21	21	0
1:15 AM	25	25	0
1:30 AM	10	10	0
1:45 AM	17	16	1
2:00 AM	17	17	0
2:15 AM	17	17	0
2:30 AM	13	13	0
2:45 AM	8	8	0
3:00 AM	10	10	0
3:15 AM	12	12	0
3:30 AM	6	6	0
3:45 AM	8	8	0
4:00 AM	14	14	0
4:15 AM	14	14	0
4:30 AM	11	11	0
4:45 AM	9	9	0
5:00 AM	4	4	0
5:15 AM	2	2	0
5:30 AM	5	5	0
5:45 AM	6	6	0
6:00 AM	14	14	0
6:15 AM	10	10	0
6:30 AM	14	12	2
6:45 AM	16	16	0
7:00 AM	23	22	1
7:15 AM	22	22	0
7:30 AM	29	29	0
7:45 AM	34	34	0
8:00 AM	38	37	1
8:15 AM	47	44	3
8:30 AM	31	31	0
8:45 AM	50	44	6
9:00 AM	56	51	5
9:15 AM	68	67	1
9:30 AM	58	56	2
9:45 AM	87	87	0
10:00 AM	64	63	1
10:15 AM	80	73	7
10:30 AM	88	87	1
10:45 AM	77	73	4
11:00 AM	100	96	4
11:15 AM	81	80	1
11:30 AM	85	80	5
11:45 AM	80	80	0
Total	1627	1579	48
%		97.0	3.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/17/2018

Counter # : 41

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	83	77	6
12:15 PM	79	75	4
12:30 PM	72	66	6
12:45 PM	56	55	1
1:00 PM	84	78	6
1:15 PM	90	86	4
1:30 PM	71	69	2
1:45 PM	86	86	0
2:00 PM	92	87	5
2:15 PM	91	88	3
2:30 PM	103	100	3
2:45 PM	93	91	2
3:00 PM	107	105	2
3:15 PM	82	78	4
3:30 PM	106	104	2
3:45 PM	91	87	4
4:00 PM	105	102	3
4:15 PM	107	103	4
4:30 PM	104	101	3
4:45 PM	107	104	3
5:00 PM	119	118	1
5:15 PM	120	118	2
5:30 PM	101	97	4
5:45 PM	108	106	2
6:00 PM	113	110	3
6:15 PM	112	109	3
6:30 PM	103	102	1
6:45 PM	110	107	3
7:00 PM	101	98	3
7:15 PM	96	94	2
7:30 PM	94	94	0
7:45 PM	100	100	0
8:00 PM	100	99	1
8:15 PM	96	94	2
8:30 PM	103	98	5
8:45 PM	85	83	2
9:00 PM	109	101	8
9:15 PM	87	85	2
9:30 PM	86	82	4
9:45 PM	82	81	1
10:00 PM	98	95	3
10:15 PM	112	109	3
10:30 PM	91	90	1
10:45 PM	82	79	3
11:00 PM	58	57	1
11:15 PM	46	44	2
11:30 PM	38	37	1
11:45 PM	37	36	1
Total	4396	4265	131
%		97.0	3.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/9/2018
Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	43	42	1
12:15 AM	32	31	1
12:30 AM	18	17	1
12:45 AM	27	26	1
1:00 AM	22	22	0
1:15 AM	22	22	0
1:30 AM	12	12	0
1:45 AM	8	8	0
2:00 AM	10	10	0
2:15 AM	5	5	0
2:30 AM	12	12	0
2:45 AM	9	9	0
3:00 AM	14	14	0
3:15 AM	0	0	0
3:30 AM	8	8	0
3:45 AM	11	11	0
4:00 AM	3	2	1
4:15 AM	5	5	0
4:30 AM	6	6	0
4:45 AM	5	4	1
5:00 AM	7	7	0
5:15 AM	2	2	0
5:30 AM	6	4	2
5:45 AM	8	8	0
6:00 AM	11	10	1
6:15 AM	12	12	0
6:30 AM	24	23	1
6:45 AM	27	26	1
7:00 AM	33	33	0
7:15 AM	30	29	1
7:30 AM	29	28	1
7:45 AM	39	37	2
8:00 AM	40	36	4
8:15 AM	49	47	2
8:30 AM	46	46	0
8:45 AM	67	64	3
9:00 AM	59	54	5
9:15 AM	73	72	1
9:30 AM	62	58	4
9:45 AM	66	59	7
10:00 AM	82	76	6
10:15 AM	86	84	2
10:30 AM	76	70	6
10:45 AM	79	78	1
11:00 AM	77	70	7
11:15 AM	67	63	4
11:30 AM	75	69	6
11:45 AM	87	83	4
Total	1591	1514	77
%		95.2	4.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/9/2018
Saturday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	95	94	1
12:15 PM	90	86	4
12:30 PM	103	100	3
12:45 PM	81	78	3
1:00 PM	78	77	1
1:15 PM	90	85	5
1:30 PM	85	82	3
1:45 PM	81	77	4
2:00 PM	112	109	3
2:15 PM	85	83	2
2:30 PM	83	82	1
2:45 PM	81	77	4
3:00 PM	86	85	1
3:15 PM	114	112	2
3:30 PM	111	110	1
3:45 PM	102	96	6
4:00 PM	96	94	2
4:15 PM	105	104	1
4:30 PM	119	117	2
4:45 PM	113	111	2
5:00 PM	104	103	1
5:15 PM	103	99	4
5:30 PM	123	119	4
5:45 PM	122	120	2
6:00 PM	115	115	0
6:15 PM	121	117	4
6:30 PM	115	113	2
6:45 PM	144	138	6
7:00 PM	165	163	2
7:15 PM	158	153	5
7:30 PM	123	118	5
7:45 PM	128	126	2
8:00 PM	153	149	4
8:15 PM	116	114	2
8:30 PM	100	100	0
8:45 PM	94	93	1
9:00 PM	76	75	1
9:15 PM	61	60	1
9:30 PM	80	76	4
9:45 PM	73	73	0
10:00 PM	72	70	2
10:15 PM	87	85	2
10:30 PM	91	86	5
10:45 PM	82	81	1
11:00 PM	57	55	2
11:15 PM	60	60	0
11:30 PM	42	41	1
11:45 PM	33	32	1
Total	4708	4593	115
%		97.6	2.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/10/2018

Counter # : 41

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 AM	32	32	0
12:15 AM	37	36	1
12:30 AM	15	15	0
12:45 AM	23	23	0
1:00 AM	18	17	1
1:15 AM	14	14	0
1:30 AM	12	12	0
1:45 AM	13	13	0
2:00 AM	12	12	0
2:15 AM	13	13	0
2:30 AM	10	10	0
2:45 AM	11	11	0
3:00 AM	10	10	0
3:15 AM	5	5	0
3:30 AM	4	4	0
3:45 AM	8	8	0
4:00 AM	9	9	0
4:15 AM	8	8	0
4:30 AM	9	8	1
4:45 AM	2	2	0
5:00 AM	8	7	1
5:15 AM	3	3	0
5:30 AM	10	9	1
5:45 AM	7	6	1
6:00 AM	8	8	0
6:15 AM	12	12	0
6:30 AM	14	14	0
6:45 AM	21	21	0
7:00 AM	26	25	1
7:15 AM	35	35	0
7:30 AM	30	27	3
7:45 AM	30	28	2
8:00 AM	47	46	1
8:15 AM	32	31	1
8:30 AM	36	33	3
8:45 AM	48	47	1
9:00 AM	73	68	5
9:15 AM	70	68	2
9:30 AM	72	69	3
9:45 AM	72	71	1
10:00 AM	62	60	2
10:15 AM	78	76	2
10:30 AM	52	50	2
10:45 AM	79	72	7
11:00 AM	90	87	3
11:15 AM	78	76	2
11:30 AM	73	69	4
11:45 AM	71	68	3
Total	1502	1448	54
%		96.4	3.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

6/10/2018

Counter # : 41

Sunday

12 Hour Classification

Combined Channels

Interval Start	Total	Cars	Trucks
12:00 PM	84	83	1
12:15 PM	69	66	3
12:30 PM	64	63	1
12:45 PM	83	81	2
1:00 PM	81	80	1
1:15 PM	73	71	2
1:30 PM	81	76	5
1:45 PM	88	88	0
2:00 PM	82	81	1
2:15 PM	85	78	7
2:30 PM	55	53	2
2:45 PM	92	91	1
3:00 PM	102	98	4
3:15 PM	110	106	4
3:30 PM	115	113	2
3:45 PM	133	127	6
4:00 PM	140	134	6
4:15 PM	113	112	1
4:30 PM	125	123	2
4:45 PM	137	134	3
5:00 PM	151	150	1
5:15 PM	120	117	3
5:30 PM	114	111	3
5:45 PM	74	74	0
6:00 PM	68	64	4
6:15 PM	67	64	3
6:30 PM	66	65	1
6:45 PM	69	67	2
7:00 PM	89	87	2
7:15 PM	56	55	1
7:30 PM	44	43	1
7:45 PM	60	59	1
8:00 PM	61	61	0
8:15 PM	75	74	1
8:30 PM	63	62	1
8:45 PM	56	54	2
9:00 PM	68	66	2
9:15 PM	62	62	0
9:30 PM	59	56	3
9:45 PM	72	69	3
10:00 PM	65	65	0
10:15 PM	63	63	0
10:30 PM	65	64	1
10:45 PM	58	56	2
11:00 PM	44	43	1
11:15 PM	32	32	0
11:30 PM	29	28	1
11:45 PM	21	21	0
Total	3783	3690	93
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

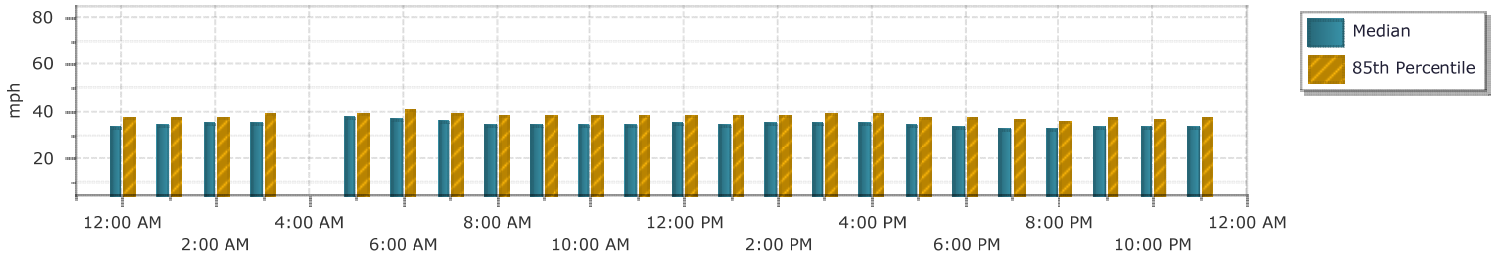
6/9/2018
Saturday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	120	64	36	33	19	23	74	131	202	260	323	306	369	334	361	413	433	452	495	574	463	290	332	192
Minimum	17.7	17.7	20.9	13.0	30.0	20.9	26.2	20.3	14.5	11.8	15.3	15.0	13.1	14.4	14.1	13.4	13.1	13.0	13.9	10.0	11.9	14.8	12.7	14.5
Maximum	58.2	46.7	56.7	40.6	42.5	40.9	47.7	51.7	46.2	47.3	43.8	45.0	46.2	46.7	46.9	47.7	49.6	46.7	47.3	45.0	45.2	52.7	49.2	43.5
Average	32.7	32.5	33.8	33.4	-	35.1	36.3	35.5	33.4	33.5	33.4	33.4	34.0	33.9	34.2	33.8	34.2	33.6	32.2	31.6	31.5	32.3	32.7	32.9
Median	33.2	34.0	34.9	34.5	-	37.0	36.3	35.5	33.9	34.0	34.3	34.3	34.5	34.3	34.8	34.7	34.9	34.0	33.1	32.4	32.2	33.2	33.1	33.4
Pace Range	28.1 - 38.1	28.4 - 38.4	27.6 - 37.6	29.9 - 39.9	-	30.4 - 40.4	31.1 - 41.1	29.9 - 39.9	30.3 - 40.3	29.5 - 39.5	29.5 - 39.5	30.1 - 40.1	29.8 - 39.8	30.2 - 40.2	29.9 - 39.9	29.8 - 39.8	30.5 - 40.5	28.1 - 38.1	27.7 - 37.7	27.4 - 37.4	27.7 - 37.7	28.2 - 38.2	27.2 - 37.2	28.5 - 38.5
Count	90	46	28	26	-	19	52	107	159	197	240	215	296	254	286	304	342	346	351	428	345	226	264	154
	75 %	72 %	78 %	79 %	-	83 %	70 %	82 %	79 %	76 %	74 %	70 %	80 %	76 %	79 %	74 %	79 %	77 %	71 %	75 %	75 %	78 %	80 %	80 %
Percentiles																								
10 %	23.3	20.2	27.6	20.4	-	26.0	28.4	30.4	27.4	27.3	26.5	24.1	28.0	28.1	29.1	27.0	28.4	27.9	24.2	24.1	25.0	25.7	27.4	27.8
15 %	28.1	25.4	27.9	25.8	-	27.9	31.1	31.2	29.3	29.5	28.5	26.7	30.2	29.5	30.1	29.2	30.1	29.2	27.3	27.1	26.5	27.9	28.7	29.2
50 %	33.1	33.1	34.5	34.4	-	36.0	36.3	35.2	33.6	34.0	34.3	34.3	34.5	34.3	34.8	34.7	34.9	34.0	33.1	32.3	32.1	33.2	33.1	33.4
85 %	37.6	37.0	37.5	39.1	-	39.2	41.1	39.3	37.9	38.5	38.5	38.5	38.4	38.5	38.5	39.1	38.9	37.7	37.4	36.5	36.0	37.0	36.7	37.1
90 %	38.5	37.9	38.3	39.3	-	39.2	43.6	40.5	38.7	39.5	39.5	39.6	39.2	39.5	39.5	39.8	39.5	39.2	38.5	37.4	36.9	37.7	37.7	38.1
Speeds Exceeded																								
25	107	56	34	30	-	22	74	129	187	244	301	275	351	317	345	378	414	426	441	507	416	265	315	178
	89 %	88 %	94 %	91 %		96 %	100 %	98 %	93 %	94 %	93 %	90 %	95 %	95 %	96 %	92 %	96 %	94 %	89 %	88 %	90 %	91 %	95 %	93 %
35	38	22	16	15	-	16	43	72	82	92	134	134	168	143	174	195	215	182	153	135	111	77	103	62
	32 %	34 %	44 %	45 %		70 %	58 %	55 %	41 %	35 %	41 %	44 %	46 %	43 %	48 %	47 %	50 %	40 %	31 %	24 %	24 %	27 %	31 %	32 %
45	4	1	1	0	-	0	6	3	2	4	0	1	1	1	2	2	2	4	2	1	1	3	3	0
	3.3 %	1.6 %	2.8 %	0 %		0 %	8.1 %	2.3 %	1.0 %	1.5 %	0 %	0.3 %	0.3 %	0.3 %	0.6 %	0.5 %	0.5 %	0.9 %	0.4 %	0.2 %	0.2 %	1.0 %	0.9 %	0 %
55	1	0	1	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.8 %	0 %	2.8 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

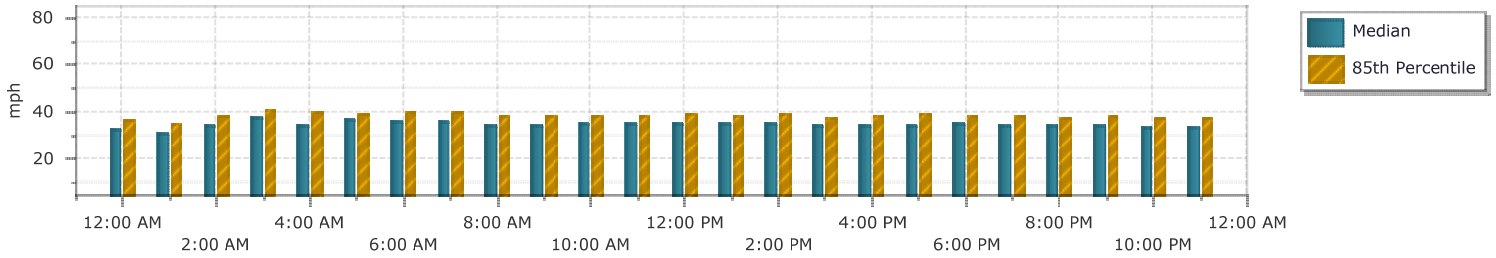
6/10/2018
Sunday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	107	57	46	27	28	28	55	121	163	287	271	312	300	323	314	460	515	459	270	249	255	261	251	126
Minimum	13.4	16.2	17.1	26.2	23.8	20.9	20.4	15.2	13.9	16.7	11.9	11.5	18.8	15.2	14.5	12.5	12.0	11.0	15.7	15.4	11.2	15.8	11.7	12.6
Maximum	48.8	47.5	61.4	44.7	48.6	40.5	50.8	48.2	45.6	48.8	53.4	48.6	54.2	52.2	48.2	49.9	45.6	57.9	47.5	51.5	49.6	45.8	49.0	46.5
Average	30.3	29.7	32.4	36.6	35.3	34.9	35.3	35.2	33.5	34.2	34.3	33.9	34.4	34.0	34.2	33.1	33.3	33.2	34.0	33.7	33.2	33.9	32.4	31.6
Median	31.9	30.4	34.0	37.4	34.1	36.2	35.2	35.4	34.2	34.2	34.8	34.4	34.8	34.5	34.9	33.5	33.9	34.0	34.6	34.3	33.9	34.0	32.9	33.2
Pace Range	28.6 - 38.6	28.6 - 38.6	29.6 - 39.6	33.0 - 43.0	30.7 - 40.7	27.6 - 37.6	30.8 - 40.8	31.3 - 41.3	30.1 - 40.1	29.1 - 39.1	30.2 - 40.2	29.6 - 39.6	29.8 - 39.8	29.9 - 39.9	30.8 - 40.8	28.2 - 38.2	28.3 - 38.3	28.7 - 38.7	30.2 - 40.2	30.5 - 40.5	29.2 - 39.2	29.2 - 39.2	26.4 - 36.4	28.4 - 38.4
Count	65	41	33	22	22	18	45	96	128	238	217	245	229	253	231	355	395	319	212	189	209	208	183	88
	61 %	72 %	72 %	81 %	79 %	64 %	82 %	79 %	79 %	83 %	80 %	79 %	76 %	78 %	74 %	77 %	77 %	69 %	79 %	76 %	82 %	80 %	73 %	70 %
Percentiles																								
10 %	18.2	19.0	19.3	29.6	28.9	27.6	29.5	29.8	26.7	29.3	29.2	27.4	28.4	27.4	26.5	26.9	27.4	23.3	28.0	27.7	28.0	28.5	26.4	21.2
15 %	19.6	19.8	20.6	30.7	31.2	28.7	30.8	31.6	30.1	30.4	30.5	30.0	30.0	30.0	28.6	29.2	29.1	27.9	29.9	28.6	29.6	30.4	27.4	25.3
50 %	31.7	30.1	34.0	36.9	33.7	36.0	35.0	35.4	34.2	34.2	34.7	34.4	34.7	34.4	34.8	33.4	33.9	33.9	34.6	34.3	33.9	34.0	32.9	33.1
85 %	36.5	35.0	38.0	40.5	40.2	39.3	39.5	39.6	38.1	38.1	38.3	38.4	39.3	38.5	39.3	37.6	38.0	38.7	38.5	38.3	37.4	38.1	37.1	37.1
90 %	38.3	35.9	38.8	40.9	41.2	39.6	40.5	40.8	39.3	39.1	39.5	39.2	39.8	39.3	40.2	38.7	38.9	39.6	39.6	39.1	38.1	38.9	38.0	38.0
Speeds Exceeded																								
25	81	45	38	27	27	27	54	115	149	279	258	293	284	299	294	426	476	409	255	236	241	250	234	109
	76 %	79 %	83 %	100 %	96 %	96 %	98 %	95 %	91 %	97 %	95 %	94 %	95 %	93 %	94 %	93 %	92 %	89 %	94 %	95 %	95 %	96 %	93 %	87 %
35	29	10	16	19	12	17	29	65	72	126	131	139	143	141	154	168	192	202	123	107	97	106	77	38
	27 %	18 %	35 %	70 %	43 %	61 %	53 %	54 %	44 %	44 %	48 %	45 %	48 %	44 %	49 %	37 %	37 %	44 %	46 %	43 %	38 %	41 %	31 %	30 %
45	1	1	1	0	1	0	1	3	1	2	4	7	3	2	3	1	2	3	4	2	1	2	4	1
	0.9 %	1.8 %	2.2 %	0 %	3.6 %	0 %	1.8 %	2.5 %	0.6 %	0.7 %	1.5 %	2.2 %	1.0 %	0.6 %	1.0 %	0.2 %	0.4 %	0.7 %	1.5 %	0.8 %	0.4 %	0.8 %	1.6 %	0.8 %
55	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	0 %	0 %	2.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

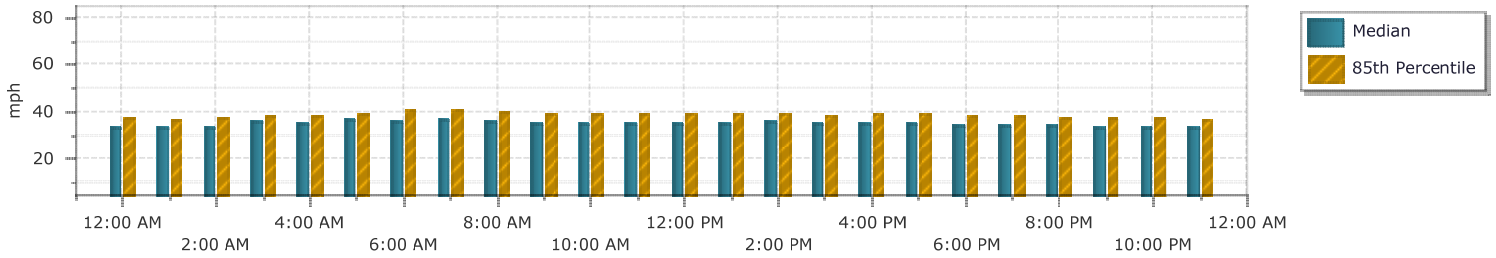
6/16/2018
Saturday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	105	89	57	36	33	30	78	144	249	281	345	344	377	381	370	469	430	497	499	465	493	530	535	347
Minimum	13.1	16.6	13.9	17.7	22.5	23.8	23.9	13.3	11.8	18.1	11.7	13.7	13.2	14.5	11.6	14.8	10.9	11.0	12.9	16.5	15.6	13.1	12.4	12.1
Maximum	47.3	45.0	52.7	44.0	49.0	44.3	46.2	47.9	46.5	45.6	52.0	44.5	60.7	53.7	52.2	48.4	49.9	57.6	48.8	48.4	46.0	52.4	55.9	45.2
Average	31.5	30.9	33.1	34.4	34.4	35.8	35.6	36.3	34.7	34.8	34.0	34.4	34.3	34.6	34.8	33.9	34.5	34.4	33.9	33.9	33.5	32.6	32.2	32.2
Median	33.1	32.9	33.1	35.5	34.6	36.4	35.9	36.6	35.6	35.1	35.0	34.8	34.8	34.6	35.3	34.5	35.1	35.1	34.3	34.2	33.6	33.2	32.9	33.1
Pace Range	28.4 - 38.4	29.8 - 39.8	27.7 - 37.7	29.3 - 39.3	27.0 - 37.0	29.7 - 39.7	29.5 - 39.5	31.3 - 41.3	30.8 - 40.8	29.9 - 39.9	30.2 - 40.2	30.0 - 40.0	28.8 - 38.8	30.0 - 40.0	30.8 - 40.8	29.8 - 39.8	30.2 - 40.2	29.8 - 39.8	29.2 - 39.2	29.5 - 39.5	28.8 - 38.8	28.4 - 38.4	28.4 - 38.4	27.7 - 37.7
Count	70	64	42	29	25	22	57	108	189	216	264	270	283	278	281	353	323	382	389	364	399	403	397	261
	67 %	72 %	74 %	81 %	76 %	73 %	73 %	75 %	76 %	77 %	77 %	78 %	75 %	73 %	76 %	75 %	75 %	77 %	78 %	78 %	81 %	76 %	74 %	75 %
Percentiles																								
10 %	20.1	19.2	27.0	29.3	27.0	28.4	28.5	30.6	28.2	28.9	26.9	29.0	28.8	28.3	28.4	27.2	28.4	28.1	28.2	28.4	28.6	26.6	25.7	25.6
15 %	21.9	21.1	28.1	30.3	27.4	29.7	30.2	32.0	30.4	30.2	29.6	30.4	29.5	30.1	30.8	29.4	30.0	29.9	29.6	29.9	29.5	28.0	27.3	27.7
50 %	32.9	32.8	33.1	34.2	34.6	36.2	35.7	36.5	35.6	35.1	35.0	34.8	34.7	34.6	35.2	34.5	35.1	35.0	34.2	34.2	33.6	33.2	32.8	33.1
85 %	37.2	36.2	37.7	37.9	38.4	39.2	40.3	41.1	39.8	39.2	38.9	39.1	38.9	39.3	39.3	38.4	39.1	38.8	38.3	38.4	37.6	37.2	37.1	36.5
90 %	38.7	37.5	39.3	39.5	39.3	42.2	41.2	42.2	40.5	40.0	39.8	39.6	40.0	40.8	40.6	39.5	40.2	39.8	39.2	39.3	38.4	38.1	38.1	37.7
Speeds Exceeded																								
25	86	71	53	34	32	29	77	140	235	271	317	326	355	362	349	441	404	473	473	447	475	494	491	317
	82 %	80 %	93 %	94 %	97 %	97 %	99 %	97 %	94 %	96 %	92 %	95 %	94 %	95 %	94 %	94 %	94 %	95 %	95 %	96 %	96 %	93 %	92 %	91 %
35	33	27	18	18	16	20	45	87	140	145	174	167	179	185	193	209	224	252	213	193	193	172	154	98
	31 %	30 %	32 %	50 %	48 %	67 %	58 %	60 %	56 %	52 %	50 %	49 %	47 %	49 %	52 %	45 %	52 %	51 %	43 %	42 %	39 %	32 %	29 %	28 %
45	1	1	2	0	2	0	1	10	6	1	2	0	5	8	9	2	7	7	4	3	1	2	4	1
	1.0 %	1.1 %	3.5 %	0 %	6.1 %	0 %	1.3 %	7 %	2.4 %	0.4 %	0.6 %	0 %	1.3 %	2.1 %	2.4 %	0.4 %	1.6 %	1.4 %	0.8 %	0.6 %	0.2 %	0.4 %	0.7 %	0.3 %
55	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0.2 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

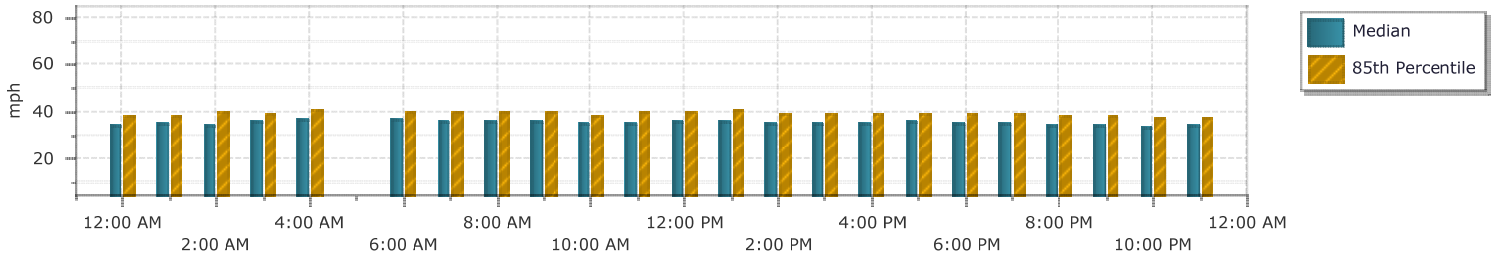
6/17/2018
Sunday

Speed Statistics

Combined Channels

mph

	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	146	73	55	36	48	17	54	108	166	269	309	346	290	331	379	386	423	448	438	391	384	364	383	179
Minimum	10.9	13.8	17.2	16.5	14.8	27.4	14.9	27.2	14.5	13.6	10.9	11.4	17.8	11.9	16.8	15.5	13.2	11.1	14.4	17.0	17.8	10.8	12.9	17.1
Maximum	42.8	42.2	49.2	44.0	71.6	39.2	46.7	45.2	47.7	47.5	46.5	49.0	53.2	58.5	50.8	49.0	54.0	48.4	49.6	49.4	47.3	47.5	44.7	49.2
Average	32.7	33.2	33.0	35.1	36.8	-	34.9	35.9	34.6	34.9	34.0	35.0	35.4	35.4	34.8	34.4	34.1	35.1	34.6	34.1	33.6	33.2	32.6	33.0
Median	33.8	34.8	34.1	35.2	36.6	-	36.6	36.0	35.5	35.4	34.6	35.1	35.7	36.0	35.1	34.9	34.7	35.7	35.1	34.5	34.0	33.7	33.3	33.5
Pace Range	28.8 - 38.8	29.9 - 39.9	31.2 - 41.2	29.9 - 39.9	32.9 - 42.9	-	30.3 - 40.3	32.0 - 42.0	28.8 - 38.8	30.7 - 40.7	29.9 - 39.9	30.9 - 40.9	31.4 - 41.4	31.1 - 41.1	29.9 - 39.9	30.5 - 40.5	29.9 - 39.9	30.4 - 40.4	30.8 - 40.8	30.1 - 40.1	29.2 - 39.2	28.9 - 38.9	29.2 - 39.2	29.4 - 39.4
Count	114	57	33	27	42	-	33	91	117	202	244	271	234	236	294	292	326	358	328	309	287	278	295	138
	78 %	78 %	60 %	75 %	88 %	-	61 %	84 %	70 %	75 %	79 %	78 %	81 %	71 %	78 %	76 %	77 %	80 %	75 %	79 %	75 %	76 %	77 %	77 %
Percentiles																								
10 %	23.7	20.6	18.6	27.2	29.7	-	27.6	31.2	28.4	28.5	28.5	29.9	30.3	28.1	29.6	27.9	27.8	29.3	28.1	28.6	27.1	27.5	25.6	25.9
15 %	28.2	28.9	20.7	29.9	33.2	-	27.9	32.4	29.2	30.7	30.3	31.0	31.5	29.7	30.8	29.6	29.6	31.1	29.9	30.2	28.6	28.8	28.3	28.4
50 %	33.6	34.7	34.0	35.1	36.2	-	36.5	35.9	35.5	35.4	34.6	35.1	35.6	36.0	35.0	34.8	34.7	35.7	35.1	34.5	34.0	33.7	33.1	33.5
85 %	37.9	38.4	40.0	39.3	40.9	-	40.2	40.2	39.9	39.5	38.5	40.0	39.5	40.3	39.1	39.2	38.7	39.2	39.1	38.9	38.1	38.0	37.1	37.5
90 %	38.4	39.1	41.1	41.4	41.2	-	41.5	40.9	40.9	40.8	39.5	40.6	40.5	41.4	40.5	40.0	39.6	40.2	40.3	39.5	38.8	38.8	38.1	38.5
Speeds Exceeded																								
25	131	65	45	35	47	-	51	108	156	255	292	332	280	320	364	362	399	428	412	371	367	340	351	165
	90 %	89 %	82 %	97 %	98 %		94 %	100 %	94 %	95 %	94 %	96 %	97 %	97 %	96 %	94 %	94 %	96 %	94 %	95 %	96 %	93 %	92 %	92 %
35	58	36	24	19	32	-	32	63	88	142	144	180	171	186	198	191	202	252	229	181	147	149	129	66
	40 %	49 %	44 %	53 %	67 %		59 %	58 %	53 %	53 %	47 %	52 %	59 %	56 %	52 %	49 %	48 %	56 %	52 %	46 %	38 %	41 %	34 %	37 %
45	0	0	2	0	1	-	2	1	3	3	2	5	4	8	4	4	5	2	6	1	5	3	0	1
	0 %	0 %	3.6 %	0 %	2.1 %		3.7 %	0.9 %	1.8 %	1.1 %	0.6 %	1.4 %	1.4 %	2.4 %	1.1 %	1.0 %	1.2 %	0.4 %	1.4 %	0.3 %	1.3 %	0.8 %	0 %	0.6 %
55	0	0	0	0	1	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	2.1 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	2.1 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/2/2018

Counter # : 16G

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	23	23	0
12:15 AM	24	23	1
12:30 AM	19	19	0
12:45 AM	11	11	0
1:00 AM	12	12	0
1:15 AM	15	15	0
1:30 AM	4	4	0
1:45 AM	9	8	1
2:00 AM	6	6	0
2:15 AM	7	7	0
2:30 AM	7	7	0
2:45 AM	3	3	0
3:00 AM	5	5	0
3:15 AM	5	5	0
3:30 AM	3	2	1
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	6	6	0
4:30 AM	5	5	0
4:45 AM	2	2	0
5:00 AM	5	5	0
5:15 AM	4	4	0
5:30 AM	20	19	1
5:45 AM	14	14	0
6:00 AM	10	8	2
6:15 AM	15	15	0
6:30 AM	18	16	2
6:45 AM	21	21	0
7:00 AM	39	36	3
7:15 AM	68	64	4
7:30 AM	53	51	2
7:45 AM	83	81	2
8:00 AM	101	94	7
8:15 AM	72	70	2
8:30 AM	68	65	3
8:45 AM	87	81	6
9:00 AM	94	90	4
9:15 AM	97	92	5
9:30 AM	88	87	1
9:45 AM	101	96	5
10:00 AM	85	82	3
10:15 AM	92	89	3
10:30 AM	90	83	7
10:45 AM	80	74	6
11:00 AM	93	91	2
11:15 AM	95	94	1
11:30 AM	85	82	3
11:45 AM	101	99	2
Total	1952	1873	79
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	99	99	0
12:15 PM	98	94	4
12:30 PM	72	70	2
12:45 PM	88	87	1
1:00 PM	77	74	3
1:15 PM	82	80	2
1:30 PM	74	68	6
1:45 PM	81	79	2
2:00 PM	82	78	4
2:15 PM	96	90	6
2:30 PM	70	69	1
2:45 PM	82	80	2
3:00 PM	59	57	2
3:15 PM	79	77	2
3:30 PM	102	100	2
3:45 PM	85	83	2
4:00 PM	79	79	0
4:15 PM	109	104	5
4:30 PM	89	89	0
4:45 PM	90	89	1
5:00 PM	112	111	1
5:15 PM	115	110	5
5:30 PM	98	95	3
5:45 PM	95	93	2
6:00 PM	80	79	1
6:15 PM	100	97	3
6:30 PM	77	76	1
6:45 PM	71	70	1
7:00 PM	115	114	1
7:15 PM	87	85	2
7:30 PM	90	86	4
7:45 PM	96	94	2
8:00 PM	79	78	1
8:15 PM	108	103	5
8:30 PM	106	105	1
8:45 PM	96	94	2
9:00 PM	88	85	3
9:15 PM	112	109	3
9:30 PM	124	121	3
9:45 PM	144	139	5
10:00 PM	122	119	3
10:15 PM	124	123	1
10:30 PM	161	161	0
10:45 PM	144	139	5
11:00 PM	104	100	4
11:15 PM	75	73	2
11:30 PM	53	52	1
11:45 PM	33	33	0
Total	4502	4390	112
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/3/2018

Counter # : 16G

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	32	32	0
12:15 AM	18	18	0
12:30 AM	18	18	0
12:45 AM	10	10	0
1:00 AM	9	9	0
1:15 AM	11	10	1
1:30 AM	8	8	0
1:45 AM	8	8	0
2:00 AM	9	9	0
2:15 AM	5	5	0
2:30 AM	8	8	0
2:45 AM	3	3	0
3:00 AM	4	4	0
3:15 AM	3	3	0
3:30 AM	3	3	0
3:45 AM	6	6	0
4:00 AM	1	1	0
4:15 AM	4	4	0
4:30 AM	3	3	0
4:45 AM	3	3	0
5:00 AM	3	3	0
5:15 AM	1	1	0
5:30 AM	4	4	0
5:45 AM	11	11	0
6:00 AM	10	10	0
6:15 AM	14	14	0
6:30 AM	9	9	0
6:45 AM	10	8	2
7:00 AM	19	16	3
7:15 AM	15	15	0
7:30 AM	21	18	3
7:45 AM	22	20	2
8:00 AM	41	40	1
8:15 AM	71	71	0
8:30 AM	80	79	1
8:45 AM	104	99	5
9:00 AM	106	102	4
9:15 AM	115	112	3
9:30 AM	78	76	2
9:45 AM	107	106	1
10:00 AM	99	96	3
10:15 AM	100	95	5
10:30 AM	119	115	4
10:45 AM	125	123	2
11:00 AM	114	108	6
11:15 AM	106	102	4
11:30 AM	94	92	2
11:45 AM	101	98	3
Total	1865	1808	57
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/3/2018

Counter # : 16G

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	93	89	4
12:15 PM	82	81	1
12:30 PM	103	99	4
12:45 PM	80	75	5
1:00 PM	74	72	2
1:15 PM	77	76	1
1:30 PM	78	76	2
1:45 PM	74	73	1
2:00 PM	64	62	2
2:15 PM	75	73	2
2:30 PM	56	55	1
2:45 PM	89	87	2
3:00 PM	67	66	1
3:15 PM	101	98	3
3:30 PM	76	72	4
3:45 PM	73	72	1
4:00 PM	99	94	5
4:15 PM	92	91	1
4:30 PM	84	82	2
4:45 PM	100	97	3
5:00 PM	92	91	1
5:15 PM	84	84	0
5:30 PM	71	71	0
5:45 PM	83	80	3
6:00 PM	97	93	4
6:15 PM	100	100	0
6:30 PM	112	108	4
6:45 PM	79	74	5
7:00 PM	119	117	2
7:15 PM	76	74	2
7:30 PM	80	79	1
7:45 PM	81	78	3
8:00 PM	88	86	2
8:15 PM	72	66	6
8:30 PM	87	86	1
8:45 PM	60	58	2
9:00 PM	64	63	1
9:15 PM	56	56	0
9:30 PM	67	67	0
9:45 PM	69	68	1
10:00 PM	76	75	1
10:15 PM	71	71	0
10:30 PM	90	90	0
10:45 PM	47	47	0
11:00 PM	33	33	0
11:15 PM	18	18	0
11:30 PM	22	22	0
11:45 PM	15	15	0
Total	3646	3560	86
%		97.6	2.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	23	23	0
12:15 AM	14	14	0
12:30 AM	19	19	0
12:45 AM	7	6	1
1:00 AM	7	7	0
1:15 AM	12	12	0
1:30 AM	13	13	0
1:45 AM	9	9	0
2:00 AM	5	5	0
2:15 AM	7	7	0
2:30 AM	1	1	0
2:45 AM	7	7	0
3:00 AM	5	5	0
3:15 AM	4	4	0
3:30 AM	2	2	0
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	3	3	0
4:30 AM	3	3	0
4:45 AM	0	0	0
5:00 AM	4	4	0
5:15 AM	2	2	0
5:30 AM	16	16	0
5:45 AM	14	14	0
6:00 AM	14	13	1
6:15 AM	15	15	0
6:30 AM	18	17	1
6:45 AM	41	40	1
7:00 AM	52	45	7
7:15 AM	46	43	3
7:30 AM	55	47	8
7:45 AM	41	40	1
8:00 AM	48	47	1
8:15 AM	42	41	1
8:30 AM	58	54	4
8:45 AM	55	55	0
9:00 AM	73	69	4
9:15 AM	65	63	2
9:30 AM	78	72	6
9:45 AM	88	82	6
10:00 AM	65	61	4
10:15 AM	81	79	2
10:30 AM	57	53	4
10:45 AM	75	70	5
11:00 AM	69	65	4
11:15 AM	89	87	2
11:30 AM	76	70	6
11:45 AM	68	61	7
Total	1553	1472	81
%		94.8	5.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	70	66	4
12:15 PM	78	73	5
12:30 PM	71	66	5
12:45 PM	67	61	6
1:00 PM	79	78	1
1:15 PM	79	76	3
1:30 PM	84	76	8
1:45 PM	80	78	2
2:00 PM	89	85	4
2:15 PM	90	86	4
2:30 PM	89	86	3
2:45 PM	76	75	1
3:00 PM	71	68	3
3:15 PM	95	93	2
3:30 PM	94	90	4
3:45 PM	107	101	6
4:00 PM	106	104	2
4:15 PM	126	124	2
4:30 PM	128	120	8
4:45 PM	134	132	2
5:00 PM	118	114	4
5:15 PM	119	116	3
5:30 PM	102	100	2
5:45 PM	95	93	2
6:00 PM	95	94	1
6:15 PM	114	112	2
6:30 PM	116	113	3
6:45 PM	119	116	3
7:00 PM	118	114	4
7:15 PM	136	133	3
7:30 PM	106	101	5
7:45 PM	126	123	3
8:00 PM	135	131	4
8:15 PM	139	135	4
8:30 PM	109	103	6
8:45 PM	84	82	2
9:00 PM	82	81	1
9:15 PM	68	63	5
9:30 PM	78	77	1
9:45 PM	67	67	0
10:00 PM	70	69	1
10:15 PM	101	98	3
10:30 PM	94	91	3
10:45 PM	79	79	0
11:00 PM	41	40	1
11:15 PM	44	42	2
11:30 PM	57	55	2
11:45 PM	34	34	0
Total	4459	4314	145
%		96.7	3.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/10/2018

Counter # : 16G

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	34	33	1
12:15 AM	15	15	0
12:30 AM	14	13	1
12:45 AM	10	10	0
1:00 AM	10	10	0
1:15 AM	16	16	0
1:30 AM	3	2	1
1:45 AM	9	9	0
2:00 AM	5	5	0
2:15 AM	4	4	0
2:30 AM	4	4	0
2:45 AM	6	6	0
3:00 AM	4	4	0
3:15 AM	5	5	0
3:30 AM	4	4	0
3:45 AM	2	2	0
4:00 AM	6	5	1
4:15 AM	2	2	0
4:30 AM	4	4	0
4:45 AM	2	2	0
5:00 AM	3	3	0
5:15 AM	2	2	0
5:30 AM	6	6	0
5:45 AM	12	11	1
6:00 AM	9	9	0
6:15 AM	14	12	2
6:30 AM	14	14	0
6:45 AM	31	30	1
7:00 AM	44	41	3
7:15 AM	52	52	0
7:30 AM	43	41	2
7:45 AM	54	53	1
8:00 AM	51	51	0
8:15 AM	30	29	1
8:30 AM	37	35	2
8:45 AM	62	60	2
9:00 AM	81	76	5
9:15 AM	76	73	3
9:30 AM	83	77	6
9:45 AM	63	60	3
10:00 AM	79	76	3
10:15 AM	107	102	5
10:30 AM	92	87	5
10:45 AM	111	105	6
11:00 AM	80	80	0
11:15 AM	75	73	2
11:30 AM	76	71	5
11:45 AM	68	66	2
Total	1614	1550	64
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/10/2018

Counter # : 16G

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	75	69	6
12:15 PM	74	72	2
12:30 PM	59	53	6
12:45 PM	73	71	2
1:00 PM	65	64	1
1:15 PM	86	81	5
1:30 PM	81	79	2
1:45 PM	78	76	2
2:00 PM	71	67	4
2:15 PM	78	74	4
2:30 PM	86	85	1
2:45 PM	108	104	4
3:00 PM	89	87	2
3:15 PM	115	114	1
3:30 PM	138	137	1
3:45 PM	146	141	5
4:00 PM	162	155	7
4:15 PM	169	169	0
4:30 PM	163	156	7
4:45 PM	165	162	3
5:00 PM	165	160	5
5:15 PM	165	160	5
5:30 PM	106	103	3
5:45 PM	82	77	5
6:00 PM	91	88	3
6:15 PM	64	63	1
6:30 PM	67	62	5
6:45 PM	69	66	3
7:00 PM	54	50	4
7:15 PM	50	48	2
7:30 PM	62	62	0
7:45 PM	49	47	2
8:00 PM	54	51	3
8:15 PM	59	59	0
8:30 PM	52	50	2
8:45 PM	65	63	2
9:00 PM	70	68	2
9:15 PM	77	73	4
9:30 PM	71	70	1
9:45 PM	52	50	2
10:00 PM	78	77	1
10:15 PM	97	97	0
10:30 PM	91	89	2
10:45 PM	58	57	1
11:00 PM	51	50	1
11:15 PM	34	33	1
11:30 PM	17	16	1
11:45 PM	15	15	0
Total	4046	3920	126
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/16/2018

Counter # : 28

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	26	26	0
12:15 AM	23	23	0
12:30 AM	17	16	1
12:45 AM	5	5	0
1:00 AM	13	13	0
1:15 AM	13	13	0
1:30 AM	11	11	0
1:45 AM	6	6	0
2:00 AM	10	10	0
2:15 AM	14	14	0
2:30 AM	5	5	0
2:45 AM	3	3	0
3:00 AM	3	3	0
3:15 AM	3	3	0
3:30 AM	4	3	1
3:45 AM	3	3	0
4:00 AM	2	2	0
4:15 AM	3	3	0
4:30 AM	6	6	0
4:45 AM	3	3	0
5:00 AM	2	2	0
5:15 AM	2	2	0
5:30 AM	10	9	1
5:45 AM	10	10	0
6:00 AM	16	15	1
6:15 AM	15	15	0
6:30 AM	14	12	2
6:45 AM	72	70	2
7:00 AM	71	67	4
7:15 AM	38	35	3
7:30 AM	60	55	5
7:45 AM	44	43	1
8:00 AM	53	51	2
8:15 AM	57	53	4
8:30 AM	57	53	4
8:45 AM	60	56	4
9:00 AM	55	55	0
9:15 AM	61	58	3
9:30 AM	60	54	6
9:45 AM	66	61	5
10:00 AM	52	49	3
10:15 AM	79	70	9
10:30 AM	115	113	2
10:45 AM	92	88	4
11:00 AM	70	66	4
11:15 AM	68	65	3
11:30 AM	77	72	5
11:45 AM	66	63	3
Total	1615	1533	82
%		94.9	5.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/16/2018

Counter # : 28

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	75	71	4
12:15 PM	89	86	3
12:30 PM	67	64	3
12:45 PM	71	67	4
1:00 PM	73	69	4
1:15 PM	68	67	1
1:30 PM	106	105	1
1:45 PM	94	92	2
2:00 PM	84	81	3
2:15 PM	84	81	3
2:30 PM	96	94	2
2:45 PM	68	66	2
3:00 PM	93	86	7
3:15 PM	94	93	1
3:30 PM	127	123	4
3:45 PM	98	94	4
4:00 PM	104	101	3
4:15 PM	99	97	2
4:30 PM	104	99	5
4:45 PM	112	108	4
5:00 PM	111	106	5
5:15 PM	122	119	3
5:30 PM	128	127	1
5:45 PM	140	135	5
6:00 PM	122	119	3
6:15 PM	133	131	2
6:30 PM	123	120	3
6:45 PM	124	120	4
7:00 PM	137	134	3
7:15 PM	147	146	1
7:30 PM	127	123	4
7:45 PM	151	148	3
8:00 PM	147	142	5
8:15 PM	147	142	5
8:30 PM	151	147	4
8:45 PM	133	133	0
9:00 PM	149	146	3
9:15 PM	171	166	5
9:30 PM	145	142	3
9:45 PM	167	165	2
10:00 PM	168	167	1
10:15 PM	171	166	5
10:30 PM	181	176	5
10:45 PM	200	198	2
11:00 PM	185	181	4
11:15 PM	178	176	2
11:30 PM	82	81	1
11:45 PM	40	39	1
Total	5786	5639	147
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/17/2018

Counter # : 28

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	38	38	0
12:15 AM	19	19	0
12:30 AM	24	23	1
12:45 AM	14	14	0
1:00 AM	20	20	0
1:15 AM	18	17	1
1:30 AM	9	8	1
1:45 AM	8	7	1
2:00 AM	8	8	0
2:15 AM	7	7	0
2:30 AM	4	4	0
2:45 AM	7	7	0
3:00 AM	2	2	0
3:15 AM	7	7	0
3:30 AM	4	4	0
3:45 AM	2	2	0
4:00 AM	2	2	0
4:15 AM	2	2	0
4:30 AM	5	5	0
4:45 AM	5	5	0
5:00 AM	9	9	0
5:15 AM	2	2	0
5:30 AM	9	8	1
5:45 AM	14	13	1
6:00 AM	13	13	0
6:15 AM	11	10	1
6:30 AM	15	15	0
6:45 AM	58	55	3
7:00 AM	58	56	2
7:15 AM	35	33	2
7:30 AM	49	48	1
7:45 AM	49	49	0
8:00 AM	34	30	4
8:15 AM	48	47	1
8:30 AM	97	91	6
8:45 AM	81	78	3
9:00 AM	66	62	4
9:15 AM	68	65	3
9:30 AM	74	70	4
9:45 AM	90	87	3
10:00 AM	97	94	3
10:15 AM	116	103	13
10:30 AM	82	78	4
10:45 AM	118	110	8
11:00 AM	105	100	5
11:15 AM	86	82	4
11:30 AM	78	72	6
11:45 AM	110	106	4
Total	1877	1787	90
%		95.2	4.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

6/17/2018

Counter # : 28

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	100	94	6
12:15 PM	78	73	5
12:30 PM	77	76	1
12:45 PM	58	56	2
1:00 PM	81	78	3
1:15 PM	82	80	2
1:30 PM	102	99	3
1:45 PM	85	82	3
2:00 PM	90	88	2
2:15 PM	96	90	6
2:30 PM	89	83	6
2:45 PM	96	91	5
3:00 PM	111	108	3
3:15 PM	96	93	3
3:30 PM	122	118	4
3:45 PM	123	120	3
4:00 PM	106	97	9
4:15 PM	140	137	3
4:30 PM	158	153	5
4:45 PM	133	129	4
5:00 PM	124	122	2
5:15 PM	131	127	4
5:30 PM	124	118	6
5:45 PM	111	107	4
6:00 PM	133	128	5
6:15 PM	136	132	4
6:30 PM	138	137	1
6:45 PM	130	129	1
7:00 PM	125	124	1
7:15 PM	118	116	2
7:30 PM	122	118	4
7:45 PM	111	107	4
8:00 PM	136	135	1
8:15 PM	99	98	1
8:30 PM	85	83	2
8:45 PM	85	84	1
9:00 PM	73	72	1
9:15 PM	81	80	1
9:30 PM	81	77	4
9:45 PM	74	70	4
10:00 PM	101	99	2
10:15 PM	92	89	3
10:30 PM	117	114	3
10:45 PM	97	95	2
11:00 PM	67	63	4
11:15 PM	28	28	0
11:30 PM	27	27	0
11:45 PM	11	11	0
Total	4780	4635	145
%		97.0	3.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

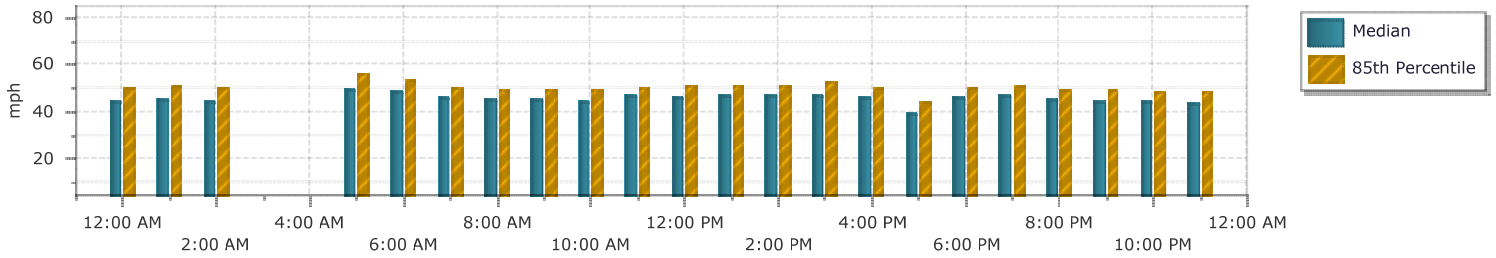
Counter # : 16G

6/2/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	77	40	23	18	15	43	64	243	328	380	347	374	357	314	330	325	367	420	328	388	389	468	551	265
Minimum	32.4	32.4	37.2	34.6	38.2	33.1	35.5	33.1	15.6	33.1	31.7	35.5	36.3	33.1	18.9	33.9	32.7	10.7	31.0	33.1	33.9	31.0	28.9	31.0
Maximum	56.2	66.2	58.4	59.6	58.4	59.6	74.5	59.6	58.4	57.3	62.1	63.4	60.8	58.4	70.9	59.6	58.4	53.2	62.1	62.1	60.8	59.6	58.4	55.2
Average	45.2	45.6	44.9	-	-	49.6	48.4	45.5	44.6	44.9	44.7	46.6	46.6	46.4	46.1	46.8	45.7	38.5	46.2	46.5	45.3	44.0	43.6	43.3
Median	44.5	45.1	44.5	-	-	49.6	48.0	45.8	45.1	45.1	44.5	46.5	45.8	46.5	46.5	46.5	45.8	39.2	45.8	46.5	45.1	43.8	43.8	43.2
Pace Range	40.8 - 50.8	39.2 - 49.2	37.2 - 47.2	-	-	46.5 - 56.5	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	33.9 - 43.9	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	38.2 - 48.2
Count	55	24	17	-	-	26	47	176	230	290	263	290	286	229	240	220	280	273	253	276	305	336	433	203
	71 %	60 %	74 %	-	-	60 %	73 %	72 %	70 %	76 %	76 %	78 %	80 %	73 %	73 %	68 %	76 %	65 %	77 %	71 %	78 %	72 %	79 %	77 %
Percentiles																								
10 %	38.2	36.8	37.2	-	-	41.4	42.0	39.2	37.7	38.7	38.7	40.8	42.0	40.3	39.7	39.7	39.7	29.8	40.8	40.3	39.7	36.8	38.2	37.2
15 %	40.3	39.2	38.2	-	-	42.0	42.0	40.3	39.2	40.3	40.3	42.0	42.0	42.0	41.4	41.4	40.8	32.7	42.0	41.4	40.8	38.7	39.2	38.2
50 %	44.5	44.5	43.8	-	-	49.6	48.0	45.8	44.5	45.1	44.5	46.5	45.8	46.5	46.5	46.5	45.8	39.2	45.8	46.5	45.1	43.8	43.8	43.2
85 %	50.5	51.4	50.5	-	-	56.2	53.2	50.5	49.6	49.6	49.6	50.5	51.4	51.4	51.4	52.3	50.5	44.5	50.5	51.4	49.6	49.6	48.0	48.0
90 %	51.4	52.3	51.4	-	-	57.3	55.2	52.3	51.4	50.5	50.5	52.3	52.3	53.2	53.2	53.2	51.4	45.8	52.3	52.3	50.5	50.5	48.8	48.8
Speeds Exceeded																								
25	77	40	23	-	-	43	64	243	327	380	347	374	357	314	329	325	367	406	328	388	389	468	551	265
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	97 %	100 %	100 %	100 %	100 %	100 %	100 %
35	76	38	23	-	-	41	64	236	323	374	338	374	357	308	324	323	366	323	324	384	384	451	537	254
	99 %	95 %	100 %			95 %	100 %	97 %	98 %	98 %	97 %	100 %	100 %	98 %	98 %	99 %	100 %	77 %	99 %	99 %	99 %	96 %	97 %	96 %
45	38	19	11	-	-	37	46	138	164	204	155	242	222	197	204	211	208	58	197	246	212	204	213	99
	49 %	48 %	48 %			86 %	72 %	57 %	50 %	54 %	45 %	65 %	62 %	63 %	62 %	65 %	57 %	14 %	60 %	63 %	54 %	44 %	39 %	37 %
55	1	3	2	-	-	13	8	9	4	9	6	21	14	15	20	25	5	0	11	25	9	13	9	1
	1.3 %	7.5 %	8.7 %			30 %	12.5 %	3.7 %	1.2 %	2.4 %	1.7 %	6 %	4 %	5 %	6 %	8 %	1.4 %	0 %	3 %	6 %	2.3 %	3 %	1.6 %	0.4 %
65	0	1	0	-	-	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	0 %	2.5 %	0 %			0 %	1.6 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

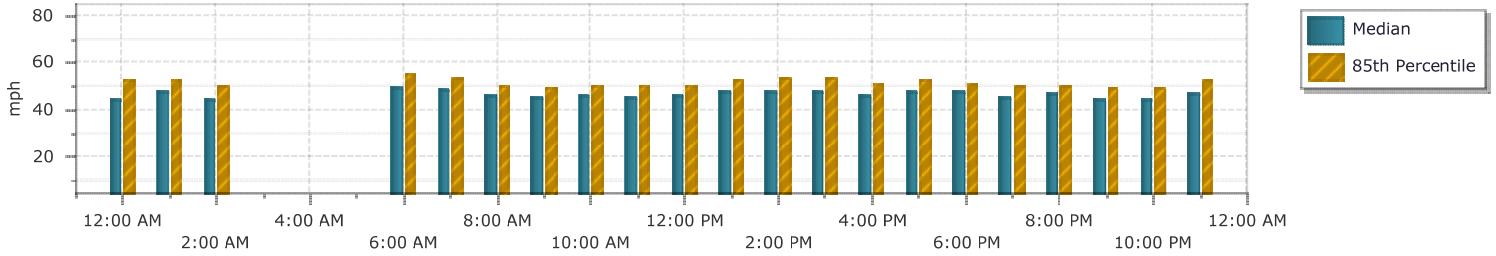
Counter # : 16G

6/3/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	78	36	25	16	11	19	43	77	296	406	443	415	358	303	284	317	375	330	388	356	307	256	284	88
Minimum	29.8	35.9	36.8	35.0	37.2	37.2	34.6	37.7	33.9	33.5	34.2	21.3	33.1	33.1	30.7	32.4	32.7	21.4	33.9	33.5	27.1	11.1	34.2	37.2
Maximum	59.6	58.4	63.4	55.2	52.3	54.2	64.8	60.8	58.4	59.6	72.7	60.8	57.3	59.6	67.7	60.8	58.4	60.8	60.8	62.1	59.6	57.3	57.3	60.8
Average	44.6	46.2	44.9	-	-	-	49.1	48.4	46.0	45.6	45.8	45.6	45.6	46.8	47.0	47.1	45.8	47.3	46.8	45.3	46.2	44.4	44.8	47.1
Median	44.5	47.3	43.8	-	-	-	48.8	48.0	45.8	45.1	45.8	45.1	45.8	47.3	47.3	47.3	45.8	47.3	47.3	45.1	46.5	44.5	44.5	46.9
Pace Range	36.8 - 46.8	42.6 - 52.6	36.8 - 46.8	-	-	-	41.4 - 51.4	42.6 - 52.6	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	40.8 - 50.8	38.2 - 48.2	39.7 - 49.7	41.4 - 51.4
Count	45	21	16	-	-	-	29	55	220	324	326	320	263	208	179	210	261	230	284	251	233	181	204	62
	58 %	58 %	64 %	-	-	-	67 %	71 %	74 %	80 %	74 %	77 %	73 %	69 %	63 %	66 %	70 %	70 %	73 %	71 %	76 %	71 %	72 %	70 %
Percentiles																								
10 %	36.8	36.3	37.2	-	-	-	42.0	42.6	39.7	40.3	39.2	40.3	39.2	39.7	39.2	39.7	39.2	40.3	40.3	38.7	40.3	38.2	38.7	40.3
15 %	37.2	37.7	38.2	-	-	-	42.6	43.2	40.8	41.4	40.3	41.4	40.8	40.8	40.3	41.4	40.3	41.4	41.4	39.7	41.4	39.2	40.3	42.0
50 %	43.8	45.8	43.8	-	-	-	48.8	48.0	45.8	45.1	45.8	45.1	45.8	47.3	47.3	47.3	45.8	47.3	47.3	45.1	46.5	44.5	44.5	46.5
85 %	52.3	52.3	50.5	-	-	-	55.2	53.2	50.5	49.6	50.5	50.5	50.5	52.3	53.2	53.2	51.4	52.3	51.4	50.5	50.5	49.6	49.6	52.3
90 %	53.2	55.2	51.4	-	-	-	56.2	54.2	51.4	51.4	51.4	51.4	52.3	53.2	54.2	54.2	52.3	54.2	53.2	52.3	52.3	50.5	51.4	54.2
Speeds Exceeded																								
25	78	36	25	-	-	-	43	77	296	406	443	414	358	303	284	317	375	329	388	356	307	254	284	88
	100 %	100 %	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %
35	74	36	25	-	-	-	42	77	292	405	442	409	356	301	281	316	370	326	386	353	306	249	282	88
	95 %	100 %	100 %				98 %	100 %	99 %	100 %	100 %	99 %	99 %	99 %	99 %	100 %	99 %	99 %	99 %	99 %	100 %	97 %	99 %	100 %
45	35	21	12	-	-	-	35	58	177	226	263	234	208	194	175	215	214	226	255	191	189	123	129	52
	45 %	58 %	48 %				81 %	75 %	60 %	56 %	59 %	56 %	58 %	64 %	62 %	68 %	57 %	68 %	66 %	54 %	62 %	48 %	45 %	59 %
55	7	5	2	-	-	-	8	7	12	7	17	17	12	21	25	26	15	28	24	21	12	6	8	8
	9.0 %	13.9 %	8.0 %				18.6 %	9.1 %	4 %	1.7 %	4 %	4 %	3 %	7 %	9 %	8 %	4 %	8 %	6 %	6 %	4 %	2.3 %	2.8 %	9.1 %
65	0	0	0	-	-	-	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %				0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0.7 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

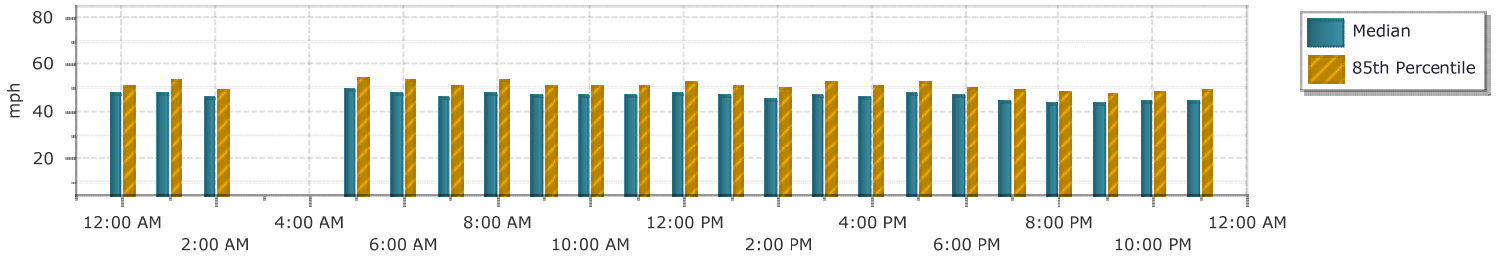
Counter # : 16G

6/9/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	63	41	20	16	8	36	88	194	203	304	278	302	286	322	344	367	494	434	444	486	467	295	344	176
Minimum	38.7	35.0	35.0	15.7	43.8	35.9	35.0	16.5	34.6	35.9	11.1	34.6	21.1	13.8	32.0	33.5	34.2	33.5	32.4	30.7	32.0	33.5	34.6	34.6
Maximum	57.3	58.4	53.2	66.2	58.4	60.8	60.8	60.8	64.8	67.7	62.1	60.8	58.4	62.1	59.6	58.4	58.4	60.8	62.1	62.1	56.2	59.6	58.4	58.4
Average	47.1	45.9	44.7	-	-	49.8	47.6	46.2	47.8	46.5	46.3	46.3	47.5	46.7	45.5	47.0	46.0	47.3	46.2	44.7	43.2	43.4	43.7	44.8
Median	47.3	47.3	45.8	-	-	49.6	47.3	45.8	47.3	46.5	46.5	46.5	47.3	46.5	45.1	46.5	45.8	47.3	46.5	44.5	43.2	43.2	43.8	44.5
Pace Range	42.6 - 52.6	41.4 - 51.4	39.7 - 49.7	-	-	44.5 - 54.5	41.4 - 51.4	41.4 - 51.4	44.5 - 54.5	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	41.4 - 51.4	40.8 - 50.8	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	39.7 - 49.7	40.8 - 50.8	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2	39.7 - 49.7
Count	48	23	15	-	-	29	59	138	147	238	187	218	208	240	247	267	357	317	347	364	340	232	266	135
	76 %	56 %	75 %	-	-	81 %	67 %	71 %	72 %	78 %	67 %	72 %	73 %	75 %	72 %	73 %	72 %	73 %	78 %	75 %	73 %	79 %	77 %	77 %
Percentiles																								
10 %	40.8	35.9	38.7	-	-	44.5	40.3	39.2	40.8	40.8	38.7	39.7	41.4	40.8	38.7	40.8	39.7	41.4	40.8	38.2	36.8	37.7	38.2	38.7
15 %	42.0	36.8	39.7	-	-	45.1	41.4	41.4	43.2	42.0	40.8	41.4	42.0	42.0	40.3	42.0	40.8	42.6	41.4	40.3	38.2	39.2	39.2	40.3
50 %	47.3	46.5	45.1	-	-	49.6	47.3	45.8	47.3	46.5	46.5	46.5	47.3	46.5	45.1	46.5	45.8	47.3	46.5	44.5	43.2	42.6	43.8	44.5
85 %	51.4	53.2	48.8	-	-	54.2	53.2	51.4	53.2	51.4	51.4	51.4	52.3	51.4	50.5	52.3	51.4	52.3	50.5	49.6	48.0	47.3	48.0	49.6
90 %	52.3	53.2	51.4	-	-	56.2	54.2	53.2	54.2	52.3	53.2	52.3	54.2	52.3	51.4	53.2	52.3	53.2	51.4	50.5	49.6	48.8	48.8	50.5
Speeds Exceeded																								
25	63	41	20	-	-	36	88	192	203	304	277	302	285	321	344	367	494	434	444	486	467	295	344	176
	100 %	100 %	100 %			100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	63	41	20	-	-	36	88	190	202	304	272	301	284	321	337	365	493	431	443	480	448	293	342	174
	100 %	100 %	100 %			100 %	100 %	98 %	100 %	100 %	98 %	100 %	99 %	100 %	98 %	99 %	100 %	99 %	100 %	99 %	96 %	99 %	99 %	99 %
45	42	23	11	-	-	32	61	119	155	195	172	182	200	223	187	247	290	301	283	229	166	103	140	86
	67 %	56 %	55 %			89 %	69 %	61 %	76 %	64 %	62 %	60 %	70 %	69 %	54 %	67 %	59 %	69 %	64 %	47 %	36 %	35 %	41 %	49 %
55	4	3	0	-	-	5	9	13	17	10	18	15	22	17	21	20	13	35	14	10	5	6	6	4
	6.3 %	7.3 %	0 %			13.9 %	10.2 %	7 %	8 %	3 %	6 %	5 %	8 %	5 %	6 %	5 %	3 %	8 %	3 %	2 %	1.1 %	2.0 %	1.7 %	2.3 %
65	0	0	0	-	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

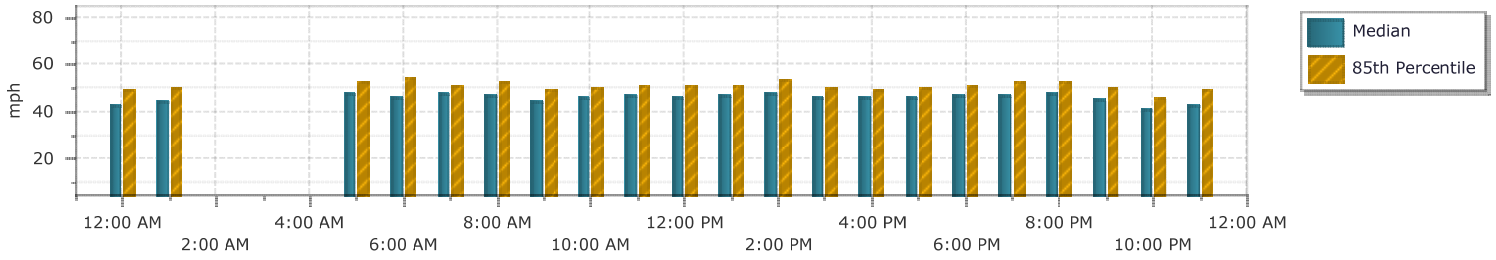
6/10/2018

Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	73	38	19	15	14	23	68	193	180	303	389	299	281	310	343	488	659	518	291	215	230	270	324	117
Minimum	29.8	31.0	35.5	35.0	40.8	39.7	35.5	33.9	35.0	31.7	36.3	16.6	35.9	34.6	35.0	23.8	29.5	33.9	32.7	33.5	29.2	34.2	29.8	35.5
Maximum	56.2	58.4	53.2	64.8	57.3	59.6	58.4	67.7	59.6	57.3	59.6	59.6	59.6	59.6	76.4	59.6	59.6	60.8	64.8	66.2	66.2	62.1	56.2	69.3
Average	42.8	44.0	-	-	-	48.3	47.4	46.6	46.7	44.4	45.9	46.8	46.3	46.3	47.4	45.9	45.9	45.9	46.6	46.6	46.5	45.7	40.8	43.5
Median	42.6	44.5	-	-	-	47.3	45.8	47.3	46.5	43.8	45.8	46.5	45.8	46.5	47.3	45.8	45.8	45.8	46.5	46.5	47.3	45.1	40.8	42.6
Pace Range	36.8 - 46.8	41.4 - 51.4	-	-	-	41.4 - 51.4	39.7 - 49.7	41.4 - 51.4	39.7 - 49.7	39.2 - 49.2	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	40.8 - 50.8	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	40.8 - 50.8	33.9 - 43.9	36.8 - 46.8
Count	50	21	-	-	-	17	43	140	123	242	302	230	212	232	242	384	520	384	217	157	161	212	221	89
	68 %	55 %	-	-	-	74 %	63 %	73 %	68 %	80 %	78 %	77 %	75 %	75 %	71 %	79 %	79 %	74 %	75 %	73 %	70 %	79 %	68 %	76 %
Percentiles																								
10 %	35.5	35.0	-	-	-	41.4	39.7	39.2	39.7	39.2	40.3	40.8	40.3	39.2	40.8	39.7	40.3	39.7	40.8	40.8	39.2	40.8	33.9	37.7
15 %	37.2	35.0	-	-	-	42.0	42.0	41.4	40.8	40.3	41.4	42.0	41.4	41.4	42.0	41.4	41.4	41.4	42.0	42.0	40.8	41.4	35.0	38.7
50 %	42.6	43.2	-	-	-	47.3	45.8	46.5	46.5	43.8	45.8	46.5	45.8	46.5	47.3	45.8	45.8	45.8	46.5	45.8	47.3	45.1	40.8	42.6
85 %	49.6	50.5	-	-	-	52.3	54.2	51.4	52.3	48.8	50.5	51.4	51.4	51.4	53.2	50.5	49.6	50.5	51.4	52.3	52.3	50.5	45.8	48.8
90 %	49.6	51.4	-	-	-	53.2	56.2	53.2	54.2	49.6	51.4	52.3	52.3	52.3	54.2	51.4	51.4	52.3	52.3	54.2	52.3	51.4	48.0	50.5
Speeds Exceeded																								
25	73	38	-	-	-	23	68	193	180	303	389	298	281	310	343	487	659	518	291	215	230	270	324	117
	100 %	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	69	37	-	-	-	23	68	189	180	299	389	298	281	309	343	487	650	513	290	212	218	268	284	117
	95 %	97 %				100 %	100 %	98 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	99 %	100 %	99 %	95 %	99 %	88 %	100 %
45	24	17	-	-	-	18	46	129	119	128	229	204	177	204	234	293	406	297	171	128	154	149	68	41
	33 %	45 %				78 %	68 %	67 %	66 %	42 %	59 %	68 %	63 %	66 %	68 %	60 %	62 %	57 %	59 %	60 %	67 %	55 %	21 %	35 %
55	1	2	-	-	-	3	11	11	13	5	12	14	16	10	29	15	14	20	13	19	11	7	2	1
	1.4 %	5.3 %				13.0 %	16 %	6 %	7 %	1.7 %	3 %	5 %	6 %	3 %	8 %	3 %	2 %	4 %	4 %	9 %	5 %	2.6 %	0.6 %	0.9 %
65	0	0	-	-	-	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1
	0 %	0 %				0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0.5 %	0.4 %	0 %	0 %	0.9 %
75	0	0	-	-	-	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

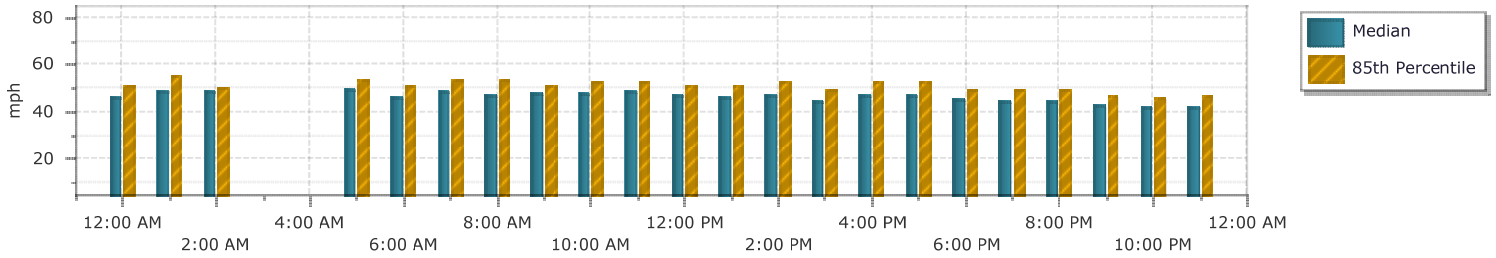
Site: Link2EB
6/16/2018
Saturday

Counter # : 28

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	71	43	32	13	14	24	117	213	227	242	338	281	302	341	332	412	419	501	502	562	578	632	720	485
Minimum	25.9	36.3	37.7	42.0	37.7	35.0	34.2	31.7	38.2	35.0	35.5	30.1	33.5	32.0	25.0	31.7	34.2	32.4	25.5	21.4	32.4	29.8	28.4	30.4
Maximum	59.6	62.1	56.2	63.4	54.2	59.6	62.1	64.8	63.4	60.8	60.8	60.8	67.7	66.2	66.2	58.4	67.7	62.1	62.1	60.8	62.1	63.4	59.6	58.4
Average	46.0	48.2	46.7	-	-	48.0	46.0	47.7	47.3	47.1	47.2	47.5	46.9	46.2	46.5	44.2	46.9	46.7	45.3	44.0	44.3	42.5	41.6	41.6
Median	45.8	48.0	48.0	-	-	49.6	45.8	48.0	46.5	47.3	47.3	48.0	46.5	45.8	46.5	44.5	46.5	46.5	45.1	43.8	43.8	42.6	41.4	41.4
Pace Range	41.4 - 51.4	46.5 - 56.5	42.0 - 52.0	-	-	43.8 - 53.8	42.6 - 52.6	42.6 - 52.6	40.8 - 50.8	41.4 - 51.4	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.2 - 49.2	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	36.8 - 46.8	35.9 - 45.9	35.9 - 45.9
Count	45	27	25	-	-	16	92	137	164	188	252	207	219	238	231	302	300	360	388	397	418	489	582	344
	63 %	63 %	78 %	-	-	67 %	79 %	64 %	72 %	78 %	75 %	74 %	73 %	70 %	70 %	73 %	72 %	72 %	77 %	71 %	72 %	77 %	81 %	71 %
Percentiles																								
10 %	38.2	38.7	40.3	-	-	38.2	37.7	39.2	40.8	41.4	41.4	40.3	40.3	39.7	39.7	37.7	40.8	40.3	39.2	37.7	38.2	37.2	36.8	35.0
15 %	39.2	40.3	40.8	-	-	40.8	40.8	41.4	42.0	42.6	42.6	42.6	41.4	40.8	40.8	38.7	42.0	41.4	40.3	39.2	39.2	38.2	37.2	36.3
50 %	45.8	48.0	47.3	-	-	48.8	45.8	48.0	46.5	47.3	47.3	48.0	46.5	45.8	46.5	44.5	46.5	46.5	45.1	43.8	43.8	42.6	41.4	41.4
85 %	51.4	55.2	50.5	-	-	53.2	51.4	53.2	53.2	51.4	52.3	52.3	51.4	51.4	52.3	48.8	52.3	52.3	49.6	48.8	49.6	46.5	45.8	46.5
90 %	53.2	56.2	51.4	-	-	53.2	52.3	55.2	54.2	53.2	53.2	53.2	53.2	53.2	53.2	49.6	53.2	53.2	51.4	50.5	50.5	48.0	46.5	48.8
Speeds Exceeded																								
25	71	43	32	-	-	24	117	213	227	242	338	281	302	341	332	412	419	501	502	561	578	632	720	485
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	70	43	32	-	-	24	115	210	227	242	338	278	300	340	325	405	417	500	492	545	572	608	688	445
	99 %	100 %	100 %			100 %	98 %	99 %	100 %	100 %	100 %	99 %	99 %	100 %	98 %	98 %	100 %	100 %	98 %	97 %	99 %	96 %	96 %	92 %
45	38	30	20	-	-	16	71	155	147	174	234	201	203	204	213	186	259	319	277	241	248	169	139	113
	54 %	70 %	63 %			67 %	61 %	73 %	65 %	72 %	69 %	72 %	67 %	60 %	64 %	45 %	62 %	64 %	55 %	43 %	43 %	27 %	19 %	23 %
55	8	9	1	-	-	3	5	26	19	8	18	16	22	18	17	5	32	31	13	13	16	6	7	6
	11.3 %	20.9 %	3.1 %			12.5 %	4.3 %	12 %	8 %	3.3 %	5 %	6 %	7 %	5 %	5 %	1.2 %	8 %	6 %	3 %	2 %	3 %	0.9 %	1.0 %	1.2 %
65	0	0	0	-	-	0	0	0	0	0	0	0	1	1	1	0	2	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0.3 %	0.3 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

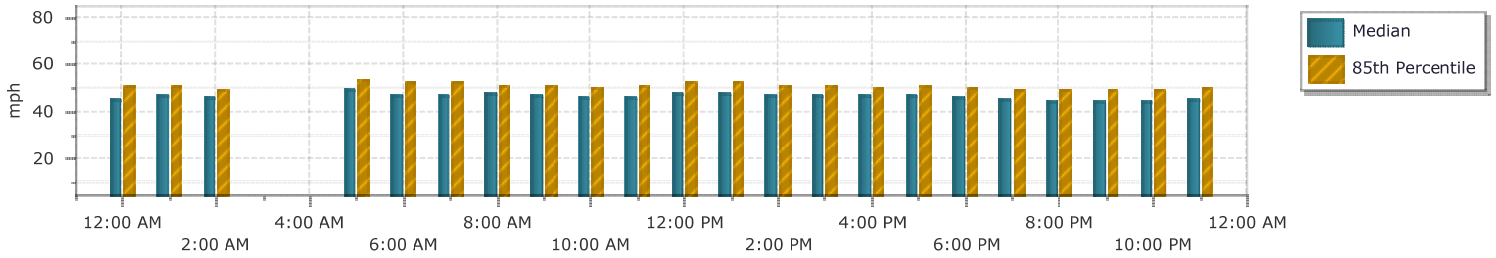
Counter # : 28

6/17/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	95	55	26	15	14	34	97	191	260	298	413	379	313	350	371	452	537	490	537	476	405	309	407	133
Minimum	35.9	30.4	37.7	25.0	35.5	39.2	35.0	28.6	30.7	33.9	35.5	34.2	32.4	32.0	30.1	20.5	18.7	20.1	35.9	19.0	30.7	29.8	31.7	34.2
Maximum	57.3	60.8	78.4	57.3	58.4	57.3	59.6	67.7	66.2	62.1	62.1	62.1	66.2	62.1	60.8	63.4	59.6	60.8	69.3	57.3	60.8	64.8	60.8	59.6
Average	45.7	45.9	46.9	-	-	48.8	46.6	46.5	46.6	46.9	45.6	45.9	47.5	47.4	46.5	46.6	46.3	46.5	46.2	44.6	44.9	44.2	44.2	45.4
Median	45.1	46.5	45.8	-	-	49.7	46.5	46.5	47.3	46.5	45.8	45.8	47.3	47.3	46.5	46.5	46.5	46.5	45.8	45.1	44.5	43.8	44.5	45.1
Pace Range	40.8 - 50.8	42.6 - 52.6	40.8 - 50.8	-	-	43.8 - 53.8	42.6 - 52.6	39.7 - 49.7	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7
Count	63	31	20	-	-	24	69	122	198	230	307	280	237	267	261	320	410	387	400	322	313	198	294	100
	66 %	56 %	77 %	-	-	71 %	71 %	64 %	76 %	77 %	74 %	74 %	76 %	76 %	70 %	71 %	76 %	79 %	74 %	68 %	77 %	64 %	72 %	75 %
Percentiles																								
10 %	38.7	37.2	39.2	-	-	40.3	38.7	39.2	40.3	41.4	39.2	40.3	41.4	42.0	39.7	40.3	40.3	41.4	39.7	37.7	39.2	35.9	37.2	39.7
15 %	39.7	37.7	40.8	-	-	43.2	40.8	40.3	41.4	42.6	40.3	41.4	43.2	42.6	40.8	41.4	41.4	42.0	40.8	38.7	40.3	37.7	39.2	40.3
50 %	45.1	45.1	45.1	-	-	48.8	46.5	46.5	47.3	46.5	45.8	45.8	47.3	47.3	46.5	46.5	46.5	46.5	45.8	45.1	44.5	43.8	44.5	44.5
85 %	51.4	51.4	49.6	-	-	53.2	52.3	52.3	51.4	51.4	50.5	51.4	52.3	52.3	51.4	51.4	50.5	51.4	50.5	49.6	49.6	49.6	48.8	50.5
90 %	52.3	52.3	52.3	-	-	55.2	52.3	53.2	52.3	53.2	51.4	52.3	53.2	53.2	53.2	53.2	52.3	52.3	51.4	51.4	51.4	51.4	50.5	52.3
Speeds Exceeded																								
25	95	55	26	-	-	34	97	191	260	298	413	379	313	350	371	451	535	489	537	474	405	309	407	133
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	95	53	26	-	-	34	97	185	253	296	413	378	310	347	365	450	533	487	537	467	401	288	392	132
	100 %	96 %	100 %			100 %	100 %	97 %	97 %	99 %	100 %	100 %	99 %	99 %	98 %	100 %	99 %	99 %	100 %	98 %	99 %	93 %	96 %	99 %
45	51	29	14	-	-	24	64	123	177	199	232	224	218	248	249	290	343	310	315	240	192	142	175	67
	54 %	53 %	54 %			71 %	66 %	64 %	68 %	67 %	56 %	59 %	70 %	71 %	67 %	64 %	64 %	63 %	59 %	50 %	47 %	46 %	43 %	50 %
55	2	5	1	-	-	5	6	15	5	21	12	16	21	21	20	22	21	25	25	15	9	13	14	8
	2.1 %	9.1 %	3.8 %			14.7 %	6.2 %	8 %	1.9 %	7 %	3 %	4 %	7 %	6 %	5 %	5 %	4 %	5 %	5 %	3 %	2.2 %	4 %	3 %	6.0 %
65	0	0	1	-	-	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	0 %	0 %	3.8 %			0 %	0 %	0.5 %	0.4 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %
75	0	0	1	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	3.8 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 22

6/2/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	18	16	2
12:15 AM	11	11	0
12:30 AM	9	8	1
12:45 AM	6	6	0
1:00 AM	5	5	0
1:15 AM	9	9	0
1:30 AM	4	4	0
1:45 AM	5	5	0
2:00 AM	6	5	1
2:15 AM	4	3	1
2:30 AM	10	10	0
2:45 AM	5	5	0
3:00 AM	2	2	0
3:15 AM	4	3	1
3:30 AM	2	2	0
3:45 AM	7	7	0
4:00 AM	6	6	0
4:15 AM	10	9	1
4:30 AM	2	2	0
4:45 AM	6	6	0
5:00 AM	3	3	0
5:15 AM	5	4	1
5:30 AM	15	13	2
5:45 AM	13	13	0
6:00 AM	11	9	2
6:15 AM	20	19	1
6:30 AM	21	20	1
6:45 AM	37	35	2
7:00 AM	35	33	2
7:15 AM	41	39	2
7:30 AM	49	47	2
7:45 AM	48	47	1
8:00 AM	45	43	2
8:15 AM	76	72	4
8:30 AM	83	82	1
8:45 AM	119	113	6
9:00 AM	100	96	4
9:15 AM	133	127	6
9:30 AM	152	143	9
9:45 AM	172	165	7
10:00 AM	149	146	3
10:15 AM	162	160	2
10:30 AM	150	144	6
10:45 AM	128	124	4
11:00 AM	139	133	6
11:15 AM	137	130	7
11:30 AM	140	134	6
11:45 AM	142	137	5
Total	2456	2355	101
%		95.9	4.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 22

6/2/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	117	113	4
12:15 PM	163	155	8
12:30 PM	110	102	8
12:45 PM	108	104	4
1:00 PM	100	97	3
1:15 PM	106	104	2
1:30 PM	150	145	5
1:45 PM	129	125	4
2:00 PM	154	150	4
2:15 PM	125	120	5
2:30 PM	128	123	5
2:45 PM	136	135	1
3:00 PM	123	120	3
3:15 PM	135	134	1
3:30 PM	124	120	4
3:45 PM	192	187	5
4:00 PM	140	138	2
4:15 PM	121	116	5
4:30 PM	99	96	3
4:45 PM	152	147	5
5:00 PM	98	96	2
5:15 PM	82	82	0
5:30 PM	77	76	1
5:45 PM	90	88	2
6:00 PM	81	78	3
6:15 PM	79	78	1
6:30 PM	59	57	2
6:45 PM	65	63	2
7:00 PM	93	93	0
7:15 PM	63	63	0
7:30 PM	39	39	0
7:45 PM	42	40	2
8:00 PM	49	49	0
8:15 PM	41	39	2
8:30 PM	48	46	2
8:45 PM	40	39	1
9:00 PM	35	34	1
9:15 PM	37	36	1
9:30 PM	41	41	0
9:45 PM	48	45	3
10:00 PM	38	38	0
10:15 PM	32	32	0
10:30 PM	28	28	0
10:45 PM	25	25	0
11:00 PM	20	20	0
11:15 PM	16	16	0
11:30 PM	30	29	1
11:45 PM	11	11	0
Total	4019	3912	107
%		97.3	2.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

6/3/2018

Counter # : 22

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	15	15	0
12:15 AM	7	7	0
12:30 AM	15	15	0
12:45 AM	4	4	0
1:00 AM	7	7	0
1:15 AM	11	11	0
1:30 AM	7	7	0
1:45 AM	7	7	0
2:00 AM	3	3	0
2:15 AM	3	3	0
2:30 AM	5	5	0
2:45 AM	8	8	0
3:00 AM	3	3	0
3:15 AM	6	6	0
3:30 AM	1	1	0
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	2	2	0
4:30 AM	2	2	0
4:45 AM	2	2	0
5:00 AM	1	1	0
5:15 AM	3	3	0
5:30 AM	8	7	1
5:45 AM	17	17	0
6:00 AM	10	10	0
6:15 AM	10	10	0
6:30 AM	17	16	1
6:45 AM	20	20	0
7:00 AM	20	18	2
7:15 AM	29	29	0
7:30 AM	39	38	1
7:45 AM	35	34	1
8:00 AM	31	30	1
8:15 AM	46	44	2
8:30 AM	54	54	0
8:45 AM	54	51	3
9:00 AM	64	62	2
9:15 AM	79	75	4
9:30 AM	78	75	3
9:45 AM	84	82	2
10:00 AM	96	92	4
10:15 AM	133	129	4
10:30 AM	138	135	3
10:45 AM	91	89	2
11:00 AM	81	81	0
11:15 AM	139	133	6
11:30 AM	105	103	2
11:45 AM	118	117	1
Total	1715	1670	45
%		97.4	2.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

6/3/2018

Counter # : 22

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	97	94	3
12:15 PM	123	119	4
12:30 PM	130	127	3
12:45 PM	111	108	3
1:00 PM	85	85	0
1:15 PM	90	84	6
1:30 PM	116	112	4
1:45 PM	119	119	0
2:00 PM	100	96	4
2:15 PM	84	80	4
2:30 PM	85	84	1
2:45 PM	134	133	1
3:00 PM	99	96	3
3:15 PM	79	79	0
3:30 PM	69	66	3
3:45 PM	79	78	1
4:00 PM	92	91	1
4:15 PM	70	68	2
4:30 PM	70	69	1
4:45 PM	91	89	2
5:00 PM	82	80	2
5:15 PM	79	76	3
5:30 PM	75	73	2
5:45 PM	40	40	0
6:00 PM	50	49	1
6:15 PM	49	48	1
6:30 PM	39	38	1
6:45 PM	37	37	0
7:00 PM	31	31	0
7:15 PM	44	44	0
7:30 PM	49	47	2
7:45 PM	41	40	1
8:00 PM	30	29	1
8:15 PM	28	28	0
8:30 PM	29	28	1
8:45 PM	25	24	1
9:00 PM	25	25	0
9:15 PM	24	23	1
9:30 PM	25	24	1
9:45 PM	21	21	0
10:00 PM	17	17	0
10:15 PM	17	17	0
10:30 PM	16	16	0
10:45 PM	15	14	1
11:00 PM	17	16	1
11:15 PM	9	9	0
11:30 PM	9	9	0
11:45 PM	10	10	0
Total	2856	2790	66
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	29	28	1
12:15 AM	20	18	2
12:30 AM	12	12	0
12:45 AM	13	13	0
1:00 AM	9	9	0
1:15 AM	12	11	1
1:30 AM	9	9	0
1:45 AM	2	2	0
2:00 AM	4	4	0
2:15 AM	3	3	0
2:30 AM	8	8	0
2:45 AM	7	7	0
3:00 AM	3	3	0
3:15 AM	1	1	0
3:30 AM	7	7	0
3:45 AM	3	3	0
4:00 AM	2	2	0
4:15 AM	1	1	0
4:30 AM	6	6	0
4:45 AM	7	7	0
5:00 AM	2	2	0
5:15 AM	2	2	0
5:30 AM	10	8	2
5:45 AM	13	13	0
6:00 AM	18	17	1
6:15 AM	27	27	0
6:30 AM	43	42	1
6:45 AM	47	45	2
7:00 AM	45	43	2
7:15 AM	42	41	1
7:30 AM	49	48	1
7:45 AM	41	39	2
8:00 AM	33	29	4
8:15 AM	61	60	1
8:30 AM	56	53	3
8:45 AM	93	91	2
9:00 AM	88	79	9
9:15 AM	106	102	4
9:30 AM	119	115	4
9:45 AM	131	127	4
10:00 AM	143	140	3
10:15 AM	152	148	4
10:30 AM	146	140	6
10:45 AM	123	122	1
11:00 AM	144	136	8
11:15 AM	111	101	10
11:30 AM	140	131	9
11:45 AM	122	117	5
Total	2265	2172	93
%		95.9	4.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

6/9/2018

Counter # : 14

Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	131	127	4
12:15 PM	137	132	5
12:30 PM	129	121	8
12:45 PM	111	107	4
1:00 PM	103	97	6
1:15 PM	117	112	5
1:30 PM	88	87	1
1:45 PM	114	111	3
2:00 PM	123	116	7
2:15 PM	112	107	5
2:30 PM	125	116	9
2:45 PM	106	104	2
3:00 PM	106	102	4
3:15 PM	124	121	3
3:30 PM	112	108	4
3:45 PM	121	117	4
4:00 PM	121	116	5
4:15 PM	133	129	4
4:30 PM	123	120	3
4:45 PM	118	116	2
5:00 PM	93	90	3
5:15 PM	119	116	3
5:30 PM	108	106	2
5:45 PM	102	97	5
6:00 PM	63	62	1
6:15 PM	107	104	3
6:30 PM	74	72	2
6:45 PM	107	102	5
7:00 PM	93	91	2
7:15 PM	97	92	5
7:30 PM	63	62	1
7:45 PM	56	54	2
8:00 PM	61	58	3
8:15 PM	51	49	2
8:30 PM	73	73	0
8:45 PM	36	35	1
9:00 PM	33	32	1
9:15 PM	34	33	1
9:30 PM	59	58	1
9:45 PM	40	38	2
10:00 PM	38	37	1
10:15 PM	23	22	1
10:30 PM	48	48	0
10:45 PM	53	51	2
11:00 PM	34	34	0
11:15 PM	24	23	1
11:30 PM	14	14	0
11:45 PM	12	10	2
Total	4069	3929	140
%		96.6	3.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

6/10/2018

Counter # : 14

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	10	10	0
12:15 AM	9	9	0
12:30 AM	6	6	0
12:45 AM	10	10	0
1:00 AM	8	8	0
1:15 AM	2	2	0
1:30 AM	4	4	0
1:45 AM	3	3	0
2:00 AM	6	6	0
2:15 AM	2	2	0
2:30 AM	4	4	0
2:45 AM	7	7	0
3:00 AM	1	1	0
3:15 AM	1	1	0
3:30 AM	4	3	1
3:45 AM	2	2	0
4:00 AM	1	1	0
4:15 AM	3	3	0
4:30 AM	3	2	1
4:45 AM	2	2	0
5:00 AM	5	4	1
5:15 AM	5	5	0
5:30 AM	17	17	0
5:45 AM	23	22	1
6:00 AM	19	19	0
6:15 AM	14	13	1
6:30 AM	18	18	0
6:45 AM	39	37	2
7:00 AM	36	34	2
7:15 AM	57	56	1
7:30 AM	42	40	2
7:45 AM	44	41	3
8:00 AM	61	59	2
8:15 AM	65	59	6
8:30 AM	92	89	3
8:45 AM	80	74	6
9:00 AM	78	77	1
9:15 AM	117	111	6
9:30 AM	119	117	2
9:45 AM	155	152	3
10:00 AM	142	140	2
10:15 AM	153	152	1
10:30 AM	125	124	1
10:45 AM	131	127	4
11:00 AM	132	131	1
11:15 AM	135	133	2
11:30 AM	108	104	4
11:45 AM	136	132	4
Total	2236	2173	63
%		97.2	2.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

6/10/2018

Counter # : 14

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	122	120	2
12:15 PM	113	109	4
12:30 PM	95	94	1
12:45 PM	108	103	5
1:00 PM	99	97	2
1:15 PM	105	103	2
1:30 PM	119	114	5
1:45 PM	111	109	2
2:00 PM	87	86	1
2:15 PM	89	82	7
2:30 PM	89	88	1
2:45 PM	105	100	5
3:00 PM	89	84	5
3:15 PM	104	100	4
3:30 PM	78	75	3
3:45 PM	84	81	3
4:00 PM	88	83	5
4:15 PM	58	55	3
4:30 PM	64	61	3
4:45 PM	60	59	1
5:00 PM	47	45	2
5:15 PM	48	46	2
5:30 PM	47	45	2
5:45 PM	44	43	1
6:00 PM	53	50	3
6:15 PM	43	42	1
6:30 PM	46	46	0
6:45 PM	28	27	1
7:00 PM	50	49	1
7:15 PM	34	33	1
7:30 PM	40	39	1
7:45 PM	38	38	0
8:00 PM	33	32	1
8:15 PM	31	29	2
8:30 PM	29	29	0
8:45 PM	17	16	1
9:00 PM	33	33	0
9:15 PM	20	20	0
9:30 PM	23	22	1
9:45 PM	17	14	3
10:00 PM	20	20	0
10:15 PM	19	19	0
10:30 PM	16	16	0
10:45 PM	14	14	0
11:00 PM	9	9	0
11:15 PM	5	3	2
11:30 PM	5	5	0
11:45 PM	11	11	0
Total	2687	2598	89
%		96.7	3.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

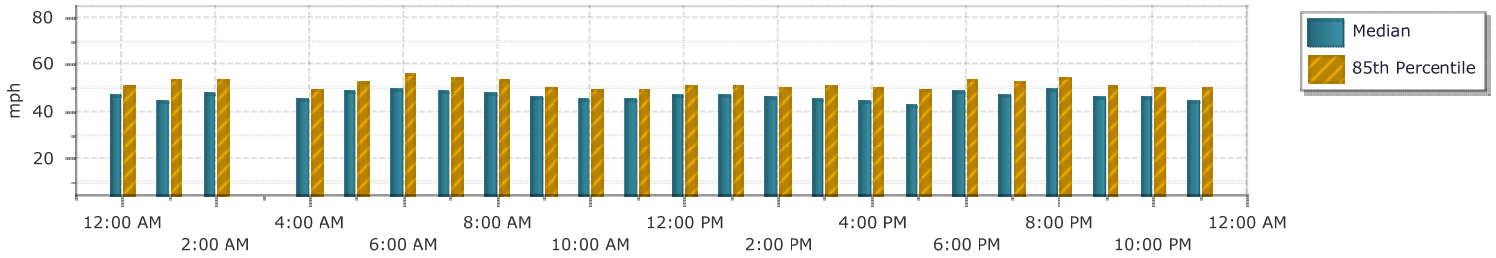
Counter # : 22

6/2/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	44	23	25	15	24	36	89	173	323	557	589	558	498	485	543	574	512	347	284	237	178	161	123	77
Minimum	32.7	35.5	35.9	39.2	34.2	36.8	35.0	35.5	13.0	31.7	28.4	30.7	12.5	29.8	20.0	30.1	26.8	19.5	35.5	27.3	38.7	32.4	32.7	33.5
Maximum	62.1	64.8	59.6	53.2	55.2	58.4	63.4	63.4	62.1	59.6	58.4	59.6	76.4	63.4	62.1	62.1	66.2	60.8	66.2	66.2	63.4	57.3	59.6	58.4
Average	46.0	45.5	47.5	-	44.7	47.2	49.6	47.8	47.1	45.3	45.0	44.8	46.3	46.5	45.7	45.4	45.0	42.7	48.2	46.3	49.2	45.9	45.4	44.9
Median	46.9	44.5	47.3	-	44.8	48.0	49.6	48.0	47.3	45.8	45.1	45.1	46.5	46.5	45.8	45.1	44.5	42.6	48.0	46.5	49.6	45.8	45.8	44.5
Pace Range	43.2 - 53.2	35.5 - 45.5	42.6 - 52.6	-	40.8 - 50.8	42.6 - 52.6	43.2 - 53.2	42.6 - 52.6	42.6 - 52.6	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	40.8 - 50.8	35.9 - 45.9	43.8 - 53.8	41.4 - 51.4	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	39.2 - 49.2
Count	27	14	15	-	18	22	56	109	206	402	435	411	347	337	403	396	367	186	190	156	121	109	87	51
	61 %	61 %	60 %	-	75 %	61 %	63 %	63 %	64 %	72 %	74 %	74 %	70 %	69 %	74 %	69 %	72 %	54 %	67 %	66 %	68 %	68 %	71 %	66 %
Percentiles																								
10 %	36.3	36.3	39.2	-	35.0	39.2	41.4	39.2	39.2	39.2	38.7	38.2	39.2	39.2	39.2	38.7	38.7	34.2	39.7	38.2	42.6	38.2	38.2	36.3
15 %	38.7	37.7	39.2	-	37.7	40.3	43.2	41.4	41.4	40.3	40.3	39.7	40.8	40.8	40.8	40.3	40.3	35.9	42.0	40.3	43.8	40.8	39.2	39.2
50 %	45.8	42.6	46.5	-	44.5	46.5	49.6	48.0	47.3	45.1	45.1	45.1	46.5	46.5	45.8	45.1	44.5	42.6	48.0	46.5	49.6	45.8	45.1	44.5
85 %	51.4	53.2	53.2	-	49.6	52.3	56.2	54.2	53.2	50.5	49.6	49.6	51.4	51.4	50.5	51.4	50.5	49.6	53.2	52.3	54.2	51.4	50.5	50.5
90 %	52.3	54.2	53.2	-	50.5	54.2	57.3	55.2	54.2	51.4	51.4	50.5	52.3	53.2	51.4	53.2	51.4	52.3	55.2	53.2	55.2	52.3	51.4	53.2
Speeds Exceeded																								
25	44	23	25	-	24	36	89	173	322	557	589	558	495	485	542	574	512	346	284	237	178	161	123	77
	100 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	42	23	25	-	23	36	89	173	311	549	570	550	489	474	534	562	504	304	284	226	178	159	120	74
	95 %	100 %	100 %		96 %	100 %	100 %	100 %	96 %	99 %	97 %	99 %	98 %	98 %	98 %	98 %	98 %	88 %	100 %	95 %	100 %	99 %	98 %	96 %
45	28	10	18	-	11	23	71	121	220	302	321	286	313	303	319	295	250	132	220	151	138	90	67	37
	64 %	43 %	72 %		46 %	64 %	80 %	70 %	68 %	54 %	54 %	51 %	63 %	62 %	59 %	51 %	49 %	38 %	77 %	64 %	78 %	56 %	54 %	48 %
55	4	3	3	-	2	4	18	21	24	14	10	21	22	29	20	32	20	16	34	14	26	6	5	2
	9.1 %	13.0 %	12.0 %		8.3 %	11.1 %	20 %	12 %	7 %	3 %	2 %	4 %	4 %	6 %	4 %	6 %	4 %	5 %	12 %	6 %	15 %	3.7 %	4.1 %	2.6 %
65	0	0	0	-	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	1	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.4 %	0 %	0 %	0 %	0.2 %	0 %	0.4 %	0.4 %	0 %	0 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

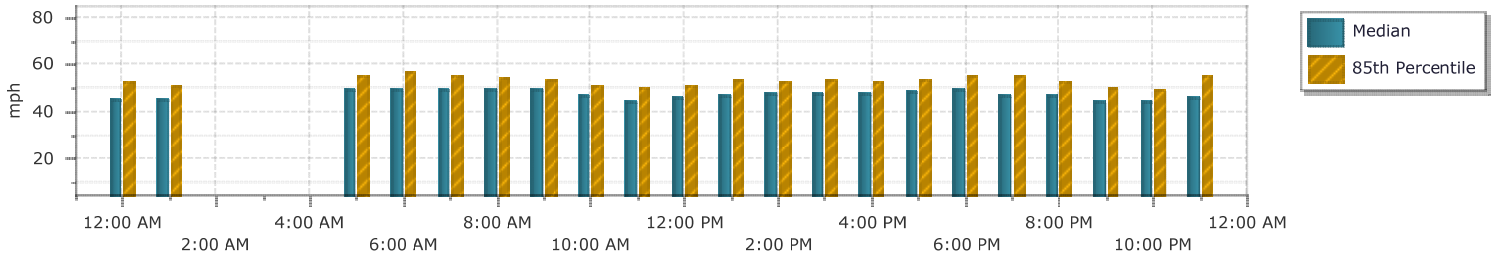
Counter # : 22

6/3/2018
Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	41	32	19	15	8	29	57	123	185	305	458	443	461	410	403	326	323	276	175	165	112	95	65	45
Minimum	35.0	32.0	37.7	39.2	36.8	33.9	39.7	35.0	31.4	33.5	31.0	20.5	25.0	20.8	34.6	32.4	33.1	28.4	32.0	30.4	32.7	32.4	33.5	33.5
Maximum	58.4	59.6	60.8	58.4	54.2	63.4	64.8	64.8	60.8	60.8	67.7	62.1	58.4	60.8	63.4	62.1	62.1	66.2	69.3	63.4	63.4	60.8	62.1	59.6
Average	46.1	45.1	-	-	-	49.5	50.5	49.1	48.4	48.4	46.5	44.9	45.8	46.7	46.9	47.4	47.2	47.9	49.5	48.0	46.7	44.2	44.7	46.7
Median	45.1	45.1	-	-	-	48.8	48.8	48.8	48.8	48.8	46.5	44.5	45.8	46.5	47.3	47.3	47.3	48.0	49.6	46.5	46.9	43.8	44.5	45.8
Pace Range	42.6 - 52.6	42.0 - 52.0	-	-	-	45.8 - 55.8	39.7 - 49.7	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	40.8 - 50.8	38.2 - 48.2	41.4 - 51.4	42.6 - 52.6	41.4 - 51.4	40.8 - 50.8	42.6 - 52.6	42.6 - 52.6	44.5 - 54.5	40.8 - 50.8	41.4 - 51.4	41.4 - 51.4	40.8 - 50.8	37.7 - 47.7
Count	22	21	-	-	-	20	30	70	116	215	313	304	331	257	280	197	232	189	116	103	74	51	46	25
	54 %	66 %	-	-	-	69 %	53 %	57 %	63 %	70 %	68 %	69 %	72 %	63 %	69 %	60 %	72 %	68 %	66 %	62 %	66 %	54 %	71 %	56 %
Percentiles																								
10 %	37.2	36.8	-	-	-	38.7	41.4	40.8	39.7	40.8	39.7	38.2	39.2	39.2	39.7	39.7	40.3	40.3	42.0	40.8	39.7	35.0	37.7	37.7
15 %	38.7	37.2	-	-	-	43.2	42.6	42.6	41.4	42.6	40.8	39.2	40.3	40.3	41.4	40.8	42.0	42.6	43.2	42.0	40.8	36.3	39.2	38.2
50 %	45.1	44.5	-	-	-	48.8	48.8	48.8	48.8	48.8	46.5	44.5	45.8	46.5	47.3	47.3	47.3	48.0	49.6	46.5	46.5	43.8	43.8	45.8
85 %	52.3	51.4	-	-	-	55.2	57.3	55.2	54.2	53.2	51.4	50.5	51.4	53.2	52.3	53.2	52.3	53.2	55.2	55.2	52.3	50.5	49.6	55.2
90 %	53.2	51.4	-	-	-	55.2	58.4	56.2	55.2	55.2	53.2	52.3	52.3	54.2	53.2	54.2	53.2	54.2	56.2	56.2	53.2	53.2	50.5	55.2
Speeds Exceeded																								
25	41	32	-	-	-	29	57	123	185	305	458	442	461	409	403	326	323	276	175	165	112	95	65	45
	100 %	100 %				100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	41	30	-	-	-	28	57	123	182	301	454	437	451	405	400	323	321	271	173	164	110	89	63	44
	100 %	94 %				97 %	100 %	100 %	98 %	99 %	99 %	99 %	98 %	99 %	99 %	99 %	99 %	98 %	99 %	99 %	98 %	94 %	97 %	98 %
45	22	16	-	-	-	23	44	93	136	240	290	220	274	258	278	214	220	204	143	108	70	43	28	30
	54 %	50 %				79 %	77 %	76 %	74 %	79 %	63 %	50 %	59 %	63 %	69 %	66 %	68 %	74 %	82 %	65 %	63 %	45 %	43 %	67 %
55	4	2	-	-	-	6	16	25	27	32	32	16	12	31	17	31	18	28	31	26	8	8	1	8
	9.8 %	6.3 %				20.7 %	28 %	20 %	15 %	10 %	7 %	4 %	3 %	8 %	4 %	10 %	6 %	10 %	18 %	16 %	7.1 %	8.4 %	1.5 %	17.8 %
65	0	0	-	-	-	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0.4 %	0.6 %	0 %	0 %	0 %	0 %	0 %
75	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

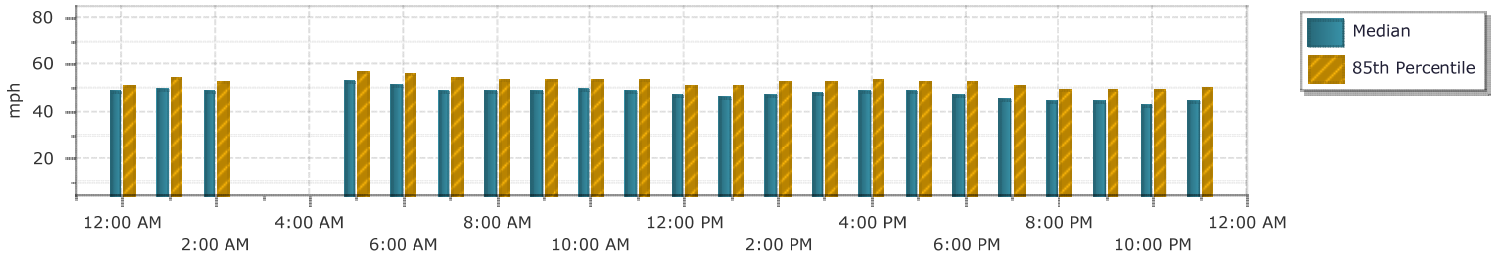
Counter # : 14

6/9/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	74	32	22	14	16	27	135	177	243	444	564	517	508	422	466	463	495	422	351	309	221	166	162	84
Minimum	32.4	34.2	32.7	13.0	32.0	38.7	36.3	33.1	12.2	25.9	32.7	28.9	19.6	15.4	29.8	33.1	29.8	20.5	31.7	35.5	32.0	33.5	31.4	33.1
Maximum	63.4	70.9	57.3	52.3	57.3	63.4	66.2	70.9	59.6	62.1	66.2	69.3	63.4	58.4	64.8	60.8	64.8	62.1	59.6	58.4	58.4	56.2	62.1	60.8
Average	46.8	47.7	46.5	-	-	51.8	50.9	48.1	47.6	47.9	48.4	47.5	46.4	45.5	46.5	47.2	47.7	47.7	46.1	45.4	44.6	44.1	43.5	44.2
Median	48.0	49.6	48.0	-	-	52.3	51.4	48.0	48.0	48.0	48.8	48.0	46.5	45.8	46.5	47.3	48.0	48.0	46.5	45.1	44.5	43.8	42.6	44.5
Pace Range	41.4 - 51.4	44.5 - 54.5	40.8 - 50.8	-	-	49.6 - 59.6	45.8 - 55.8	42.6 - 52.6	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	38.2 - 48.2	35.9 - 45.9	35.9 - 45.9
Count	50	15	12	-	-	17	86	111	158	320	410	365	353	266	295	344	355	302	231	201	156	116	109	51
	68 %	47 %	55 %	-	-	63 %	64 %	63 %	65 %	72 %	73 %	71 %	69 %	63 %	63 %	74 %	72 %	72 %	66 %	65 %	71 %	70 %	67 %	61 %
Percentiles																								
10 %	39.2	36.8	36.3	-	-	41.4	42.0	40.3	40.3	41.4	42.0	40.8	39.2	37.7	39.2	40.8	40.8	40.8	38.2	38.2	38.2	37.7	36.8	36.8
15 %	40.8	37.7	36.3	-	-	43.8	44.5	42.0	42.0	43.2	43.2	42.0	40.8	39.2	40.3	42.0	42.6	42.6	40.3	39.2	39.2	38.2	37.7	37.2
50 %	47.3	45.8	48.0	-	-	51.4	51.4	48.0	48.0	48.0	48.8	48.0	46.5	45.8	46.5	47.3	48.0	48.0	46.5	45.1	44.5	43.8	42.6	44.5
85 %	51.4	54.2	52.3	-	-	57.3	56.2	54.2	53.2	53.2	53.2	53.2	51.4	51.4	52.3	52.3	53.2	52.3	52.3	51.4	49.6	48.8	48.8	50.5
90 %	53.2	55.2	53.2	-	-	58.4	57.3	55.2	54.2	54.2	54.2	54.2	52.3	52.3	54.2	53.2	54.2	54.2	53.2	52.3	50.5	50.5	50.5	52.3
Speeds Exceeded																								
25	74	32	22	-	-	27	135	177	242	444	564	517	507	421	466	463	495	421	351	309	221	166	162	84
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	71	30	21	-	-	27	135	175	240	443	562	508	503	407	455	460	489	421	342	309	217	165	159	82
	96 %	94 %	95 %			100 %	100 %	99 %	99 %	100 %	100 %	98 %	99 %	96 %	98 %	99 %	99 %	100 %	97 %	100 %	98 %	99 %	98 %	98 %
45	47	19	14	-	-	23	112	125	172	324	442	377	320	246	289	318	366	310	214	162	109	72	59	40
	64 %	59 %	64 %			85 %	83 %	71 %	71 %	73 %	78 %	73 %	63 %	58 %	62 %	69 %	74 %	73 %	61 %	52 %	49 %	43 %	36 %	48 %
55	6	5	3	-	-	9	36	23	24	32	51	37	28	17	39	33	34	38	18	10	3	3	5	6
	8.1 %	15.6 %	13.6 %			33.3 %	27 %	13 %	10 %	7 %	9 %	7 %	6 %	4 %	8 %	7 %	7 %	9 %	5 %	3 %	1.4 %	1.8 %	3.1 %	7.1 %
65	0	1	0	-	-	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	3.1 %	0 %			0 %	0.7 %	1.1 %	0 %	0 %	0.2 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

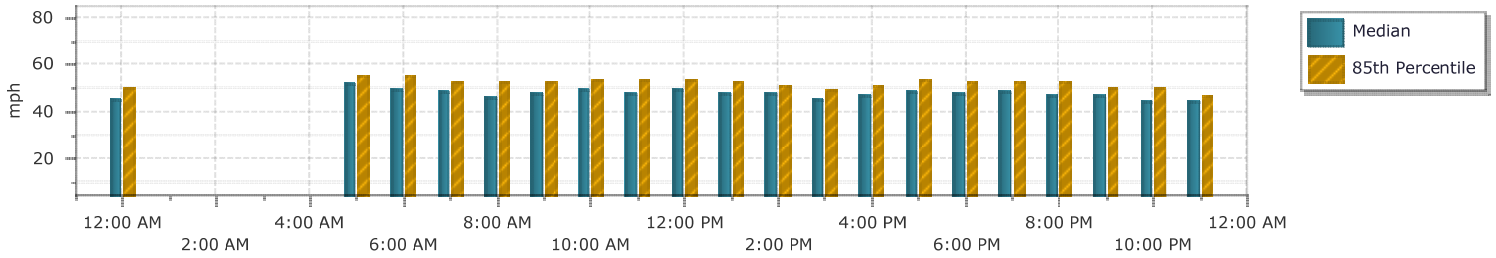
6/10/2018

Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	35	17	19	8	9	50	90	179	298	469	551	511	438	434	370	355	270	186	170	162	110	93	69	30
Minimum	32.7	37.7	34.2	32.0	37.2	38.2	35.5	33.1	32.4	26.8	36.3	18.7	34.6	33.1	34.6	25.2	31.4	28.6	24.4	35.0	36.3	32.4	34.2	32.4
Maximum	54.2	59.6	56.2	51.4	53.2	58.4	66.2	59.6	60.8	59.6	62.1	60.8	60.8	63.4	59.6	69.3	62.1	62.1	67.7	59.6	63.4	63.4	58.4	51.4
Average	44.8	-	-	-	-	50.8	49.0	47.0	46.1	47.0	49.0	46.9	48.3	47.4	47.1	45.2	46.7	47.0	46.9	47.4	46.3	45.8	44.2	42.6
Median	45.1	-	-	-	-	51.8	48.8	48.0	46.2	47.3	49.6	47.3	48.8	47.3	47.3	45.1	46.9	48.0	47.3	48.0	46.5	46.5	43.8	43.8
Pace Range	37.7 - 47.7	-	-	-	-	46.5 - 56.5	42.6 - 52.6	43.8 - 53.8	39.7 - 49.7	41.4 - 51.4	44.5 - 54.5	41.4 - 51.4	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	43.8 - 53.8	41.4 - 51.4	39.7 - 49.7	38.2 - 48.2	35.9 - 45.9
Count	23	-	-	-	-	37	55	116	201	323	420	337	321	297	282	259	189	114	116	117	69	62	45	21
	66 %	-	-	-	-	74 %	61 %	65 %	67 %	69 %	76 %	66 %	73 %	68 %	76 %	73 %	70 %	61 %	68 %	72 %	63 %	67 %	65 %	70 %
Percentiles																								
10 %	37.7	-	-	-	-	43.2	40.3	39.7	39.2	40.3	43.2	39.7	42.0	40.3	41.4	38.7	40.3	38.2	40.3	40.3	38.7	37.7	36.8	35.5
15 %	38.7	-	-	-	-	45.1	41.4	40.8	40.3	41.4	44.5	40.8	43.2	42.0	42.0	40.3	40.8	39.7	42.0	42.0	39.7	38.7	37.2	35.9
50 %	45.1	-	-	-	-	51.4	48.8	48.0	45.8	47.3	49.6	47.3	48.8	47.3	47.3	45.1	46.5	48.0	47.3	48.0	46.5	46.5	43.2	42.6
85 %	50.5	-	-	-	-	55.2	55.2	52.3	52.3	52.3	53.2	53.2	53.2	52.3	51.4	49.6	51.4	53.2	52.3	52.3	52.3	50.5	50.5	46.5
90 %	51.4	-	-	-	-	56.2	56.2	53.2	53.2	53.2	54.2	54.2	54.2	54.2	53.2	51.4	53.2	55.2	53.2	53.2	53.2	51.4	53.2	49.6
Speeds Exceeded																								
25	35	-	-	-	-	50	90	179	298	469	551	510	438	434	370	355	270	186	169	162	110	93	69	30
	100 %					100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %
35	34	-	-	-	-	50	90	178	292	465	551	503	437	433	369	348	267	177	163	162	110	91	68	29
	97 %					100 %	100 %	99 %	98 %	99 %	100 %	98 %	100 %	100 %	100 %	98 %	99 %	95 %	96 %	100 %	100 %	98 %	99 %	97 %
45	19	-	-	-	-	44	67	118	179	310	463	340	344	309	251	189	175	122	111	118	63	59	31	13
	54 %					88 %	74 %	66 %	60 %	66 %	84 %	67 %	79 %	71 %	68 %	53 %	65 %	66 %	65 %	73 %	57 %	63 %	45 %	43 %
55	0	-	-	-	-	11	17	10	14	29	56	39	37	35	19	16	14	22	13	7	5	7	4	0
	0 %					22 %	19 %	6 %	5 %	6 %	10 %	8 %	8 %	8 %	5 %	5 %	5 %	12 %	8 %	4.3 %	4.5 %	7.5 %	5.8 %	0 %
65	0	-	-	-	-	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	0 %					0 %	1.1 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0.6 %	0 %	0 %	0 %	0 %	0 %
75	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %					0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	27	27	0
12:15 AM	23	22	1
12:30 AM	19	19	0
12:45 AM	11	11	0
1:00 AM	11	11	0
1:15 AM	15	15	0
1:30 AM	6	6	0
1:45 AM	8	7	1
2:00 AM	7	7	0
2:15 AM	6	6	0
2:30 AM	8	8	0
2:45 AM	3	3	0
3:00 AM	4	4	0
3:15 AM	6	6	0
3:30 AM	3	2	1
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	5	5	0
4:30 AM	5	5	0
4:45 AM	2	2	0
5:00 AM	5	5	0
5:15 AM	4	4	0
5:30 AM	18	17	1
5:45 AM	9	9	0
6:00 AM	6	6	0
6:15 AM	12	12	0
6:30 AM	16	14	2
6:45 AM	19	19	0
7:00 AM	21	18	3
7:15 AM	21	18	3
7:30 AM	24	23	1
7:45 AM	24	23	1
8:00 AM	43	39	4
8:15 AM	33	31	2
8:30 AM	31	28	3
8:45 AM	50	46	4
9:00 AM	51	48	3
9:15 AM	64	60	4
9:30 AM	78	76	2
9:45 AM	98	94	4
10:00 AM	76	73	3
10:15 AM	95	92	3
10:30 AM	65	61	4
10:45 AM	86	78	8
11:00 AM	62	62	0
11:15 AM	103	100	3
11:30 AM	88	87	1
11:45 AM	81	77	4
Total	1459	1393	66
%		95.5	4.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	83	83	0
12:15 PM	99	94	5
12:30 PM	55	54	1
12:45 PM	66	65	1
1:00 PM	72	68	4
1:15 PM	69	67	2
1:30 PM	73	70	3
1:45 PM	88	83	5
2:00 PM	85	82	3
2:15 PM	90	85	5
2:30 PM	57	54	3
2:45 PM	107	105	2
3:00 PM	64	62	2
3:15 PM	85	83	2
3:30 PM	115	112	3
3:45 PM	114	112	2
4:00 PM	98	97	1
4:15 PM	104	99	5
4:30 PM	104	102	2
4:45 PM	117	116	1
5:00 PM	106	105	1
5:15 PM	109	104	5
5:30 PM	91	90	1
5:45 PM	93	92	1
6:00 PM	123	121	2
6:15 PM	111	108	3
6:30 PM	81	80	1
6:45 PM	76	76	0
7:00 PM	139	136	3
7:15 PM	110	110	0
7:30 PM	90	86	4
7:45 PM	101	99	2
8:00 PM	75	74	1
8:15 PM	103	98	5
8:30 PM	111	110	1
8:45 PM	97	94	3
9:00 PM	90	88	2
9:15 PM	116	114	2
9:30 PM	111	107	4
9:45 PM	145	141	4
10:00 PM	117	114	3
10:15 PM	133	133	0
10:30 PM	153	152	1
10:45 PM	147	142	5
11:00 PM	104	100	4
11:15 PM	86	85	1
11:30 PM	51	49	2
11:45 PM	30	30	0
Total	4644	4531	113
%		97.6	2.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

6/3/2018

Counter # : 35

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	37	37	0
12:15 AM	20	20	0
12:30 AM	17	17	0
12:45 AM	9	9	0
1:00 AM	10	10	0
1:15 AM	11	10	1
1:30 AM	8	8	0
1:45 AM	8	8	0
2:00 AM	10	9	1
2:15 AM	4	4	0
2:30 AM	9	9	0
2:45 AM	1	1	0
3:00 AM	6	6	0
3:15 AM	2	2	0
3:30 AM	3	3	0
3:45 AM	6	6	0
4:00 AM	1	1	0
4:15 AM	4	4	0
4:30 AM	3	3	0
4:45 AM	2	2	0
5:00 AM	4	4	0
5:15 AM	1	1	0
5:30 AM	2	2	0
5:45 AM	10	10	0
6:00 AM	8	8	0
6:15 AM	10	10	0
6:30 AM	14	14	0
6:45 AM	7	6	1
7:00 AM	15	12	3
7:15 AM	11	11	0
7:30 AM	20	17	3
7:45 AM	20	18	2
8:00 AM	25	25	0
8:15 AM	26	26	0
8:30 AM	43	42	1
8:45 AM	35	33	2
9:00 AM	65	64	1
9:15 AM	43	40	3
9:30 AM	32	32	0
9:45 AM	52	50	2
10:00 AM	58	56	2
10:15 AM	90	87	3
10:30 AM	100	96	4
10:45 AM	93	91	2
11:00 AM	86	80	6
11:15 AM	96	92	4
11:30 AM	98	94	4
11:45 AM	138	136	2
Total	1373	1326	47
%		96.6	3.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

6/3/2018

Counter # : 35

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	112	108	4
12:15 PM	96	92	4
12:30 PM	119	115	4
12:45 PM	95	91	4
1:00 PM	54	52	2
1:15 PM	83	81	2
1:30 PM	86	84	2
1:45 PM	81	78	3
2:00 PM	75	74	1
2:15 PM	83	82	1
2:30 PM	64	62	2
2:45 PM	143	140	3
3:00 PM	78	76	2
3:15 PM	105	102	3
3:30 PM	83	78	5
3:45 PM	100	99	1
4:00 PM	120	114	6
4:15 PM	113	112	1
4:30 PM	89	89	0
4:45 PM	108	104	4
5:00 PM	99	99	0
5:15 PM	95	94	1
5:30 PM	84	84	0
5:45 PM	80	78	2
6:00 PM	102	99	3
6:15 PM	108	108	0
6:30 PM	119	115	4
6:45 PM	66	61	5
7:00 PM	126	124	2
7:15 PM	77	76	1
7:30 PM	87	84	3
7:45 PM	82	79	3
8:00 PM	78	76	2
8:15 PM	79	73	6
8:30 PM	86	84	2
8:45 PM	60	59	1
9:00 PM	60	59	1
9:15 PM	59	59	0
9:30 PM	61	61	0
9:45 PM	78	77	1
10:00 PM	72	71	1
10:15 PM	73	73	0
10:30 PM	86	86	0
10:45 PM	54	54	0
11:00 PM	30	30	0
11:15 PM	19	19	0
11:30 PM	21	21	0
11:45 PM	16	16	0
Total	3944	3852	92
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	43	43	0
12:15 AM	15	15	0
12:30 AM	19	19	0
12:45 AM	8	7	1
1:00 AM	10	10	0
1:15 AM	8	8	0
1:30 AM	14	14	0
1:45 AM	10	10	0
2:00 AM	7	7	0
2:15 AM	7	7	0
2:30 AM	0	0	0
2:45 AM	6	6	0
3:00 AM	5	5	0
3:15 AM	1	1	0
3:30 AM	7	7	0
3:45 AM	5	5	0
4:00 AM	1	1	0
4:15 AM	4	4	0
4:30 AM	3	3	0
4:45 AM	0	0	0
5:00 AM	4	4	0
5:15 AM	1	1	0
5:30 AM	9	9	0
5:45 AM	18	18	0
6:00 AM	6	6	0
6:15 AM	16	16	0
6:30 AM	9	9	0
6:45 AM	18	18	0
7:00 AM	23	21	2
7:15 AM	24	22	2
7:30 AM	13	9	4
7:45 AM	19	18	1
8:00 AM	25	25	0
8:15 AM	21	19	2
8:30 AM	44	41	3
8:45 AM	42	41	1
9:00 AM	50	48	2
9:15 AM	51	48	3
9:30 AM	41	40	1
9:45 AM	88	80	8
10:00 AM	69	67	2
10:15 AM	110	108	2
10:30 AM	64	64	0
10:45 AM	81	76	5
11:00 AM	71	68	3
11:15 AM	64	63	1
11:30 AM	88	85	3
11:45 AM	69	63	6
Total	1311	1259	52
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	82	80	2
12:15 PM	87	82	5
12:30 PM	94	91	3
12:45 PM	60	55	5
1:00 PM	70	69	1
1:15 PM	65	63	2
1:30 PM	70	65	5
1:45 PM	76	74	2
2:00 PM	90	87	3
2:15 PM	113	108	5
2:30 PM	127	124	3
2:45 PM	77	77	0
3:00 PM	75	73	2
3:15 PM	94	92	2
3:30 PM	85	82	3
3:45 PM	92	89	3
4:00 PM	135	133	2
4:15 PM	128	125	3
4:30 PM	128	123	5
4:45 PM	145	145	0
5:00 PM	126	124	2
5:15 PM	174	170	4
5:30 PM	113	113	0
5:45 PM	98	97	1
6:00 PM	82	81	1
6:15 PM	101	101	0
6:30 PM	98	96	2
6:45 PM	160	157	3
7:00 PM	168	164	4
7:15 PM	170	167	3
7:30 PM	113	110	3
7:45 PM	155	151	4
8:00 PM	130	130	0
8:15 PM	152	145	7
8:30 PM	152	146	6
8:45 PM	99	98	1
9:00 PM	78	78	0
9:15 PM	79	73	6
9:30 PM	81	81	0
9:45 PM	70	70	0
10:00 PM	69	69	0
10:15 PM	86	82	4
10:30 PM	117	116	1
10:45 PM	116	115	1
11:00 PM	53	53	0
11:15 PM	41	40	1
11:30 PM	52	50	2
11:45 PM	44	44	0
Total	4870	4758	112
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

6/10/2018

Counter # : 35

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	30	29	1
12:15 AM	20	20	0
12:30 AM	14	13	1
12:45 AM	11	11	0
1:00 AM	10	10	0
1:15 AM	13	13	0
1:30 AM	10	9	1
1:45 AM	9	9	0
2:00 AM	3	3	0
2:15 AM	4	4	0
2:30 AM	3	3	0
2:45 AM	6	6	0
3:00 AM	5	5	0
3:15 AM	6	6	0
3:30 AM	3	3	0
3:45 AM	3	3	0
4:00 AM	6	5	1
4:15 AM	2	2	0
4:30 AM	4	4	0
4:45 AM	2	2	0
5:00 AM	3	3	0
5:15 AM	1	1	0
5:30 AM	7	7	0
5:45 AM	9	8	1
6:00 AM	6	6	0
6:15 AM	11	11	0
6:30 AM	14	14	0
6:45 AM	11	11	0
7:00 AM	19	17	2
7:15 AM	15	15	0
7:30 AM	10	10	0
7:45 AM	20	20	0
8:00 AM	19	19	0
8:15 AM	24	24	0
8:30 AM	22	21	1
8:45 AM	40	40	0
9:00 AM	44	42	2
9:15 AM	45	43	2
9:30 AM	50	47	3
9:45 AM	54	49	5
10:00 AM	74	73	1
10:15 AM	96	93	3
10:30 AM	88	85	3
10:45 AM	101	96	5
11:00 AM	94	91	3
11:15 AM	86	85	1
11:30 AM	69	66	3
11:45 AM	83	80	3
Total	1279	1237	42
%		96.7	3.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

6/10/2018

Counter # : 35

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	77	73	4
12:15 PM	71	68	3
12:30 PM	64	61	3
12:45 PM	75	73	2
1:00 PM	80	79	1
1:15 PM	99	96	3
1:30 PM	93	91	2
1:45 PM	100	97	3
2:00 PM	83	81	2
2:15 PM	87	83	4
2:30 PM	116	114	2
2:45 PM	129	126	3
3:00 PM	102	96	6
3:15 PM	140	138	2
3:30 PM	149	147	2
3:45 PM	191	186	5
4:00 PM	216	211	5
4:15 PM	189	188	1
4:30 PM	151	147	4
4:45 PM	178	173	5
5:00 PM	160	158	2
5:15 PM	184	178	6
5:30 PM	124	120	4
5:45 PM	104	101	3
6:00 PM	103	100	3
6:15 PM	117	117	0
6:30 PM	107	102	5
6:45 PM	89	85	4
7:00 PM	59	58	1
7:15 PM	48	44	4
7:30 PM	60	60	0
7:45 PM	45	43	2
8:00 PM	53	51	2
8:15 PM	65	63	2
8:30 PM	47	47	0
8:45 PM	60	60	0
9:00 PM	68	67	1
9:15 PM	71	67	4
9:30 PM	83	80	3
9:45 PM	51	49	2
10:00 PM	75	74	1
10:15 PM	94	94	0
10:30 PM	86	85	1
10:45 PM	70	68	2
11:00 PM	57	56	1
11:15 PM	37	36	1
11:30 PM	14	13	1
11:45 PM	17	17	0
Total	4538	4421	117
%		97.4	2.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 31

6/16/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	27	27	0
12:15 AM	28	28	0
12:30 AM	17	16	1
12:45 AM	7	7	0
1:00 AM	13	13	0
1:15 AM	12	12	0
1:30 AM	11	11	0
1:45 AM	6	6	0
2:00 AM	10	10	0
2:15 AM	13	13	0
2:30 AM	4	4	0
2:45 AM	3	3	0
3:00 AM	3	3	0
3:15 AM	3	3	0
3:30 AM	4	3	1
3:45 AM	3	3	0
4:00 AM	2	2	0
4:15 AM	3	3	0
4:30 AM	6	6	0
4:45 AM	3	3	0
5:00 AM	2	2	0
5:15 AM	2	2	0
5:30 AM	9	8	1
5:45 AM	9	9	0
6:00 AM	12	12	0
6:15 AM	14	14	0
6:30 AM	10	9	1
6:45 AM	21	20	1
7:00 AM	26	25	1
7:15 AM	27	24	3
7:30 AM	29	28	1
7:45 AM	23	22	1
8:00 AM	33	32	1
8:15 AM	42	37	5
8:30 AM	39	37	2
8:45 AM	38	35	3
9:00 AM	34	34	0
9:15 AM	41	39	2
9:30 AM	62	58	4
9:45 AM	59	54	5
10:00 AM	41	40	1
10:15 AM	65	58	7
10:30 AM	103	101	2
10:45 AM	82	78	4
11:00 AM	66	63	3
11:15 AM	70	69	1
11:30 AM	71	68	3
11:45 AM	57	55	2
Total	1265	1209	56
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 31

6/16/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	99	93	6
12:15 PM	85	84	1
12:30 PM	55	52	3
12:45 PM	67	63	4
1:00 PM	73	70	3
1:15 PM	55	53	2
1:30 PM	86	85	1
1:45 PM	72	71	1
2:00 PM	99	97	2
2:15 PM	97	92	5
2:30 PM	94	92	2
2:45 PM	98	96	2
3:00 PM	96	90	6
3:15 PM	81	79	2
3:30 PM	99	95	4
3:45 PM	86	85	1
4:00 PM	103	101	2
4:15 PM	95	93	2
4:30 PM	100	97	3
4:45 PM	141	134	7
5:00 PM	124	122	2
5:15 PM	130	126	4
5:30 PM	114	113	1
5:45 PM	135	130	5
6:00 PM	111	110	1
6:15 PM	140	136	4
6:30 PM	127	122	5
6:45 PM	148	145	3
7:00 PM	184	177	7
7:15 PM	157	156	1
7:30 PM	127	124	3
7:45 PM	184	180	4
8:00 PM	158	155	3
8:15 PM	173	167	6
8:30 PM	162	155	7
8:45 PM	130	130	0
9:00 PM	147	144	3
9:15 PM	175	171	4
9:30 PM	149	145	4
9:45 PM	162	160	2
10:00 PM	178	178	0
10:15 PM	182	174	8
10:30 PM	180	172	8
10:45 PM	198	194	4
11:00 PM	185	182	3
11:15 PM	180	179	1
11:30 PM	85	84	1
11:45 PM	37	36	1
Total	5943	5789	154
%		97.4	2.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 31

6/17/2018

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	37	37	0
12:15 AM	23	23	0
12:30 AM	24	23	1
12:45 AM	14	14	0
1:00 AM	19	19	0
1:15 AM	18	17	1
1:30 AM	9	8	1
1:45 AM	11	10	1
2:00 AM	9	8	1
2:15 AM	8	8	0
2:30 AM	4	4	0
2:45 AM	7	7	0
3:00 AM	2	2	0
3:15 AM	7	7	0
3:30 AM	4	4	0
3:45 AM	2	2	0
4:00 AM	2	2	0
4:15 AM	2	2	0
4:30 AM	5	5	0
4:45 AM	4	4	0
5:00 AM	9	9	0
5:15 AM	2	2	0
5:30 AM	8	7	1
5:45 AM	15	14	1
6:00 AM	10	10	0
6:15 AM	8	8	0
6:30 AM	11	11	0
6:45 AM	13	13	0
7:00 AM	15	14	1
7:15 AM	18	17	1
7:30 AM	29	29	0
7:45 AM	22	22	0
8:00 AM	24	22	2
8:15 AM	27	27	0
8:30 AM	41	38	3
8:45 AM	50	46	4
9:00 AM	52	51	1
9:15 AM	77	75	2
9:30 AM	68	66	2
9:45 AM	85	84	1
10:00 AM	85	82	3
10:15 AM	82	74	8
10:30 AM	69	66	3
10:45 AM	108	102	6
11:00 AM	94	90	4
11:15 AM	79	75	4
11:30 AM	82	77	5
11:45 AM	90	87	3
Total	1484	1424	60
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

6/17/2018

Counter # : 31

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	82	78	4
12:15 PM	86	81	5
12:30 PM	72	71	1
12:45 PM	82	81	1
1:00 PM	90	88	2
1:15 PM	83	80	3
1:30 PM	103	101	2
1:45 PM	87	83	4
2:00 PM	96	95	1
2:15 PM	111	104	7
2:30 PM	106	102	4
2:45 PM	128	122	6
3:00 PM	131	129	2
3:15 PM	97	96	1
3:30 PM	130	124	6
3:45 PM	123	122	1
4:00 PM	114	106	8
4:15 PM	143	136	7
4:30 PM	171	167	4
4:45 PM	153	149	4
5:00 PM	142	139	3
5:15 PM	148	146	2
5:30 PM	132	127	5
5:45 PM	115	112	3
6:00 PM	139	135	4
6:15 PM	139	136	3
6:30 PM	145	142	3
6:45 PM	126	126	0
7:00 PM	136	135	1
7:15 PM	118	118	0
7:30 PM	128	122	6
7:45 PM	102	99	3
8:00 PM	139	138	1
8:15 PM	108	107	1
8:30 PM	95	93	2
8:45 PM	85	85	0
9:00 PM	71	70	1
9:15 PM	85	84	1
9:30 PM	80	77	3
9:45 PM	74	71	3
10:00 PM	96	93	3
10:15 PM	94	91	3
10:30 PM	114	111	3
10:45 PM	92	90	2
11:00 PM	71	66	5
11:15 PM	30	30	0
11:30 PM	28	28	0
11:45 PM	12	12	0
Total	5032	4898	134
%		97.3	2.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

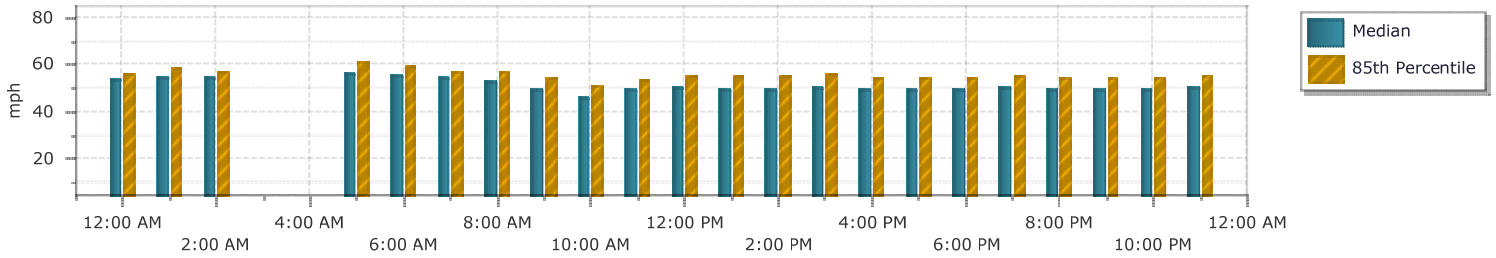
Counter # : 35

6/2/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	80	40	24	18	14	36	53	90	157	291	322	334	303	302	339	378	423	399	391	440	386	462	550	271
Minimum	36.8	36.3	39.7	46.5	50.5	42.0	42.6	27.6	26.1	14.6	20.4	25.2	31.7	20.8	15.8	11.7	14.1	36.8	36.8	23.1	34.2	34.2	10.5	24.8
Maximum	60.8	70.9	66.2	63.4	62.1	72.7	64.8	64.8	70.9	62.1	66.2	60.8	80.5	60.8	78.4	62.1	63.4	63.4	62.1	64.8	69.3	62.1	66.2	62.1
Average	52.2	53.0	53.0	-	-	55.7	54.2	52.4	51.9	48.5	45.5	48.7	50.3	49.0	49.0	49.8	48.8	49.6	49.8	50.3	49.6	49.1	48.9	49.5
Median	53.2	54.2	54.7	-	-	55.7	55.2	54.2	52.3	48.8	45.8	48.8	50.5	48.8	48.8	50.5	49.6	49.6	49.6	50.5	49.6	48.8	49.6	50.5
Pace Range	49.6 - 59.6	49.6 - 59.6	47.3 - 57.3	-	-	49.6 - 59.6	50.5 - 60.5	46.5 - 56.5	48.8 - 58.8	44.5 - 54.5	39.7 - 49.7	43.8 - 53.8	45.8 - 55.8	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	43.8 - 53.8	44.5 - 54.5	46.5 - 56.5
Count	62	30	16	-	-	25	34	61	119	204	195	235	212	208	224	265	285	300	301	330	276	323	386	201
	78 %	75 %	67 %	-	-	69 %	64 %	68 %	76 %	70 %	61 %	70 %	70 %	69 %	66 %	70 %	67 %	75 %	77 %	75 %	72 %	70 %	70 %	74 %
Percentiles																								
10 %	43.8	42.0	42.6	-	-	48.0	45.8	45.1	46.5	41.4	37.7	42.0	43.2	42.6	42.0	43.2	41.4	43.8	45.1	44.5	42.6	43.2	42.0	42.6
15 %	46.5	43.2	45.8	-	-	49.6	46.5	46.5	47.3	43.8	39.2	43.2	45.1	43.8	43.8	44.5	42.6	45.1	45.8	45.8	43.8	43.8	43.2	45.1
50 %	53.2	53.2	54.2	-	-	55.2	55.2	53.2	52.3	48.8	45.8	48.8	50.5	48.8	48.8	50.5	49.6	49.6	49.6	50.5	49.6	48.8	49.6	50.5
85 %	56.2	58.4	57.3	-	-	60.8	59.6	57.3	57.3	54.2	51.4	53.2	55.2	55.2	55.2	56.2	54.2	54.2	54.2	55.2	54.2	54.2	54.2	55.2
90 %	58.4	59.6	58.4	-	-	63.4	59.6	59.6	57.3	55.2	53.2	54.2	57.3	55.2	56.2	56.2	55.2	55.2	55.2	56.2	55.2	55.2	55.2	56.2
Speeds Exceeded																								
25	80	40	24	-	-	36	53	90	157	287	317	334	303	300	338	370	422	399	391	438	386	462	548	270
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	99 %	98 %	100 %	100 %	99 %	100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	80	40	24	-	-	36	53	88	156	284	308	332	301	297	333	368	416	399	391	436	385	461	548	260
	100 %	100 %	100 %			100 %	100 %	98 %	99 %	98 %	96 %	99 %	99 %	98 %	98 %	97 %	98 %	100 %	100 %	99 %	100 %	100 %	100 %	96 %
45	71	33	22	-	-	35	49	82	146	231	190	256	262	245	269	316	333	343	353	395	313	367	443	236
	89 %	83 %	92 %			97 %	92 %	91 %	93 %	79 %	59 %	77 %	86 %	81 %	79 %	84 %	79 %	86 %	90 %	90 %	81 %	79 %	81 %	87 %
55	20	17	11	-	-	19	30	39	43	41	19	34	67	48	55	75	56	55	56	74	53	62	68	43
	25 %	43 %	46 %			53 %	57 %	43 %	27 %	14 %	6 %	10 %	22 %	16 %	16 %	20 %	13 %	14 %	14 %	17 %	14 %	13 %	12 %	16 %
65	0	1	1	-	-	2	0	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	1	0
	0 %	2.5 %	4.2 %			5.6 %	0 %	0 %	0.6 %	0 %	0.3 %	0 %	0.3 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0 %	0.2 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

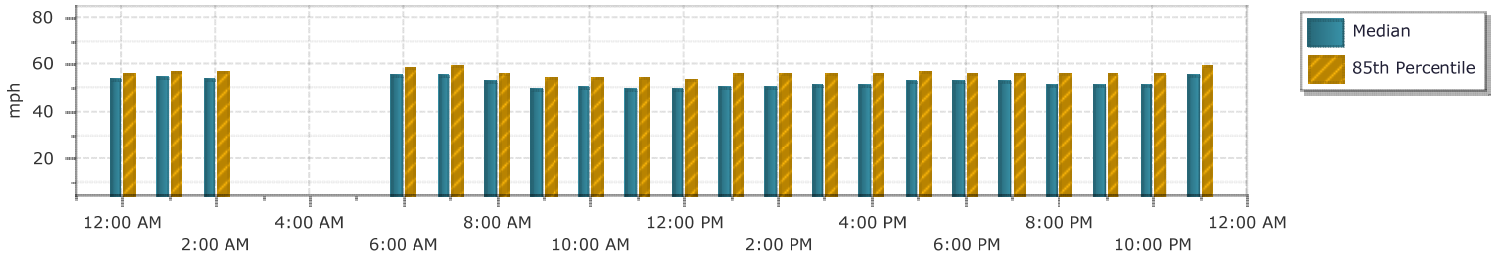
Counter # : 35

6/3/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	83	37	24	17	10	17	39	66	129	192	341	418	422	304	365	366	430	358	395	372	303	258	285	86
Minimum	36.3	41.4	41.4	44.5	37.2	43.8	35.9	45.1	35.0	24.0	19.5	36.3	35.5	11.9	38.2	33.5	36.3	37.7	39.2	38.7	29.8	35.0	35.9	37.7
Maximum	62.1	64.8	60.8	62.1	58.4	64.8	66.2	72.7	60.8	62.1	60.8	62.1	63.4	62.1	67.7	64.8	64.8	72.7	66.2	66.2	63.4	63.4	63.4	66.2
Average	52.0	53.6	52.6	-	-	-	54.5	55.2	51.6	49.8	50.3	49.2	48.4	50.5	50.5	51.2	51.3	52.1	51.7	51.8	51.6	50.7	51.4	54.7
Median	53.2	54.2	53.7	-	-	-	55.2	55.2	52.3	49.6	50.5	49.2	48.8	50.5	50.5	51.4	51.4	52.3	52.3	52.3	51.4	50.9	51.4	55.2
Pace Range	48.8 - 58.8	48.8 - 58.8	48.0 - 58.0	-	-	-	48.8 - 58.8	48.8 - 58.8	46.5 - 56.5	44.5 - 54.5	45.8 - 55.8	44.5 - 54.5	42.6 - 52.6	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	51.4 - 61.4
Count	60	30	17	-	-	-	33	50	104	148	265	319	305	218	241	264	320	255	282	290	226	175	202	67
	72 %	81 %	71 %	-	-	-	85 %	76 %	81 %	77 %	78 %	76 %	72 %	72 %	66 %	72 %	74 %	71 %	71 %	78 %	75 %	68 %	71 %	78 %
Percentiles																								
10 %	44.5	45.1	44.5	-	-	-	48.8	48.8	44.5	44.5	44.5	43.2	42.0	44.5	43.8	44.5	45.1	45.8	45.1	46.5	45.1	43.2	45.1	45.8
15 %	46.5	48.0	45.8	-	-	-	48.8	49.6	47.3	45.1	45.8	45.1	43.2	45.1	45.1	46.5	46.5	47.3	46.5	47.3	47.3	44.5	46.5	48.8
50 %	53.2	54.2	52.3	-	-	-	55.2	54.2	52.3	49.6	50.5	48.8	48.8	50.5	50.5	51.4	51.4	52.3	52.3	52.3	51.4	50.5	51.4	55.2
85 %	56.2	57.3	57.3	-	-	-	58.4	59.6	56.2	54.2	54.2	54.2	53.2	56.2	56.2	56.2	56.2	57.3	56.2	56.2	56.2	56.2	56.2	59.6
90 %	57.3	58.4	57.3	-	-	-	58.4	60.8	56.2	55.2	56.2	55.2	54.2	56.2	57.3	57.3	57.3	58.4	58.4	57.3	57.3	57.3	57.3	60.8
Speeds Exceeded																								
25	83	37	24	-	-	-	39	66	129	191	340	418	422	303	365	366	430	358	395	372	303	258	285	86
	100 %	100 %	100 %				100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	83	37	24	-	-	-	39	66	129	190	338	418	422	302	365	364	430	358	395	372	300	258	285	86
	100 %	100 %	100 %				100 %	100 %	100 %	99 %	99 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %
45	73	35	22	-	-	-	37	66	117	173	307	358	329	268	315	328	395	338	358	353	280	220	258	82
	88 %	95 %	92 %				95 %	100 %	91 %	90 %	90 %	86 %	78 %	88 %	86 %	90 %	92 %	94 %	91 %	95 %	92 %	85 %	91 %	95 %
55	34	17	10	-	-	-	21	33	34	27	51	47	38	65	82	100	106	107	112	98	82	61	85	49
	41 %	46 %	42 %				54 %	50 %	26 %	14 %	15 %	11 %	9 %	21 %	22 %	27 %	25 %	30 %	28 %	26 %	27 %	24 %	30 %	57 %
65	0	0	0	-	-	-	1	3	0	0	0	0	0	0	2	0	0	2	2	1	0	0	0	1
	0 %	0 %	0 %				2.6 %	4.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0.6 %	0.5 %	0.3 %	0 %	0 %	0 %	1.2 %
75	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

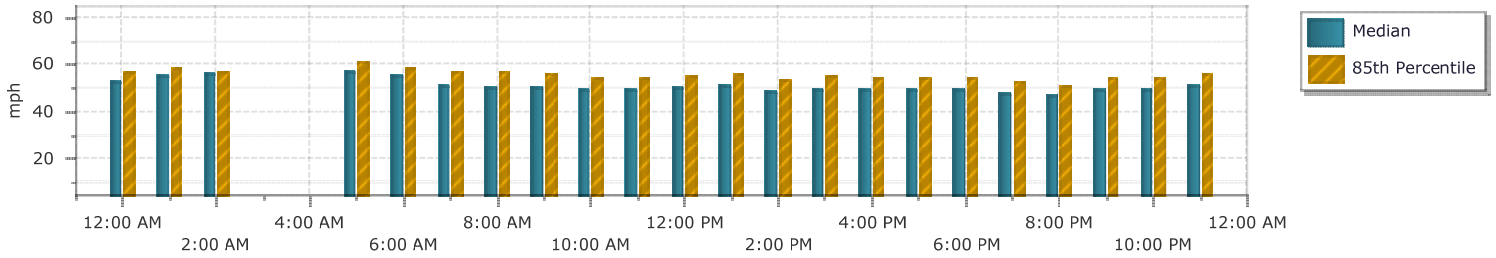
Counter # : 35

6/9/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	85	42	20	18	8	32	49	79	132	230	324	292	323	281	407	346	536	511	441	606	533	308	388	190
Minimum	35.5	43.8	51.4	43.2	46.5	48.0	35.0	32.7	18.3	32.7	32.0	21.3	21.3	24.0	20.3	21.4	18.6	37.7	18.7	32.0	21.0	30.1	14.0	37.7
Maximum	62.1	67.7	58.4	64.8	62.1	70.9	63.4	64.8	60.8	63.4	64.8	59.6	63.4	64.8	64.8	60.8	60.8	62.1	64.8	64.8	60.8	64.8	69.3	63.4
Average	51.5	54.7	55.7	-	-	57.2	54.6	51.7	50.0	50.7	49.8	48.3	50.5	50.7	47.4	49.2	48.5	49.4	49.2	47.5	46.3	49.0	48.7	51.0
Median	52.3	55.2	56.2	-	-	56.7	55.2	51.4	50.5	50.5	49.6	49.2	50.5	51.4	48.0	49.6	48.8	49.6	48.8	47.3	46.5	49.6	49.6	51.4
Pace Range	48.0 - 58.0	49.6 - 59.6	51.4 - 61.4	-	-	51.4 - 61.4	51.4 - 61.4	44.5 - 54.5	45.8 - 55.8	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	45.8 - 55.8	46.5 - 56.5	41.4 - 51.4	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	44.5 - 54.5	46.5 - 56.5	48.8 - 58.8
Count	57	35	20	-	-	25	40	53	83	166	242	194	227	214	279	238	382	380	330	444	391	216	252	133
	67 %	83 %	100 %	-	-	78 %	82 %	67 %	63 %	72 %	75 %	66 %	70 %	76 %	69 %	69 %	71 %	74 %	75 %	73 %	73 %	70 %	65 %	70 %
Percentiles																								
10 %	43.2	45.1	52.3	-	-	49.6	45.1	45.1	42.0	43.8	43.8	40.8	43.8	45.1	40.3	42.0	42.6	43.8	43.2	41.4	39.7	42.6	41.4	42.6
15 %	45.8	49.6	53.2	-	-	51.4	50.5	45.8	43.8	45.1	45.1	42.6	45.1	46.5	42.0	43.8	43.8	44.5	44.5	42.6	41.4	43.2	43.2	45.8
50 %	52.3	55.2	56.2	-	-	56.2	55.2	51.4	50.5	50.5	49.6	48.8	50.5	50.5	48.0	49.6	48.8	49.6	48.8	47.3	46.5	49.6	49.6	51.4
85 %	57.3	58.4	57.3	-	-	60.8	58.4	57.3	57.3	56.2	54.2	54.2	55.2	56.2	53.2	55.2	54.2	54.2	54.2	52.3	51.4	54.2	54.2	56.2
90 %	57.3	58.4	57.3	-	-	60.8	59.6	58.4	57.3	57.3	55.2	55.2	57.3	56.2	54.2	56.2	55.2	55.2	55.2	53.2	53.2	55.2	56.2	57.3
Speeds Exceeded																								
25	85	42	20	-	-	32	49	79	129	230	324	288	322	280	405	344	534	511	440	606	532	308	383	190
	100 %	100 %	100 %			100 %	100 %	100 %	98 %	100 %	100 %	99 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %
35	85	42	20	-	-	32	49	78	129	229	322	284	322	277	398	336	531	511	440	597	525	305	379	190
	100 %	100 %	100 %			100 %	100 %	99 %	98 %	100 %	99 %	97 %	100 %	99 %	98 %	97 %	99 %	100 %	100 %	99 %	98 %	99 %	98 %	100 %
45	74	41	20	-	-	32	46	74	111	200	279	220	285	258	282	282	414	424	371	432	324	240	301	163
	87 %	98 %	100 %			100 %	94 %	94 %	84 %	87 %	86 %	75 %	88 %	92 %	69 %	82 %	77 %	83 %	84 %	71 %	61 %	78 %	78 %	86 %
55	25	26	15	-	-	23	28	22	34	46	46	37	68	61	38	55	59	63	53	37	27	39	58	51
	29 %	62 %	75 %			72 %	57 %	28 %	26 %	20 %	14 %	13 %	21 %	22 %	9 %	16 %	11 %	12 %	12 %	6 %	5 %	13 %	15 %	27 %
65	0	1	0	-	-	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	0 %	2.4 %	0 %			6.3 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

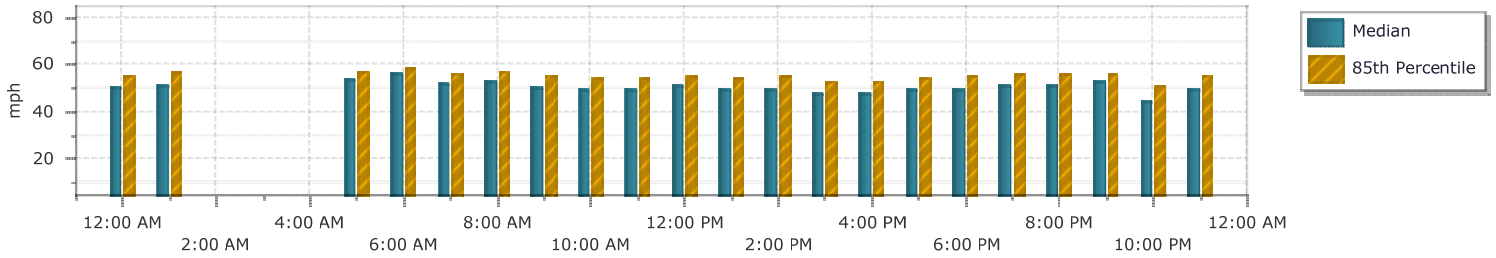
Counter # : 35

6/10/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	75	42	16	17	14	20	42	64	105	193	359	332	287	372	415	582	734	572	416	212	225	273	325	125
Minimum	33.5	42.0	47.3	37.7	43.2	45.1	45.8	43.8	16.7	22.1	34.6	38.2	22.6	35.5	37.7	22.2	29.2	22.1	31.4	33.5	35.9	14.5	30.4	33.5
Maximum	60.8	60.8	56.2	66.2	72.7	60.8	63.4	62.1	62.1	67.7	63.4	60.8	60.8	63.4	62.1	62.1	62.1	63.4	76.4	63.4	63.4	69.3	60.8	67.7
Average	49.8	52.0	-	-	-	52.7	54.5	51.9	51.3	50.5	49.4	49.8	50.7	49.8	50.0	47.5	46.9	48.7	49.4	51.0	51.5	50.8	45.3	48.7
Median	50.5	51.4	-	-	-	53.7	56.2	51.8	52.3	50.5	49.6	49.6	51.4	49.6	49.6	47.3	47.3	48.8	48.8	51.4	51.4	52.3	44.5	49.6
Pace Range	46.5 - 56.5	48.8 - 58.8	-	-	-	48.0 - 58.0	51.4 - 61.4	46.5 - 56.5	48.8 - 58.8	46.5 - 56.5	44.5 - 54.5	45.8 - 55.8	48.0 - 58.0	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	39.7 - 49.7	46.5 - 56.5
Count	50	31	-	-	-	14	30	48	76	148	266	257	218	278	305	425	504	391	265	149	165	188	225	76
	67 %	74 %	-	-	-	70 %	71 %	75 %	72 %	77 %	74 %	77 %	76 %	75 %	73 %	73 %	69 %	68 %	64 %	70 %	73 %	69 %	69 %	61 %
Percentiles																								
10 %	41.4	44.5	-	-	-	45.1	46.5	45.8	43.8	44.5	43.2	43.8	44.5	43.8	44.5	41.4	40.3	42.0	42.6	43.8	44.5	42.6	38.7	38.2
15 %	43.8	47.3	-	-	-	45.8	48.0	46.5	46.5	45.8	44.5	45.8	45.8	45.1	45.1	42.6	41.4	43.8	43.8	45.8	46.5	45.1	40.3	39.2
50 %	50.5	51.4	-	-	-	52.3	55.2	51.4	52.3	50.5	49.6	49.6	51.4	49.6	49.6	47.3	47.3	48.8	48.8	51.4	51.4	52.3	44.5	48.8
85 %	55.2	57.3	-	-	-	57.3	58.4	56.2	57.3	55.2	54.2	54.2	55.2	54.2	55.2	52.3	52.3	54.2	55.2	56.2	56.2	56.2	51.4	55.2
90 %	56.2	58.4	-	-	-	58.4	60.8	57.3	58.4	56.2	55.2	55.2	56.2	55.2	56.2	53.2	53.2	55.2	56.2	57.3	57.3	57.3	53.2	56.2
Speeds Exceeded																								
25	75	42	-	-	-	20	42	64	104	192	359	332	286	372	415	581	734	571	416	212	225	269	325	125
	100 %	100 %				100 %	100 %	100 %	99 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %
35	74	42	-	-	-	20	42	64	103	190	358	332	285	372	415	575	728	568	415	210	225	269	311	123
	99 %	100 %				100 %	100 %	100 %	98 %	98 %	100 %	100 %	99 %	100 %	100 %	99 %	99 %	99 %	100 %	99 %	100 %	99 %	96 %	98 %
45	62	38	-	-	-	20	42	60	93	171	302	293	259	318	357	426	503	448	326	186	203	235	157	91
	83 %	90 %				100 %	100 %	94 %	89 %	89 %	84 %	88 %	90 %	85 %	86 %	73 %	69 %	78 %	78 %	88 %	90 %	86 %	48 %	73 %
55	17	13	-	-	-	8	22	17	31	43	46	45	60	52	75	40	40	79	74	53	58	78	15	20
	23 %	31 %				40.0 %	52 %	27 %	30 %	22 %	13 %	14 %	21 %	14 %	18 %	7 %	5 %	14 %	18 %	25 %	26 %	29 %	5 %	16 %
65	0	0	-	-	-	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	1
	0 %	0 %				0 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0 %	0 %	0.4 %	0 %	0.8 %
75	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	0 %	0 %				0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

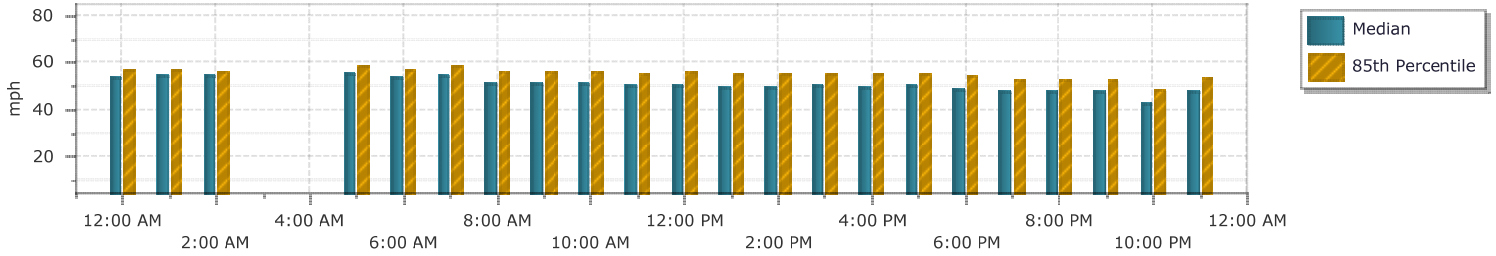
Counter # : 31

6/16/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	79	42	30	13	14	22	57	105	152	196	291	264	306	286	388	362	439	503	526	652	623	633	738	487
Minimum	38.7	43.2	43.2	43.2	45.1	42.6	41.4	38.2	39.7	37.7	19.2	26.1	20.0	36.8	33.5	16.2	32.7	33.9	19.9	14.2	35.5	28.1	11.6	19.7
Maximum	70.9	62.1	59.6	66.2	58.4	64.8	66.2	64.8	66.2	64.8	62.1	64.8	69.3	66.2	70.9	63.4	64.8	67.7	63.4	66.2	64.8	66.2	59.6	62.1
Average	52.6	53.9	53.0	-	-	53.6	52.5	53.8	51.4	51.2	50.8	49.4	50.4	49.7	49.6	49.7	49.4	50.3	48.5	47.2	47.7	47.3	42.0	47.2
Median	53.2	54.7	54.2	-	-	55.2	53.2	54.2	51.4	51.4	51.4	50.5	50.5	49.6	49.6	50.5	48.8	50.5	48.0	47.3	47.3	47.3	42.6	47.3
Pace Range	48.8 - 58.8	51.4 - 61.4	48.8 - 58.8	-	-	52.3 - 62.3	47.3 - 57.3	49.6 - 59.6	45.8 - 55.8	48.0 - 58.0	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	36.8 - 46.8	41.4 - 51.4
Count	56	33	24	-	-	15	40	81	98	146	192	177	209	195	271	244	290	385	350	450	476	463	462	313
	71 %	79 %	80 %	-	-	68 %	70 %	77 %	64 %	74 %	66 %	67 %	68 %	68 %	70 %	67 %	66 %	77 %	67 %	69 %	76 %	73 %	63 %	64 %
Percentiles																								
10 %	44.5	46.5	47.3	-	-	43.2	44.5	48.0	44.5	44.5	43.8	39.7	44.5	43.2	42.6	42.6	42.6	45.1	42.0	40.3	42.0	41.4	34.6	39.7
15 %	45.8	47.3	48.0	-	-	43.8	47.3	48.8	45.1	45.8	45.1	43.2	45.1	44.5	44.5	44.5	43.8	45.8	43.2	41.4	43.2	42.6	36.3	41.4
50 %	53.2	54.2	54.2	-	-	54.2	52.3	54.2	51.4	51.4	51.4	50.5	50.5	49.6	49.6	50.5	48.8	49.6	48.0	47.3	47.3	47.3	42.6	47.3
85 %	57.3	57.3	56.2	-	-	58.4	57.3	58.4	56.2	56.2	56.2	55.2	56.2	55.2	55.2	55.2	55.2	55.2	54.2	52.3	52.3	52.3	48.0	53.2
90 %	58.4	58.4	58.4	-	-	59.6	58.4	59.6	57.3	57.3	58.4	56.2	57.3	56.2	56.2	56.2	57.3	56.2	55.2	53.2	53.2	53.2	49.6	54.2
Speeds Exceeded																								
25	79	42	30	-	-	22	57	105	152	196	290	264	305	286	388	359	439	503	522	651	623	633	723	486
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	100 %	98 %	100 %
35	79	42	30	-	-	22	57	105	152	196	288	259	301	286	383	358	437	499	521	644	623	623	658	482
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	99 %	98 %	98 %	100 %	99 %	99 %	100 %	99 %	99 %	99 %	100 %	98 %	89 %	99 %
45	72	41	29	-	-	18	52	103	133	177	249	213	268	239	326	300	357	456	404	442	463	448	242	317
	91 %	98 %	97 %			82 %	91 %	98 %	88 %	90 %	86 %	81 %	88 %	84 %	84 %	83 %	81 %	91 %	77 %	68 %	74 %	71 %	33 %	65 %
55	26	20	10	-	-	10	17	45	44	44	78	48	68	59	63	68	81	85	69	48	37	47	13	48
	33 %	48 %	33 %			45 %	30 %	43 %	29 %	22 %	27 %	18 %	22 %	21 %	16 %	19 %	18 %	17 %	13 %	7 %	6 %	7 %	2 %	10 %
65	1	0	0	-	-	0	1	0	1	0	0	0	1	1	3	0	0	1	0	1	0	1	0	0
	1.3 %	0 %	0 %			0 %	1.8 %	0 %	0.7 %	0 %	0 %	0 %	0.3 %	0.3 %	0.8 %	0 %	0 %	0.2 %	0 %	0.2 %	0 %	0.2 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

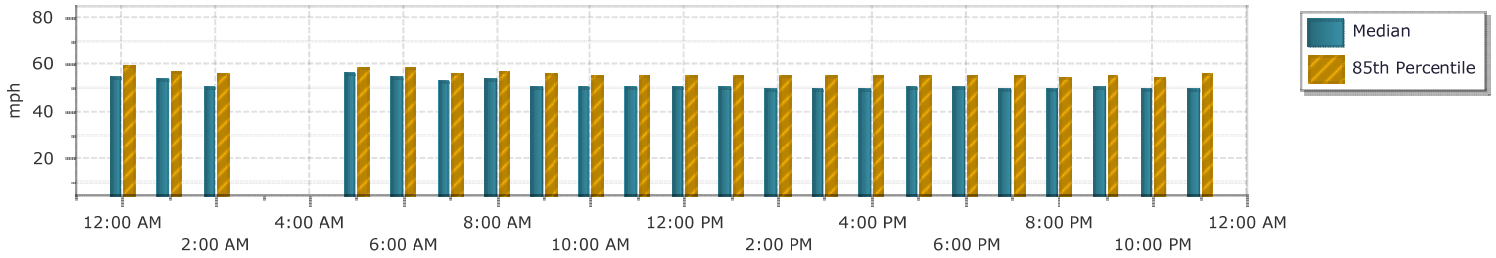
Counter # : 31

6/17/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	98	57	28	15	13	34	42	84	142	282	344	345	322	363	441	481	581	537	549	484	427	310	396	141
Minimum	38.7	33.1	29.5	35.9	53.2	40.8	43.8	40.3	30.1	19.2	22.9	32.0	37.2	35.0	22.4	37.2	27.8	23.8	35.9	31.0	17.8	24.0	31.7	40.8
Maximum	64.8	66.2	64.8	62.1	66.2	66.2	66.2	67.7	66.2	63.4	64.8	62.1	63.4	64.8	82.7	85.1	67.7	62.1	66.2	63.4	62.1	70.9	70.9	63.4
Average	53.3	51.9	48.2	-	-	54.6	54.3	52.2	52.8	50.4	50.5	50.1	50.5	50.1	49.7	50.0	49.9	49.9	50.6	49.5	49.3	50.3	48.4	50.7
Median	54.2	53.2	50.1	-	-	56.2	54.2	52.7	53.2	50.5	50.5	50.5	50.5	50.5	49.6	49.6	49.6	50.5	50.5	49.6	48.8	50.5	48.8	49.6
Pace Range	49.6 - 59.6	48.0 - 58.0	48.8 - 58.8	-	-	52.3 - 62.3	50.5 - 60.5	47.3 - 57.3	48.0 - 58.0	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	45.8 - 55.8	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5
Count	67	38	14	-	-	23	35	61	109	210	255	239	240	263	323	348	431	414	416	352	311	215	250	99
	68 %	67 %	50 %	-	-	68 %	83 %	73 %	77 %	74 %	74 %	69 %	75 %	72 %	73 %	72 %	74 %	77 %	76 %	73 %	73 %	69 %	63 %	70 %
Percentiles																								
10 %	45.8	42.6	31.7	-	-	47.3	48.8	45.8	47.3	44.5	44.5	43.8	44.5	43.2	43.8	43.8	43.8	43.8	44.5	43.8	43.2	43.8	40.3	43.8
15 %	46.5	43.2	34.2	-	-	48.0	50.5	47.3	48.0	45.8	45.8	44.5	45.8	45.1	45.1	44.5	45.1	45.8	45.8	45.1	44.5	44.5	42.6	45.8
50 %	53.2	52.3	48.8	-	-	55.2	53.2	52.3	53.2	50.5	50.5	50.5	50.5	50.5	49.6	49.6	49.6	50.5	50.5	48.8	48.8	50.5	48.8	49.6
85 %	59.6	57.3	56.2	-	-	58.4	58.4	56.2	57.3	56.2	55.2	55.2	55.2	55.2	55.2	55.2	55.2	55.2	55.2	55.2	54.2	55.2	54.2	56.2
90 %	59.6	58.4	58.4	-	-	60.8	59.6	58.4	58.4	56.2	56.2	57.3	56.2	56.2	56.2	56.2	56.2	55.2	56.2	56.2	55.2	56.2	55.2	57.3
Speeds Exceeded																								
25	98	57	28	-	-	34	42	84	142	280	343	345	322	363	440	481	581	536	549	484	426	309	396	141
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	98	56	24	-	-	34	42	84	141	279	343	343	322	363	439	481	579	533	549	483	425	307	382	141
	100 %	98 %	86 %			100 %	100 %	100 %	99 %	99 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	99 %	96 %	100 %
45	93	49	19	-	-	32	41	77	135	253	305	287	290	310	381	405	505	469	491	416	360	264	288	125
	95 %	86 %	68 %			94 %	98 %	92 %	95 %	90 %	89 %	83 %	90 %	85 %	86 %	84 %	87 %	87 %	89 %	86 %	84 %	85 %	73 %	89 %
55	44	17	10	-	-	19	19	22	53	65	62	64	64	69	68	83	89	84	107	76	61	65	57	34
	45 %	30 %	36 %			56 %	45 %	26 %	37 %	23 %	18 %	19 %	20 %	19 %	15 %	17 %	15 %	16 %	19 %	16 %	14 %	21 %	14 %	24 %
65	0	1	0	-	-	1	1	1	1	0	0	0	0	0	1	1	1	0	1	0	0	2	2	0
	0 %	1.8 %	0 %			2.9 %	2.4 %	1.2 %	0.7 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0.2 %	0.2 %	0 %	0.2 %	0 %	0 %	0.6 %	0.5 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 33

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	20	17	3
12:15 AM	18	18	0
12:30 AM	10	10	0
12:45 AM	14	14	0
1:00 AM	10	9	1
1:15 AM	10	10	0
1:30 AM	8	8	0
1:45 AM	3	3	0
2:00 AM	5	5	0
2:15 AM	3	3	0
2:30 AM	9	9	0
2:45 AM	6	6	0
3:00 AM	1	1	0
3:15 AM	1	1	0
3:30 AM	7	6	1
3:45 AM	3	3	0
4:00 AM	2	2	0
4:15 AM	1	1	0
4:30 AM	6	6	0
4:45 AM	7	6	1
5:00 AM	2	2	0
5:15 AM	3	1	2
5:30 AM	11	10	1
5:45 AM	17	17	0
6:00 AM	19	19	0
6:15 AM	26	26	0
6:30 AM	43	42	1
6:45 AM	47	47	0
7:00 AM	69	67	2
7:15 AM	77	74	3
7:30 AM	105	104	1
7:45 AM	70	66	4
8:00 AM	50	45	5
8:15 AM	86	85	1
8:30 AM	74	71	3
8:45 AM	113	106	7
9:00 AM	108	98	10
9:15 AM	133	126	7
9:30 AM	148	145	3
9:45 AM	141	134	7
10:00 AM	137	133	4
10:15 AM	139	133	6
10:30 AM	129	122	7
10:45 AM	125	123	2
11:00 AM	137	130	7
11:15 AM	134	122	12
11:30 AM	156	149	7
11:45 AM	149	142	7
Total	2592	2477	115
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 33

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	129	126	3
12:15 PM	97	92	5
12:30 PM	130	120	10
12:45 PM	114	109	5
1:00 PM	116	108	8
1:15 PM	154	146	8
1:30 PM	123	122	1
1:45 PM	133	129	4
2:00 PM	129	123	6
2:15 PM	114	110	4
2:30 PM	107	98	9
2:45 PM	120	116	4
3:00 PM	116	112	4
3:15 PM	118	114	4
3:30 PM	128	124	4
3:45 PM	125	119	6
4:00 PM	126	120	6
4:15 PM	147	143	4
4:30 PM	144	140	4
4:45 PM	112	108	4
5:00 PM	80	77	3
5:15 PM	93	90	3
5:30 PM	86	83	3
5:45 PM	100	97	3
6:00 PM	70	69	1
6:15 PM	82	76	6
6:30 PM	68	66	2
6:45 PM	79	76	3
7:00 PM	56	55	1
7:15 PM	58	55	3
7:30 PM	46	45	1
7:45 PM	48	44	4
8:00 PM	42	40	2
8:15 PM	36	36	0
8:30 PM	43	41	2
8:45 PM	29	28	1
9:00 PM	31	29	2
9:15 PM	31	31	0
9:30 PM	31	29	2
9:45 PM	24	24	0
10:00 PM	33	31	2
10:15 PM	23	22	1
10:30 PM	28	26	2
10:45 PM	21	21	0
11:00 PM	33	33	0
11:15 PM	21	21	0
11:30 PM	15	15	0
11:45 PM	11	10	1
Total	3800	3649	151
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

6/10/2018

Counter # : 33

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	9	9	0
12:15 AM	11	11	0
12:30 AM	4	4	0
12:45 AM	11	11	0
1:00 AM	6	6	0
1:15 AM	3	3	0
1:30 AM	3	3	0
1:45 AM	3	3	0
2:00 AM	5	5	0
2:15 AM	2	2	0
2:30 AM	3	3	0
2:45 AM	7	7	0
3:00 AM	1	1	0
3:15 AM	1	1	0
3:30 AM	4	3	1
3:45 AM	2	2	0
4:00 AM	1	1	0
4:15 AM	4	3	1
4:30 AM	2	2	0
4:45 AM	4	3	1
5:00 AM	4	4	0
5:15 AM	7	6	1
5:30 AM	19	19	0
5:45 AM	26	26	0
6:00 AM	20	20	0
6:15 AM	15	15	0
6:30 AM	20	19	1
6:45 AM	44	43	1
7:00 AM	37	36	1
7:15 AM	62	60	2
7:30 AM	79	73	6
7:45 AM	87	83	4
8:00 AM	92	90	2
8:15 AM	86	80	6
8:30 AM	92	89	3
8:45 AM	105	99	6
9:00 AM	88	80	8
9:15 AM	108	100	8
9:30 AM	110	109	1
9:45 AM	164	158	6
10:00 AM	153	148	5
10:15 AM	166	165	1
10:30 AM	132	129	3
10:45 AM	150	145	5
11:00 AM	147	142	5
11:15 AM	132	128	4
11:30 AM	107	101	6
11:45 AM	142	137	5
Total	2480	2387	93
%		96.3	3.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 33

6/10/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	115	110	5
12:15 PM	98	91	7
12:30 PM	110	108	2
12:45 PM	105	96	9
1:00 PM	101	97	4
1:15 PM	108	105	3
1:30 PM	98	93	5
1:45 PM	101	95	6
2:00 PM	84	82	2
2:15 PM	83	76	7
2:30 PM	91	90	1
2:45 PM	82	81	1
3:00 PM	97	91	6
3:15 PM	98	95	3
3:30 PM	90	86	4
3:45 PM	77	74	3
4:00 PM	75	70	5
4:15 PM	66	64	2
4:30 PM	72	69	3
4:45 PM	57	54	3
5:00 PM	43	40	3
5:15 PM	47	46	1
5:30 PM	38	35	3
5:45 PM	37	37	0
6:00 PM	35	31	4
6:15 PM	26	25	1
6:30 PM	35	35	0
6:45 PM	30	30	0
7:00 PM	39	39	0
7:15 PM	40	38	2
7:30 PM	34	33	1
7:45 PM	35	35	0
8:00 PM	30	27	3
8:15 PM	33	30	3
8:30 PM	27	27	0
8:45 PM	17	17	0
9:00 PM	29	28	1
9:15 PM	22	22	0
9:30 PM	22	20	2
9:45 PM	19	16	3
10:00 PM	16	16	0
10:15 PM	18	18	0
10:30 PM	16	15	1
10:45 PM	14	14	0
11:00 PM	9	9	0
11:15 PM	5	3	2
11:30 PM	8	8	0
11:45 PM	9	8	1
Total	2541	2429	112
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

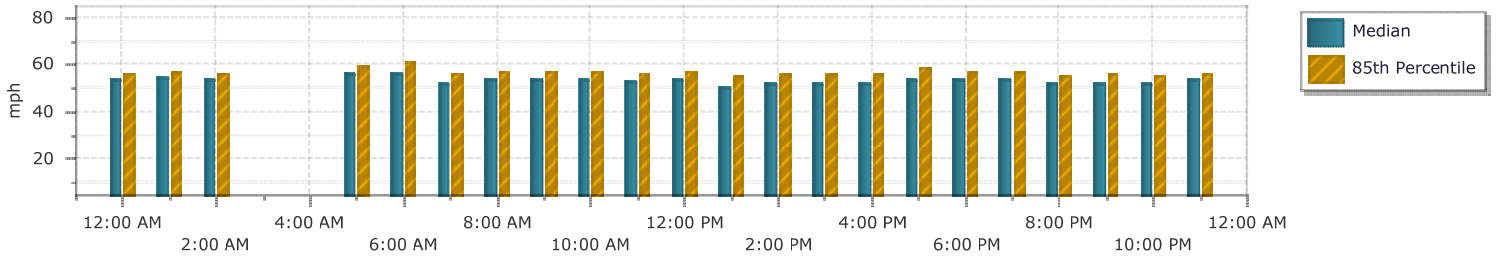
Counter # : 33

6/9/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	62	31	23	12	16	33	135	321	323	530	530	576	470	526	470	487	529	359	299	208	150	117	105	80
Minimum	40.8	42.0	45.2	45.2	43.8	45.9	45.9	37.3	10.7	17.3	15.8	37.3	28.7	14.5	20.3	15.3	16.9	41.4	14.8	14.0	35.1	38.2	30.7	37.7
Maximum	63.4	66.2	59.6	60.8	64.8	64.8	64.8	72.7	63.4	67.7	67.7	67.7	66.2	63.4	72.7	64.8	69.3	67.7	64.8	66.2	63.4	63.4	62.1	63.4
Average	52.5	53.8	53.0	-	-	56.1	56.7	52.1	52.0	52.4	53.3	52.4	52.3	49.6	51.3	51.2	51.6	53.2	51.8	52.9	51.1	51.1	50.3	52.2
Median	53.2	54.2	53.2	-	-	56.2	56.2	51.4	53.2	53.2	53.2	52.3	53.2	49.7	51.4	51.4	51.4	53.2	53.2	53.2	51.4	51.4	51.4	53.2
Pace Range	46.6 - 56.6	48.9 - 58.9	46.6 - 56.6	-	-	49.7 - 59.7	52.3 - 62.3	46.6 - 56.6	48.9 - 58.9	46.6 - 56.6	48.9 - 58.9	46.6 - 56.6	48.9 - 58.9	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	48.9 - 58.9	48.9 - 58.9	48.9 - 58.9	45.9 - 55.9	46.6 - 56.6	48.9 - 58.9	46.6 - 56.6
Count	49	27	19	-	-	25	115	244	236	379	414	441	369	387	351	354	382	265	215	164	115	87	71	60
	79 %	87 %	83 %	-	-	76 %	85 %	76 %	73 %	72 %	78 %	77 %	79 %	74 %	75 %	73 %	72 %	74 %	72 %	79 %	77 %	74 %	68 %	75 %
Percentiles																								
10 %	46.6	48.9	46.6	-	-	48.9	51.4	46.6	43.8	45.9	47.3	46.6	45.9	42.6	45.2	45.2	45.2	47.3	43.8	47.3	45.9	43.8	43.8	45.9
15 %	47.3	48.9	47.3	-	-	49.7	52.3	47.3	46.6	47.3	48.9	47.3	48.1	44.5	46.6	46.6	47.3	48.1	45.9	48.9	46.6	45.2	43.8	47.3
50 %	53.2	54.2	53.2	-	-	56.2	56.2	51.4	53.2	52.3	53.2	52.3	53.2	49.7	51.4	51.4	51.4	53.2	53.2	53.2	51.4	51.4	51.4	53.2
85 %	56.2	57.3	56.2	-	-	59.6	60.8	56.2	57.3	57.3	57.3	56.2	57.3	55.2	56.2	56.2	56.2	58.4	57.3	57.3	55.2	56.2	55.2	56.2
90 %	57.3	58.4	56.2	-	-	60.8	62.1	57.3	58.4	58.4	59.6	58.4	58.4	55.2	57.3	57.3	58.4	58.4	58.4	58.4	56.2	56.2	56.2	58.4
Speeds Exceeded																								
25	62	31	23	-	-	33	135	321	320	529	529	576	470	523	469	486	528	359	297	206	150	117	105	80
	100 %	100 %	100 %			100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	99 %	100 %	100 %	100 %	100 %
35	62	31	23	-	-	33	135	321	317	529	529	576	463	523	465	485	528	359	296	206	150	117	102	80
	100 %	100 %	100 %			100 %	100 %	100 %	98 %	100 %	100 %	100 %	99 %	99 %	99 %	100 %	100 %	100 %	99 %	99 %	100 %	100 %	97 %	100 %
45	60	29	23	-	-	33	135	300	290	505	520	549	440	444	426	440	487	346	265	200	141	105	87	73
	97 %	94 %	100 %			100 %	100 %	93 %	90 %	95 %	98 %	95 %	94 %	84 %	91 %	90 %	92 %	96 %	89 %	96 %	94 %	90 %	83 %	91 %
55	19	15	8	-	-	22	95	98	106	190	186	167	147	87	137	119	148	131	99	86	32	30	23	24
	31 %	48 %	34.8 %			67 %	70 %	31 %	33 %	36 %	35 %	29 %	31 %	17 %	29 %	24 %	28 %	36 %	33 %	41 %	21 %	26 %	22 %	30 %
65	0	1	0	-	-	0	0	3	0	1	1	3	2	0	1	0	1	2	0	1	0	0	0	0
	0 %	3.2 %	0 %			0 %	0 %	0.9 %	0 %	0.2 %	0.2 %	0.5 %	0.4 %	0 %	0.2 %	0 %	0.2 %	0.6 %	0 %	0.5 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

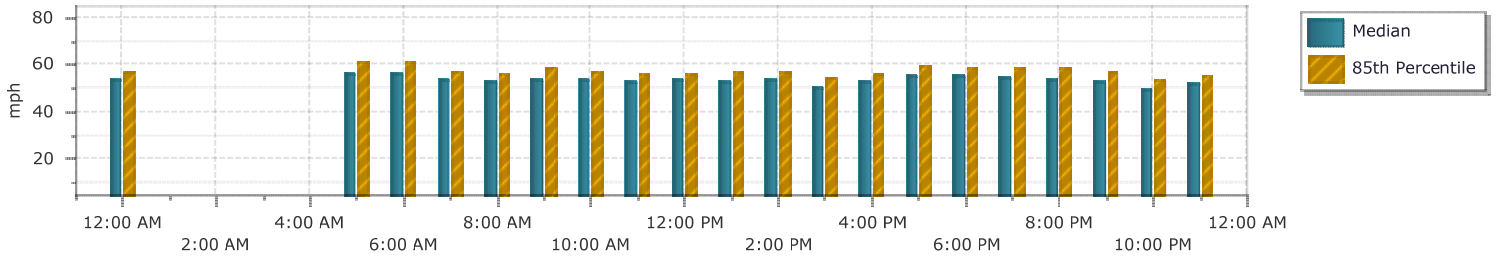
Site: Link3WB
6/10/2018
Sunday

Counter # : 33

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	35	15	17	8	11	56	99	265	375	470	601	528	428	408	340	362	270	165	126	148	107	92	64	31
Minimum	42.6	40.8	45.9	35.9	37.3	45.9	23.1	38.7	21.3	29.2	39.7	31.4	33.5	14.6	37.3	14.6	16.8	43.8	14.1	16.6	40.8	24.4	38.2	35.1
Maximum	62.1	58.4	66.2	58.4	60.8	64.8	64.8	67.7	66.2	71.0	71.0	64.8	67.7	67.7	67.7	66.2	64.8	67.7	71.0	72.7	72.7	60.8	62.1	64.8
Average	52.9	-	-	-	-	56.3	55.4	52.9	52.1	53.5	52.6	51.6	52.2	52.2	52.1	49.7	51.5	54.8	54.3	53.8	53.7	51.8	48.3	51.0
Median	53.2	-	-	-	-	56.2	56.2	53.2	52.3	53.2	53.2	52.3	53.2	52.3	53.2	49.7	52.3	55.2	55.2	54.2	53.2	52.3	48.9	51.4
Pace Range	48.1 - 58.1	-	-	-	-	51.4 - 61.4	52.3 - 62.3	46.6 - 56.6	46.6 - 56.6	48.9 - 58.9	48.9 - 58.9	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	46.6 - 56.6	49.7 - 59.7	48.9 - 58.9	48.9 - 58.9	48.9 - 58.9	49.7 - 59.7	42.6 - 52.6	47.3 - 57.3
Count	25	-	-	-	-	46	74	206	280	369	479	379	321	295	229	269	198	124	101	107	85	63	42	22
	71 %	-	-	-	-	82 %	75 %	78 %	75 %	79 %	80 %	72 %	75 %	72 %	67 %	74 %	73 %	75 %	80 %	72 %	79 %	68 %	66 %	71 %
Percentiles																								
10 %	45.9	-	-	-	-	50.5	49.7	47.3	45.9	48.1	47.3	45.2	45.9	46.6	44.5	43.8	44.5	48.1	48.9	46.6	47.3	43.8	40.3	42.0
15 %	46.6	-	-	-	-	53.2	50.5	48.1	47.3	48.9	48.9	45.9	47.3	47.3	45.9	45.2	45.9	49.7	49.7	48.9	48.9	45.2	40.8	43.8
50 %	51.4	-	-	-	-	56.2	56.2	53.2	52.3	53.2	53.2	52.3	53.2	52.3	53.2	49.7	52.3	55.2	55.2	54.2	53.2	52.3	48.9	51.4
85 %	57.3	-	-	-	-	60.8	60.8	57.3	56.2	58.4	57.3	56.2	56.2	57.3	57.3	54.2	56.2	59.6	58.4	58.4	58.4	57.3	53.2	55.2
90 %	58.4	-	-	-	-	60.8	62.1	58.4	58.4	59.6	58.4	58.4	58.4	58.4	58.4	55.2	57.3	60.8	59.6	60.8	58.4	58.4	56.2	56.2
Speeds Exceeded																								
25	35	-	-	-	-	56	97	265	374	470	601	528	428	406	340	360	269	165	123	147	107	91	64	31
	100 %					100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	98 %	99 %	100 %	99 %	100 %	100 %
35	35	-	-	-	-	56	97	265	374	469	601	527	426	405	340	360	269	165	123	147	107	91	64	31
	100 %					100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %	98 %	99 %	100 %	99 %	100 %	100 %
45	34	-	-	-	-	56	96	255	354	460	575	485	399	385	306	310	242	163	122	142	101	81	47	27
	97 %					100 %	97 %	96 %	94 %	98 %	96 %	92 %	93 %	94 %	90 %	86 %	90 %	99 %	97 %	96 %	94 %	88 %	73 %	87 %
55	13	-	-	-	-	38	66	96	108	186	184	150	132	141	110	54	67	85	72	64	48	30	8	7
	37 %					68 %	67 %	36 %	29 %	40 %	31 %	28 %	31 %	35 %	32 %	15 %	25 %	52 %	57 %	43 %	45 %	33 %	12.5 %	22.6 %
65	0	-	-	-	-	0	0	1	1	1	1	0	1	1	1	2	0	3	3	3	3	0	0	0
	0 %					0 %	0 %	0.4 %	0.3 %	0.2 %	0.2 %	0 %	0.2 %	0.2 %	0.3 %	0.6 %	0 %	1.8 %	2.4 %	2.0 %	2.8 %	0 %	0 %	0 %
75	0	-	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %					0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	36	36	0
12:15 AM	26	25	1
12:30 AM	25	25	0
12:45 AM	18	17	1
1:00 AM	13	13	0
1:15 AM	22	22	0
1:30 AM	9	8	1
1:45 AM	10	9	1
2:00 AM	9	9	0
2:15 AM	8	8	0
2:30 AM	9	9	0
2:45 AM	4	4	0
3:00 AM	4	4	0
3:15 AM	8	8	0
3:30 AM	5	4	1
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	9	7	2
4:30 AM	8	8	0
4:45 AM	7	6	1
5:00 AM	4	4	0
5:15 AM	5	5	0
5:30 AM	17	16	1
5:45 AM	18	17	1
6:00 AM	18	18	0
6:15 AM	22	22	0
6:30 AM	30	27	3
6:45 AM	32	31	1
7:00 AM	28	25	3
7:15 AM	29	26	3
7:30 AM	26	23	3
7:45 AM	52	50	2
8:00 AM	49	45	4
8:15 AM	57	55	2
8:30 AM	43	41	2
8:45 AM	71	66	5
9:00 AM	67	65	2
9:15 AM	84	80	4
9:30 AM	65	63	2
9:45 AM	102	98	4
10:00 AM	80	76	4
10:15 AM	108	106	2
10:30 AM	75	70	5
10:45 AM	102	95	7
11:00 AM	126	121	5
11:15 AM	120	117	3
11:30 AM	98	95	3
11:45 AM	137	132	5
Total	1902	1818	84
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/2/2018

Counter # : 46

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	107	107	0
12:15 PM	109	105	4
12:30 PM	116	114	2
12:45 PM	90	89	1
1:00 PM	112	107	5
1:15 PM	88	84	4
1:30 PM	85	80	5
1:45 PM	145	142	3
2:00 PM	121	114	7
2:15 PM	118	114	4
2:30 PM	101	95	6
2:45 PM	143	136	7
3:00 PM	131	125	6
3:15 PM	133	129	4
3:30 PM	150	147	3
3:45 PM	147	145	2
4:00 PM	134	132	2
4:15 PM	164	160	4
4:30 PM	142	136	6
4:45 PM	150	147	3
5:00 PM	144	141	3
5:15 PM	154	149	5
5:30 PM	127	123	4
5:45 PM	143	141	2
6:00 PM	159	158	1
6:15 PM	153	149	4
6:30 PM	144	142	2
6:45 PM	109	107	2
7:00 PM	170	167	3
7:15 PM	148	148	0
7:30 PM	121	115	6
7:45 PM	133	131	2
8:00 PM	109	105	4
8:15 PM	143	138	5
8:30 PM	149	148	1
8:45 PM	140	138	2
9:00 PM	138	138	0
9:15 PM	155	151	4
9:30 PM	157	153	4
9:45 PM	196	190	6
10:00 PM	170	166	4
10:15 PM	167	167	0
10:30 PM	230	227	3
10:45 PM	202	200	2
11:00 PM	141	134	7
11:15 PM	101	98	3
11:30 PM	64	62	2
11:45 PM	55	53	2
Total	6508	6347	161
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/3/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	42	41	1
12:15 AM	29	29	0
12:30 AM	16	16	0
12:45 AM	17	17	0
1:00 AM	13	13	0
1:15 AM	16	15	1
1:30 AM	11	11	0
1:45 AM	13	13	0
2:00 AM	11	11	0
2:15 AM	2	2	0
2:30 AM	7	7	0
2:45 AM	4	4	0
3:00 AM	6	6	0
3:15 AM	5	5	0
3:30 AM	5	5	0
3:45 AM	7	7	0
4:00 AM	5	5	0
4:15 AM	4	4	0
4:30 AM	6	6	0
4:45 AM	2	2	0
5:00 AM	5	5	0
5:15 AM	1	1	0
5:30 AM	7	7	0
5:45 AM	11	11	0
6:00 AM	9	9	0
6:15 AM	14	12	2
6:30 AM	16	16	0
6:45 AM	11	10	1
7:00 AM	16	14	2
7:15 AM	18	18	0
7:30 AM	26	23	3
7:45 AM	33	31	2
8:00 AM	29	29	0
8:15 AM	37	36	1
8:30 AM	39	39	0
8:45 AM	48	44	4
9:00 AM	65	64	1
9:15 AM	50	47	3
9:30 AM	51	50	1
9:45 AM	84	81	3
10:00 AM	75	72	3
10:15 AM	100	95	5
10:30 AM	105	103	2
10:45 AM	99	94	5
11:00 AM	124	119	5
11:15 AM	143	136	7
11:30 AM	118	114	4
11:45 AM	158	156	2
Total	1713	1655	58
%		96.6	3.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/3/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	136	128	8
12:15 PM	122	118	4
12:30 PM	115	113	2
12:45 PM	154	150	4
1:00 PM	108	106	2
1:15 PM	105	102	3
1:30 PM	132	131	1
1:45 PM	120	117	3
2:00 PM	133	130	3
2:15 PM	138	136	2
2:30 PM	131	128	3
2:45 PM	175	173	2
3:00 PM	112	110	2
3:15 PM	136	131	5
3:30 PM	125	121	4
3:45 PM	153	148	5
4:00 PM	166	162	4
4:15 PM	166	162	4
4:30 PM	144	143	1
4:45 PM	147	141	6
5:00 PM	148	146	2
5:15 PM	172	170	2
5:30 PM	139	137	2
5:45 PM	132	130	2
6:00 PM	143	138	5
6:15 PM	151	151	0
6:30 PM	179	173	6
6:45 PM	119	114	5
7:00 PM	164	161	3
7:15 PM	131	125	6
7:30 PM	137	134	3
7:45 PM	122	118	4
8:00 PM	112	109	3
8:15 PM	109	105	4
8:30 PM	121	118	3
8:45 PM	81	81	0
9:00 PM	82	81	1
9:15 PM	94	94	0
9:30 PM	95	95	0
9:45 PM	106	104	2
10:00 PM	87	86	1
10:15 PM	100	100	0
10:30 PM	124	123	1
10:45 PM	86	86	0
11:00 PM	35	34	1
11:15 PM	28	28	0
11:30 PM	26	26	0
11:45 PM	21	21	0
Total	5762	5638	124
%		97.8	2.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	47	46	1
12:15 AM	23	23	0
12:30 AM	22	22	0
12:45 AM	13	12	1
1:00 AM	10	10	0
1:15 AM	7	7	0
1:30 AM	19	19	0
1:45 AM	11	11	0
2:00 AM	9	9	0
2:15 AM	9	9	0
2:30 AM	1	1	0
2:45 AM	9	9	0
3:00 AM	7	7	0
3:15 AM	3	3	0
3:30 AM	7	7	0
3:45 AM	7	7	0
4:00 AM	2	2	0
4:15 AM	7	7	0
4:30 AM	6	6	0
4:45 AM	2	2	0
5:00 AM	7	7	0
5:15 AM	5	5	0
5:30 AM	15	15	0
5:45 AM	21	21	0
6:00 AM	14	14	0
6:15 AM	24	24	0
6:30 AM	19	19	0
6:45 AM	29	29	0
7:00 AM	36	34	2
7:15 AM	33	30	3
7:30 AM	25	20	5
7:45 AM	43	41	2
8:00 AM	43	41	2
8:15 AM	34	30	4
8:30 AM	60	58	2
8:45 AM	69	66	3
9:00 AM	75	71	4
9:15 AM	72	68	4
9:30 AM	63	60	3
9:45 AM	90	82	8
10:00 AM	89	86	3
10:15 AM	125	121	4
10:30 AM	102	100	2
10:45 AM	115	110	5
11:00 AM	99	96	3
11:15 AM	89	87	2
11:30 AM	130	122	8
11:45 AM	110	104	6
Total	1857	1780	77
%		95.9	4.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	120	115	5
12:15 PM	149	142	7
12:30 PM	134	131	3
12:45 PM	98	91	7
1:00 PM	119	117	2
1:15 PM	116	113	3
1:30 PM	109	104	5
1:45 PM	107	103	4
2:00 PM	125	121	4
2:15 PM	148	138	10
2:30 PM	179	175	4
2:45 PM	113	111	2
3:00 PM	137	135	2
3:15 PM	138	136	2
3:30 PM	142	136	6
3:45 PM	140	134	6
4:00 PM	164	161	3
4:15 PM	149	147	2
4:30 PM	125	118	7
4:45 PM	143	142	1
5:00 PM	123	118	5
5:15 PM	192	189	3
5:30 PM	139	138	1
5:45 PM	146	142	4
6:00 PM	115	114	1
6:15 PM	134	134	0
6:30 PM	145	141	4
6:45 PM	194	189	5
7:00 PM	192	188	4
7:15 PM	203	199	4
7:30 PM	150	144	6
7:45 PM	204	199	5
8:00 PM	158	157	1
8:15 PM	170	164	6
8:30 PM	184	177	7
8:45 PM	120	119	1
9:00 PM	108	107	1
9:15 PM	104	98	6
9:30 PM	103	102	1
9:45 PM	81	81	0
10:00 PM	99	97	2
10:15 PM	106	105	1
10:30 PM	145	140	5
10:45 PM	125	123	2
11:00 PM	67	67	0
11:15 PM	53	51	2
11:30 PM	61	59	2
11:45 PM	44	44	0
Total	6320	6156	164
%		97.4	2.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/10/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	37	37	0
12:15 AM	24	24	0
12:30 AM	22	21	1
12:45 AM	11	11	0
1:00 AM	10	10	0
1:15 AM	16	16	0
1:30 AM	11	10	1
1:45 AM	11	11	0
2:00 AM	6	6	0
2:15 AM	5	5	0
2:30 AM	4	4	0
2:45 AM	7	7	0
3:00 AM	5	5	0
3:15 AM	6	6	0
3:30 AM	3	3	0
3:45 AM	3	3	0
4:00 AM	8	7	1
4:15 AM	3	3	0
4:30 AM	3	3	0
4:45 AM	4	4	0
5:00 AM	4	4	0
5:15 AM	5	5	0
5:30 AM	6	6	0
5:45 AM	10	8	2
6:00 AM	11	11	0
6:15 AM	16	16	0
6:30 AM	25	23	2
6:45 AM	16	16	0
7:00 AM	24	20	4
7:15 AM	28	27	1
7:30 AM	19	19	0
7:45 AM	41	40	1
8:00 AM	26	26	0
8:15 AM	62	61	1
8:30 AM	54	52	2
8:45 AM	55	54	1
9:00 AM	57	55	2
9:15 AM	58	57	1
9:30 AM	67	64	3
9:45 AM	85	81	4
10:00 AM	92	89	3
10:15 AM	116	110	6
10:30 AM	107	100	7
10:45 AM	107	104	3
11:00 AM	137	133	4
11:15 AM	116	113	3
11:30 AM	97	92	5
11:45 AM	114	111	3
Total	1754	1693	61
%		96.5	3.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/10/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	114	108	6
12:15 PM	120	117	3
12:30 PM	106	103	3
12:45 PM	116	114	2
1:00 PM	127	125	2
1:15 PM	146	144	2
1:30 PM	128	125	3
1:45 PM	135	132	3
2:00 PM	132	128	4
2:15 PM	126	119	7
2:30 PM	148	145	3
2:45 PM	178	173	5
3:00 PM	156	149	7
3:15 PM	196	193	3
3:30 PM	241	237	4
3:45 PM	262	256	6
4:00 PM	284	279	5
4:15 PM	263	257	6
4:30 PM	230	226	4
4:45 PM	229	224	5
5:00 PM	237	233	4
5:15 PM	229	223	6
5:30 PM	170	167	3
5:45 PM	126	123	3
6:00 PM	146	142	4
6:15 PM	154	153	1
6:30 PM	146	138	8
6:45 PM	125	121	4
7:00 PM	92	90	2
7:15 PM	72	68	4
7:30 PM	96	95	1
7:45 PM	69	68	1
8:00 PM	76	74	2
8:15 PM	102	100	2
8:30 PM	76	76	0
8:45 PM	77	77	0
9:00 PM	93	91	2
9:15 PM	96	92	4
9:30 PM	104	100	4
9:45 PM	77	75	2
10:00 PM	92	90	2
10:15 PM	120	120	0
10:30 PM	132	130	2
10:45 PM	82	81	1
11:00 PM	63	62	1
11:15 PM	46	46	0
11:30 PM	21	20	1
11:45 PM	23	23	0
Total	6379	6232	147
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/16/2018

Counter # : 46

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	30	30	0
12:15 AM	32	32	0
12:30 AM	30	29	1
12:45 AM	10	10	0
1:00 AM	17	17	0
1:15 AM	17	17	0
1:30 AM	10	10	0
1:45 AM	10	10	0
2:00 AM	12	12	0
2:15 AM	15	15	0
2:30 AM	7	7	0
2:45 AM	4	4	0
3:00 AM	7	7	0
3:15 AM	4	4	0
3:30 AM	10	8	2
3:45 AM	5	5	0
4:00 AM	4	4	0
4:15 AM	4	4	0
4:30 AM	8	8	0
4:45 AM	4	4	0
5:00 AM	3	3	0
5:15 AM	4	4	0
5:30 AM	13	12	1
5:45 AM	12	12	0
6:00 AM	23	23	0
6:15 AM	25	23	2
6:30 AM	18	16	2
6:45 AM	29	27	2
7:00 AM	34	33	1
7:15 AM	36	33	3
7:30 AM	40	39	1
7:45 AM	42	39	3
8:00 AM	56	53	3
8:15 AM	52	48	4
8:30 AM	49	45	4
8:45 AM	47	45	2
9:00 AM	60	56	4
9:15 AM	64	62	2
9:30 AM	71	68	3
9:45 AM	66	64	2
10:00 AM	75	69	6
10:15 AM	76	70	6
10:30 AM	96	92	4
10:45 AM	96	92	4
11:00 AM	104	101	3
11:15 AM	114	112	2
11:30 AM	93	87	6
11:45 AM	90	85	5
Total	1728	1650	78
%		95.5	4.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/16/2018

Counter # : 46

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	130	124	6
12:15 PM	125	121	4
12:30 PM	94	92	2
12:45 PM	97	89	8
1:00 PM	97	94	3
1:15 PM	91	89	2
1:30 PM	138	137	1
1:45 PM	86	81	5
2:00 PM	148	145	3
2:15 PM	111	104	7
2:30 PM	125	121	4
2:45 PM	158	154	4
3:00 PM	141	134	7
3:15 PM	130	128	2
3:30 PM	138	137	1
3:45 PM	127	124	3
4:00 PM	152	150	2
4:15 PM	146	145	1
4:30 PM	129	125	4
4:45 PM	164	162	2
5:00 PM	185	178	7
5:15 PM	169	166	3
5:30 PM	156	153	3
5:45 PM	172	169	3
6:00 PM	148	146	2
6:15 PM	163	158	5
6:30 PM	156	153	3
6:45 PM	169	164	5
7:00 PM	189	186	3
7:15 PM	198	195	3
7:30 PM	174	170	4
7:45 PM	191	186	5
8:00 PM	212	207	5
8:15 PM	189	185	4
8:30 PM	182	179	3
8:45 PM	174	174	0
9:00 PM	151	148	3
9:15 PM	201	194	7
9:30 PM	173	170	3
9:45 PM	184	182	2
10:00 PM	206	205	1
10:15 PM	239	233	6
10:30 PM	237	232	5
10:45 PM	237	233	4
11:00 PM	237	233	4
11:15 PM	195	192	3
11:30 PM	117	116	1
11:45 PM	41	40	1
Total	7572	7403	169
%		97.8	2.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/17/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	47	47	0
12:15 AM	26	26	0
12:30 AM	24	23	1
12:45 AM	19	19	0
1:00 AM	21	21	0
1:15 AM	17	17	0
1:30 AM	11	10	1
1:45 AM	17	16	1
2:00 AM	8	7	1
2:15 AM	6	6	0
2:30 AM	3	3	0
2:45 AM	11	11	0
3:00 AM	3	3	0
3:15 AM	6	6	0
3:30 AM	6	6	0
3:45 AM	4	4	0
4:00 AM	4	4	0
4:15 AM	3	3	0
4:30 AM	6	6	0
4:45 AM	4	4	0
5:00 AM	11	11	0
5:15 AM	4	4	0
5:30 AM	14	13	1
5:45 AM	13	12	1
6:00 AM	13	12	1
6:15 AM	10	10	0
6:30 AM	13	13	0
6:45 AM	24	24	0
7:00 AM	15	14	1
7:15 AM	20	19	1
7:30 AM	32	32	0
7:45 AM	46	46	0
8:00 AM	40	38	2
8:15 AM	30	30	0
8:30 AM	51	49	2
8:45 AM	57	53	4
9:00 AM	62	61	1
9:15 AM	92	89	3
9:30 AM	74	71	3
9:45 AM	104	101	3
10:00 AM	111	107	4
10:15 AM	112	104	8
10:30 AM	91	86	5
10:45 AM	136	128	8
11:00 AM	119	115	4
11:15 AM	122	114	8
11:30 AM	113	107	6
11:45 AM	118	114	4
Total	1893	1819	74
%		96.1	3.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

6/17/2018

Counter # : 46

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	117	114	3
12:15 PM	133	128	5
12:30 PM	93	91	2
12:45 PM	117	112	5
1:00 PM	131	124	7
1:15 PM	146	143	3
1:30 PM	145	143	2
1:45 PM	130	127	3
2:00 PM	149	145	4
2:15 PM	159	150	9
2:30 PM	158	152	6
2:45 PM	155	150	5
3:00 PM	191	186	5
3:15 PM	150	149	1
3:30 PM	169	166	3
3:45 PM	175	170	5
4:00 PM	148	139	9
4:15 PM	188	184	4
4:30 PM	219	214	5
4:45 PM	216	210	6
5:00 PM	191	187	4
5:15 PM	188	185	3
5:30 PM	182	176	6
5:45 PM	174	171	3
6:00 PM	191	185	6
6:15 PM	175	171	4
6:30 PM	194	192	2
6:45 PM	177	175	2
7:00 PM	191	190	1
7:15 PM	182	182	0
7:30 PM	178	170	8
7:45 PM	148	146	2
8:00 PM	202	199	3
8:15 PM	145	143	2
8:30 PM	124	120	4
8:45 PM	117	114	3
9:00 PM	114	114	0
9:15 PM	123	122	1
9:30 PM	116	109	7
9:45 PM	101	98	3
10:00 PM	133	130	3
10:15 PM	115	111	4
10:30 PM	159	156	3
10:45 PM	113	112	1
11:00 PM	92	86	6
11:15 PM	44	44	0
11:30 PM	40	40	0
11:45 PM	22	22	0
Total	7020	6847	173
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

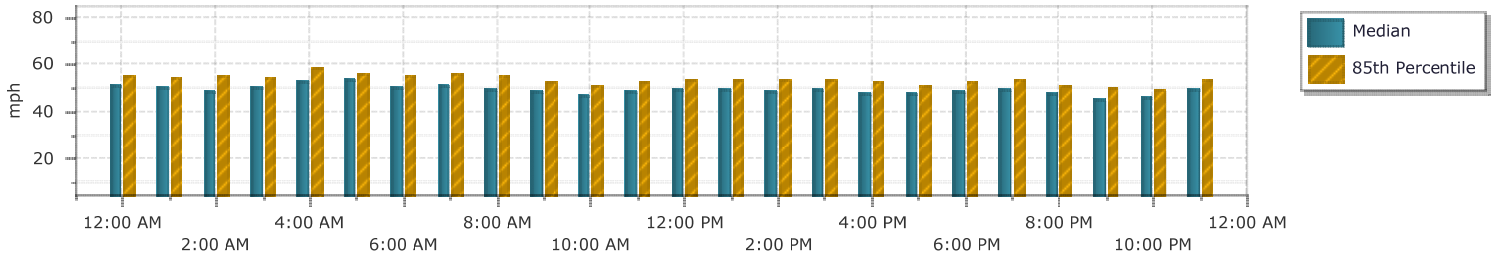
Counter # : 46

6/2/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	105	54	30	22	26	44	102	135	220	318	365	481	422	430	483	561	590	568	565	572	541	646	769	361
Minimum	37.2	31.4	37.7	42.6	42.0	45.1	39.7	11.1	36.8	22.6	18.5	15.6	18.7	17.8	13.8	18.4	32.7	21.1	30.7	36.8	32.0	28.6	33.1	27.1
Maximum	62.1	58.4	59.6	60.8	67.7	64.8	74.5	67.7	62.1	59.6	63.4	59.6	60.8	66.2	70.9	66.2	60.8	60.8	66.2	60.8	63.4	60.8	57.3	62.1
Average	50.3	49.1	48.8	50.1	52.4	53.6	50.7	51.4	50.1	47.2	46.5	47.8	48.1	48.9	48.1	48.4	47.5	47.3	47.9	48.5	47.9	45.5	45.6	47.6
Median	51.4	50.5	48.4	50.1	52.7	53.2	50.5	51.4	49.6	48.0	46.5	48.0	48.8	48.8	48.0	48.8	47.3	47.3	48.0	48.8	47.3	45.1	45.8	48.8
Pace Range	45.8 - 55.8	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	48.8 - 58.8	48.8 - 58.8	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	44.5 - 54.5	41.4 - 51.4	42.6 - 52.6	43.8 - 53.8	43.8 - 53.8	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	44.5 - 54.5
Count	74	37	16	17	16	37	72	96	162	224	262	393	309	340	351	447	459	455	429	438	451	523	595	259
	70 %	69 %	53 %	77 %	62 %	84 %	71 %	71 %	74 %	70 %	72 %	82 %	73 %	79 %	73 %	80 %	78 %	80 %	76 %	77 %	83 %	81 %	77 %	72 %
Percentiles																								
10 %	43.8	39.7	38.7	44.5	42.6	48.8	43.8	45.1	44.5	40.8	39.7	42.6	41.4	43.8	42.0	43.2	42.0	42.0	42.6	43.2	43.2	40.3	39.7	39.2
15 %	44.5	43.2	41.4	44.5	45.8	48.8	45.1	45.1	45.1	42.6	41.4	43.8	43.2	44.5	43.2	44.5	43.2	43.2	43.8	43.8	43.8	41.4	40.8	42.0
50 %	51.4	49.6	48.0	49.6	51.4	53.2	50.5	51.4	49.6	47.3	46.5	48.0	48.8	48.8	48.0	48.8	47.3	47.3	48.0	48.8	47.3	45.1	45.8	48.8
85 %	55.2	54.2	55.2	54.2	58.4	56.2	55.2	56.2	55.2	52.3	51.4	52.3	53.2	53.2	53.2	53.2	52.3	51.4	52.3	53.2	51.4	50.5	49.6	53.2
90 %	55.2	55.2	56.2	55.2	58.4	58.4	57.3	58.4	56.2	53.2	53.2	53.2	54.2	54.2	54.2	54.2	53.2	52.3	53.2	54.2	53.2	51.4	51.4	53.2
Speeds Exceeded																								
25	105	54	30	22	26	44	102	134	220	316	364	479	421	429	480	560	590	565	565	572	541	646	769	361
	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %
35	105	52	30	22	26	44	102	134	220	309	360	478	411	425	477	547	589	564	561	572	540	638	761	345
	100 %	96 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	97 %	99 %	99 %	97 %	99 %	99 %	98 %	100 %	99 %	99 %	100 %	100 %	99 %	99 %	96 %
45	89	42	21	18	24	44	90	123	193	225	236	378	324	362	367	459	430	411	433	455	426	356	455	266
	85 %	78 %	70 %	82 %	92 %	100 %	88 %	91 %	88 %	71 %	65 %	79 %	77 %	84 %	76 %	82 %	73 %	72 %	77 %	80 %	79 %	55 %	59 %	74 %
55	20	8	7	4	9	18	20	31	37	19	13	16	30	37	39	31	33	16	34	49	29	12	11	17
	19 %	14.8 %	23.3 %	18.2 %	34.6 %	41 %	20 %	23 %	17 %	6 %	4 %	3 %	7 %	9 %	8 %	6 %	6 %	3 %	6 %	9 %	5 %	2 %	1 %	5 %
65	0	0	0	0	1	0	1	2	0	0	0	0	0	1	2	1	0	0	1	0	0	0	0	0
	0 %	0 %	0 %	0 %	3.8 %	0 %	1.0 %	1.5 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0.4 %	0.2 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

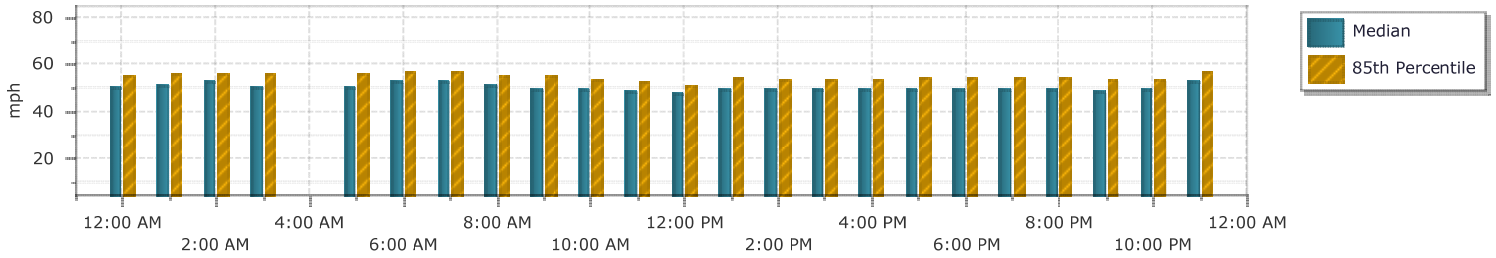
Counter # : 46

6/3/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	104	53	24	23	17	24	50	93	153	250	379	543	527	465	577	526	623	591	592	554	423	377	397	110
Minimum	40.8	39.2	43.2	36.8	45.1	38.2	43.8	38.2	21.7	33.5	32.4	15.6	25.9	33.9	38.2	34.2	14.9	39.2	20.1	19.1	33.5	13.0	34.6	31.7
Maximum	62.1	62.1	59.6	66.2	54.2	63.4	63.4	67.7	63.4	59.6	63.4	60.8	59.6	64.8	59.6	59.6	63.4	62.1	60.8	62.1	59.6	64.8	64.8	62.1
Average	50.3	51.4	51.0	52.2	-	50.7	52.9	52.6	50.7	49.7	49.0	47.7	47.0	49.3	49.1	48.8	49.1	49.7	49.7	49.1	49.7	48.1	49.0	52.1
Median	50.5	51.4	52.3	50.5	-	50.1	52.3	52.3	51.4	49.6	49.6	48.0	47.3	49.6	48.8	48.8	48.8	49.6	49.6	49.6	49.6	48.0	48.8	52.3
Pace Range	45.8 - 55.8	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	-	45.1 - 55.1	48.8 - 58.8	49.6 - 59.6	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	48.8 - 58.8
Count	82	39	16	17	-	17	42	71	123	184	282	412	394	353	446	400	490	494	469	427	329	280	308	85
	79 %	74 %	67 %	74 %	-	71 %	84 %	76 %	80 %	74 %	74 %	76 %	75 %	76 %	77 %	76 %	79 %	84 %	79 %	77 %	78 %	74 %	78 %	77 %
Percentiles																								
10 %	45.1	43.8	43.8	45.1	-	45.1	48.8	46.5	45.1	43.8	42.6	42.0	40.8	43.8	43.8	43.2	43.8	45.1	44.5	43.8	43.8	42.0	43.2	44.5
15 %	45.8	45.8	44.5	46.5	-	45.1	48.8	47.3	46.5	44.5	43.8	43.2	42.6	44.5	44.5	43.8	44.5	45.8	45.8	45.1	45.1	43.2	44.5	46.5
50 %	49.6	51.4	51.4	50.5	-	48.0	52.3	52.3	51.4	49.6	49.6	48.0	47.3	49.6	48.8	48.8	48.8	49.6	49.6	49.6	49.6	48.0	48.8	52.3
85 %	55.2	56.2	56.2	56.2	-	56.2	57.3	57.3	55.2	55.2	53.2	52.3	51.4	54.2	53.2	53.2	53.2	54.2	54.2	54.2	54.2	53.2	53.2	57.3
90 %	55.2	57.3	57.3	58.4	-	56.2	58.4	58.4	56.2	55.2	55.2	53.2	53.2	55.2	54.2	54.2	54.2	54.2	55.2	55.2	55.2	54.2	54.2	58.4
Speeds Exceeded																								
25	104	53	24	23	-	24	50	93	152	250	379	542	527	465	577	526	622	591	591	551	423	376	397	110
	100 %	100 %	100 %	100 %		100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %
35	104	53	24	23	-	24	50	93	151	249	378	535	526	464	577	525	622	591	584	537	422	375	396	109
	100 %	100 %	100 %	100 %		100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	97 %	100 %	99 %	100 %	99 %
45	96	48	21	22	-	23	49	89	139	210	305	410	343	389	486	432	528	537	520	481	373	294	335	99
	92 %	91 %	88 %	96 %		96 %	98 %	96 %	91 %	84 %	80 %	76 %	65 %	84 %	84 %	82 %	85 %	91 %	88 %	87 %	88 %	78 %	84 %	90 %
55	17	14	6	6	-	6	14	30	34	39	39	29	25	55	58	52	55	60	67	63	51	26	39	37
	16 %	26 %	25.0 %	26.1 %		25.0 %	28 %	32 %	22 %	16 %	10 %	5 %	5 %	12 %	10 %	10 %	9 %	10 %	11 %	11 %	12 %	7 %	10 %	34 %
65	0	0	0	1	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	4.3 %		0 %	0 %	1.1 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

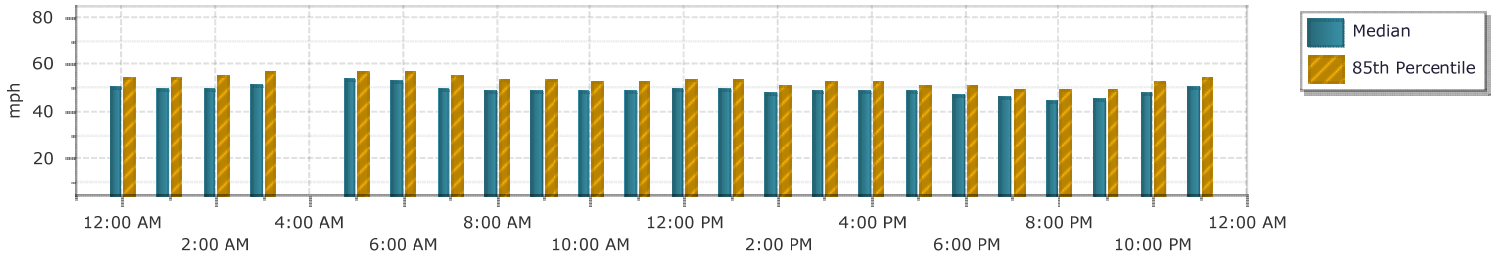
Counter # : 46

6/9/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	105	47	28	24	17	48	86	137	206	300	431	428	501	451	565	557	581	600	588	749	632	396	475	225
Minimum	38.7	38.2	40.3	43.8	44.5	34.2	40.3	14.5	35.0	22.9	36.8	17.3	12.9	19.5	23.6	23.5	11.1	15.8	22.2	22.2	32.0	25.9	29.8	39.7
Maximum	74.5	59.6	63.4	69.3	58.4	60.8	63.4	62.1	60.8	58.4	59.6	59.6	66.2	60.8	60.8	60.8	59.6	60.8	60.8	62.1	56.2	57.3	59.6	60.8
Average	50.4	50.3	51.2	51.7	-	52.5	52.3	49.3	48.3	47.8	48.4	47.5	48.4	49.1	46.9	47.5	47.2	47.6	46.4	45.2	44.7	44.9	47.0	50.0
Median	50.5	49.6	49.6	50.9	-	53.2	52.3	49.6	48.0	48.0	48.0	48.0	48.8	48.8	47.3	48.0	48.0	48.0	46.5	45.8	44.5	45.1	47.3	50.5
Pace Range	46.5 - 56.5	46.5 - 56.5	45.8 - 55.8	45.1 - 55.1	-	48.8 - 58.8	46.5 - 56.5	46.5 - 56.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	40.8 - 50.8	42.6 - 52.6	44.5 - 54.5
Count	83	37	21	17	-	38	60	99	153	216	340	318	361	360	439	433	448	475	425	561	492	279	351	175
	79 %	79 %	75 %	71 %	-	79 %	70 %	72 %	74 %	72 %	79 %	74 %	72 %	80 %	78 %	78 %	77 %	79 %	72 %	75 %	78 %	70 %	74 %	78 %
Percentiles																								
10 %	44.5	42.6	43.8	45.1	-	44.5	45.1	41.4	42.6	41.4	43.2	41.4	42.6	43.8	41.4	42.0	42.0	42.0	39.7	39.2	39.2	37.7	40.8	44.5
15 %	46.5	45.1	47.3	45.1	-	48.0	47.3	44.5	43.2	43.2	44.5	42.6	43.8	45.1	42.6	43.2	42.6	43.2	41.4	40.3	40.3	39.2	42.6	45.1
50 %	50.5	49.6	49.6	48.8	-	53.2	52.3	49.6	48.0	48.0	48.0	48.0	48.8	48.8	47.3	48.0	48.0	48.0	46.5	45.8	44.5	45.1	47.3	50.5
85 %	54.2	54.2	55.2	57.3	-	57.3	57.3	55.2	53.2	53.2	52.3	52.3	53.2	53.2	51.4	52.3	52.3	51.4	51.4	49.6	48.8	49.6	52.3	54.2
90 %	55.2	55.2	58.4	58.4	-	58.4	58.4	56.2	54.2	54.2	54.2	53.2	54.2	54.2	52.3	53.2	53.2	53.2	52.3	51.4	50.5	51.4	53.2	55.2
Speeds Exceeded																								
25	105	47	28	24	-	48	86	136	206	299	431	427	499	450	564	554	579	599	587	748	632	396	475	225
	100 %	100 %	100 %	100 %		100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	105	47	28	24	-	47	86	136	206	296	431	423	498	450	556	546	567	596	567	736	620	385	465	225
	100 %	100 %	100 %	100 %		98 %	100 %	99 %	100 %	99 %	100 %	99 %	99 %	100 %	98 %	98 %	98 %	99 %	96 %	98 %	98 %	97 %	98 %	100 %
45	95	42	26	23	-	44	80	116	161	228	355	303	388	389	409	425	423	448	386	420	310	207	339	200
	90 %	89 %	93 %	96 %		92 %	93 %	85 %	78 %	76 %	82 %	71 %	77 %	86 %	72 %	76 %	73 %	75 %	66 %	56 %	49 %	52 %	71 %	89 %
55	16	7	6	6	-	17	27	22	20	24	29	23	48	42	24	27	26	22	28	6	7	12	27	29
	15 %	14.9 %	21.4 %	25.0 %		35 %	31 %	16 %	10 %	8 %	7 %	5 %	10 %	9 %	4 %	5 %	4 %	4 %	5 %	0.8 %	1.1 %	3 %	6 %	13 %
65	1	0	0	2	-	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	1.0 %	0 %	0 %	8.3 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

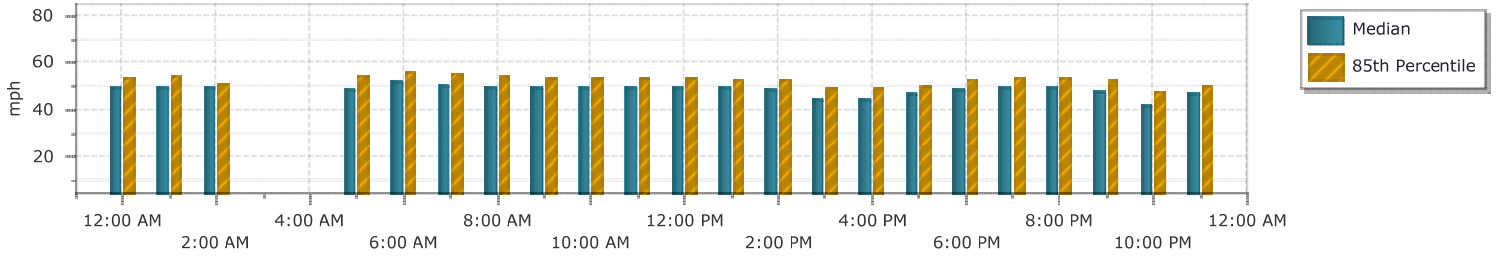
Counter # : 46

6/10/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	94	48	22	17	18	25	68	112	197	267	422	464	456	536	584	855	1006	762	571	329	331	370	426	153
Minimum	35.5	37.2	39.2	36.8	44.5	36.8	40.8	14.6	30.1	16.7	32.4	23.8	20.5	36.3	15.0	26.8	20.8	20.8	33.5	39.2	21.3	27.3	29.2	32.7
Maximum	57.3	62.1	55.2	59.6	63.4	58.4	64.8	62.1	67.7	62.1	62.1	60.8	64.8	58.4	62.1	59.6	62.1	62.1	60.8	62.1	66.2	60.8	57.3	58.4
Average	48.2	49.8	48.5	-	-	49.0	51.9	49.9	49.1	48.8	48.2	48.5	48.2	48.2	47.7	44.0	43.2	46.2	47.8	49.2	48.7	47.8	42.1	45.8
Median	48.8	49.6	48.8	-	-	48.0	51.8	50.5	48.8	48.8	48.8	48.8	48.8	48.8	48.0	44.5	43.8	46.5	48.0	48.8	48.8	47.7	42.0	46.5
Pace Range	44.5 - 54.5	44.5 - 54.5	42.0 - 52.0	-	-	43.8 - 53.8	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	42.6 - 52.6	42.6 - 52.6	39.7 - 49.7	39.7 - 49.7	41.4 - 51.4	42.6 - 52.6	44.5 - 54.5	43.8 - 53.8	42.6 - 52.6	38.2 - 48.2	41.4 - 51.4
Count	67	39	16	-	-	18	50	77	145	208	315	362	346	425	432	665	713	604	438	260	241	279	292	97
	71 %	81 %	73 %	-	-	72 %	74 %	69 %	74 %	78 %	75 %	78 %	76 %	79 %	74 %	78 %	71 %	79 %	77 %	79 %	73 %	75 %	69 %	63 %
Percentiles																								
10 %	39.2	43.8	40.3	-	-	43.2	45.1	43.8	43.2	43.2	41.4	42.6	42.6	42.6	41.4	38.2	36.3	40.8	42.0	43.8	42.6	42.0	35.5	37.7
15 %	42.6	45.1	42.0	-	-	43.8	46.5	43.8	44.5	44.5	43.2	43.8	43.8	43.8	42.6	39.7	37.7	41.4	43.2	44.5	43.8	43.2	36.3	38.7
50 %	48.8	49.6	48.8	-	-	48.0	51.4	49.6	48.8	48.8	48.8	48.8	48.0	48.8	48.0	44.5	43.8	46.5	48.0	48.8	48.8	47.3	42.0	46.5
85 %	53.2	54.2	51.4	-	-	54.2	56.2	55.2	54.2	53.2	53.2	53.2	53.2	52.3	52.3	48.8	48.8	50.5	52.3	53.2	53.2	52.3	47.3	50.5
90 %	54.2	54.2	52.3	-	-	56.2	58.4	56.2	55.2	54.2	54.2	53.2	54.2	53.2	53.2	49.6	49.6	51.4	53.2	54.2	54.2	54.2	48.8	52.3
Speeds Exceeded																								
25	94	48	22	-	-	25	68	111	197	266	422	463	452	536	583	855	996	761	571	329	330	370	426	153
	100 %	100 %	100 %			100 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	94	48	22	-	-	25	68	111	194	266	417	463	445	536	583	823	940	756	567	329	330	369	393	150
	100 %	100 %	100 %			100 %	100 %	99 %	98 %	100 %	99 %	100 %	98 %	100 %	100 %	96 %	93 %	99 %	99 %	100 %	100 %	100 %	92 %	98 %
45	72	42	19	-	-	18	64	94	162	222	332	378	359	427	436	380	409	481	433	278	259	274	132	96
	77 %	88 %	86 %			72 %	94 %	84 %	82 %	83 %	79 %	81 %	79 %	80 %	75 %	44 %	41 %	63 %	76 %	84 %	78 %	74 %	31 %	63 %
55	9	5	1	-	-	4	18	19	24	23	27	33	38	22	32	6	12	16	27	30	32	29	3	7
	9.6 %	10.4 %	4.5 %			16.0 %	26 %	17 %	12 %	9 %	6 %	7 %	8 %	4 %	5 %	0.7 %	1 %	2 %	5 %	9 %	10 %	8 %	0.7 %	4.6 %
65	0	0	0	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0.5 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

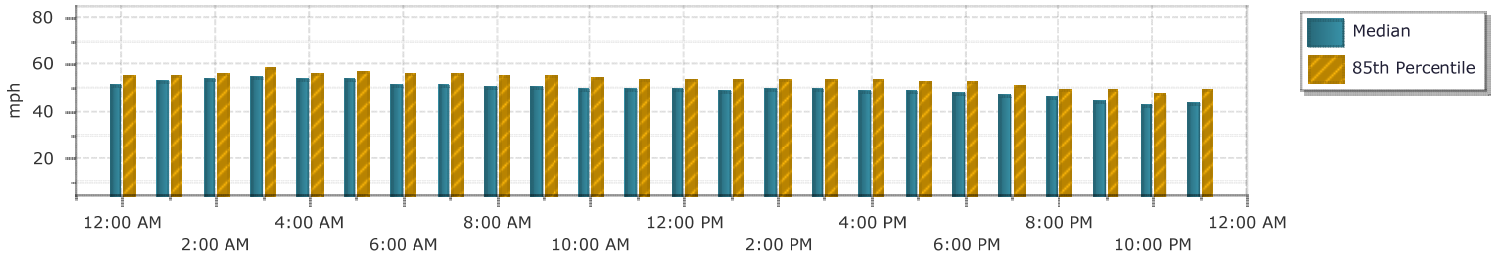
Counter # : 46

6/16/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	102	54	38	26	20	32	95	152	204	261	343	401	446	412	542	536	591	682	636	752	757	709	919	590
Minimum	36.8	40.3	39.7	42.0	45.1	40.3	39.2	23.5	19.6	36.3	17.8	35.5	33.1	37.7	34.2	35.0	19.7	17.9	32.0	10.6	29.5	30.1	12.3	22.4
Maximum	69.3	64.8	70.9	63.4	59.6	64.8	62.1	62.1	60.8	63.4	67.7	64.8	66.2	62.1	60.8	63.4	60.8	62.1	60.8	59.6	60.8	60.8	57.3	58.4
Average	51.3	51.5	53.0	53.1	52.3	53.2	50.5	51.0	50.0	50.1	49.3	48.5	48.8	48.0	48.4	49.0	48.1	47.9	47.5	45.8	45.5	44.2	42.7	43.0
Median	51.4	52.3	53.7	54.7	53.2	53.2	51.4	51.4	50.5	50.5	49.6	48.8	48.8	48.0	48.8	48.8	48.0	48.0	47.3	46.5	45.8	44.5	42.6	43.2
Pace Range	46.5 - 56.5	46.5 - 56.5	45.8 - 55.8	50.5 - 60.5	46.5 - 56.5	48.8 - 58.8	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2
Count	81	40	30	19	16	27	63	119	129	197	255	305	341	303	403	401	430	528	482	536	606	547	692	376
	79 %	74 %	79 %	73 %	80 %	84 %	66 %	78 %	63 %	75 %	74 %	76 %	76 %	74 %	74 %	75 %	73 %	77 %	76 %	71 %	80 %	77 %	75 %	64 %
Percentiles																								
10 %	45.1	42.6	45.8	42.6	45.8	48.0	43.2	45.8	42.6	44.5	43.2	42.6	42.6	42.0	42.6	43.2	42.0	42.6	42.0	38.2	40.3	38.7	37.2	35.0
15 %	47.3	46.5	47.3	44.5	46.5	48.8	44.5	46.5	43.8	45.1	44.5	43.8	43.8	43.2	43.2	44.5	43.2	43.8	43.2	40.8	41.4	39.7	38.2	36.8
50 %	51.4	51.4	53.2	54.2	52.3	53.2	50.5	51.4	50.5	50.5	49.6	48.8	48.8	48.0	48.8	48.8	48.0	48.0	47.3	46.5	45.8	44.5	42.6	42.6
85 %	55.2	55.2	56.2	58.4	56.2	57.3	56.2	56.2	55.2	55.2	54.2	53.2	53.2	53.2	53.2	53.2	53.2	52.3	52.3	51.4	49.6	48.8	47.3	48.8
90 %	56.2	57.3	57.3	58.4	56.2	57.3	56.2	56.2	57.3	56.2	55.2	54.2	54.2	54.2	54.2	55.2	54.2	53.2	53.2	52.3	50.5	49.6	48.8	50.5
Speeds Exceeded																								
25	102	54	38	26	20	32	95	151	203	261	341	401	446	412	542	536	589	680	636	750	757	709	918	589
	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	102	54	38	26	20	32	95	151	203	261	340	401	443	412	541	536	589	674	628	705	739	703	878	535
	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %	100 %	100 %	99 %	99 %	94 %	98 %	99 %	96 %	91 %
45	95	48	37	23	20	31	79	141	169	230	288	322	360	306	423	440	444	531	457	485	447	321	286	228
	93 %	89 %	97 %	88 %	100 %	97 %	83 %	93 %	83 %	88 %	84 %	80 %	81 %	74 %	78 %	82 %	75 %	78 %	72 %	64 %	59 %	45 %	31 %	39 %
55	18	13	13	12	5	11	25	35	45	43	42	33	38	34	38	60	51	42	29	28	11	10	3	17
	18 %	24 %	34 %	46 %	25.0 %	34 %	26 %	23 %	22 %	16 %	12 %	8 %	9 %	8 %	7 %	11 %	9 %	6 %	5 %	4 %	1 %	1 %	0.3 %	3 %
65	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
	1.0 %	0 %	2.6 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

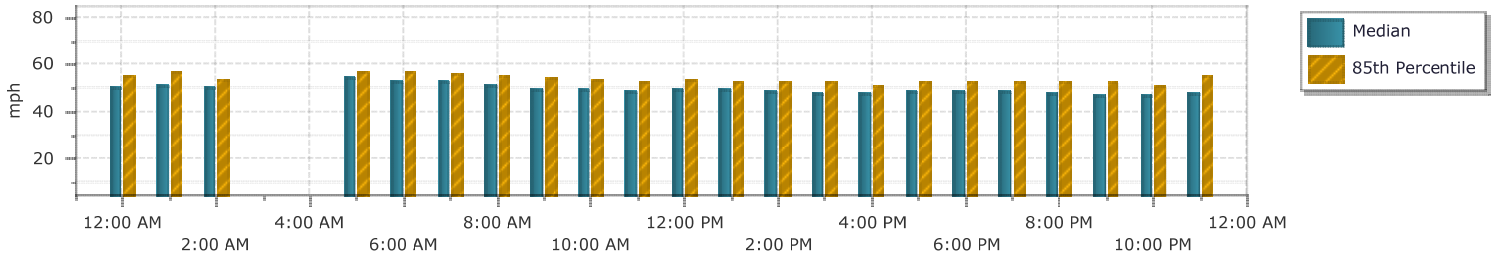
Counter # : 46

6/17/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	116	66	28	19	17	42	60	113	178	332	450	472	460	552	621	685	771	735	737	699	588	454	520	198
Minimum	37.2	30.4	43.8	29.8	41.4	42.6	39.7	15.5	40.3	20.0	22.7	35.0	33.9	33.1	33.9	35.0	25.0	18.6	35.9	21.0	36.3	31.0	29.2	31.7
Maximum	78.4	62.1	60.8	62.1	66.2	60.8	67.7	63.4	66.2	69.3	64.8	63.4	60.8	64.8	59.6	72.7	62.1	78.4	70.9	62.1	58.4	63.4	60.8	63.4
Average	50.6	51.1	50.4	-	-	52.8	52.2	51.9	51.4	49.9	49.1	47.9	49.1	48.3	48.1	47.6	46.6	48.1	48.3	47.8	47.6	47.1	46.9	47.7
Median	50.5	51.4	50.5	-	-	54.2	52.3	52.3	51.4	49.6	48.8	48.0	48.8	48.8	48.0	47.3	47.3	48.0	48.0	48.0	47.3	46.5	46.5	47.3
Pace Range	46.5 - 56.5	46.5 - 56.5	43.8 - 53.8	-	-	46.5 - 56.5	48.0 - 58.0	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	44.5 - 54.5	43.8 - 53.8	42.6 - 52.6	41.4 - 51.4	42.6 - 52.6	42.6 - 52.6	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	41.4 - 51.4
Count	87	46	23	-	-	28	45	85	146	249	363	361	371	436	495	506	589	571	588	553	478	344	394	107
	75 %	70 %	82 %	-	-	67 %	75 %	75 %	82 %	75 %	81 %	76 %	81 %	79 %	80 %	74 %	76 %	78 %	80 %	79 %	81 %	76 %	76 %	54 %
Percentiles																								
10 %	43.8	43.8	44.5	-	-	45.1	46.5	45.1	46.5	43.8	43.8	42.6	43.8	42.6	42.6	41.4	40.8	42.6	43.2	42.6	42.6	41.4	41.4	39.7
15 %	45.8	45.8	45.1	-	-	46.5	48.0	47.3	48.0	45.1	45.1	43.8	45.1	43.8	43.8	42.6	42.6	43.8	44.5	43.8	43.2	42.6	42.6	40.8
50 %	50.5	50.5	49.6	-	-	53.2	52.3	52.3	51.4	49.6	48.8	48.0	48.8	48.8	48.0	47.3	47.3	48.0	48.0	48.0	47.3	46.5	46.5	47.3
85 %	55.2	57.3	53.2	-	-	57.3	57.3	56.2	55.2	54.2	53.2	52.3	53.2	52.3	52.3	52.3	51.4	52.3	52.3	52.3	52.3	52.3	51.4	55.2
90 %	56.2	57.3	56.2	-	-	58.4	58.4	57.3	56.2	56.2	54.2	53.2	54.2	53.2	53.2	53.2	52.3	53.2	53.2	53.2	53.2	53.2	53.2	55.2
Speeds Exceeded																								
25	116	66	28	-	-	42	60	112	178	331	449	472	460	552	621	685	771	734	737	697	588	454	520	198
	100 %	100 %	100 %			100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	116	65	28	-	-	42	60	112	178	331	447	472	458	547	620	685	742	732	737	681	588	452	515	197
	100 %	98 %	100 %			100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %	100 %	96 %	100 %	100 %	97 %	100 %	100 %	99 %	99 %
45	103	60	26	-	-	39	55	104	169	294	393	358	401	436	493	500	546	571	601	566	442	306	348	125
	89 %	91 %	93 %			93 %	92 %	92 %	95 %	89 %	87 %	76 %	87 %	79 %	79 %	73 %	71 %	78 %	82 %	81 %	75 %	67 %	67 %	63 %
55	20	19	5	-	-	17	19	32	35	50	41	28	43	35	31	46	31	45	43	39	27	21	30	32
	17 %	29 %	17.9 %			40 %	32 %	28 %	20 %	15 %	9 %	6 %	9 %	6 %	5 %	7 %	4 %	6 %	6 %	6 %	5 %	5 %	6 %	16 %
65	1	0	0	-	-	0	1	0	1	1	0	0	0	0	0	1	0	1	1	0	0	0	0	0
	0.9 %	0 %	0 %			0 %	1.7 %	0 %	0.6 %	0.3 %	0 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0.1 %	0.1 %	0 %	0 %	0 %	0 %	0 %
75	1	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
	0.9 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	24	21	3
12:15 AM	25	25	0
12:30 AM	11	11	0
12:45 AM	19	19	0
1:00 AM	16	15	1
1:15 AM	11	11	0
1:30 AM	11	11	0
1:45 AM	5	5	0
2:00 AM	7	7	0
2:15 AM	9	9	0
2:30 AM	8	8	0
2:45 AM	6	6	0
3:00 AM	1	1	0
3:15 AM	1	1	0
3:30 AM	7	7	0
3:45 AM	3	3	0
4:00 AM	4	4	0
4:15 AM	7	7	0
4:30 AM	9	9	0
4:45 AM	7	6	1
5:00 AM	2	2	0
5:15 AM	7	6	1
5:30 AM	13	12	1
5:45 AM	21	20	1
6:00 AM	28	28	0
6:15 AM	40	40	0
6:30 AM	63	62	1
6:45 AM	65	65	0
7:00 AM	89	87	2
7:15 AM	86	86	0
7:30 AM	115	112	3
7:45 AM	86	82	4
8:00 AM	68	65	3
8:15 AM	103	100	3
8:30 AM	114	111	3
8:45 AM	159	153	6
9:00 AM	139	131	8
9:15 AM	184	179	5
9:30 AM	205	201	4
9:45 AM	191	187	4
10:00 AM	211	208	3
10:15 AM	215	208	7
10:30 AM	229	226	3
10:45 AM	182	177	5
11:00 AM	234	227	7
11:15 AM	185	174	11
11:30 AM	207	198	9
11:45 AM	214	208	6
Total	3646	3541	105
%		97.1	2.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	193	186	7
12:15 PM	152	149	3
12:30 PM	179	173	6
12:45 PM	160	157	3
1:00 PM	188	181	7
1:15 PM	198	193	5
1:30 PM	181	176	5
1:45 PM	180	178	2
2:00 PM	168	162	6
2:15 PM	175	170	5
2:30 PM	161	152	9
2:45 PM	182	179	3
3:00 PM	180	177	3
3:15 PM	183	180	3
3:30 PM	166	162	4
3:45 PM	176	172	4
4:00 PM	154	152	2
4:15 PM	166	163	3
4:30 PM	162	158	4
4:45 PM	161	156	5
5:00 PM	113	111	2
5:15 PM	124	122	2
5:30 PM	122	119	3
5:45 PM	135	131	4
6:00 PM	106	105	1
6:15 PM	127	124	3
6:30 PM	105	103	2
6:45 PM	107	104	3
7:00 PM	84	83	1
7:15 PM	77	75	2
7:30 PM	71	70	1
7:45 PM	69	67	2
8:00 PM	63	63	0
8:15 PM	56	55	1
8:30 PM	54	54	0
8:45 PM	48	48	0
9:00 PM	41	41	0
9:15 PM	47	45	2
9:30 PM	48	48	0
9:45 PM	38	38	0
10:00 PM	44	43	1
10:15 PM	40	40	0
10:30 PM	34	33	1
10:45 PM	29	29	0
11:00 PM	40	40	0
11:15 PM	29	29	0
11:30 PM	22	22	0
11:45 PM	12	11	1
Total	5350	5229	121
%		97.7	2.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/10/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	13	13	0
12:15 AM	17	17	0
12:30 AM	8	8	0
12:45 AM	13	13	0
1:00 AM	7	7	0
1:15 AM	4	4	0
1:30 AM	5	5	0
1:45 AM	4	4	0
2:00 AM	6	6	0
2:15 AM	4	4	0
2:30 AM	7	7	0
2:45 AM	8	8	0
3:00 AM	2	2	0
3:15 AM	1	1	0
3:30 AM	8	6	2
3:45 AM	2	2	0
4:00 AM	1	1	0
4:15 AM	4	3	1
4:30 AM	2	2	0
4:45 AM	5	4	1
5:00 AM	6	6	0
5:15 AM	9	8	1
5:30 AM	25	24	1
5:45 AM	35	35	0
6:00 AM	31	31	0
6:15 AM	20	20	0
6:30 AM	31	31	0
6:45 AM	39	38	1
7:00 AM	30	30	0
7:15 AM	52	50	2
7:30 AM	76	74	2
7:45 AM	83	82	1
8:00 AM	78	77	1
8:15 AM	81	78	3
8:30 AM	92	92	0
8:45 AM	125	122	3
9:00 AM	136	131	5
9:15 AM	169	162	7
9:30 AM	174	173	1
9:45 AM	240	236	4
10:00 AM	237	236	1
10:15 AM	272	270	2
10:30 AM	236	232	4
10:45 AM	209	203	6
11:00 AM	225	223	2
11:15 AM	202	198	4
11:30 AM	203	197	6
11:45 AM	209	206	3
Total	3446	3382	64
%		98.1	1.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/10/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	200	195	5
12:15 PM	174	172	2
12:30 PM	192	190	2
12:45 PM	167	163	4
1:00 PM	160	156	4
1:15 PM	182	181	1
1:30 PM	168	164	4
1:45 PM	176	171	5
2:00 PM	138	132	6
2:15 PM	134	125	9
2:30 PM	132	130	2
2:45 PM	128	127	1
3:00 PM	149	146	3
3:15 PM	144	138	6
3:30 PM	132	128	4
3:45 PM	111	107	4
4:00 PM	105	101	4
4:15 PM	87	84	3
4:30 PM	93	91	2
4:45 PM	96	95	1
5:00 PM	67	64	3
5:15 PM	80	78	2
5:30 PM	70	68	2
5:45 PM	62	62	0
6:00 PM	63	60	3
6:15 PM	63	62	1
6:30 PM	60	60	0
6:45 PM	46	46	0
7:00 PM	56	53	3
7:15 PM	56	55	1
7:30 PM	46	46	0
7:45 PM	51	51	0
8:00 PM	42	41	1
8:15 PM	41	39	2
8:30 PM	37	37	0
8:45 PM	26	26	0
9:00 PM	40	39	1
9:15 PM	30	30	0
9:30 PM	35	32	3
9:45 PM	31	29	2
10:00 PM	20	20	0
10:15 PM	29	29	0
10:30 PM	15	15	0
10:45 PM	19	18	1
11:00 PM	12	12	0
11:15 PM	7	5	2
11:30 PM	12	12	0
11:45 PM	12	12	0
Total	3996	3897	99
%		97.5	2.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 16

6/16/2018

Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	23	21	2
12:15 AM	19	19	0
12:30 AM	11	10	1
12:45 AM	9	9	0
1:00 AM	9	9	0
1:15 AM	11	11	0
1:30 AM	8	8	0
1:45 AM	8	8	0
2:00 AM	13	13	0
2:15 AM	4	4	0
2:30 AM	5	5	0
2:45 AM	2	2	0
3:00 AM	2	2	0
3:15 AM	3	3	0
3:30 AM	3	3	0
3:45 AM	4	4	0
4:00 AM	3	3	0
4:15 AM	9	9	0
4:30 AM	1	1	0
4:45 AM	5	5	0
5:00 AM	11	10	1
5:15 AM	7	7	0
5:30 AM	18	17	1
5:45 AM	23	23	0
6:00 AM	16	16	0
6:15 AM	26	26	0
6:30 AM	34	31	3
6:45 AM	67	63	4
7:00 AM	75	74	1
7:15 AM	63	61	2
7:30 AM	94	93	1
7:45 AM	97	94	3
8:00 AM	73	70	3
8:15 AM	121	117	4
8:30 AM	128	124	4
8:45 AM	168	163	5
9:00 AM	144	142	2
9:15 AM	214	211	3
9:30 AM	248	240	8
9:45 AM	286	280	6
10:00 AM	303	300	3
10:15 AM	305	299	6
10:30 AM	304	298	6
10:45 AM	277	273	4
11:00 AM	133	132	1
11:15 AM	237	235	2
11:30 AM	305	297	8
11:45 AM	199	194	5
Total	4128	4039	89
%		97.8	2.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 16

6/16/2018

Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	243	240	3
12:15 PM	207	195	12
12:30 PM	196	189	7
12:45 PM	222	216	6
1:00 PM	210	204	6
1:15 PM	190	187	3
1:30 PM	219	218	1
1:45 PM	206	197	9
2:00 PM	191	184	7
2:15 PM	168	164	4
2:30 PM	178	172	6
2:45 PM	146	145	1
3:00 PM	171	167	4
3:15 PM	180	173	7
3:30 PM	181	179	2
3:45 PM	180	171	9
4:00 PM	151	144	7
4:15 PM	129	125	4
4:30 PM	154	152	2
4:45 PM	120	118	2
5:00 PM	129	124	5
5:15 PM	106	104	2
5:30 PM	113	111	2
5:45 PM	108	106	2
6:00 PM	109	106	3
6:15 PM	93	90	3
6:30 PM	93	91	2
6:45 PM	100	100	0
7:00 PM	86	86	0
7:15 PM	79	74	5
7:30 PM	78	77	1
7:45 PM	79	74	5
8:00 PM	66	64	2
8:15 PM	78	76	2
8:30 PM	64	62	2
8:45 PM	74	72	2
9:00 PM	51	49	2
9:15 PM	60	58	2
9:30 PM	52	52	0
9:45 PM	47	47	0
10:00 PM	47	47	0
10:15 PM	41	41	0
10:30 PM	44	41	3
10:45 PM	39	39	0
11:00 PM	46	46	0
11:15 PM	44	44	0
11:30 PM	20	20	0
11:45 PM	23	23	0
Total	5611	5464	147
%		97.4	2.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 16

6/17/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	18	18	0
12:15 AM	16	16	0
12:30 AM	20	16	4
12:45 AM	4	4	0
1:00 AM	3	3	0
1:15 AM	11	11	0
1:30 AM	5	5	0
1:45 AM	11	11	0
2:00 AM	8	8	0
2:15 AM	9	9	0
2:30 AM	3	3	0
2:45 AM	3	3	0
3:00 AM	5	5	0
3:15 AM	7	7	0
3:30 AM	4	4	0
3:45 AM	6	6	0
4:00 AM	1	1	0
4:15 AM	4	4	0
4:30 AM	6	6	0
4:45 AM	4	4	0
5:00 AM	2	2	0
5:15 AM	8	7	1
5:30 AM	17	17	0
5:45 AM	14	14	0
6:00 AM	9	9	0
6:15 AM	15	15	0
6:30 AM	37	35	2
6:45 AM	59	58	1
7:00 AM	46	46	0
7:15 AM	53	52	1
7:30 AM	51	51	0
7:45 AM	44	43	1
8:00 AM	75	74	1
8:15 AM	92	92	0
8:30 AM	116	115	1
8:45 AM	135	132	3
9:00 AM	138	134	4
9:15 AM	135	131	4
9:30 AM	190	189	1
9:45 AM	219	215	4
10:00 AM	193	191	2
10:15 AM	230	228	2
10:30 AM	219	213	6
10:45 AM	241	234	7
11:00 AM	206	205	1
11:15 AM	224	221	3
11:30 AM	198	193	5
11:45 AM	188	186	2
Total	3302	3246	56
%		98.3	1.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

6/17/2018

Counter # : 16

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	178	170	8
12:15 PM	135	132	3
12:30 PM	166	163	3
12:45 PM	172	168	4
1:00 PM	212	212	0
1:15 PM	174	172	2
1:30 PM	158	154	4
1:45 PM	171	169	2
2:00 PM	165	158	7
2:15 PM	151	146	5
2:30 PM	143	143	0
2:45 PM	142	138	4
3:00 PM	133	128	5
3:15 PM	112	111	1
3:30 PM	128	124	4
3:45 PM	133	129	4
4:00 PM	112	111	1
4:15 PM	87	87	0
4:30 PM	113	110	3
4:45 PM	114	112	2
5:00 PM	79	77	2
5:15 PM	89	88	1
5:30 PM	99	99	0
5:45 PM	78	75	3
6:00 PM	83	81	2
6:15 PM	74	72	2
6:30 PM	78	78	0
6:45 PM	90	87	3
7:00 PM	65	64	1
7:15 PM	57	56	1
7:30 PM	64	63	1
7:45 PM	66	64	2
8:00 PM	61	59	2
8:15 PM	57	55	2
8:30 PM	56	56	0
8:45 PM	45	42	3
9:00 PM	40	40	0
9:15 PM	53	53	0
9:30 PM	42	41	1
9:45 PM	40	40	0
10:00 PM	22	20	2
10:15 PM	30	30	0
10:30 PM	30	30	0
10:45 PM	14	14	0
11:00 PM	15	14	1
11:15 PM	24	24	0
11:30 PM	8	7	1
11:45 PM	18	18	0
Total	4376	4284	92
%		97.9	2.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

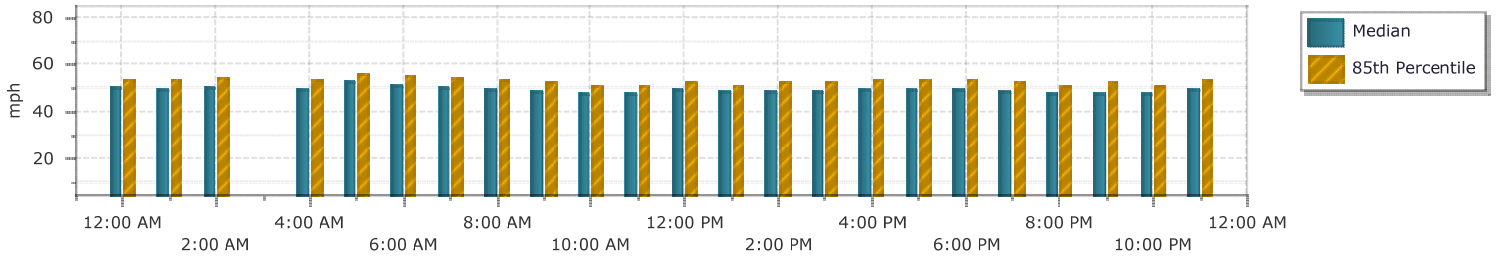
Counter # : 28

6/9/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	79	43	30	12	27	43	196	376	444	719	837	840	684	747	686	705	643	494	445	301	221	174	147	103
Minimum	39.2	35.9	42.6	40.3	35.5	43.8	40.8	37.7	33.1	32.7	18.6	36.8	35.5	37.7	36.3	36.3	37.2	37.7	36.3	30.1	36.8	38.7	30.7	35.0
Maximum	59.6	58.4	60.8	56.2	58.4	59.6	62.1	64.8	62.1	64.8	58.4	70.9	60.8	58.4	60.8	62.1	62.1	66.2	62.1	58.4	60.8	59.6	58.4	56.2
Average	49.9	49.5	50.2	-	49.0	52.4	51.3	50.0	48.6	47.9	47.5	47.3	48.4	47.7	48.4	48.6	48.7	49.1	48.9	47.9	47.7	47.6	47.3	48.6
Median	50.5	49.6	50.5	-	48.8	52.3	51.4	50.1	48.8	48.0	47.3	47.3	48.8	48.0	48.0	48.0	48.8	48.8	48.8	48.0	47.3	47.3	47.3	48.8
Pace Range	44.5 - 54.5	45.8 - 55.8	44.5 - 54.5	-	44.5 - 54.5	48.0 - 58.0	46.5 - 56.5	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	42.6 - 52.6	43.8 - 53.8	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	44.5 - 54.5
Count	63	34	26	-	21	35	168	313	345	603	703	687	541	628	566	581	527	412	367	238	177	134	117	85
	80 %	79 %	87 %	-	78 %	81 %	86 %	83 %	78 %	84 %	84 %	82 %	79 %	84 %	83 %	82 %	82 %	83 %	82 %	79 %	80 %	77 %	80 %	83 %
Percentiles																								
10 %	43.2	43.8	45.1	-	41.4	45.8	46.5	45.1	43.2	43.2	42.6	42.6	42.6	42.6	43.8	43.8	43.8	44.5	43.8	42.0	42.6	42.0	42.0	43.2
15 %	45.1	45.1	45.8	-	44.5	48.0	47.3	45.8	43.8	44.5	43.8	43.2	43.8	43.8	44.5	44.5	44.5	45.1	44.5	43.8	43.8	43.2	42.6	44.5
50 %	50.5	48.8	48.8	-	48.0	52.3	51.4	49.6	48.8	48.0	47.3	47.3	48.8	48.0	48.0	48.0	48.8	48.8	48.8	48.0	47.3	47.3	47.3	48.8
85 %	53.2	53.2	54.2	-	53.2	56.2	55.2	54.2	53.2	52.3	51.4	51.4	52.3	51.4	52.3	52.3	53.2	53.2	53.2	52.3	51.4	52.3	51.4	53.2
90 %	55.2	55.2	54.2	-	55.2	57.3	56.2	55.2	54.2	53.2	52.3	53.2	53.2	52.3	53.2	53.2	53.2	54.2	54.2	53.2	52.3	53.2	53.2	54.2
Speeds Exceeded																								
25	79	43	30	-	27	43	196	376	444	719	835	840	684	747	686	705	643	494	445	301	221	174	147	103
	100 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	79	43	30	-	27	43	196	376	442	718	835	840	684	747	686	705	643	494	445	299	221	174	145	103
	100 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	99 %	100 %
45	70	38	28	-	23	41	193	344	359	582	671	605	559	587	567	593	535	432	376	230	175	129	107	86
	89 %	88 %	93 %		85 %	95 %	98 %	91 %	81 %	81 %	80 %	72 %	82 %	79 %	83 %	84 %	83 %	87 %	84 %	76 %	79 %	74 %	73 %	83 %
55	9	7	3	-	4	12	34	39	34	27	24	43	41	25	43	47	40	41	26	12	9	11	8	4
	11.4 %	16.3 %	10.0 %		14.8 %	28 %	17 %	10 %	8 %	4 %	3 %	5 %	6 %	3 %	6 %	7 %	6 %	8 %	6 %	4 %	4.1 %	6 %	5.4 %	3.9 %
65	0	0	0	-	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

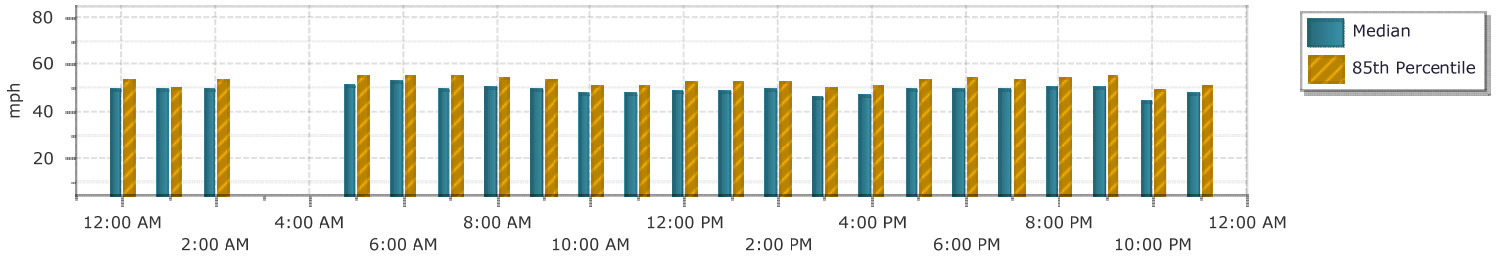
Counter # : 28

6/10/2018
Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	51	20	25	13	12	75	121	241	376	719	954	839	733	686	532	536	381	279	232	209	146	136	83	43
Minimum	37.2	41.4	40.8	33.5	43.8	40.8	43.8	40.3	19.1	36.3	10.7	19.9	36.3	35.0	24.4	33.9	31.0	37.7	35.9	39.2	36.8	37.7	26.4	36.8
Maximum	59.6	56.2	58.4	55.2	54.2	62.1	60.8	66.2	60.8	60.8	60.8	66.2	66.2	60.8	63.4	66.2	64.8	64.8	58.4	62.1	59.6	62.1	56.2	58.4
Average	48.4	47.9	49.2	-	-	51.0	51.9	50.9	50.0	48.8	47.1	47.2	48.1	48.1	48.3	46.0	46.6	49.6	49.8	50.0	49.7	50.2	43.4	47.3
Median	48.8	49.2	48.8	-	-	51.4	52.3	49.6	50.5	48.8	47.3	47.3	48.0	48.0	48.8	45.8	46.5	49.6	49.6	49.6	50.1	50.5	44.5	47.3
Pace Range	43.8 - 53.8	41.4 - 51.4	43.8 - 53.8	-	-	46.5 - 56.5	46.5 - 56.5	45.8 - 55.8	44.5 - 54.5	44.5 - 54.5	42.6 - 52.6	41.4 - 51.4	42.6 - 52.6	42.6 - 52.6	43.8 - 53.8	41.4 - 51.4	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	46.5 - 56.5	41.4 - 51.4	41.4 - 51.4
Count	37	18	19	-	-	60	99	208	311	590	807	695	595	573	432	429	290	217	184	175	110	105	57	33
	73 %	90 %	76 %	-	-	80 %	82 %	86 %	83 %	82 %	85 %	83 %	81 %	84 %	81 %	80 %	76 %	78 %	79 %	84 %	75 %	77 %	69 %	77 %
Percentiles																								
10 %	41.4	41.4	41.4	-	-	45.1	46.5	46.5	45.8	43.8	42.6	42.6	43.2	43.2	43.2	40.8	40.8	43.8	44.5	44.5	43.8	44.5	35.0	41.4
15 %	42.6	42.0	43.8	-	-	46.5	48.0	47.3	46.5	44.5	43.2	43.2	43.8	43.8	44.5	42.0	42.0	45.1	45.1	45.8	45.1	45.1	37.2	43.2
50 %	48.8	48.0	48.8	-	-	51.4	52.3	49.6	50.5	48.8	47.3	47.3	48.0	48.0	48.8	45.8	46.5	49.6	49.6	49.6	49.6	50.5	43.8	47.3
85 %	53.2	50.5	53.2	-	-	55.2	55.2	55.2	54.2	53.2	51.4	51.4	52.3	52.3	52.3	50.5	51.4	53.2	54.2	53.2	54.2	55.2	48.8	51.4
90 %	54.2	51.4	55.2	-	-	56.2	56.2	55.2	55.2	53.2	52.3	52.3	53.2	53.2	53.2	51.4	52.3	55.2	55.2	54.2	55.2	56.2	48.8	52.3
Speeds Exceeded																								
25	51	20	25	-	-	75	121	241	374	719	953	837	733	686	530	536	381	279	232	209	146	136	83	43
	100 %	100 %	100 %			100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	51	20	25	-	-	75	121	241	373	719	951	836	733	686	530	533	380	279	232	209	146	136	76	43
	100 %	100 %	100 %			100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	92 %	100 %
45	39	17	18	-	-	71	116	236	348	612	708	630	586	543	440	329	245	245	207	188	128	118	37	31
	76 %	85 %	72 %			95 %	96 %	98 %	93 %	85 %	74 %	75 %	80 %	79 %	83 %	61 %	64 %	88 %	89 %	90 %	88 %	87 %	45 %	72 %
55	5	1	4	-	-	14	26	38	43	46	32	17	26	44	28	14	9	33	27	21	20	25	1	3
	9.8 %	5.0 %	16.0 %			19 %	21 %	16 %	11 %	6 %	3 %	2 %	4 %	6 %	5 %	3 %	2.4 %	12 %	12 %	10 %	14 %	18 %	1.2 %	7.0 %
65	0	0	0	-	-	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0.4 %	0 %	0 %	0 %	0.1 %	0.1 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

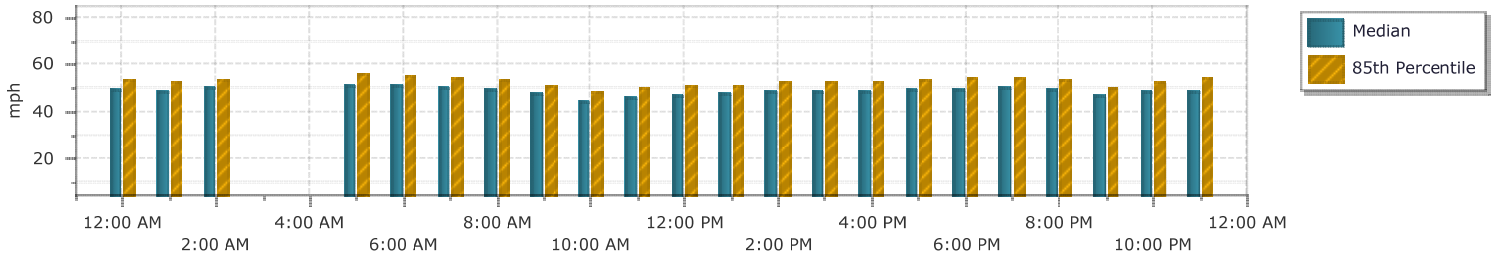
Counter # : 16

6/16/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	62	36	24	12	18	59	143	329	490	892	1189	874	868	825	683	712	554	456	395	322	282	210	171	133
Minimum	35.5	43.2	38.7	44.5	44.5	41.4	40.8	19.5	40.3	26.4	15.8	16.1	11.7	31.7	13.0	13.7	10.1	14.3	40.8	40.3	32.7	32.7	29.2	33.5
Maximum	66.2	57.3	56.2	57.3	55.2	63.4	60.8	60.8	64.8	59.6	57.3	60.8	60.8	62.1	62.1	59.6	63.4	60.8	62.1	85.1	62.1	60.8	60.8	59.6
Average	49.0	48.6	49.3	-	-	51.4	51.3	50.4	49.4	47.0	44.0	45.8	46.5	47.3	47.9	48.0	48.5	48.6	49.7	50.3	48.9	46.3	47.9	48.6
Median	49.6	48.0	50.5	-	-	51.4	51.4	50.5	48.8	47.3	44.5	45.8	46.5	47.3	48.0	48.0	48.0	48.8	49.6	50.5	48.8	46.5	48.0	48.0
Pace Range	43.8 - 53.8	43.8 - 53.8	43.8 - 53.8	-	-	46.5 - 56.5	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	41.4 - 51.4	39.7 - 49.7	41.4 - 51.4	41.4 - 51.4	41.4 - 51.4	42.6 - 52.6	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8	44.5 - 54.5	44.5 - 54.5	41.4 - 51.4	42.6 - 52.6	44.5 - 54.5
Count	45	32	18	-	-	40	117	272	413	739	978	687	696	712	547	567	465	359	317	266	223	171	130	99
	73 %	89 %	75 %	-	-	68 %	82 %	83 %	84 %	83 %	82 %	79 %	80 %	86 %	80 %	80 %	84 %	79 %	80 %	83 %	79 %	81 %	76 %	74 %
Percentiles																								
10 %	43.2	43.8	40.8	-	-	44.5	46.5	45.8	44.5	42.0	39.2	40.3	41.4	42.6	42.6	42.6	44.5	43.2	44.5	45.8	43.8	41.4	41.4	43.2
15 %	43.8	45.1	42.6	-	-	44.5	47.3	46.5	45.8	43.2	40.3	41.4	42.6	43.2	43.8	43.8	45.1	44.5	45.1	45.8	44.5	42.0	43.2	44.5
50 %	48.8	48.0	49.6	-	-	51.4	51.4	50.5	48.8	47.3	44.5	45.8	46.5	47.3	48.0	48.0	48.0	48.8	49.6	50.5	48.8	45.8	48.0	48.0
85 %	53.2	52.3	53.2	-	-	56.2	55.2	54.2	53.2	51.4	48.0	50.5	51.4	51.4	52.3	52.3	52.3	53.2	54.2	54.2	53.2	50.5	52.3	54.2
90 %	54.2	53.2	53.2	-	-	57.3	56.2	55.2	54.2	52.3	48.8	51.4	52.3	51.4	53.2	53.2	53.2	54.2	55.2	55.2	54.2	52.3	53.2	55.2
Speeds Exceeded																								
25	62	36	24	-	-	59	143	328	490	892	1185	873	859	825	682	711	551	455	395	322	282	210	171	133
	100 %	100 %	100 %			100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	62	36	24	-	-	59	143	327	490	884	1151	872	852	823	678	705	549	455	395	322	281	208	170	131
	100 %	100 %	100 %			100 %	100 %	99 %	100 %	99 %	97 %	100 %	98 %	100 %	99 %	99 %	99 %	100 %	100 %	100 %	100 %	99 %	99 %	98 %
45	48	32	19	-	-	51	136	306	438	654	528	516	602	603	532	569	481	373	350	299	236	129	133	110
	77 %	89 %	79 %			86 %	95 %	93 %	89 %	73 %	44 %	59 %	69 %	73 %	78 %	80 %	87 %	82 %	89 %	93 %	84 %	61 %	78 %	83 %
55	6	1	2	-	-	16	29	48	43	30	7	22	25	22	33	37	35	30	43	39	21	5	12	18
	9.7 %	2.8 %	8.3 %			27 %	20 %	15 %	9 %	3 %	0.6 %	3 %	3 %	3 %	5 %	5 %	6 %	7 %	11 %	12 %	7 %	2.4 %	7 %	14 %
65	1	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
	1.6 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.6 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

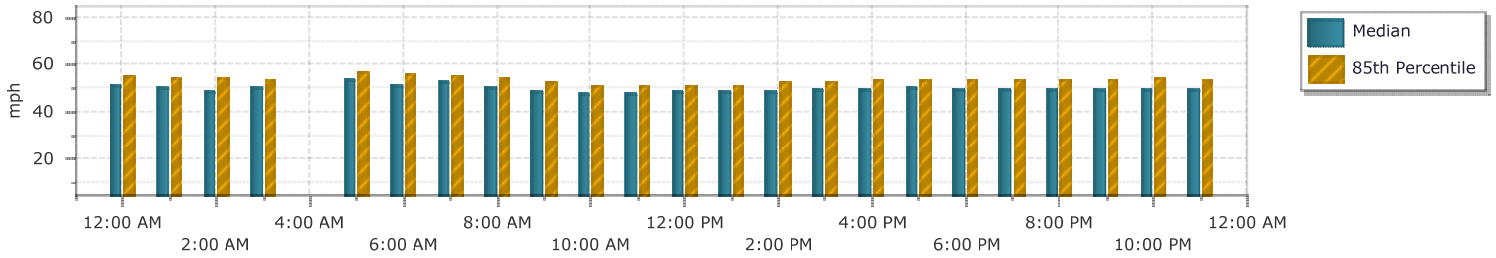
Counter # : 16

6/17/2018
Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	58	30	23	22	15	41	120	194	418	682	883	816	651	715	601	506	426	345	325	252	219	175	96	65
Minimum	15.3	39.7	39.7	38.2	46.5	44.5	37.7	42.6	40.3	16.9	36.3	35.9	37.7	35.5	30.7	37.7	38.2	40.3	37.7	18.7	37.2	19.1	42.0	37.2
Maximum	57.3	72.7	62.1	62.1	56.2	64.8	62.1	62.1	62.1	62.1	62.1	63.4	59.6	63.4	60.8	62.1	69.3	62.1	60.8	87.6	66.2	62.1	60.8	59.6
Average	50.2	50.7	49.1	50.2	-	53.2	51.0	51.8	50.6	47.9	47.5	47.6	47.8	48.6	48.3	48.9	49.2	50.0	49.3	49.2	49.2	48.9	50.1	49.3
Median	51.4	50.5	48.0	50.5	-	53.2	51.4	52.3	50.5	48.0	47.3	47.3	48.0	48.0	48.0	48.8	48.8	50.5	48.8	49.2	49.6	48.8	49.6	49.6
Pace Range	47.3 - 57.3	45.8 - 55.8	44.5 - 54.5	45.8 - 55.8	-	48.8 - 58.8	46.5 - 56.5	46.5 - 56.5	44.5 - 54.5	42.6 - 52.6	42.6 - 52.6	41.4 - 51.4	42.6 - 52.6	42.6 - 52.6	43.8 - 53.8	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	44.5 - 54.5	43.8 - 53.8
Count	50	25	16	17	-	34	93	167	345	554	759	684	567	633	502	432	339	293	268	208	171	146	83	49
	86 %	83 %	70 %	77 %	-	83 %	78 %	86 %	83 %	81 %	86 %	84 %	87 %	89 %	84 %	85 %	80 %	85 %	82 %	83 %	78 %	83 %	86 %	75 %
Percentiles																								
10 %	43.8	43.8	39.7	38.7	-	47.3	44.5	46.5	45.8	43.2	43.2	42.6	43.8	44.5	43.8	44.5	43.8	45.1	44.5	44.5	43.8	44.5	45.1	43.2
15 %	47.3	45.8	40.3	45.8	-	48.8	46.5	48.0	46.5	43.8	43.8	43.8	44.5	45.1	44.5	45.1	45.1	45.8	45.1	45.1	45.1	44.5	45.8	43.8
50 %	51.4	50.5	48.0	50.5	-	53.2	51.4	52.3	50.5	48.0	47.3	47.3	48.0	48.0	48.0	48.8	48.8	50.5	48.8	48.8	49.6	48.8	49.6	48.8
85 %	55.2	54.2	54.2	53.2	-	57.3	56.2	55.2	54.2	52.3	51.4	51.4	51.4	51.4	52.3	52.3	53.2	53.2	53.2	53.2	53.2	53.2	54.2	53.2
90 %	55.2	55.2	54.2	55.2	-	57.3	57.3	56.2	56.2	53.2	52.3	52.3	52.3	52.3	53.2	53.2	54.2	55.2	54.2	54.2	55.2	54.2	55.2	55.2
Speeds Exceeded																								
25	57	30	23	22	-	41	120	194	418	679	883	816	651	715	601	506	426	345	325	250	219	174	96	65
	98 %	100 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %
35	56	30	23	22	-	41	120	194	418	674	883	816	651	715	599	506	426	345	325	250	219	174	96	65
	97 %	100 %	100 %	100 %		100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	99 %	100 %	100 %
45	52	27	18	20	-	40	108	187	395	544	685	633	532	625	502	443	368	316	288	223	190	149	92	54
	90 %	90 %	78 %	91 %		98 %	90 %	96 %	94 %	80 %	78 %	78 %	82 %	87 %	84 %	88 %	86 %	92 %	89 %	88 %	87 %	85 %	96 %	83 %
55	11	4	3	4	-	17	26	44	61	37	24	34	17	31	31	32	38	36	29	21	24	14	11	9
	19 %	13.3 %	13.0 %	18.2 %		41 %	22 %	23 %	15 %	5 %	3 %	4 %	3 %	4 %	5 %	6 %	9 %	10 %	9 %	8 %	11 %	8 %	11 %	13.8 %
65	0	1	0	0	-	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0
	0 %	3.3 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0.4 %	0.5 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.4 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	44	44	0
12:15 AM	29	28	1
12:30 AM	22	22	0
12:45 AM	16	16	0
1:00 AM	11	11	0
1:15 AM	8	8	0
1:30 AM	18	18	0
1:45 AM	13	13	0
2:00 AM	8	8	0
2:15 AM	7	7	0
2:30 AM	6	6	0
2:45 AM	7	7	0
3:00 AM	8	8	0
3:15 AM	4	4	0
3:30 AM	7	7	0
3:45 AM	6	6	0
4:00 AM	3	3	0
4:15 AM	8	8	0
4:30 AM	10	10	0
4:45 AM	7	7	0
5:00 AM	8	8	0
5:15 AM	9	8	1
5:30 AM	18	18	0
5:45 AM	24	24	0
6:00 AM	13	13	0
6:15 AM	25	25	0
6:30 AM	28	28	0
6:45 AM	33	31	2
7:00 AM	38	35	3
7:15 AM	37	34	3
7:30 AM	35	28	7
7:45 AM	48	43	5
8:00 AM	53	51	2
8:15 AM	53	47	6
8:30 AM	61	59	2
8:45 AM	84	76	8
9:00 AM	100	97	3
9:15 AM	77	68	9
9:30 AM	82	79	3
9:45 AM	109	98	11
10:00 AM	102	98	4
10:15 AM	148	144	4
10:30 AM	126	124	2
10:45 AM	126	117	9
11:00 AM	127	121	6
11:15 AM	111	107	4
11:30 AM	166	160	6
11:45 AM	152	142	10
Total	2235	2124	111
%		95.0	5.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/9/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	145	141	4
12:15 PM	171	164	7
12:30 PM	154	147	7
12:45 PM	116	111	5
1:00 PM	158	152	6
1:15 PM	132	128	4
1:30 PM	120	113	7
1:45 PM	136	127	9
2:00 PM	149	143	6
2:15 PM	177	168	9
2:30 PM	200	195	5
2:45 PM	143	138	5
3:00 PM	163	160	3
3:15 PM	135	134	1
3:30 PM	172	168	4
3:45 PM	167	157	10
4:00 PM	193	189	4
4:15 PM	196	192	4
4:30 PM	170	164	6
4:45 PM	197	193	4
5:00 PM	185	176	9
5:15 PM	201	196	5
5:30 PM	201	198	3
5:45 PM	187	179	8
6:00 PM	150	144	6
6:15 PM	174	169	5
6:30 PM	185	176	9
6:45 PM	195	188	7
7:00 PM	232	227	5
7:15 PM	233	227	6
7:30 PM	184	174	10
7:45 PM	199	193	6
8:00 PM	180	175	5
8:15 PM	181	174	7
8:30 PM	186	178	8
8:45 PM	131	129	2
9:00 PM	123	121	2
9:15 PM	110	105	5
9:30 PM	133	132	1
9:45 PM	107	106	1
10:00 PM	101	99	2
10:15 PM	116	115	1
10:30 PM	136	128	8
10:45 PM	137	135	2
11:00 PM	77	77	0
11:15 PM	52	51	1
11:30 PM	67	63	4
11:45 PM	51	51	0
Total	7408	7170	238
%		96.8	3.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

6/10/2018

Counter # : 18

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	39	39	0
12:15 AM	27	27	0
12:30 AM	28	27	1
12:45 AM	11	11	0
1:00 AM	10	10	0
1:15 AM	18	18	0
1:30 AM	14	12	2
1:45 AM	13	13	0
2:00 AM	5	5	0
2:15 AM	8	8	0
2:30 AM	3	3	0
2:45 AM	8	8	0
3:00 AM	4	4	0
3:15 AM	8	8	0
3:30 AM	2	2	0
3:45 AM	6	6	0
4:00 AM	7	6	1
4:15 AM	6	6	0
4:30 AM	4	4	0
4:45 AM	7	6	1
5:00 AM	5	5	0
5:15 AM	8	8	0
5:30 AM	8	7	1
5:45 AM	16	16	0
6:00 AM	13	10	3
6:15 AM	22	22	0
6:30 AM	28	24	4
6:45 AM	21	21	0
7:00 AM	37	29	8
7:15 AM	39	35	4
7:30 AM	33	31	2
7:45 AM	53	48	5
8:00 AM	51	47	4
8:15 AM	65	64	1
8:30 AM	63	58	5
8:45 AM	60	60	0
9:00 AM	69	63	6
9:15 AM	83	82	1
9:30 AM	104	98	6
9:45 AM	96	90	6
10:00 AM	121	115	6
10:15 AM	155	151	4
10:30 AM	125	115	10
10:45 AM	137	128	9
11:00 AM	174	167	7
11:15 AM	139	138	1
11:30 AM	119	115	4
11:45 AM	133	127	6
Total	2205	2097	108
%		95.1	4.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/10/2018

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	151	144	7
12:15 PM	155	152	3
12:30 PM	139	136	3
12:45 PM	172	165	7
1:00 PM	146	142	4
1:15 PM	147	142	5
1:30 PM	148	142	6
1:45 PM	164	162	2
2:00 PM	154	151	3
2:15 PM	148	138	10
2:30 PM	166	158	8
2:45 PM	194	187	7
3:00 PM	168	160	8
3:15 PM	219	218	1
3:30 PM	254	242	12
3:45 PM	278	272	6
4:00 PM	248	232	16
4:15 PM	232	206	26
4:30 PM	277	270	7
4:45 PM	251	247	4
5:00 PM	259	254	5
5:15 PM	242	236	6
5:30 PM	186	183	3
5:45 PM	160	155	5
6:00 PM	153	150	3
6:15 PM	180	177	3
6:30 PM	171	164	7
6:45 PM	138	133	5
7:00 PM	107	105	2
7:15 PM	88	82	6
7:30 PM	105	103	2
7:45 PM	86	86	0
8:00 PM	82	79	3
8:15 PM	111	109	2
8:30 PM	86	86	0
8:45 PM	86	85	1
9:00 PM	102	99	3
9:15 PM	103	98	5
9:30 PM	107	102	5
9:45 PM	91	88	3
10:00 PM	79	77	2
10:15 PM	130	130	0
10:30 PM	134	133	1
10:45 PM	86	85	1
11:00 PM	55	54	1
11:15 PM	20	20	0
11:30 PM	2	2	0
11:45 PM	0	0	0
Total	6960	6741	219
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

6/16/2018

Counter # : 33

Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	23	22	1
12:15 AM	36	35	1
12:30 AM	27	26	1
12:45 AM	18	18	0
1:00 AM	16	16	0
1:15 AM	17	17	0
1:30 AM	11	10	1
1:45 AM	8	8	0
2:00 AM	15	15	0
2:15 AM	12	12	0
2:30 AM	9	9	0
2:45 AM	5	5	0
3:00 AM	6	6	0
3:15 AM	4	4	0
3:30 AM	7	5	2
3:45 AM	8	8	0
4:00 AM	6	6	0
4:15 AM	5	5	0
4:30 AM	8	8	0
4:45 AM	10	10	0
5:00 AM	2	2	0
5:15 AM	1	1	0
5:30 AM	14	13	1
5:45 AM	12	11	1
6:00 AM	21	21	0
6:15 AM	29	26	3
6:30 AM	26	22	4
6:45 AM	29	26	3
7:00 AM	44	40	4
7:15 AM	38	33	5
7:30 AM	45	41	4
7:45 AM	48	41	7
8:00 AM	81	76	5
8:15 AM	63	57	6
8:30 AM	64	58	6
8:45 AM	61	58	3
9:00 AM	78	72	6
9:15 AM	90	85	5
9:30 AM	81	79	2
9:45 AM	72	68	4
10:00 AM	93	86	7
10:15 AM	107	101	6
10:30 AM	121	114	7
10:45 AM	128	119	9
11:00 AM	114	106	8
11:15 AM	147	138	9
11:30 AM	119	112	7
11:45 AM	120	116	4
Total	2099	1967	132
%		93.7	6.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 33

6/16/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	146	135	11
12:15 PM	141	130	11
12:30 PM	128	121	7
12:45 PM	125	118	7
1:00 PM	114	104	10
1:15 PM	147	137	10
1:30 PM	155	149	6
1:45 PM	120	111	9
2:00 PM	152	147	5
2:15 PM	162	151	11
2:30 PM	140	133	7
2:45 PM	169	160	9
3:00 PM	163	149	14
3:15 PM	153	145	8
3:30 PM	179	174	5
3:45 PM	131	127	4
4:00 PM	164	159	5
4:15 PM	157	153	4
4:30 PM	161	153	8
4:45 PM	188	181	7
5:00 PM	212	201	11
5:15 PM	195	187	8
5:30 PM	166	163	3
5:45 PM	182	174	8
6:00 PM	149	144	5
6:15 PM	191	179	12
6:30 PM	191	186	5
6:45 PM	182	175	7
7:00 PM	208	202	6
7:15 PM	224	218	6
7:30 PM	194	186	8
7:45 PM	201	199	2
8:00 PM	224	217	7
8:15 PM	194	182	12
8:30 PM	190	184	6
8:45 PM	171	170	1
9:00 PM	171	163	8
9:15 PM	222	216	6
9:30 PM	197	184	13
9:45 PM	190	185	5
10:00 PM	208	202	6
10:15 PM	248	243	5
10:30 PM	267	259	8
10:45 PM	243	240	3
11:00 PM	244	238	6
11:15 PM	195	189	6
11:30 PM	150	145	5
11:45 PM	51	48	3
Total	8455	8116	339
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 33

6/17/2018

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	57	57	0
12:15 AM	43	42	1
12:30 AM	35	34	1
12:45 AM	20	19	1
1:00 AM	29	28	1
1:15 AM	20	18	2
1:30 AM	11	10	1
1:45 AM	12	11	1
2:00 AM	13	12	1
2:15 AM	10	10	0
2:30 AM	4	4	0
2:45 AM	9	8	1
3:00 AM	6	6	0
3:15 AM	3	3	0
3:30 AM	8	8	0
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	5	5	0
4:30 AM	7	7	0
4:45 AM	6	6	0
5:00 AM	7	7	0
5:15 AM	10	10	0
5:30 AM	13	10	3
5:45 AM	10	9	1
6:00 AM	16	14	2
6:15 AM	12	12	0
6:30 AM	18	17	1
6:45 AM	17	16	1
7:00 AM	26	22	4
7:15 AM	27	24	3
7:30 AM	30	30	0
7:45 AM	58	56	2
8:00 AM	45	42	3
8:15 AM	51	50	1
8:30 AM	55	54	1
8:45 AM	56	50	6
9:00 AM	69	67	2
9:15 AM	87	81	6
9:30 AM	82	77	5
9:45 AM	123	119	4
10:00 AM	137	130	7
10:15 AM	149	136	13
10:30 AM	105	94	11
10:45 AM	139	130	9
11:00 AM	133	126	7
11:15 AM	163	154	9
11:30 AM	126	116	10
11:45 AM	140	128	12
Total	2209	2076	133
%		94.0	6.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

6/17/2018

Counter # : 33

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	141	136	5
12:15 PM	174	165	9
12:30 PM	135	125	10
12:45 PM	143	136	7
1:00 PM	168	159	9
1:15 PM	169	160	9
1:30 PM	187	178	9
1:45 PM	142	136	6
2:00 PM	187	178	9
2:15 PM	176	165	11
2:30 PM	191	179	12
2:45 PM	177	169	8
3:00 PM	218	207	11
3:15 PM	204	194	10
3:30 PM	177	171	6
3:45 PM	212	203	9
4:00 PM	200	190	10
4:15 PM	183	176	7
4:30 PM	245	235	10
4:45 PM	215	206	9
5:00 PM	230	216	14
5:15 PM	211	204	7
5:30 PM	195	188	7
5:45 PM	213	204	9
6:00 PM	203	195	8
6:15 PM	194	187	7
6:30 PM	216	206	10
6:45 PM	191	186	5
7:00 PM	215	207	8
7:15 PM	171	168	3
7:30 PM	214	202	12
7:45 PM	191	182	9
8:00 PM	202	197	5
8:15 PM	167	162	5
8:30 PM	133	128	5
8:45 PM	144	141	3
9:00 PM	120	118	2
9:15 PM	133	129	4
9:30 PM	132	128	4
9:45 PM	99	98	1
10:00 PM	130	124	6
10:15 PM	121	115	6
10:30 PM	153	150	3
10:45 PM	136	133	3
11:00 PM	96	90	6
11:15 PM	53	52	1
11:30 PM	45	43	2
11:45 PM	28	28	0
Total	7980	7649	331
%		95.9	4.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	43	42	1
12:15 AM	24	24	0
12:30 AM	33	33	0
12:45 AM	16	15	1
1:00 AM	13	13	0
1:15 AM	19	19	0
1:30 AM	12	11	1
1:45 AM	12	11	1
2:00 AM	13	13	0
2:15 AM	9	9	0
2:30 AM	11	11	0
2:45 AM	5	5	0
3:00 AM	2	2	0
3:15 AM	10	10	0
3:30 AM	7	6	1
3:45 AM	6	6	0
4:00 AM	3	3	0
4:15 AM	9	8	1
4:30 AM	10	10	0
4:45 AM	7	7	0
5:00 AM	7	6	1
5:15 AM	10	10	0
5:30 AM	21	20	1
5:45 AM	19	19	0
6:00 AM	18	18	0
6:15 AM	26	26	0
6:30 AM	32	29	3
6:45 AM	36	36	0
7:00 AM	32	30	2
7:15 AM	37	35	2
7:30 AM	33	29	4
7:45 AM	58	54	4
8:00 AM	59	50	9
8:15 AM	60	57	3
8:30 AM	67	63	4
8:45 AM	81	77	4
9:00 AM	74	72	2
9:15 AM	91	85	6
9:30 AM	81	79	2
9:45 AM	108	104	4
10:00 AM	108	104	4
10:15 AM	122	117	5
10:30 AM	90	89	1
10:45 AM	109	104	5
11:00 AM	145	138	7
11:15 AM	137	132	5
11:30 AM	116	109	7
11:45 AM	146	141	5
Total	2187	2091	96
%		95.6	4.4

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/2/2018
Saturday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	125	122	3
12:15 PM	130	129	1
12:30 PM	142	139	3
12:45 PM	110	108	2
1:00 PM	125	119	6
1:15 PM	144	142	2
1:30 PM	96	93	3
1:45 PM	171	171	0
2:00 PM	130	125	5
2:15 PM	134	129	5
2:30 PM	135	132	3
2:45 PM	162	159	3
3:00 PM	153	151	2
3:15 PM	163	160	3
3:30 PM	165	162	3
3:45 PM	169	167	2
4:00 PM	149	146	3
4:15 PM	186	184	2
4:30 PM	178	176	2
4:45 PM	170	167	3
5:00 PM	172	172	0
5:15 PM	174	169	5
5:30 PM	165	159	6
5:45 PM	164	160	4
6:00 PM	177	175	2
6:15 PM	185	181	4
6:30 PM	164	162	2
6:45 PM	125	125	0
7:00 PM	165	163	2
7:15 PM	169	169	0
7:30 PM	126	120	6
7:45 PM	149	149	0
8:00 PM	135	131	4
8:15 PM	163	161	2
8:30 PM	152	147	5
8:45 PM	147	146	1
9:00 PM	155	154	1
9:15 PM	177	172	5
9:30 PM	161	157	4
9:45 PM	209	207	2
10:00 PM	182	179	3
10:15 PM	169	169	0
10:30 PM	225	222	3
10:45 PM	227	225	2
11:00 PM	167	162	5
11:15 PM	107	106	1
11:30 PM	75	74	1
11:45 PM	66	65	1
Total	7389	7262	127
%		98.3	1.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

6/3/2018

Counter # : 18

Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 AM	54	52	2
12:15 AM	39	39	0
12:30 AM	24	24	0
12:45 AM	19	19	0
1:00 AM	22	21	1
1:15 AM	12	11	1
1:30 AM	15	15	0
1:45 AM	12	12	0
2:00 AM	14	14	0
2:15 AM	6	6	0
2:30 AM	5	5	0
2:45 AM	7	7	0
3:00 AM	8	8	0
3:15 AM	5	5	0
3:30 AM	6	6	0
3:45 AM	6	6	0
4:00 AM	9	9	0
4:15 AM	6	6	0
4:30 AM	8	8	0
4:45 AM	1	1	0
5:00 AM	7	7	0
5:15 AM	5	5	0
5:30 AM	8	7	1
5:45 AM	14	14	0
6:00 AM	9	9	0
6:15 AM	13	12	1
6:30 AM	18	18	0
6:45 AM	20	19	1
7:00 AM	14	14	0
7:15 AM	24	24	0
7:30 AM	29	26	3
7:45 AM	48	46	2
8:00 AM	45	45	0
8:15 AM	40	39	1
8:30 AM	53	53	0
8:45 AM	55	54	1
9:00 AM	80	80	0
9:15 AM	74	73	1
9:30 AM	68	68	0
9:45 AM	77	75	2
10:00 AM	103	100	3
10:15 AM	130	128	2
10:30 AM	158	154	4
10:45 AM	118	115	3
11:00 AM	153	152	1
11:15 AM	184	177	7
11:30 AM	133	130	3
11:45 AM	181	177	4
Total	2139	2095	44
%		97.9	2.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/3/2018
Sunday

12 Hour Classification

EB

Interval Start	Total	Cars	Trucks
12:00 PM	171	168	3
12:15 PM	150	147	3
12:30 PM	146	145	1
12:45 PM	197	194	3
1:00 PM	143	142	1
1:15 PM	127	125	2
1:30 PM	156	156	0
1:45 PM	153	151	2
2:00 PM	150	147	3
2:15 PM	158	156	2
2:30 PM	157	156	1
2:45 PM	193	192	1
3:00 PM	145	141	4
3:15 PM	158	155	3
3:30 PM	159	157	2
3:45 PM	177	174	3
4:00 PM	189	183	6
4:15 PM	192	190	2
4:30 PM	171	169	2
4:45 PM	172	168	4
5:00 PM	177	174	3
5:15 PM	192	190	2
5:30 PM	177	176	1
5:45 PM	157	154	3
6:00 PM	175	171	4
6:15 PM	165	164	1
6:30 PM	192	188	4
6:45 PM	160	156	4
7:00 PM	155	154	1
7:15 PM	179	172	7
7:30 PM	143	139	4
7:45 PM	151	149	2
8:00 PM	115	113	2
8:15 PM	136	130	6
8:30 PM	132	129	3
8:45 PM	87	86	1
9:00 PM	91	91	0
9:15 PM	95	95	0
9:30 PM	100	100	0
9:45 PM	96	96	0
10:00 PM	93	90	3
10:15 PM	94	94	0
10:30 PM	121	120	1
10:45 PM	104	103	1
11:00 PM	44	44	0
11:15 PM	32	31	1
11:30 PM	29	29	0
11:45 PM	25	25	0
Total	6681	6579	102
%		98.5	1.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

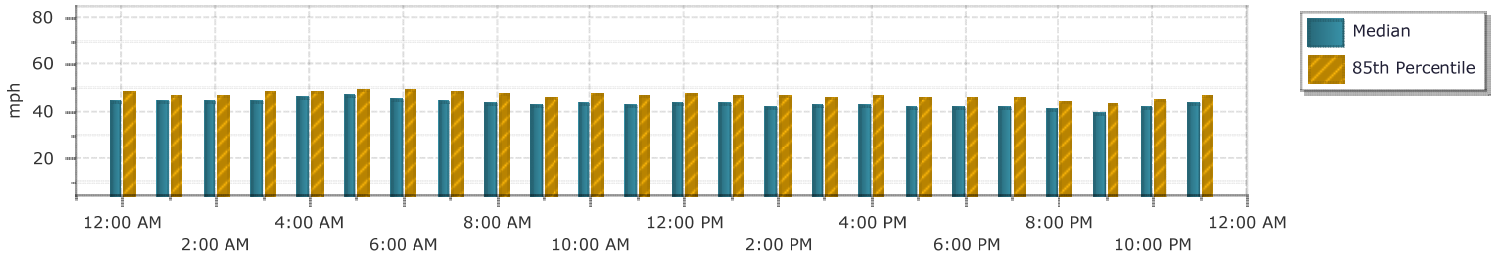
Counter # : 18

6/9/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	111	50	28	25	28	59	99	158	251	368	502	556	586	546	669	637	756	774	704	848	678	473	490	247
Minimum	34.2	33.9	35.9	12.2	39.2	31.7	26.1	29.8	25.2	13.0	28.1	26.6	12.9	28.9	30.4	29.2	14.5	29.8	27.1	26.8	30.4	28.9	29.5	27.6
Maximum	53.2	55.2	55.2	56.2	51.4	54.2	54.2	55.2	52.3	53.2	54.2	55.2	54.2	56.2	53.2	55.2	53.2	54.2	55.2	55.2	52.3	48.0	69.3	53.2
Average	44.0	43.7	43.7	42.5	45.5	45.2	44.3	43.3	42.9	42.2	43.0	42.5	43.2	43.0	41.8	42.4	42.4	41.6	42.0	41.6	40.7	39.4	41.0	42.9
Median	43.8	44.1	43.8	43.8	45.8	46.5	45.1	43.8	43.2	42.6	43.2	42.6	43.2	43.2	42.0	42.6	42.6	42.0	42.0	42.0	40.8	39.2	41.4	43.2
Pace Range	39.7 - 49.7	37.7 - 47.7	38.2 - 48.2	38.2 - 48.2	39.2 - 49.2	40.8 - 50.8	40.8 - 50.8	39.7 - 49.7	38.2 - 48.2	36.8 - 46.8	38.2 - 48.2	38.2 - 48.2	39.2 - 49.2	38.2 - 48.2	36.8 - 46.8	36.8 - 46.8	38.2 - 48.2	35.9 - 45.9	38.2 - 48.2	38.2 - 48.2	35.9 - 45.9	34.6 - 44.6	35.9 - 45.9	38.2 - 48.2
Count	93	43	23	18	25	51	82	118	202	298	427	468	480	466	520	531	617	579	577	699	586	399	392	214
	84 %	86 %	82 %	72 %	89 %	86 %	83 %	75 %	80 %	81 %	85 %	84 %	82 %	85 %	78 %	83 %	82 %	75 %	82 %	82 %	86 %	84 %	80 %	87 %
Percentiles																								
10 %	38.7	38.2	37.2	34.6	39.7	37.7	35.5	37.2	37.2	37.2	38.2	37.7	37.7	38.2	36.3	37.2	37.2	35.5	36.8	36.3	36.3	34.6	35.5	38.2
15 %	39.7	38.7	39.2	35.5	42.6	41.4	40.8	38.2	38.7	38.2	39.2	38.7	39.2	39.7	37.2	38.2	38.2	36.8	38.2	37.7	37.2	35.5	36.8	39.2
50 %	43.8	43.8	43.8	42.6	45.1	46.5	44.5	43.8	43.2	42.6	43.2	42.6	43.2	43.2	42.0	42.6	42.6	42.0	42.0	42.0	40.8	39.2	41.4	43.2
85 %	48.0	46.5	46.5	48.0	48.0	48.8	48.8	48.0	47.3	45.8	47.3	46.5	47.3	46.5	46.5	45.8	46.5	45.8	45.8	45.8	43.8	43.2	45.1	46.5
90 %	48.8	47.3	47.3	48.0	48.8	48.8	49.6	48.8	48.0	47.3	48.0	47.3	48.0	47.3	47.3	46.5	47.3	47.3	46.5	46.5	45.1	43.8	45.8	47.3
Speeds Exceeded																								
25	111	50	28	24	28	59	99	158	251	367	502	556	584	546	669	637	755	774	704	848	678	473	490	247
	100 %	100 %	100 %	96 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	110	49	28	23	28	56	91	151	244	361	492	542	572	535	631	613	719	713	677	786	651	419	450	237
	99 %	98 %	100 %	92 %	100 %	95 %	92 %	96 %	97 %	98 %	98 %	97 %	98 %	98 %	94 %	96 %	95 %	92 %	96 %	93 %	96 %	89 %	92 %	96 %
45	48	20	10	11	17	39	50	64	95	99	167	157	208	168	177	164	222	196	172	165	81	31	78	79
	43 %	40 %	36 %	44 %	61 %	66 %	51 %	41 %	38 %	27 %	33 %	28 %	35 %	31 %	26 %	26 %	29 %	25 %	24 %	19 %	12 %	7 %	16 %	32 %
55	0	2	1	1	0	0	0	1	0	0	0	2	0	1	0	2	0	0	1	1	0	0	2	0
	0 %	4.0 %	3.6 %	4.0 %	0 %	0 %	0 %	0.6 %	0 %	0 %	0 %	0.4 %	0 %	0.2 %	0 %	0.3 %	0 %	0 %	0.1 %	0.1 %	0 %	0 %	0.4 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

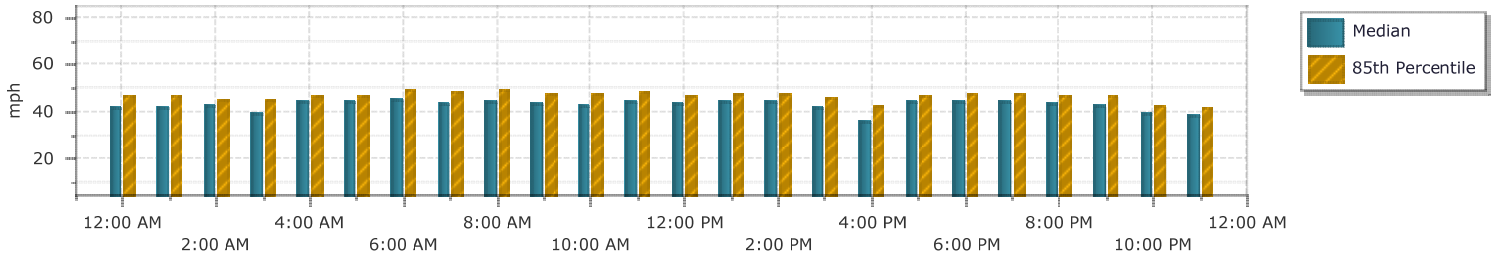
Counter # : 18

6/10/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	105	55	24	20	24	37	84	162	239	352	538	565	617	605	662	919	1008	847	642	386	365	403	429	77
Minimum	28.9	31.4	38.2	12.7	28.9	32.0	28.4	23.5	11.8	24.4	13.4	30.4	25.2	34.2	15.3	16.5	10.0	31.0	15.9	31.4	30.7	31.7	28.9	29.2
Maximum	54.2	48.0	48.0	54.2	51.4	52.3	54.2	62.1	53.2	56.2	54.2	56.2	55.2	52.3	58.4	51.4	51.4	52.3	55.2	54.2	53.2	54.2	48.0	54.2
Average	42.2	41.7	42.4	38.0	41.9	42.0	44.1	41.9	43.4	42.7	42.2	44.0	42.6	44.0	43.3	41.7	32.4	43.5	43.6	43.9	43.2	42.8	39.2	38.0
Median	42.0	42.0	42.9	39.2	44.1	43.8	45.1	43.2	44.5	43.2	42.6	43.8	43.2	44.5	43.8	42.0	35.5	43.8	44.1	43.8	43.2	42.6	39.2	38.2
Pace Range	36.8 - 46.8	37.2 - 47.2	38.2 - 48.2	32.0 - 42.0	37.2 - 47.2	39.2 - 49.2	40.8 - 50.8	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	38.2 - 48.2	39.7 - 49.7	37.7 - 47.7	39.7 - 49.7	38.2 - 48.2	36.8 - 46.8	35.5 - 45.5	38.2 - 48.2	39.2 - 49.2	39.7 - 49.7	38.2 - 48.2	37.7 - 47.7	34.6 - 44.6	32.7 - 42.7
Count	86	44	24	11	18	26	60	97	175	267	411	469	499	530	557	769	466	726	540	332	321	349	376	66
	82 %	80 %	100 %	55 %	75 %	70 %	71 %	60 %	73 %	76 %	76 %	83 %	81 %	88 %	84 %	84 %	46 %	86 %	84 %	86 %	88 %	87 %	88 %	86 %
Percentiles																								
10 %	36.8	35.9	38.2	24.6	29.8	32.4	36.3	31.7	35.5	36.3	35.9	39.2	37.2	39.7	38.7	36.8	16.4	38.7	38.7	39.2	38.2	38.2	35.0	32.7
15 %	37.7	37.2	38.2	32.0	31.4	33.1	37.2	33.1	38.2	37.7	37.2	39.7	38.7	40.8	39.7	38.2	19.0	39.7	39.7	40.3	39.7	39.2	35.9	34.2
50 %	42.0	41.4	42.0	36.8	42.0	42.6	45.1	43.2	44.5	43.2	42.6	43.8	43.2	44.5	43.8	42.0	35.5	43.8	43.8	43.8	43.2	42.6	39.2	37.7
85 %	46.5	46.5	45.1	45.1	46.5	46.5	49.6	48.0	48.8	47.3	47.3	48.0	46.5	47.3	47.3	45.8	42.6	46.5	47.3	47.3	46.5	46.5	42.6	41.4
90 %	47.3	46.5	45.8	47.3	46.5	48.8	50.5	49.6	49.6	48.0	48.0	48.8	47.3	48.0	48.0	46.5	43.8	48.0	48.0	48.0	47.3	47.3	43.2	42.0
Speeds Exceeded																								
25	105	55	24	18	24	37	84	159	238	351	536	565	617	605	660	916	737	847	641	386	365	403	429	77
	100 %	100 %	100 %	90 %	100 %	100 %	100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	73 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	99	51	24	14	21	30	78	128	219	329	503	552	589	604	644	873	516	833	622	379	361	395	390	63
	94 %	93 %	100 %	70 %	88 %	81 %	93 %	79 %	92 %	93 %	93 %	98 %	95 %	100 %	97 %	95 %	51 %	98 %	97 %	98 %	99 %	98 %	91 %	82 %
45	30	16	7	4	9	15	44	70	111	133	165	248	186	259	231	193	67	319	268	156	121	121	22	3
	29 %	29 %	29.2 %	20.0 %	37.5 %	41 %	52 %	43 %	46 %	38 %	31 %	44 %	30 %	43 %	35 %	21 %	7 %	38 %	42 %	40 %	33 %	30 %	5 %	3.9 %
55	0	0	0	0	0	0	0	3	0	2	0	1	1	0	3	0	0	0	1	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	1.9 %	0 %	0.6 %	0 %	0.2 %	0.2 %	0 %	0.5 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

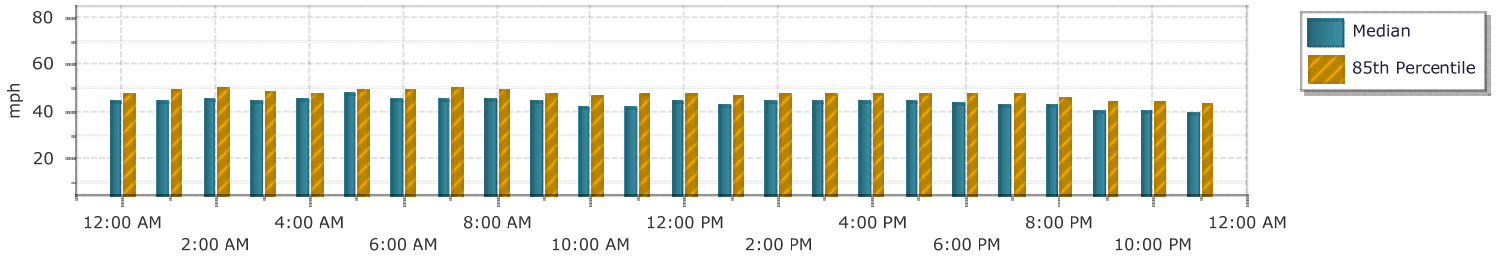
Counter # : 33

6/16/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	104	52	41	25	29	29	105	175	269	321	449	500	540	536	623	626	670	755	713	827	779	780	966	640
Minimum	29.2	36.4	30.7	36.4	34.7	37.3	29.2	33.9	30.7	33.9	11.0	12.2	13.5	11.2	32.4	23.5	20.0	29.8	28.4	27.3	15.1	28.4	28.1	10.6
Maximum	53.2	54.2	55.2	53.2	50.5	60.8	55.2	58.4	54.2	59.6	55.2	54.2	53.2	54.2	55.2	56.2	55.2	54.2	72.7	57.3	51.4	60.8	49.7	51.4
Average	43.6	44.8	45.0	44.6	44.2	46.4	44.9	45.6	44.2	43.7	41.6	41.5	43.6	42.2	43.8	43.0	43.8	43.8	43.2	42.9	42.1	39.9	39.6	38.7
Median	43.8	44.5	45.2	43.8	45.2	47.3	45.2	45.2	45.2	43.8	42.0	42.0	43.8	42.6	43.8	43.8	43.8	43.8	43.2	42.6	42.6	39.7	39.7	38.7
Pace Range	38.2 - 48.2	39.7 - 49.7	39.7 - 49.7	39.2 - 49.2	38.2 - 48.2	42.6 - 52.6	39.7 - 49.7	40.8 - 50.8	39.7 - 49.7	38.2 - 48.2	35.9 - 45.9	37.7 - 47.7	39.2 - 49.2	37.7 - 47.7	38.2 - 48.2	38.2 - 48.2	39.2 - 49.2	39.7 - 49.7	38.2 - 48.2	37.7 - 47.7	37.7 - 47.7	33.9 - 43.9	33.9 - 43.9	33.9 - 43.9
Count	95	44	31	20	25	25	84	142	216	258	334	361	448	413	500	486	565	650	598	687	643	689	834	520
	91 %	85 %	76 %	80 %	86 %	86 %	80 %	81 %	80 %	80 %	74 %	72 %	83 %	77 %	80 %	78 %	84 %	86 %	84 %	83 %	83 %	88 %	86 %	81 %
Percentiles																								
10 %	39.7	39.7	38.2	37.7	36.4	39.2	38.7	40.8	38.2	38.2	35.5	35.9	38.2	36.4	38.2	36.4	38.7	39.2	38.7	37.7	36.8	35.5	35.1	33.5
15 %	40.8	40.8	40.3	39.2	38.7	42.6	40.3	40.8	39.7	38.7	36.8	36.8	39.7	37.7	39.7	38.7	39.7	40.3	39.7	39.2	38.2	36.4	35.9	34.7
50 %	43.8	43.8	45.2	43.8	44.5	46.6	45.2	45.2	44.5	43.8	42.0	42.0	43.8	42.6	43.8	43.8	43.8	43.8	43.2	42.6	42.6	39.7	39.7	38.7
85 %	47.3	48.9	49.7	48.1	47.3	48.9	48.9	49.7	48.9	47.3	46.6	47.3	47.3	46.6	47.3	47.3	47.3	47.3	47.3	47.3	45.9	43.8	43.8	43.2
90 %	47.3	49.7	51.4	48.9	47.3	49.7	49.7	50.5	48.9	48.1	47.3	47.3	48.9	47.3	48.9	48.1	48.1	47.3	47.3	47.3	46.6	43.8	43.8	43.8
Speeds Exceeded																								
25	104	52	41	25	29	29	105	175	269	321	445	493	539	535	623	623	669	755	713	827	778	780	966	628
	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	98 %
35	103	52	40	25	28	29	104	173	260	315	416	462	534	509	614	598	657	738	696	809	744	733	887	542
	99 %	100 %	98 %	100 %	97 %	100 %	99 %	99 %	97 %	98 %	93 %	92 %	99 %	95 %	99 %	96 %	98 %	98 %	98 %	98 %	96 %	94 %	92 %	85 %
45	33	23	22	11	15	19	59	110	135	147	109	143	226	170	251	236	287	329	244	279	195	56	80	50
	32 %	44 %	54 %	44 %	52 %	66 %	56 %	63 %	50 %	46 %	24 %	29 %	42 %	32 %	40 %	38 %	43 %	44 %	34 %	34 %	25 %	7 %	8 %	8 %
55	0	0	1	0	0	1	2	3	0	5	1	0	0	0	2	2	1	0	2	3	0	2	0	0
	0 %	0 %	2.4 %	0 %	0 %	3.4 %	1.9 %	1.7 %	0 %	1.6 %	0.2 %	0 %	0 %	0 %	0.3 %	0.3 %	0.1 %	0 %	0.3 %	0.4 %	0 %	0.3 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

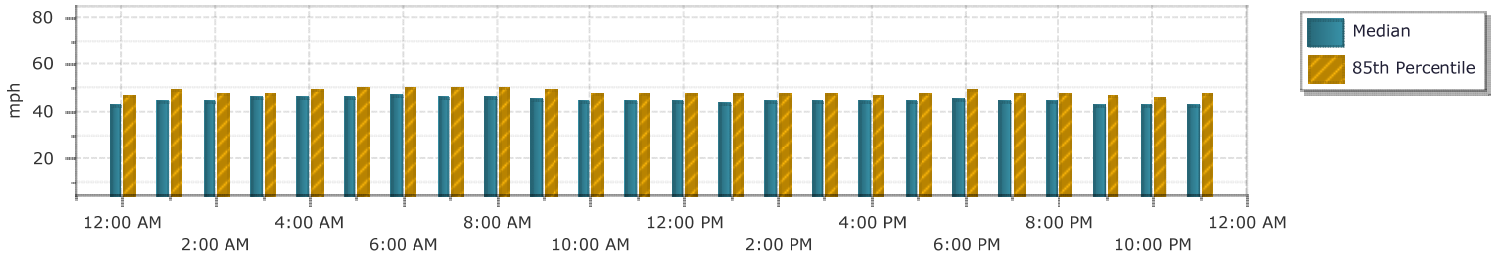
Counter # : 33

6/17/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	155	72	36	22	20	40	63	141	207	361	530	562	593	666	731	811	843	849	804	791	646	484	540	222
Minimum	26.4	23.7	28.7	31.4	36.8	32.8	29.2	33.9	33.1	20.8	12.5	30.7	14.0	15.4	14.4	29.8	27.9	12.6	15.1	32.1	31.7	22.8	31.7	34.3
Maximum	52.3	54.2	59.6	52.3	55.2	57.3	62.1	55.2	56.2	55.2	51.4	58.4	58.4	63.4	55.2	57.3	58.4	56.2	56.2	54.2	53.2	56.2	53.2	58.4
Average	42.5	43.7	43.8	44.8	45.5	45.4	46.3	46.0	45.7	44.5	43.9	43.6	43.7	43.1	43.6	43.5	43.4	43.6	45.0	44.4	43.9	42.7	42.3	43.1
Median	42.6	43.8	44.5	45.9	46.2	45.9	46.6	45.9	45.9	45.2	43.8	43.8	43.8	43.2	43.8	43.8	43.8	43.8	45.2	44.5	43.8	42.6	42.6	42.6
Pace Range	38.2 - 48.2	39.7 - 49.7	37.7 - 47.7	38.2 - 48.2	39.7 - 49.7	39.7 - 49.7	40.8 - 50.8	41.4 - 51.4	41.4 - 51.4	39.7 - 49.7	39.7 - 49.7	39.2 - 49.2	38.2 - 48.2	37.7 - 47.7	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2	39.7 - 49.7	39.7 - 49.7	39.7 - 49.7	39.2 - 49.2	37.7 - 47.7	37.7 - 47.7	38.2 - 48.2
Count	125	59	27	16	15	29	51	110	169	300	468	460	484	552	627	698	748	734	711	696	584	393	457	185
	81 %	82 %	75 %	73 %	75 %	73 %	81 %	78 %	82 %	83 %	88 %	82 %	82 %	83 %	86 %	86 %	89 %	86 %	88 %	88 %	90 %	81 %	85 %	83 %
Percentiles																								
10 %	36.4	39.7	35.9	35.1	38.7	36.4	40.8	39.7	39.7	39.2	39.7	38.2	38.7	38.2	38.7	38.7	38.7	39.2	40.8	39.7	39.7	37.7	37.3	38.2
15 %	38.7	39.7	38.2	38.2	39.7	38.7	41.4	40.8	41.4	40.3	40.3	39.7	39.7	39.2	39.7	39.7	39.7	40.3	42.0	40.8	40.8	39.2	38.2	39.2
50 %	42.6	43.8	43.8	45.2	45.9	45.2	46.6	45.9	45.9	45.2	43.8	43.8	43.8	43.2	43.8	43.8	43.8	43.8	45.2	44.5	43.8	42.6	42.6	42.6
85 %	46.6	48.9	47.3	47.3	48.9	49.7	50.5	50.5	49.7	48.9	47.3	47.3	47.3	47.3	47.3	47.3	46.6	47.3	48.9	47.3	47.3	46.6	45.9	47.3
90 %	47.3	49.7	49.7	50.5	50.5	51.4	52.3	51.4	50.5	48.9	48.9	48.9	48.9	47.3	47.3	47.3	47.3	48.1	48.9	48.9	47.3	47.3	47.3	48.1
Speeds Exceeded																								
25	155	71	36	22	20	40	63	141	207	360	529	562	591	665	729	811	843	848	803	791	646	479	540	222
	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %
35	146	70	35	21	20	38	60	139	203	352	522	553	587	658	721	806	833	844	799	784	643	462	529	221
	94 %	97 %	97 %	95 %	100 %	95 %	95 %	99 %	98 %	98 %	98 %	98 %	99 %	99 %	99 %	99 %	99 %	99 %	99 %	99 %	100 %	95 %	98 %	100 %
45	50	29	16	14	11	25	42	92	130	186	241	217	249	235	294	296	307	306	455	373	261	141	123	69
	32 %	40 %	44 %	64 %	55 %	63 %	67 %	65 %	63 %	52 %	45 %	39 %	42 %	35 %	40 %	36 %	36 %	36 %	57 %	47 %	40 %	29 %	23 %	31 %
55	0	0	1	0	1	1	2	1	1	1	0	1	2	2	2	1	4	4	1	0	0	2	0	1
	0 %	0 %	2.8 %	0 %	5.0 %	2.5 %	3.2 %	0.7 %	0.5 %	0.3 %	0 %	0.2 %	0.3 %	0.3 %	0.3 %	0.1 %	0.5 %	0.5 %	0.1 %	0 %	0 %	0.4 %	0 %	0.5 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

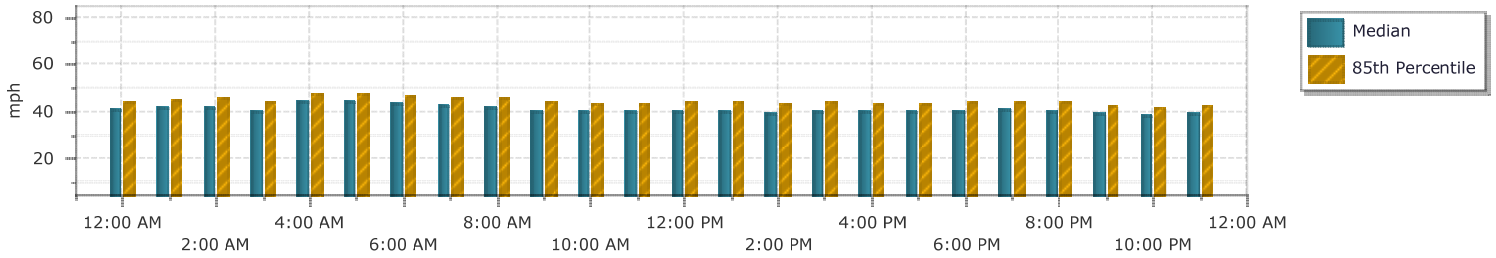
Counter # : 18

6/2/2018
Saturday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	116	56	38	25	29	57	112	160	267	354	429	544	507	536	561	650	683	675	651	609	597	702	803	415
Minimum	27.6	27.6	31.7	31.0	35.9	11.8	33.5	27.3	30.4	29.8	11.0	25.0	29.5	25.9	12.6	15.0	12.8	27.6	13.9	11.7	29.5	27.3	28.9	27.6
Maximum	48.8	49.6	49.6	49.6	55.2	53.2	62.1	52.3	52.3	48.8	51.4	53.2	50.5	52.3	51.4	50.5	50.5	48.8	52.3	52.3	52.3	47.3	53.2	53.2
Average	40.5	41.5	41.6	40.4	43.9	42.2	42.7	41.8	41.3	40.0	39.8	39.4	40.0	40.2	39.2	40.2	39.5	39.6	40.2	40.7	40.6	38.5	38.3	38.6
Median	40.8	41.7	42.0	39.7	44.5	43.8	43.2	42.6	41.4	40.3	40.3	39.7	40.3	40.3	39.2	40.3	39.7	39.7	40.3	40.8	40.3	38.7	38.2	38.7
Pace Range	35.5 - 45.5	36.3 - 46.3	35.9 - 45.9	35.5 - 45.5	38.7 - 48.7	38.2 - 48.2	35.9 - 45.9	38.2 - 48.2	36.8 - 46.8	34.6 - 44.6	34.6 - 44.6	33.9 - 43.9	35.9 - 45.9	35.9 - 45.9	34.6 - 44.6	35.9 - 45.9	34.6 - 44.6	34.6 - 44.6	34.6 - 44.6	35.9 - 45.9	35.9 - 45.9	33.9 - 43.9	32.7 - 42.7	33.9 - 43.9
Count	91	46	31	21	24	39	86	133	206	290	369	466	426	467	461	562	583	567	567	520	543	614	757	350
	78 %	82 %	82 %	84 %	83 %	68 %	77 %	83 %	77 %	82 %	86 %	86 %	84 %	87 %	82 %	86 %	85 %	84 %	87 %	85 %	91 %	87 %	94 %	84 %
Percentiles																								
10 %	34.6	36.3	35.9	31.4	37.2	33.9	36.8	35.9	35.9	34.6	35.0	34.2	35.0	35.9	34.2	35.9	34.6	34.6	35.9	35.9	36.8	34.2	34.6	33.9
15 %	36.3	36.3	36.8	35.5	38.7	35.9	37.2	38.2	37.2	35.5	36.3	35.9	35.9	36.3	35.5	36.3	35.9	35.9	36.8	37.2	37.2	35.0	35.0	34.6
50 %	40.8	41.4	41.4	39.7	43.8	43.2	43.2	42.6	41.4	40.3	40.3	39.7	40.3	40.3	39.2	40.3	39.7	39.7	40.3	40.8	40.3	38.7	38.2	38.7
85 %	44.5	45.1	45.8	43.8	47.3	47.3	46.5	45.8	45.8	43.8	43.2	43.2	43.8	43.8	43.2	43.8	43.2	43.2	43.8	43.8	43.8	42.6	41.4	42.6
90 %	45.1	45.8	46.5	44.5	48.0	48.0	48.0	46.5	46.5	44.5	44.5	43.8	44.5	44.5	44.5	44.5	43.8	44.5	44.5	45.1	44.5	43.2	42.0	43.2
Speeds Exceeded																								
25	116	56	38	25	29	55	112	160	267	354	426	544	507	536	552	649	681	675	650	608	597	702	803	415
	100 %	100 %	100 %	100 %	100 %	96 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	105	53	36	23	29	50	105	149	244	318	393	484	461	501	495	611	612	603	613	581	575	603	711	346
	91 %	95 %	95 %	92 %	100 %	88 %	94 %	93 %	91 %	90 %	92 %	89 %	91 %	93 %	88 %	94 %	90 %	89 %	94 %	95 %	96 %	86 %	89 %	83 %
45	17	13	10	3	11	20	32	35	60	35	33	31	47	42	42	61	42	45	55	73	55	18	11	22
	15 %	23 %	26 %	12.0 %	38 %	35 %	29 %	22 %	22 %	10 %	8 %	6 %	9 %	8 %	7 %	9 %	6 %	7 %	8 %	12 %	9 %	3 %	1 %	5 %
55	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	3.4 %	0 %	0.9 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

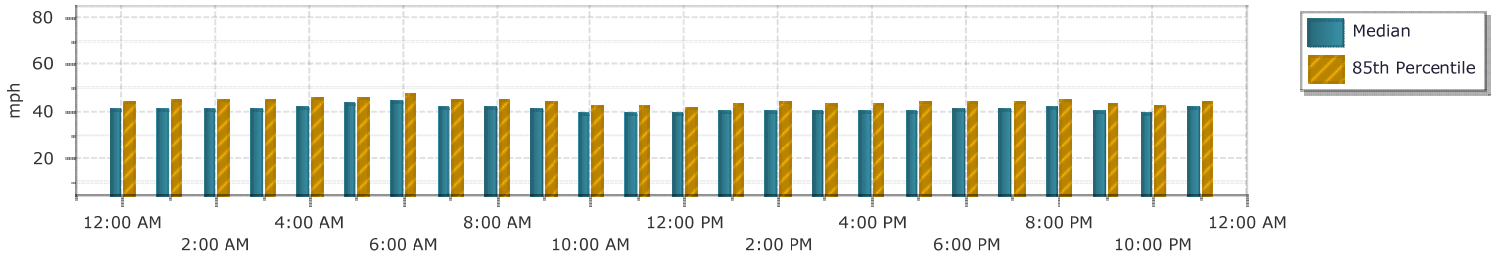
Counter # : 18

6/3/2018
Sunday

Speed Statistics

EB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	136	61	32	25	24	34	60	115	193	299	509	651	664	579	658	639	724	703	692	628	470	382	412	130
Minimum	26.8	28.1	28.4	29.8	12.1	28.4	31.0	23.5	13.1	10.7	27.3	28.6	22.7	28.4	26.4	26.8	27.8	10.5	13.3	10.6	28.6	26.1	27.8	30.4
Maximum	52.3	54.2	50.5	51.4	48.8	54.2	51.4	50.5	53.2	48.8	48.0	48.8	51.4	51.4	51.4	56.2	48.8	51.4	52.3	57.3	49.6	49.6	53.2	51.4
Average	40.1	41.0	40.4	39.8	39.7	41.2	43.2	41.3	40.8	40.4	39.1	38.8	38.3	39.6	39.7	39.6	39.6	40.3	40.6	41.1	41.3	39.7	39.4	40.9
Median	40.5	40.8	40.8	40.8	41.4	43.2	43.8	42.0	41.4	40.8	39.2	38.7	38.7	39.7	39.7	39.7	39.7	40.3	40.8	40.8	41.4	39.7	39.5	41.4
Pace Range	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	36.3 - 46.3	38.2 - 48.2	36.8 - 46.8	39.7 - 49.7	37.7 - 47.7	36.8 - 46.8	35.9 - 45.9	33.9 - 43.9	33.5 - 43.5	33.9 - 43.9	34.6 - 44.6	34.6 - 44.6	33.9 - 43.9	34.6 - 44.6	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.5 - 45.5	33.9 - 43.9	36.8 - 46.8
Count	111	53	25	16	18	25	50	95	159	263	433	545	571	488	541	571	618	599	587	554	409	329	357	107
	82 %	87 %	78 %	64 %	75 %	74 %	83 %	83 %	82 %	88 %	85 %	84 %	86 %	84 %	82 %	89 %	85 %	85 %	85 %	88 %	87 %	86 %	87 %	82 %
Percentiles																								
10 %	33.9	35.9	33.9	30.4	28.1	30.1	36.8	35.5	35.5	35.9	34.2	33.9	33.9	34.6	34.6	35.0	35.0	35.5	35.9	36.8	36.8	35.5	35.0	35.5
15 %	35.5	36.3	35.9	32.4	32.0	33.9	39.2	37.7	36.8	36.8	35.0	35.0	34.6	35.9	35.9	35.9	35.9	36.8	37.2	37.7	37.7	35.9	35.9	36.8
50 %	40.3	40.8	39.7	39.2	41.4	43.2	43.8	42.0	41.4	40.3	39.2	38.7	38.7	39.7	39.7	39.7	39.7	40.3	40.8	40.8	41.4	39.7	39.2	41.4
85 %	43.8	45.1	45.1	45.1	45.8	45.8	47.3	45.1	45.1	44.5	42.6	42.6	42.0	43.2	43.8	43.2	43.2	44.5	44.5	44.5	45.1	43.2	42.6	43.8
90 %	45.1	45.8	45.8	45.1	45.8	46.5	48.0	46.5	45.8	45.1	43.2	43.2	42.6	44.5	44.5	43.8	43.8	45.1	45.1	45.1	45.8	44.5	43.8	45.1
Speeds Exceeded																								
25	136	61	32	25	23	34	60	113	192	296	509	651	660	579	658	639	724	701	691	627	470	382	412	130
	100 %	100 %	100 %	100 %	96 %	100 %	100 %	98 %	99 %	99 %	100 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	120	57	29	19	20	29	58	107	178	281	443	555	564	518	585	584	655	653	651	610	452	358	375	121
	88 %	93 %	91 %	76 %	83 %	85 %	97 %	93 %	92 %	94 %	87 %	85 %	85 %	89 %	89 %	91 %	90 %	93 %	94 %	97 %	96 %	94 %	91 %	93 %
45	17	12	8	6	5	8	20	25	33	36	25	31	25	43	60	35	47	75	83	94	76	33	25	16
	13 %	20 %	25.0 %	24.0 %	20.8 %	23.5 %	33 %	22 %	17 %	12 %	5 %	5 %	4 %	7 %	9 %	5 %	6 %	11 %	12 %	15 %	16 %	9 %	6 %	12 %
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/2/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	21	20	1
12:15 AM	12	11	1
12:30 AM	11	11	0
12:45 AM	8	8	0
1:00 AM	18	18	0
1:15 AM	9	9	0
1:30 AM	10	9	1
1:45 AM	13	13	0
2:00 AM	12	10	2
2:15 AM	17	17	0
2:30 AM	5	5	0
2:45 AM	9	9	0
3:00 AM	7	7	0
3:15 AM	6	6	0
3:30 AM	5	5	0
3:45 AM	12	11	1
4:00 AM	13	12	1
4:15 AM	7	7	0
4:30 AM	9	9	0
4:45 AM	8	7	1
5:00 AM	2	2	0
5:15 AM	11	9	2
5:30 AM	25	24	1
5:45 AM	28	27	1
6:00 AM	29	28	1
6:15 AM	35	34	1
6:30 AM	40	37	3
6:45 AM	71	67	4
7:00 AM	68	63	5
7:15 AM	98	94	4
7:30 AM	107	104	3
7:45 AM	121	117	4
8:00 AM	110	106	4
8:15 AM	142	139	3
8:30 AM	155	148	7
8:45 AM	183	177	6
9:00 AM	169	161	8
9:15 AM	197	188	9
9:30 AM	241	228	13
9:45 AM	251	234	17
10:00 AM	251	240	11
10:15 AM	222	216	6
10:30 AM	226	215	11
10:45 AM	248	237	11
11:00 AM	207	193	14
11:15 AM	233	205	28
11:30 AM	222	204	18
11:45 AM	212	200	12
Total	4116	3901	215
%		94.8	5.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/2/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	178	171	7
12:15 PM	210	196	14
12:30 PM	203	194	9
12:45 PM	216	207	9
1:00 PM	174	168	6
1:15 PM	191	182	9
1:30 PM	184	178	6
1:45 PM	190	180	10
2:00 PM	200	188	12
2:15 PM	169	160	9
2:30 PM	169	160	9
2:45 PM	175	169	6
3:00 PM	184	180	4
3:15 PM	190	181	9
3:30 PM	172	157	15
3:45 PM	179	166	13
4:00 PM	171	163	8
4:15 PM	180	172	8
4:30 PM	167	154	13
4:45 PM	183	176	7
5:00 PM	161	158	3
5:15 PM	133	129	4
5:30 PM	151	148	3
5:45 PM	143	140	3
6:00 PM	142	140	2
6:15 PM	140	137	3
6:30 PM	115	110	5
6:45 PM	123	117	6
7:00 PM	109	106	3
7:15 PM	106	105	1
7:30 PM	101	98	3
7:45 PM	76	74	2
8:00 PM	87	84	3
8:15 PM	66	64	2
8:30 PM	80	75	5
8:45 PM	69	67	2
9:00 PM	78	74	4
9:15 PM	56	55	1
9:30 PM	73	73	0
9:45 PM	61	57	4
10:00 PM	67	65	2
10:15 PM	50	50	0
10:30 PM	44	44	0
10:45 PM	25	25	0
11:00 PM	40	40	0
11:15 PM	39	39	0
11:30 PM	47	46	1
11:45 PM	24	23	1
Total	6091	5845	246
%		96.0	4.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/3/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	23	21	2
12:15 AM	18	18	0
12:30 AM	23	22	1
12:45 AM	16	16	0
1:00 AM	11	11	0
1:15 AM	13	13	0
1:30 AM	10	10	0
1:45 AM	13	13	0
2:00 AM	9	9	0
2:15 AM	10	10	0
2:30 AM	10	10	0
2:45 AM	12	12	0
3:00 AM	9	9	0
3:15 AM	12	12	0
3:30 AM	5	5	0
3:45 AM	8	8	0
4:00 AM	3	3	0
4:15 AM	6	6	0
4:30 AM	5	5	0
4:45 AM	6	6	0
5:00 AM	4	4	0
5:15 AM	7	6	1
5:30 AM	20	20	0
5:45 AM	35	34	1
6:00 AM	28	27	1
6:15 AM	23	23	0
6:30 AM	32	29	3
6:45 AM	40	39	1
7:00 AM	39	38	1
7:15 AM	48	48	0
7:30 AM	69	69	0
7:45 AM	56	56	0
8:00 AM	81	79	2
8:15 AM	121	120	1
8:30 AM	122	121	1
8:45 AM	154	149	5
9:00 AM	163	158	5
9:15 AM	172	166	6
9:30 AM	187	180	7
9:45 AM	211	202	9
10:00 AM	187	173	14
10:15 AM	187	182	5
10:30 AM	172	164	8
10:45 AM	197	195	2
11:00 AM	159	155	4
11:15 AM	172	165	7
11:30 AM	175	171	4
11:45 AM	162	161	1
Total	3245	3153	92
%		97.2	2.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/3/2018
Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	169	166	3
12:15 PM	170	162	8
12:30 PM	179	173	6
12:45 PM	176	170	6
1:00 PM	168	166	2
1:15 PM	165	160	5
1:30 PM	156	150	6
1:45 PM	184	182	2
2:00 PM	157	151	6
2:15 PM	154	151	3
2:30 PM	158	155	3
2:45 PM	137	134	3
3:00 PM	141	137	4
3:15 PM	132	132	0
3:30 PM	165	163	2
3:45 PM	130	126	4
4:00 PM	134	130	4
4:15 PM	139	132	7
4:30 PM	116	111	5
4:45 PM	117	113	4
5:00 PM	122	115	7
5:15 PM	109	104	5
5:30 PM	109	104	5
5:45 PM	104	103	1
6:00 PM	88	87	1
6:15 PM	105	100	5
6:30 PM	90	89	1
6:45 PM	82	78	4
7:00 PM	68	67	1
7:15 PM	61	59	2
7:30 PM	82	80	2
7:45 PM	72	71	1
8:00 PM	75	73	2
8:15 PM	53	53	0
8:30 PM	47	45	2
8:45 PM	48	48	0
9:00 PM	52	51	1
9:15 PM	41	39	2
9:30 PM	55	55	0
9:45 PM	28	28	0
10:00 PM	27	26	1
10:15 PM	30	30	0
10:30 PM	28	27	1
10:45 PM	24	20	4
11:00 PM	16	16	0
11:15 PM	16	16	0
11:30 PM	15	15	0
11:45 PM	9	9	0
Total	4703	4572	131
%		97.2	2.8

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	26	23	3
12:15 AM	28	28	0
12:30 AM	18	18	0
12:45 AM	20	20	0
1:00 AM	11	10	1
1:15 AM	15	15	0
1:30 AM	11	11	0
1:45 AM	5	5	0
2:00 AM	6	6	0
2:15 AM	8	8	0
2:30 AM	11	11	0
2:45 AM	8	8	0
3:00 AM	0	0	0
3:15 AM	2	2	0
3:30 AM	5	5	0
3:45 AM	4	4	0
4:00 AM	7	7	0
4:15 AM	10	10	0
4:30 AM	10	9	1
4:45 AM	5	5	0
5:00 AM	5	5	0
5:15 AM	10	8	2
5:30 AM	19	18	1
5:45 AM	33	31	2
6:00 AM	35	34	1
6:15 AM	42	41	1
6:30 AM	71	70	1
6:45 AM	70	69	1
7:00 AM	99	95	4
7:15 AM	101	100	1
7:30 AM	110	106	4
7:45 AM	101	98	3
8:00 AM	82	78	4
8:15 AM	112	110	2
8:30 AM	145	141	4
8:45 AM	167	162	5
9:00 AM	167	155	12
9:15 AM	207	197	10
9:30 AM	211	201	10
9:45 AM	218	206	12
10:00 AM	207	203	4
10:15 AM	241	232	9
10:30 AM	228	220	8
10:45 AM	231	214	17
11:00 AM	245	234	11
11:15 AM	209	195	14
11:30 AM	234	215	19
11:45 AM	247	239	8
Total	4057	3882	175
%		95.7	4.3

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/9/2018
Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	194	188	6
12:15 PM	189	185	4
12:30 PM	194	189	5
12:45 PM	175	167	8
1:00 PM	214	200	14
1:15 PM	218	210	8
1:30 PM	208	201	7
1:45 PM	204	194	10
2:00 PM	216	205	11
2:15 PM	196	190	6
2:30 PM	202	192	10
2:45 PM	212	206	6
3:00 PM	211	201	10
3:15 PM	214	200	14
3:30 PM	182	173	9
3:45 PM	198	191	7
4:00 PM	186	178	8
4:15 PM	188	184	4
4:30 PM	198	187	11
4:45 PM	178	170	8
5:00 PM	136	133	3
5:15 PM	149	145	4
5:30 PM	142	139	3
5:45 PM	147	143	4
6:00 PM	131	127	4
6:15 PM	158	154	4
6:30 PM	123	116	7
6:45 PM	123	120	3
7:00 PM	100	98	2
7:15 PM	90	87	3
7:30 PM	95	91	4
7:45 PM	84	84	0
8:00 PM	82	80	2
8:15 PM	67	67	0
8:30 PM	79	78	1
8:45 PM	62	62	0
9:00 PM	56	54	2
9:15 PM	59	57	2
9:30 PM	51	50	1
9:45 PM	52	51	1
10:00 PM	47	46	1
10:15 PM	50	50	0
10:30 PM	40	39	1
10:45 PM	39	38	1
11:00 PM	39	39	0
11:15 PM	36	36	0
11:30 PM	24	23	1
11:45 PM	16	15	1
Total	6254	6033	221
%		96.5	3.5

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

6/10/2018

Counter # : 31

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	14	14	0
12:15 AM	18	17	1
12:30 AM	10	10	0
12:45 AM	17	17	0
1:00 AM	8	8	0
1:15 AM	4	4	0
1:30 AM	6	6	0
1:45 AM	5	5	0
2:00 AM	5	5	0
2:15 AM	5	5	0
2:30 AM	6	6	0
2:45 AM	9	9	0
3:00 AM	3	3	0
3:15 AM	3	3	0
3:30 AM	10	8	2
3:45 AM	2	2	0
4:00 AM	2	2	0
4:15 AM	3	3	0
4:30 AM	4	4	0
4:45 AM	4	3	1
5:00 AM	6	6	0
5:15 AM	11	9	2
5:30 AM	26	26	0
5:45 AM	52	51	1
6:00 AM	28	28	0
6:15 AM	25	25	0
6:30 AM	37	36	1
6:45 AM	46	46	0
7:00 AM	34	34	0
7:15 AM	54	53	1
7:30 AM	75	73	2
7:45 AM	89	87	2
8:00 AM	80	80	0
8:15 AM	97	95	2
8:30 AM	113	110	3
8:45 AM	159	155	4
9:00 AM	165	157	8
9:15 AM	173	169	4
9:30 AM	197	194	3
9:45 AM	247	240	7
10:00 AM	243	240	3
10:15 AM	284	273	11
10:30 AM	270	258	12
10:45 AM	248	236	12
11:00 AM	225	217	8
11:15 AM	238	232	6
11:30 AM	221	210	11
11:45 AM	258	246	12
Total	3839	3720	119
%		96.9	3.1

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/10/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	196	189	7
12:15 PM	188	185	3
12:30 PM	198	192	6
12:45 PM	199	195	4
1:00 PM	186	182	4
1:15 PM	190	184	6
1:30 PM	182	177	5
1:45 PM	194	186	8
2:00 PM	159	152	7
2:15 PM	160	153	7
2:30 PM	141	137	4
2:45 PM	164	163	1
3:00 PM	157	150	7
3:15 PM	172	166	6
3:30 PM	131	125	6
3:45 PM	130	125	5
4:00 PM	117	111	6
4:15 PM	111	106	5
4:30 PM	109	105	4
4:45 PM	98	96	2
5:00 PM	81	78	3
5:15 PM	82	81	1
5:30 PM	78	76	2
5:45 PM	90	88	2
6:00 PM	80	78	2
6:15 PM	83	82	1
6:30 PM	68	67	1
6:45 PM	59	59	0
7:00 PM	59	57	2
7:15 PM	57	57	0
7:30 PM	60	59	1
7:45 PM	63	63	0
8:00 PM	54	53	1
8:15 PM	53	51	2
8:30 PM	42	40	2
8:45 PM	36	36	0
9:00 PM	46	45	1
9:15 PM	39	39	0
9:30 PM	46	42	4
9:45 PM	29	27	2
10:00 PM	28	28	0
10:15 PM	35	35	0
10:30 PM	18	18	0
10:45 PM	20	20	0
11:00 PM	17	17	0
11:15 PM	13	11	2
11:30 PM	12	12	0
11:45 PM	12	12	0
Total	4542	4410	132
%		97.1	2.9

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 15

6/16/2018

Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	27	25	2
12:15 AM	25	25	0
12:30 AM	14	13	1
12:45 AM	13	13	0
1:00 AM	10	10	0
1:15 AM	11	11	0
1:30 AM	12	11	1
1:45 AM	6	6	0
2:00 AM	13	13	0
2:15 AM	4	4	0
2:30 AM	7	7	0
2:45 AM	2	2	0
3:00 AM	2	2	0
3:15 AM	2	2	0
3:30 AM	3	3	0
3:45 AM	4	4	0
4:00 AM	5	5	0
4:15 AM	8	8	0
4:30 AM	2	2	0
4:45 AM	9	9	0
5:00 AM	8	7	1
5:15 AM	9	9	0
5:30 AM	27	26	1
5:45 AM	29	28	1
6:00 AM	20	18	2
6:15 AM	32	32	0
6:30 AM	51	45	6
6:45 AM	77	74	3
7:00 AM	85	82	3
7:15 AM	75	75	0
7:30 AM	109	104	5
7:45 AM	106	102	4
8:00 AM	102	96	6
8:15 AM	134	129	5
8:30 AM	151	146	5
8:45 AM	171	167	4
9:00 AM	170	167	3
9:15 AM	231	226	5
9:30 AM	283	269	14
9:45 AM	299	287	12
10:00 AM	305	276	29
10:15 AM	282	243	39
10:30 AM	271	242	29
10:45 AM	274	244	30
11:00 AM	157	143	14
11:15 AM	185	172	13
11:30 AM	293	267	26
11:45 AM	239	231	8
Total	4354	4082	272
%		93.8	6.2

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 15

6/16/2018

Saturday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	255	247	8
12:15 PM	248	236	12
12:30 PM	198	191	7
12:45 PM	258	249	9
1:00 PM	234	222	12
1:15 PM	209	198	11
1:30 PM	237	227	10
1:45 PM	229	216	13
2:00 PM	198	190	8
2:15 PM	193	184	9
2:30 PM	188	177	11
2:45 PM	177	174	3
3:00 PM	201	188	13
3:15 PM	210	203	7
3:30 PM	191	183	8
3:45 PM	190	180	10
4:00 PM	172	167	5
4:15 PM	138	133	5
4:30 PM	180	177	3
4:45 PM	150	145	5
5:00 PM	143	140	3
5:15 PM	125	122	3
5:30 PM	125	123	2
5:45 PM	124	122	2
6:00 PM	150	148	2
6:15 PM	141	135	6
6:30 PM	110	108	2
6:45 PM	118	118	0
7:00 PM	107	104	3
7:15 PM	99	96	3
7:30 PM	105	102	3
7:45 PM	86	81	5
8:00 PM	95	91	4
8:15 PM	90	87	3
8:30 PM	88	84	4
8:45 PM	85	82	3
9:00 PM	68	64	4
9:15 PM	76	75	1
9:30 PM	68	65	3
9:45 PM	57	56	1
10:00 PM	54	53	1
10:15 PM	57	54	3
10:30 PM	45	45	0
10:45 PM	52	51	1
11:00 PM	52	52	0
11:15 PM	46	46	0
11:30 PM	22	22	0
11:45 PM	27	27	0
Total	6471	6240	231
%		96.4	3.6

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 15

6/17/2018

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 AM	24	23	1
12:15 AM	19	18	1
12:30 AM	21	19	2
12:45 AM	8	8	0
1:00 AM	8	7	1
1:15 AM	15	15	0
1:30 AM	3	3	0
1:45 AM	10	10	0
2:00 AM	12	12	0
2:15 AM	9	9	0
2:30 AM	5	5	0
2:45 AM	1	1	0
3:00 AM	6	6	0
3:15 AM	7	7	0
3:30 AM	4	4	0
3:45 AM	5	5	0
4:00 AM	2	2	0
4:15 AM	5	5	0
4:30 AM	7	7	0
4:45 AM	3	3	0
5:00 AM	4	4	0
5:15 AM	7	6	1
5:30 AM	20	20	0
5:45 AM	25	24	1
6:00 AM	16	16	0
6:15 AM	23	21	2
6:30 AM	48	47	1
6:45 AM	61	60	1
7:00 AM	51	51	0
7:15 AM	59	58	1
7:30 AM	59	59	0
7:45 AM	59	59	0
8:00 AM	95	95	0
8:15 AM	107	107	0
8:30 AM	140	137	3
8:45 AM	168	165	3
9:00 AM	170	165	5
9:15 AM	163	158	5
9:30 AM	209	207	2
9:45 AM	232	223	9
10:00 AM	207	201	6
10:15 AM	252	249	3
10:30 AM	245	230	15
10:45 AM	272	261	11
11:00 AM	238	230	8
11:15 AM	236	228	8
11:30 AM	250	241	9
11:45 AM	255	250	5
Total	3845	3741	104
%		97.3	2.7

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

6/17/2018

Counter # : 15

Sunday

12 Hour Classification

WB

Interval Start	Total	Cars	Trucks
12:00 PM	196	186	10
12:15 PM	171	165	6
12:30 PM	178	172	6
12:45 PM	211	204	7
1:00 PM	229	225	4
1:15 PM	196	187	9
1:30 PM	182	176	6
1:45 PM	183	178	5
2:00 PM	173	162	11
2:15 PM	179	176	3
2:30 PM	161	155	6
2:45 PM	159	153	6
3:00 PM	137	132	5
3:15 PM	127	124	3
3:30 PM	150	146	4
3:45 PM	143	134	9
4:00 PM	141	138	3
4:15 PM	93	91	2
4:30 PM	139	135	4
4:45 PM	132	129	3
5:00 PM	103	101	2
5:15 PM	105	101	4
5:30 PM	118	116	2
5:45 PM	92	89	3
6:00 PM	92	90	2
6:15 PM	95	94	1
6:30 PM	103	102	1
6:45 PM	94	92	2
7:00 PM	84	82	2
7:15 PM	70	69	1
7:30 PM	89	88	1
7:45 PM	77	74	3
8:00 PM	76	73	3
8:15 PM	62	59	3
8:30 PM	69	69	0
8:45 PM	57	54	3
9:00 PM	53	53	0
9:15 PM	58	57	1
9:30 PM	49	48	1
9:45 PM	50	50	0
10:00 PM	26	24	2
10:15 PM	37	37	0
10:30 PM	37	36	1
10:45 PM	18	18	0
11:00 PM	19	18	1
11:15 PM	29	29	0
11:30 PM	11	10	1
11:45 PM	19	19	0
Total	5072	4920	152
%		97.0	3.0

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

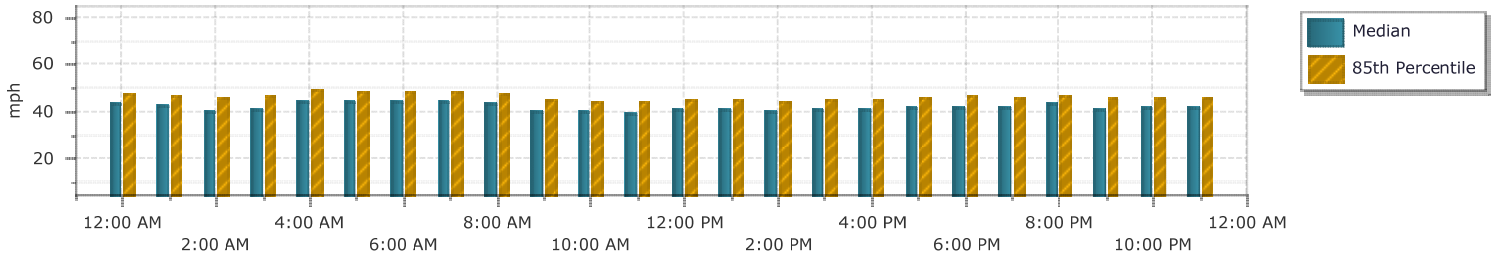
Counter # : 31

6/2/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	52	50	43	30	37	66	175	394	590	858	947	874	807	739	713	725	701	588	520	392	302	268	186	150
Minimum	28.9	28.4	20.8	25.0	33.5	28.4	32.0	25.7	13.8	10.9	10.7	10.7	14.1	14.7	16.0	11.5	19.0	22.4	21.9	20.0	27.3	17.5	19.1	25.9
Maximum	50.5	56.2	53.2	51.4	53.2	60.8	58.4	56.2	57.3	51.4	55.2	52.3	54.2	56.2	52.3	54.2	53.2	54.2	54.2	55.2	60.8	54.2	52.3	50.5
Average	42.0	42.0	39.7	40.3	44.0	43.0	44.0	44.0	43.2	38.9	39.2	37.1	40.1	40.2	39.8	39.6	40.0	41.2	41.2	41.6	42.4	40.1	39.9	40.9
Median	43.2	42.9	40.3	40.8	44.5	43.8	43.8	44.5	43.2	40.3	39.7	39.2	40.8	40.8	40.3	40.8	40.8	41.4	41.4	42.0	43.2	40.8	41.4	42.0
Pace Range	35.5 - 45.5	38.2 - 48.2	34.6 - 44.6	35.9 - 45.9	39.7 - 49.7	38.7 - 48.7	39.2 - 49.2	39.7 - 49.7	38.2 - 48.2	36.8 - 46.8	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8	36.8 - 46.8	35.9 - 45.9	39.2 - 49.2	33.9 - 43.9	35.9 - 45.9	38.2 - 48.2
Count	34	36	26	19	28	46	145	317	486	608	670	557	577	545	517	493	483	443	380	302	227	180	130	101
	65 %	72 %	60 %	63 %	76 %	70 %	83 %	80 %	82 %	71 %	71 %	64 %	71 %	74 %	73 %	68 %	69 %	75 %	73 %	77 %	75 %	67 %	70 %	67 %
Percentiles																								
10 %	35.5	33.5	31.7	31.7	37.7	34.2	38.2	38.7	38.2	26.6	31.7	22.7	33.5	34.2	33.5	31.7	32.7	35.0	34.6	36.3	35.0	33.5	28.9	33.9
15 %	35.5	35.5	32.7	32.7	39.7	35.0	39.7	40.3	39.2	32.4	34.2	27.8	34.6	35.0	34.6	33.9	34.6	36.8	36.3	37.2	36.8	34.6	33.1	34.6
50 %	43.2	42.6	39.2	40.3	43.8	43.8	43.8	44.5	43.2	40.3	39.7	39.2	40.8	40.3	40.3	40.8	40.8	41.4	41.4	42.0	43.2	40.3	40.8	42.0
85 %	47.3	46.5	45.8	46.5	48.8	48.0	48.0	48.0	47.3	45.1	44.5	44.5	45.1	45.1	44.5	45.1	45.1	45.8	46.5	45.8	46.5	45.8	45.8	45.8
90 %	47.3	47.3	48.0	48.0	50.5	49.6	48.8	48.8	48.0	46.5	45.8	45.1	45.8	46.5	45.8	46.5	46.5	47.3	47.3	47.3	48.0	46.5	46.5	47.3
Speeds Exceeded																								
25	52	50	42	30	37	66	175	394	588	785	920	769	798	730	702	699	682	586	514	390	302	267	179	150
	100 %	100 %	98 %	100 %	100 %	100 %	100 %	100 %	100 %	91 %	97 %	88 %	99 %	99 %	98 %	96 %	97 %	100 %	99 %	99 %	100 %	100 %	96 %	100 %
35	48	44	34	25	36	59	172	385	574	710	778	641	684	644	596	588	591	536	465	366	277	224	155	128
	92 %	88 %	79 %	83 %	97 %	89 %	98 %	98 %	97 %	83 %	82 %	73 %	85 %	87 %	84 %	81 %	84 %	91 %	89 %	93 %	92 %	84 %	83 %	85 %
45	17	18	9	8	14	28	79	170	209	139	139	103	148	115	101	130	133	137	124	96	98	50	41	39
	33 %	36 %	20.9 %	26.7 %	38 %	42 %	45 %	43 %	35 %	16 %	15 %	12 %	18 %	16 %	14 %	18 %	19 %	23 %	24 %	24 %	32 %	19 %	22 %	26 %
55	0	1	0	0	0	1	1	3	3	0	1	0	0	1	0	0	0	0	0	1	2	0	0	0
	0 %	2.0 %	0 %	0 %	0 %	1.5 %	0.6 %	0.8 %	0.5 %	0 %	0.1 %	0 %	0 %	0.1 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0.7 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

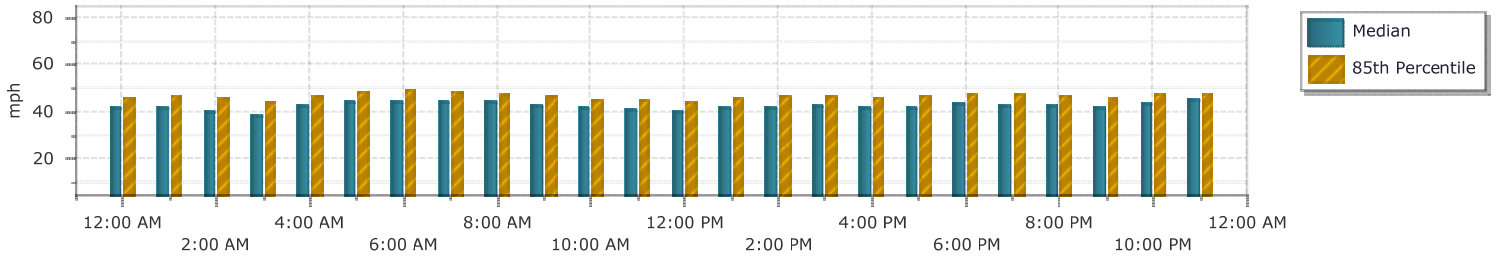
Counter # : 31

6/3/2018
Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	80	47	41	34	20	66	123	212	478	733	743	668	694	673	606	568	506	444	365	283	223	176	109	56
Minimum	24.8	17.1	19.6	25.0	31.7	33.5	30.7	16.2	28.4	27.1	16.8	10.3	17.7	20.8	13.7	16.7	18.2	12.7	25.7	22.1	26.4	21.3	19.3	37.2
Maximum	49.6	57.3	54.2	49.6	49.6	53.2	54.2	58.4	55.2	53.2	53.2	56.2	53.2	57.3	54.2	57.3	54.2	54.2	56.2	53.2	55.2	54.2	54.2	49.6
Average	40.6	40.6	39.5	37.5	41.8	43.3	43.9	43.6	43.3	42.3	40.3	40.1	39.2	41.5	41.2	42.0	40.9	41.1	43.0	41.8	42.2	41.3	42.2	44.4
Median	42.0	41.4	39.7	38.2	42.6	43.8	44.5	44.5	43.8	42.6	41.4	40.8	40.3	42.0	42.0	42.6	42.0	42.0	43.2	42.6	42.6	42.0	43.2	45.1
Pace Range	35.9 - 45.9	34.6 - 44.6	31.7 - 41.7	33.9 - 43.9	38.7 - 48.7	38.2 - 48.2	38.2 - 48.2	39.7 - 49.7	39.7 - 49.7	37.7 - 47.7	35.9 - 45.9	35.9 - 45.9	35.5 - 45.5	38.2 - 48.2	36.8 - 46.8	36.8 - 46.8	37.7 - 47.7	36.8 - 46.8	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2	35.9 - 45.9	38.2 - 48.2	39.2 - 49.2
Count	56	31	22	22	15	49	93	167	381	592	535	487	498	524	453	423	361	317	281	207	171	130	86	53
	70 %	66 %	54 %	65 %	75 %	74 %	76 %	79 %	80 %	81 %	72 %	73 %	72 %	78 %	75 %	74 %	71 %	71 %	77 %	73 %	77 %	74 %	79 %	95 %
Percentiles																								
10 %	33.9	30.4	31.7	29.2	33.9	35.9	38.2	38.2	37.2	36.8	33.5	32.7	32.0	35.9	35.0	35.9	33.1	33.1	36.8	35.5	35.9	35.5	34.6	39.7
15 %	35.0	33.1	32.0	31.0	34.2	38.2	38.2	39.7	39.2	38.2	35.0	35.0	33.9	36.8	37.2	37.2	35.0	35.9	38.2	36.8	37.7	36.3	38.2	40.3
50 %	41.4	41.4	38.7	37.7	42.0	43.8	44.5	43.8	43.8	42.6	41.4	40.8	40.3	42.0	42.0	42.6	42.0	42.0	43.2	42.6	42.6	41.4	43.2	44.5
85 %	45.8	46.5	45.8	43.8	46.5	48.0	48.8	48.0	47.3	46.5	45.1	45.1	43.8	45.8	46.5	46.5	45.8	46.5	47.3	47.3	46.5	45.8	47.3	47.3
90 %	46.5	48.8	47.3	43.8	47.3	48.8	50.5	49.6	48.8	47.3	46.5	46.5	45.1	47.3	47.3	48.0	47.3	47.3	48.0	48.0	47.3	47.3	48.0	48.0
Speeds Exceeded																								
25	79	46	40	34	20	66	123	210	478	733	730	654	684	667	595	567	494	435	365	281	223	175	104	56
	99 %	98 %	98 %	100 %	100 %	100 %	100 %	99 %	100 %	100 %	98 %	98 %	99 %	99 %	98 %	100 %	98 %	98 %	100 %	99 %	100 %	99 %	95 %	100 %
35	69	39	29	23	17	65	118	201	460	695	639	572	564	626	555	528	439	385	346	260	212	160	98	56
	86 %	83 %	71 %	68 %	85 %	98 %	96 %	95 %	96 %	95 %	86 %	86 %	81 %	93 %	92 %	93 %	87 %	87 %	95 %	92 %	95 %	91 %	90 %	100 %
45	17	9	11	3	6	28	57	93	167	213	147	124	80	154	142	168	128	121	125	79	68	46	37	28
	21 %	19.1 %	27 %	8.8 %	30.0 %	42 %	46 %	44 %	35 %	29 %	20 %	19 %	12 %	23 %	23 %	30 %	25 %	27 %	34 %	28 %	30 %	26 %	34 %	50 %
55	0	1	0	0	0	0	0	1	1	0	0	3	0	2	0	3	0	0	3	0	1	0	0	0
	0 %	2.1 %	0 %	0 %	0 %	0 %	0 %	0.5 %	0.2 %	0 %	0 %	0.4 %	0 %	0.3 %	0 %	0.5 %	0 %	0 %	0.8 %	0 %	0.4 %	0 %	0 %	0 %
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

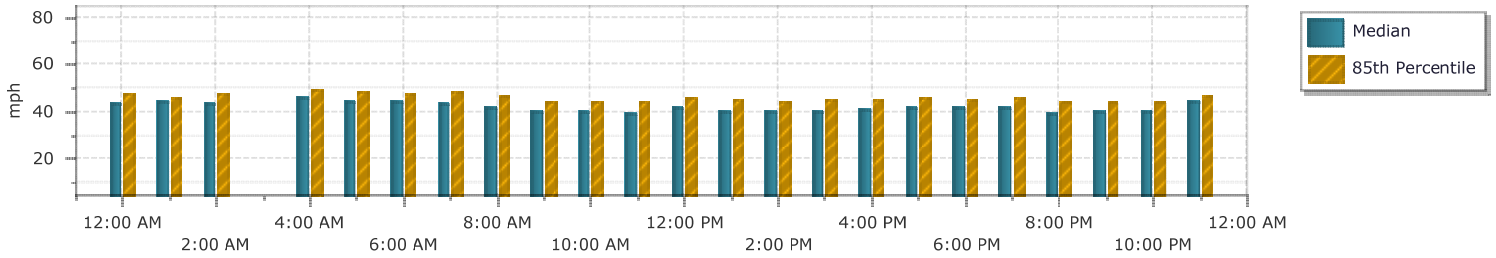
Counter # : 31

6/9/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	92	42	33	11	32	67	218	411	506	803	907	935	752	844	826	805	750	574	535	369	290	218	176	115
Minimum	18.2	33.1	35.5	37.7	33.1	27.3	25.7	25.2	24.8	10.0	14.7	11.8	25.0	11.7	18.5	12.2	11.0	18.1	22.2	27.1	26.8	21.4	25.0	32.4
Maximum	50.5	49.6	50.5	47.3	54.2	56.2	54.2	56.2	55.2	56.2	55.2	56.2	54.2	58.4	55.2	54.2	56.2	52.3	58.4	52.3	50.5	50.5	52.3	54.2
Average	42.7	42.7	43.2	-	45.1	43.6	43.9	42.7	41.7	38.1	38.9	38.1	41.1	39.4	39.8	38.6	38.9	40.6	40.4	41.2	39.2	39.2	40.0	42.9
Median	43.5	43.8	43.2	-	45.5	44.5	44.5	43.2	42.0	39.7	39.7	38.7	41.4	40.3	40.3	39.7	40.8	41.4	41.4	41.4	39.2	40.3	40.3	43.8
Pace Range	38.2 - 48.2	36.8 - 46.8	37.7 - 47.7	-	39.7 - 49.7	38.2 - 48.2	39.2 - 49.2	39.7 - 49.7	37.7 - 47.7	35.9 - 45.9	35.5 - 45.5	34.6 - 44.6	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8	35.9 - 45.9	35.9 - 45.9	33.9 - 43.9	35.9 - 45.9	35.5 - 45.5	39.7 - 49.7
Count	73	34	28	-	26	50	182	294	372	506	634	631	575	600	595	511	504	417	396	272	225	160	134	90
	79 %	81 %	85 %	-	81 %	75 %	83 %	72 %	74 %	63 %	70 %	67 %	76 %	71 %	72 %	63 %	67 %	73 %	74 %	74 %	78 %	73 %	76 %	78 %
Percentiles																								
10 %	37.2	35.0	38.2	-	38.7	36.3	38.7	34.2	35.5	25.9	31.0	29.5	35.0	31.7	33.5	28.9	28.9	33.1	33.9	35.0	33.5	30.1	34.2	36.3
15 %	38.2	37.7	39.7	-	39.7	38.7	39.7	37.2	37.2	31.4	33.5	32.4	36.3	34.6	34.6	32.0	32.4	35.0	35.5	35.9	34.6	33.5	35.5	37.2
50 %	43.2	43.2	42.6	-	45.1	44.5	43.8	43.2	42.0	39.7	39.7	38.7	41.4	40.3	40.3	39.7	40.3	41.4	40.8	41.4	39.2	40.3	40.3	43.8
85 %	47.3	45.8	47.3	-	48.8	48.0	47.3	48.0	46.5	44.5	44.5	43.8	45.8	45.1	44.5	45.1	45.1	45.8	45.1	45.8	43.8	44.5	44.5	46.5
90 %	48.0	46.5	47.3	-	48.8	48.8	48.8	48.8	48.0	45.8	45.1	45.1	46.5	45.8	45.8	45.8	45.8	46.5	46.5	47.3	44.5	45.1	45.8	47.3
Speeds Exceeded																								
25	90	42	33	-	32	67	218	411	505	730	869	888	752	815	821	751	709	561	530	369	290	213	176	115
	98 %	100 %	100 %		100 %	100 %	100 %	100 %	100 %	91 %	96 %	95 %	100 %	97 %	99 %	93 %	95 %	98 %	99 %	100 %	100 %	98 %	100 %	100 %
35	88	40	33	-	31	63	214	369	465	609	740	722	685	713	698	616	599	497	466	334	245	180	156	110
	96 %	95 %	100 %		97 %	94 %	98 %	90 %	92 %	76 %	82 %	77 %	91 %	84 %	85 %	77 %	80 %	87 %	87 %	91 %	84 %	83 %	89 %	96 %
45	37	15	11	-	18	32	94	158	129	119	123	110	149	142	118	135	117	124	90	81	28	30	25	41
	40 %	36 %	33 %		56 %	48 %	43 %	38 %	25 %	15 %	14 %	12 %	20 %	17 %	14 %	17 %	16 %	22 %	17 %	22 %	10 %	14 %	14 %	36 %
55	0	0	0	-	0	2	0	1	1	2	1	1	0	1	1	0	1	0	1	0	0	0	0	0
	0 %	0 %	0 %		0 %	3.0 %	0 %	0.2 %	0.2 %	0.2 %	0.1 %	0.1 %	0 %	0.1 %	0.1 %	0 %	0.1 %	0 %	0.2 %	0 %	0 %	0 %	0 %	0 %
65	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

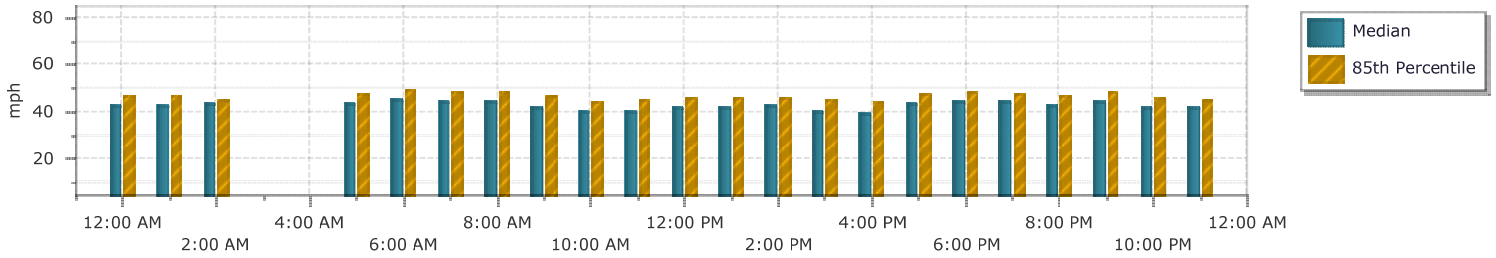
Counter # : 31

6/10/2018
Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	59	23	25	18	13	95	136	252	449	782	1045	942	781	752	624	590	435	331	290	239	185	160	101	54
Minimum	31.7	29.8	35.0	25.2	28.4	31.4	34.2	20.8	25.5	16.5	10.3	11.4	17.7	17.8	17.0	20.8	20.8	31.7	28.9	31.0	25.9	31.0	22.4	29.2
Maximum	52.3	51.4	48.8	47.3	48.0	53.2	57.3	59.6	56.2	56.2	55.2	52.3	53.2	54.2	58.4	54.2	57.3	60.8	54.2	54.2	56.2	50.5	52.3	51.4
Average	42.7	41.8	42.3	-	-	43.2	44.5	44.0	43.7	41.0	38.0	39.2	41.3	41.2	41.9	39.9	39.1	43.4	43.4	43.5	42.3	43.6	40.7	41.1
Median	42.6	42.6	43.2	-	-	43.2	45.1	43.8	44.5	42.0	39.7	39.7	42.0	41.4	42.6	40.3	39.2	43.2	43.8	43.8	42.6	43.8	41.4	41.7
Pace Range	35.9 - 45.9	38.2 - 48.2	36.3 - 46.3	-	-	37.7 - 47.7	39.2 - 49.2	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8	35.9 - 45.9	37.7 - 47.7	35.9 - 45.9	34.6 - 44.6	37.7 - 47.7	39.7 - 49.7	38.2 - 48.2	38.2 - 48.2	38.2 - 48.2	36.8 - 46.8	35.9 - 45.9
Count	47	18	21	-	-	73	104	203	365	565	638	649	589	581	494	434	309	282	220	193	149	137	78	44
	80 %	78 %	84 %	-	-	77 %	76 %	81 %	81 %	72 %	61 %	69 %	75 %	77 %	79 %	74 %	71 %	85 %	76 %	81 %	81 %	86 %	77 %	81 %
Percentiles																								
10 %	36.8	30.4	36.3	-	-	36.8	38.7	38.7	38.2	34.2	27.1	31.7	35.0	35.9	35.9	33.1	32.7	38.2	36.3	37.7	36.8	38.7	33.1	35.9
15 %	38.2	30.7	36.8	-	-	38.7	39.2	39.7	39.7	35.9	30.1	33.9	36.8	36.8	37.7	35.0	33.5	39.7	38.2	39.2	37.7	39.7	35.9	36.3
50 %	42.6	41.4	43.2	-	-	43.2	44.5	43.8	44.5	42.0	39.7	39.7	42.0	41.4	42.6	40.3	39.2	43.2	43.8	43.8	42.6	43.8	41.4	40.8
85 %	46.5	46.5	45.1	-	-	47.3	48.8	48.0	48.0	46.5	44.5	45.1	45.8	45.8	45.8	45.1	43.8	47.3	48.0	47.3	46.5	48.0	45.8	45.1
90 %	48.0	48.0	45.8	-	-	48.8	49.6	49.6	48.8	47.3	45.8	45.8	47.3	46.5	46.5	45.8	45.1	47.3	48.8	48.0	47.3	48.0	45.8	45.8
Speeds Exceeded																								
25	59	23	25	-	-	95	136	250	449	755	961	919	772	747	620	585	433	331	290	239	185	160	99	54
	100 %	100 %	100 %			100 %	100 %	99 %	100 %	97 %	92 %	98 %	99 %	99 %	99 %	99 %	100 %	100 %	100 %	100 %	100 %	100 %	98 %	100 %
35	57	20	25	-	-	92	135	242	430	691	764	773	711	689	580	510	350	325	278	231	178	157	89	50
	97 %	87 %	100 %			97 %	99 %	96 %	96 %	88 %	73 %	82 %	91 %	92 %	93 %	86 %	80 %	98 %	96 %	97 %	96 %	98 %	88 %	93 %
45	16	7	8	-	-	31	68	109	193	199	151	151	192	160	165	96	47	114	117	104	55	66	22	11
	27 %	30.4 %	32.0 %			33 %	50 %	43 %	43 %	25 %	14 %	16 %	25 %	21 %	26 %	16 %	11 %	34 %	40 %	44 %	30 %	41 %	22 %	20 %
55	0	0	0	-	-	0	2	3	1	2	1	0	0	0	2	0	1	2	0	0	1	0	0	0
	0 %	0 %	0 %			0 %	1.5 %	1.2 %	0.2 %	0.3 %	0.1 %	0 %	0 %	0 %	0.3 %	0 %	0.2 %	0.6 %	0 %	0 %	0.5 %	0 %	0 %	0 %
65	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %
75	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %			0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

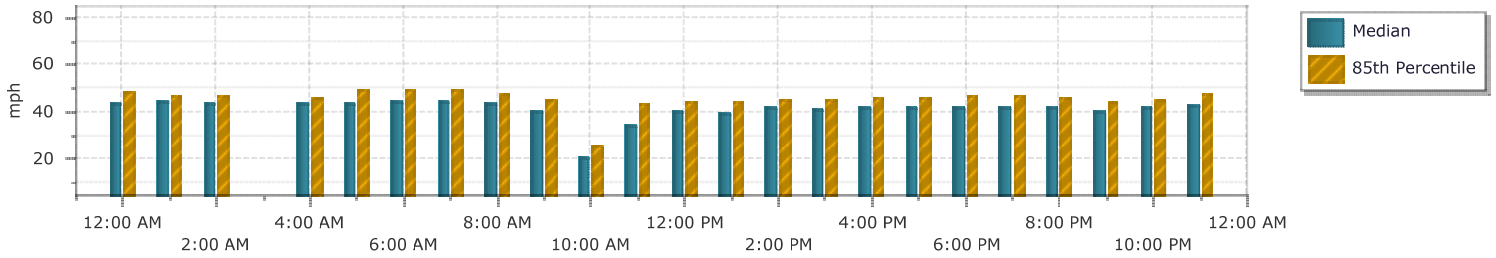
Counter # : 15

6/16/2018
Saturday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	79	39	26	11	24	73	180	375	558	983	1132	874	959	909	756	792	640	517	519	397	358	269	208	147
Minimum	20.4	35.0	17.3	42.6	34.6	30.7	31.4	28.6	24.4	22.9	10.0	10.3	16.5	10.9	12.2	19.2	23.6	23.6	25.9	25.0	24.2	28.6	27.1	20.5
Maximum	55.2	53.2	47.3	50.5	55.2	54.2	54.2	56.2	56.2	55.2	43.2	54.2	54.2	54.2	55.2	54.2	57.3	58.4	58.4	58.4	52.3	70.9	54.2	57.3
Average	43.1	42.8	41.5	-	42.9	42.9	43.8	44.1	43.0	40.1	21.0	32.0	39.4	37.0	40.5	40.3	41.7	41.4	41.8	41.9	41.3	40.1	40.9	42.0
Median	43.2	43.8	43.5	-	43.2	43.2	44.1	44.5	43.2	40.3	20.7	34.0	39.7	38.7	41.4	40.8	42.0	41.4	42.0	42.0	42.0	40.3	41.4	42.6
Pace Range	39.2 - 49.2	37.2 - 47.2	35.5 - 45.5	-	39.2 - 49.2	39.2 - 49.2	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	35.9 - 45.9	15.0 - 25.0	33.9 - 43.9	34.6 - 44.6	35.9 - 45.9	36.8 - 46.8	35.9 - 45.9	36.8 - 46.8	36.8 - 46.8	36.8 - 46.8	36.8 - 46.8	35.9 - 45.9	34.6 - 44.6	35.9 - 45.9	38.2 - 48.2
Count	63	32	16	-	19	50	132	285	444	754	830	352	669	533	584	572	529	409	407	302	271	200	150	106
	80 %	82 %	62 %	-	79 %	68 %	73 %	76 %	80 %	77 %	73 %	40 %	70 %	59 %	77 %	72 %	83 %	79 %	78 %	76 %	76 %	74 %	72 %	72 %
Percentiles																								
10 %	35.9	35.5	33.9	-	35.0	35.5	36.8	37.7	37.7	34.2	14.7	17.2	32.7	25.0	34.6	33.9	36.8	35.9	36.8	36.3	35.0	33.5	33.9	34.6
15 %	38.7	37.2	35.5	-	36.3	35.5	38.7	39.2	38.7	35.5	15.8	20.0	33.9	28.6	36.3	35.0	37.7	37.2	37.2	36.8	36.8	35.0	35.5	36.8
50 %	43.2	42.6	41.4	-	42.0	43.2	43.8	44.5	43.2	40.3	20.7	33.9	39.7	38.7	41.4	40.8	42.0	41.4	42.0	42.0	42.0	40.3	41.4	42.6
85 %	48.0	46.5	46.5	-	45.8	48.8	48.8	48.8	47.3	45.1	25.2	43.2	44.5	43.8	45.1	45.1	45.8	45.8	46.5	46.5	45.8	44.5	45.1	47.3
90 %	48.0	46.5	47.3	-	46.5	48.8	49.6	49.6	48.8	45.8	27.1	44.5	45.8	45.1	45.8	46.5	46.5	46.5	47.3	47.3	47.3	45.1	47.3	48.0
Speeds Exceeded																								
25	78	39	25	-	24	73	180	375	557	982	188	618	953	821	745	779	638	513	519	397	357	269	208	144
	99 %	100 %	96 %		100 %	100 %	100 %	100 %	100 %	100 %	17 %	71 %	99 %	90 %	99 %	98 %	100 %	99 %	100 %	100 %	100 %	100 %	100 %	98 %
35	75	39	24	-	23	67	174	366	531	870	22	416	779	631	677	687	607	474	489	371	326	230	185	131
	95 %	100 %	92 %		96 %	92 %	97 %	98 %	95 %	89 %	2 %	48 %	81 %	69 %	90 %	87 %	95 %	92 %	94 %	93 %	91 %	86 %	89 %	89 %
45	29	14	11	-	8	28	82	174	188	151	0	78	131	114	130	159	132	120	135	104	85	34	42	46
	37 %	36 %	42 %		33.3 %	38 %	46 %	46 %	34 %	15 %	0 %	9 %	14 %	13 %	17 %	20 %	21 %	23 %	26 %	26 %	24 %	13 %	20 %	31 %
55	1	0	0	-	1	0	0	1	1	1	0	0	0	0	1	0	2	1	3	2	0	2	0	2
	1.3 %	0 %	0 %		4.2 %	0 %	0 %	0.3 %	0.2 %	0.1 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0.3 %	0.2 %	0.6 %	0.5 %	0 %	0.7 %	0 %	1.4 %
65	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.4 %	0 %	0 %
75	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %



Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 15

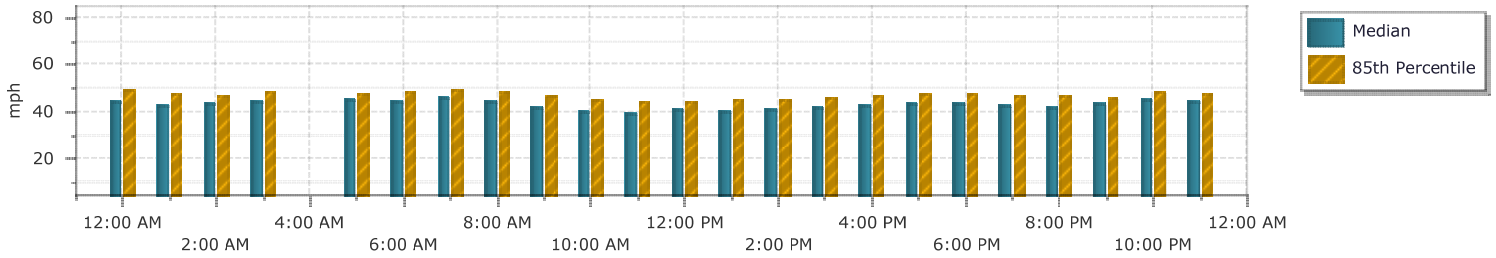
6/17/2018

Sunday

Speed Statistics

WB

mph	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00
Count	72	36	27	22	17	56	148	228	510	774	976	979	756	790	672	557	505	418	384	320	264	210	118	78
Minimum	20.7	35.5	28.9	36.3	33.1	28.9	29.8	33.1	29.8	16.6	10.0	10.8	19.3	19.0	11.0	21.1	28.6	29.8	19.0	16.9	30.7	27.3	35.9	28.6
Maximum	55.2	55.2	53.2	54.2	53.2	54.2	55.2	57.3	59.6	53.2	54.2	52.3	54.2	55.2	52.3	67.7	55.2	54.2	54.2	76.4	55.2	55.2	53.2	50.5
Average	43.4	43.6	42.3	44.2	-	43.9	43.8	45.4	43.8	41.4	38.5	38.1	40.1	39.8	39.9	41.5	42.1	43.0	42.8	42.3	42.0	42.4	44.7	43.1
Median	43.8	42.9	43.2	44.1	-	44.8	44.5	45.8	43.8	42.0	39.7	39.2	40.8	40.3	40.8	41.4	42.6	43.2	43.2	42.6	42.0	43.2	45.1	44.1
Pace Range	39.7 - 49.7	39.7 - 49.7	38.2 - 48.2	39.7 - 49.7	-	39.7 - 49.7	39.2 - 49.2	40.8 - 50.8	38.2 - 48.2	38.2 - 48.2	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	35.9 - 45.9	36.8 - 46.8	37.7 - 47.7	38.2 - 48.2	38.2 - 48.2	37.7 - 47.7	35.9 - 45.9	38.2 - 48.2	38.2 - 48.2	39.2 - 49.2
Count	56	30	21	17	-	49	113	194	395	563	624	619	581	567	487	434	387	347	302	248	208	174	106	59
	78 %	83 %	78 %	77 %	-	88 %	76 %	85 %	77 %	73 %	64 %	63 %	77 %	72 %	72 %	78 %	77 %	83 %	79 %	78 %	79 %	83 %	90 %	76 %
Percentiles																								
10 %	38.7	37.7	31.4	37.2	-	37.7	37.2	40.8	38.2	34.2	29.2	29.8	34.2	33.1	32.4	35.5	35.9	38.2	36.8	36.3	36.8	36.3	40.3	35.9
15 %	39.2	39.7	32.7	39.7	-	40.3	38.7	42.0	39.2	36.3	32.4	31.7	35.9	35.0	34.6	37.2	37.2	39.2	38.2	37.7	37.7	38.2	41.4	36.8
50 %	43.8	42.6	42.6	43.2	-	44.5	44.5	45.8	43.8	42.0	39.7	39.2	40.8	40.3	40.8	41.4	42.0	43.2	43.2	42.6	42.0	43.2	45.1	43.8
85 %	48.8	47.3	46.5	48.0	-	47.3	48.0	48.8	48.0	46.5	45.1	44.5	44.5	45.1	45.1	45.8	46.5	47.3	47.3	46.5	46.5	45.8	48.0	47.3
90 %	49.6	48.8	47.3	48.0	-	48.0	48.8	50.5	49.6	47.3	45.8	45.1	45.8	45.8	45.8	46.5	47.3	48.0	48.0	47.3	47.3	47.3	48.0	48.8
Speeds Exceeded																								
25	71	36	27	22	-	56	148	228	510	763	908	936	744	777	650	556	505	418	383	319	264	210	118	78
	99 %	100 %	100 %	100 %		100 %	100 %	100 %	100 %	99 %	93 %	96 %	98 %	98 %	97 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %	100 %
35	68	36	23	22	-	53	144	227	496	684	753	719	671	679	568	521	472	409	368	300	253	198	118	73
	94 %	100 %	85 %	100 %		95 %	97 %	100 %	97 %	88 %	77 %	73 %	89 %	86 %	85 %	94 %	93 %	98 %	96 %	94 %	96 %	94 %	100 %	94 %
45	27	12	9	9	-	27	66	130	220	201	148	125	113	133	120	126	147	128	116	100	63	60	62	31
	38 %	33 %	33.3 %	40.9 %		48 %	45 %	57 %	43 %	26 %	15 %	13 %	15 %	17 %	18 %	23 %	29 %	31 %	30 %	31 %	24 %	29 %	53 %	40 %
55	1	1	0	0	-	0	1	2	3	0	0	0	0	1	0	1	1	0	0	2	1	1	0	0
	1.4 %	2.8 %	0 %	0 %		0 %	0.7 %	0.9 %	0.6 %	0 %	0 %	0 %	0 %	0.1 %	0 %	0.2 %	0.2 %	0 %	0 %	0.6 %	0.4 %	0.5 %	0 %	0 %
65	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.2 %	0 %	0 %	0 %	0.6 %	0 %	0 %	0 %	0 %
75	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	0 %	0 %	0 %	0 %		0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0 %	0.3 %	0 %	0 %	0 %	0 %



Appendix E

Traffic Counts (Link Counts)

SPEED DATA

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/5/2018
Tuesday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	40	67	150	785	2476	1992	397	38	7	3	0	0	0
%	0.7	1.1	2.5	13.2	41.6	33.5	6.7	0.6	0.1	0.1	0.0	0.0	0.0

Total 5955

Average (Mean) Speed 33.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	28.1	29.4	34.1	38.3	39.2

Pace Range 28.9 - 38.9 mph 4568 vehicles (76.7 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5697	2375	48	3	0	0
%	95.7	39.9	0.8	0.1	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	7422	12262	7435	12241
% Used	99.0	98.5	98.9	98.7

Average Axles per Vehicle 2.04

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/5/2018
Tuesday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	12	101	119	523	2018	2142	516	63	10	0	2	0	0
%	0.2	1.8	2.2	9.5	36.7	38.9	9.4	1.1	0.2	0.0	0.0	0.0	0.0

Total 5506

Average (Mean) Speed 34.6 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	28.9	30.3	34.9	39.1	40.2

Pace Range 29.6 - 39.6 mph 4197 vehicles (76.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5274	2677	67	2	0	0
%	95.8	48.6	1.2	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	7045	11335	7071	11336
% Used	99.6	97.5	99.2	98.1

Average Axles per Vehicle 2.04

Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/2/2018
Saturday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	75	91	255	1230	3028	2063	343	35	5	2	0	0	0
%	1.1	1.3	3.6	17.3	42.5	28.9	4.8	0.5	0.1	0.0	0.0	0.0	0.0

Total 7127

Average (Mean) Speed 32.9 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	27.2	28.5	33.2	37.5	38.5

Pace Range 28.9 - 38.9 mph 5390 vehicles (75.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6699	2363	36	2	0	0
%	94.0	33.2	0.5	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	7736	14603	7724	14532
% Used	99.0	98.0	99.1	98.7

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/3/2018
Sunday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	53	49	90	610	2258	2025	376	38	3	3	0	0	0
%	1.0	0.9	1.6	11.1	41.0	36.8	6.8	0.7	0.1	0.1	0.0	0.0	0.0

Total 5505

Average (Mean) Speed 34.1 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	28.8	30.1	34.4	38.4	39.3

Pace Range 29.3 - 39.3 mph 4332 vehicles (78.7 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5309	2375	38	3	0	0
%	96.4	43.1	0.7	0.1	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	6120	11212	6090	11149
% Used	98.8	98.5	99.3	99.2

Average Axles per Vehicle 2.01

Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/16/2018
Saturday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	92	130	398	1408	3089	2150	397	53	4	1	0	0	0
%	1.2	1.7	5.2	18.2	40.0	27.8	5.1	0.7	0.1	0.0	0.0	0.0	0.0

Total 7722

Average (Mean) Speed 32.6 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	25.9	27.7	33.1	37.5	38.7

Pace Range 28.1 - 38.1 mph 5532 vehicles (71.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7098	2532	51	0	0	0
%	91.9	32.8	0.7	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	8214	15941	8127	15823
% Used	97.9	97.4	99.0	98.1

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Farwell St and Cedar Point Dr

Site: Link1EB

Counter # : 44

6/17/2018
Sunday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	63	82	182	806	2482	2095	465	43	7	2	1	0	0
%	1.0	1.3	2.9	12.9	39.9	33.6	7.5	0.7	0.1	0.0	0.0	0.0	0.0

Total 6228

Average (Mean) Speed 33.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	27.8	29.2	34.2	38.4	39.5

Pace Range 29.6 - 39.6 mph 4660 vehicles (74.8 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5899	2551	45	2	0	0
%	94.7	41.0	0.7	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	6446	12729	6397	12654
% Used	98.4	98.1	99.2	98.6

Average Axles per Vehicle 2.01

Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/9/2018
Saturday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	31	189	248	832	2609	1963	383	39	3	2	0	0	0
%	0.5	3.0	3.9	13.2	41.4	31.2	6.1	0.6	0.0	0.0	0.0	0.0	0.0

Total 6299

Average (Mean) Speed 33.2 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	26.7	28.7	33.7	38.0	39.1

Pace Range 28.9 - 38.9 mph 4675 vehicles (74.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5824	2326	41	2	0	0
%	92.5	36.9	0.7	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	7114	12856	7146	12853
% Used	99.3	97.7	98.9	98.4

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/10/2018
Sunday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	23	168	188	571	2122	1806	357	42	6	1	1	0	0
%	0.4	3.2	3.6	10.8	40.2	34.2	6.8	0.8	0.1	0.0	0.0	0.0	0.0

Total 5285

Average (Mean) Speed 33.6 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	27.4	29.2	34.1	38.3	39.3

Pace Range 29.6 - 39.6 mph 3984 vehicles (75.4 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	4905	2173	45	2	0	0
%	92.8	41.1	0.9	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	6038	10750	6065	10751
% Used	99.7	97.7	99.2	98.7

Average Axles per Vehicle 2.01

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/16/2018
Saturday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	38	164	230	835	2762	2528	548	68	8	2	1	0	0
%	0.5	2.3	3.2	11.6	38.4	35.2	7.6	0.9	0.1	0.0	0.0	0.0	0.0

Total 7184

Average (Mean) Speed 33.8 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	27.7	29.4	34.3	38.5	39.6

Pace Range 29.3 - 39.3 mph 5354 vehicles (74.5 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6747	3073	74	3	0	0
%	93.9	42.8	1.0	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	8373	14647	8391	14706
% Used	99.0	97.9	98.8	97.4

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Farwell St and Cedar Point Dr

Site: Link1WB

Counter # : 41

6/17/2018
Sunday

Daily Combined Summary

Speed

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	25	125	180	578	2188	2305	560	54	6	1	0	0	1
%	0.4	2.1	3.0	9.6	36.3	38.3	9.3	0.9	0.1	0.0	0.0	0.0	0.0

Total 6023

Average (Mean) Speed 34.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	28.2	29.9	34.8	38.9	40.0

Pace Range 30.3 - 40.3 mph 4538 vehicles (75.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5692	2852	58	2	1	0
%	94.5	47.4	1.0	0.0	0.0	0.0

Axle Statistics

Sensor	A	B	C	D
Strike Count	6818	12229	6837	12251
% Used	99.5	98.5	99.2	98.1

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

6/7/2018
Thursday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	1	3	19	53	552	1471	1964	939	303	36	1	2
%	0.0	0.0	0.1	0.4	1.0	10.3	27.5	36.8	17.6	5.7	0.7	0.0	0.0

Total 5344

Average (Mean) Speed 46.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.7	40.8	46.5	51.4	53.2

Pace Range 41.4 - 51.4 mph 3662 vehicles (68.5 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5340	5243	3245	342	3	0
%	99.9	98.1	60.7	6.4	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	10893	10898
% Used	99.7	99.6

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/7/2018
Thursday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	0	4	14	107	562	1229	1872	1208	443	44	4	2
%	0.0	0.0	0.1	0.3	1.9	10.2	22.4	34.1	22.0	8.1	0.8	0.1	0.0

Total 5489

Average (Mean) Speed 47.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.2	40.8	47.3	53.2	54.2

Pace Range 43.2 - 53.2 mph 3472 vehicles (63.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5485	5342	3573	493	6	0
%	99.9	97.3	65.1	9.0	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	11232	11336
% Used	99.2	98.3

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

Speed Statistics Per Day

EB

mph	Sat 6/2/2018	Sun 6/3/2018
Count	6454	5511
Minimum	10.7	11.1
Maximum	74.5	72.7
Average	45.0	46.1
Median	45.1	45.8
Pace Range	39.7 - 49.7	41.4 - 51.4
Count	4569	3920
	71 %	71 %
Percentiles		
10 %	38.7	39.7
15 %	39.7	40.8
50 %	45.1	45.8
85 %	50.5	51.4
90 %	51.4	52.3
Speeds Exceeded		
25	6437	5507
	100 %	100 %
35	6217	5443
	96 %	99 %
45	3346	3259
	52 %	59 %
55	227	289
	4 %	5 %
65	3	3
	0.0 %	0.1 %
75	0	0
	0 %	0 %

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 16G

Speed Statistics Per Day

EB

mph	Sat 6/9/2018	Sun 6/10/2018
Count	6012	5660
Minimum	11.1	16.6
Maximum	67.7	76.4
Average	45.8	45.8
Median	45.8	45.8
Pace Range	41.4 - 51.4	41.4 - 51.4
Count	4294	4086
	71 %	72 %
Percentiles		
10 %	39.7	39.2
15 %	40.8	40.8
50 %	45.8	45.8
85 %	50.5	50.5
90 %	52.3	52.3
Speeds Exceeded		
25	6006	5658
	100 %	100 %
35	5926	5546
	99 %	98 %
45	3461	3263
	58 %	58 %
55	270	234
	4 %	4 %
65	2	5
	0.0 %	0.1 %
75	0	1
	0 %	0.0 %

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 28

6/16/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	0	1	9	148	1172	2392	2422	953	270	29	5	0
%	0.0	0.0	0.0	0.1	2.0	15.8	32.3	32.7	12.9	3.6	0.4	0.1	0.0

Total 7401

Average (Mean) Speed 45.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	38.2	39.2	44.5	50.5	52.3

Pace Range 39.7 - 49.7 mph 5023 vehicles (67.9 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7399	7205	3679	304	5	0
%	100.0	97.4	49.7	4.1	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	14963	14971
% Used	99.8	99.7

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Shoreway Dr and Sports Force

Site: Link2EB

Counter # : 28

6/17/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	3	3	6	78	665	1957	2603	1035	279	23	4	1
%	0.0	0.0	0.0	0.1	1.2	10.0	29.4	39.1	15.5	4.2	0.3	0.1	0.0

Total 6657

Average (Mean) Speed 46.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.7	40.8	45.8	51.4	52.3

Pace Range 41.4 - 51.4 mph 4783 vehicles (71.8 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6650	6540	3945	307	5	1
%	99.9	98.2	59.3	4.6	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	13483	13482
% Used	99.7	99.7

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 22

6/2/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	3	1	23	132	762	1819	2301	1082	317	28	4	1
%	0.0	0.0	0.0	0.4	2.0	11.8	28.1	35.5	16.7	4.9	0.4	0.1	0.0

Total 6475

Average (Mean) Speed 45.8 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	38.7	40.3	45.8	51.4	53.2

Pace Range 41.4 - 51.4 mph 4347 vehicles (67.1 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6469	6286	3733	350	5	1
%	99.9	97.1	57.7	5.4	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	13180	13189
% Used	99.4	99.3

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 22

6/3/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	0	2	3	57	467	1064	1611	984	337	43	3	0
%	0.0	0.0	0.0	0.1	1.2	10.2	23.3	35.2	21.5	7.4	0.9	0.1	0.0

Total 4571

Average (Mean) Speed 47.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.2	40.8	47.3	53.2	54.2

Pace Range 43.2 - 53.2 mph 2952 vehicles (64.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	4568	4495	2978	383	3	0
%	99.9	98.3	65.1	8.4	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	9266	9268
% Used	99.4	99.4

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/9/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	2	1	10	73	605	1466	2367	1346	429	27	4	2
%	0.0	0.0	0.0	0.2	1.2	9.6	23.1	37.4	21.3	6.8	0.4	0.1	0.0

Total 6334

Average (Mean) Speed 46.9 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.7	40.8	47.3	52.3	54.2

Pace Range 43.2 - 53.2 mph 4224 vehicles (66.7 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6329	6225	4175	462	6	0
%	99.9	98.3	65.9	7.3	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	12819	12915
% Used	99.8	99.0

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Shoreway Dr and Sports Force

Site: Link2WB

Counter # : 14

6/10/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	1	1	5	48	446	1068	1882	1113	337	19	3	0
%	0.0	0.0	0.0	0.1	1.0	9.1	21.7	38.2	22.6	6.8	0.4	0.1	0.0

Total 4923

Average (Mean) Speed 47.1 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	39.7	41.4	47.3	52.3	54.2

Pace Range 43.2 - 53.2 mph 3342 vehicles (67.9 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	4921	4852	3354	359	3	0
%	100.0	98.6	68.1	7.3	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	9977	10066
% Used	99.5	98.6

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

5/31/2018
Thursday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	0	1	2	11	65	292	990	1594	1425	178	20	6
%	0.0	0.0	0.0	0.0	0.2	1.4	6.4	21.6	34.8	31.1	3.9	0.4	0.1

Total 4586

Average (Mean) Speed 52.4 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	45.8	47.3	53.2	57.3	58.4

Pace Range 47.3 - 57.3 mph 3346 vehicles (73.0 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	4583	4570	4213	1629	26	1
%	99.9	99.7	91.9	35.5	0.6	0.0

Axle Statistics

Sensor	A	B
Strike Count	9400	9408
% Used	99.8	99.7

Average Axles per Vehicle 2.05
Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 14

5/31/2018
Thursday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	1	11	4	0	7	26	164	839	1746	1713	248	13	2
%	0.0	0.2	0.1	0.0	0.1	0.5	3.4	17.6	36.6	35.9	5.2	0.3	0.0

Total 4774

Average (Mean) Speed 53.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	47.3	48.8	54.2	58.4	58.4

Pace Range 49.6 - 59.6 mph 3690 vehicles (77.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	4758	4749	4561	1976	15	0
%	99.7	99.5	95.5	41.4	0.3	0.0

Axle Statistics

Sensor	A	B
Strike Count	9789	9841
% Used	99.4	98.9

Average Axles per Vehicle 2.04
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/2/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	4	3	19	22	27	208	798	2127	1895	904	85	6	5
%	0.1	0.0	0.3	0.4	0.4	3.4	13.1	34.9	31.1	14.8	1.4	0.1	0.1

Total 6103

Average (Mean) Speed 49.4 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.6	43.8	49.6	55.2	56.2

Pace Range 44.5 - 54.5 mph 4184 vehicles (68.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6077	6024	5022	1000	11	2
%	99.6	98.7	82.3	16.4	0.2	0.0

Axle Statistics

Sensor	A	B
Strike Count	12376	12378
% Used	99.7	99.7

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/3/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	1	1	1	3	6	77	476	1688	1789	1127	136	10	2
%	0.0	0.0	0.0	0.1	0.1	1.4	9.0	31.7	33.6	21.2	2.6	0.2	0.0

Total 5317

Average (Mean) Speed 51.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	44.5	45.8	51.4	56.2	57.3

Pace Range 47.3 - 57.3 mph 3810 vehicles (71.7 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5314	5302	4752	1275	12	0
%	99.9	99.7	89.4	24.0	0.2	0.0

Axle Statistics

Sensor	A	B
Strike Count	10756	10753
% Used	99.6	99.6

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/9/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	6	14	6	46	235	974	2188	1792	838	76	2	2
%	0.0	0.1	0.2	0.1	0.7	3.8	15.8	35.4	29.0	13.6	1.2	0.0	0.0

Total 6181

Average (Mean) Speed 49.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.6	43.8	49.6	54.2	56.2

Pace Range 43.2 - 53.2 mph 4214 vehicles (68.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6158	6101	4898	918	4	0
%	99.6	98.7	79.2	14.9	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	12503	12509
% Used	99.8	99.7

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 35

6/10/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	1	3	5	6	34	239	895	2007	1723	826	71	5	2
%	0.0	0.1	0.1	0.1	0.6	4.1	15.4	34.5	29.6	14.2	1.2	0.1	0.0

Total 5817

Average (Mean) Speed 49.2 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.0	43.8	49.6	55.2	56.2

Pace Range 44.5 - 54.5 mph 3921 vehicles (67.4 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5808	5764	4634	904	7	1
%	99.8	99.1	79.7	15.5	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	11771	11769
% Used	99.8	99.8

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 31

6/16/2018
Saturday

Daily Channel Summary

Speed (EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	13	11	16	94	442	1255	2487	1846	934	96	10	2
%	0.0	0.2	0.2	0.2	1.3	6.1	17.4	34.5	25.6	13.0	1.3	0.1	0.0

Total 7208

Average (Mean) Speed 48.4 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	40.8	42.6	48.8	54.2	56.2

Pace Range 43.2 - 53.2 mph 4658 vehicles (64.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7182	7061	5375	1042	12	0
%	99.6	98.0	74.6	14.5	0.2	0.0

Axle Statistics

Sensor	A	B
Strike Count	14593	14591
% Used	99.6	99.7

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sports Force and Perkins Ave

Site: Link3EB

Counter # : 31

6/17/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	2	5	4	29	139	715	2288	2084	1128	108	10	4
%	0.0	0.0	0.1	0.1	0.4	2.1	11.0	35.1	32.0	17.3	1.7	0.2	0.1

Total 6516

Average (Mean) Speed 50.2 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.8	45.1	50.5	55.2	56.2

Pace Range 46.5 - 56.5 mph 4607 vehicles (70.7 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6509	6471	5622	1250	14	2
%	99.9	99.3	86.3	19.2	0.2	0.0

Axle Statistics

Sensor	A	B
Strike Count	13192	13184
% Used	99.7	99.7

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 33

6/9/2018
Saturday

Daily Channel Summary

Speed (WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	5	8	2	8	11	101	332	1637	2305	1675	292	13	3
%	0.1	0.1	0.0	0.1	0.2	1.6	5.2	25.6	36.1	26.2	4.6	0.2	0.0

Total 6392

Average (Mean) Speed 52.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	45.9	47.3	52.3	57.3	58.4

Pace Range 47.3 - 57.3 mph 4803 vehicles (75.1 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6376	6358	5925	1983	16	0
%	99.7	99.5	92.7	31.0	0.3	0.0

Axle Statistics

Sensor	A	B
Strike Count	13115	13092
% Used	98.2	98.3

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 117 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sports Force and Perkins Ave

Site: Link3WB

Counter # : 33

6/10/2018
Sunday

Daily Channel Summary

Speed (WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	3	6	4	1	4	56	260	1239	1766	1397	263	15	7
%	0.1	0.1	0.1	0.0	0.1	1.1	5.2	24.7	35.2	27.8	5.2	0.3	0.1

Total 5021

Average (Mean) Speed 52.4 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	45.9	47.3	53.2	57.3	58.4

Pace Range 47.3 - 57.3 mph 3696 vehicles (73.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	5008	5003	4687	1682	22	0
%	99.7	99.6	93.3	33.5	0.4	0.0

Axle Statistics

Sensor	A	B
Strike Count	10334	10310
% Used	97.8	98.1

Average Axles per Vehicle 2.01
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/5/2018
Tuesday

Daily Channel Summary

Speed (EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	14	10	18	32	103	172	739	2547	2238	757	40	0	2
%	0.2	0.1	0.3	0.5	1.5	2.6	11.1	38.2	33.5	11.3	0.6	0.0	0.0

Total 6672

Average (Mean) Speed 49.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.2	44.5	49.6	54.2	55.2

Pace Range 44.5 - 54.5 mph 4968 vehicles (74.5 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	6628	6486	5584	799	2	1
%	99.3	97.2	83.7	12.0	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	13845	13828
% Used	97.9	98.0

Average Axles per Vehicle 2.03
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/5/2018
Tuesday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	1	2	6	12	94	837	3130	2349	662	49	2	0
%	0.0	0.0	0.0	0.1	0.2	1.3	11.7	43.8	32.9	9.3	0.7	0.0	0.0

Total 7146

Average (Mean) Speed 49.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.8	45.1	49.6	53.2	54.2

Pace Range 43.2 - 53.2 mph 5723 vehicles (80.1 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7141	7120	6192	713	2	0
%	99.9	99.6	86.6	10.0	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	14587	14594
% Used	99.5	99.5

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/2/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	7	6	20	63	340	1745	3593	2094	491	40	6	3
%	0.0	0.1	0.1	0.2	0.7	4.0	20.7	42.7	24.9	5.8	0.5	0.1	0.0

Total 8410

Average (Mean) Speed 47.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.0	43.2	48.0	52.3	53.2

Pace Range 43.2 - 53.2 mph 6408 vehicles (76.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8395	8304	6227	540	9	0
%	99.8	98.7	74.0	6.4	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	17037	17042
% Used	99.8	99.8

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/3/2018
Sunday

Daily Channel Summary

Speed (EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	3	3	10	28	156	1027	3039	2385	782	38	2	0
%	0.0	0.0	0.0	0.1	0.4	2.1	13.7	40.7	31.9	10.5	0.5	0.0	0.0

Total 7475

Average (Mean) Speed 49.1 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.2	44.5	49.6	54.2	55.2

Pace Range 43.2 - 53.2 mph 5700 vehicles (76.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7467	7423	6246	822	2	0
%	99.9	99.3	83.6	11.0	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	15106	15109
% Used	99.7	99.7

Average Axles per Vehicle 2.01

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/9/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	3	4	8	19	86	448	1776	3490	1845	470	24	3	1
%	0.0	0.0	0.1	0.2	1.1	5.5	21.7	42.7	22.6	5.7	0.3	0.0	0.0

Total 8177

Average (Mean) Speed 47.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	40.8	42.6	47.3	52.3	53.2

Pace Range 43.2 - 53.2 mph 5999 vehicles (73.4 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8161	8042	5833	498	4	0
%	99.8	98.3	71.3	6.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	16519	16514
% Used	99.9	99.9

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/10/2018
Sunday

Daily Channel Summary

Speed (EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	1	17	26	123	643	1928	3227	1743	391	30	2	0
%	0.0	0.0	0.2	0.3	1.5	7.9	23.7	39.7	21.4	4.8	0.4	0.0	0.0

Total 8133

Average (Mean) Speed 46.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	40.3	41.4	47.3	52.3	53.2

Pace Range 43.2 - 53.2 mph 5715 vehicles (70.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8113	7942	5393	423	2	0
%	99.8	97.7	66.3	5.2	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	16410	16411
% Used	99.9	99.9

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/16/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	2	4	6	37	145	687	2208	3557	1998	618	34	3	1
%	0.0	0.0	0.1	0.4	1.6	7.4	23.7	38.2	21.5	6.6	0.4	0.0	0.0

Total 9300

Average (Mean) Speed 46.9 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	40.3	41.4	47.3	52.3	54.2

Pace Range 43.2 - 53.2 mph 6375 vehicles (68.5 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9287	9088	6211	656	4	0
%	99.9	97.7	66.8	7.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	18804	18804
% Used	99.8	99.8

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Cedar Point Rd and Camp Rd

Site: Link4EB

Counter # : 46

6/17/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	3	3	19	48	309	1562	3948	2317	642	54	4	4
%	0.0	0.0	0.0	0.2	0.5	3.5	17.5	44.3	26.0	7.2	0.6	0.0	0.0

Total 8913

Average (Mean) Speed 48.2 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.6	43.8	48.0	53.2	54.2

Pace Range 43.2 - 53.2 mph 6852 vehicles (76.9 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8906	8832	6969	704	8	2
%	99.9	99.1	78.2	7.9	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	18010	18007
% Used	99.8	99.8

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/9/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	2	0	0	7	157	1491	4437	2357	513	30	1	1
%	0.0	0.0	0.0	0.0	0.1	1.7	16.6	49.3	26.2	5.7	0.3	0.0	0.0

Total 8996

Average (Mean) Speed 48.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.2	44.5	48.0	52.3	53.2

Pace Range 43.2 - 53.2 mph 7409 vehicles (82.4 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8994	8986	7339	545	2	0
%	100.0	99.9	81.6	6.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	18184	18182
% Used	99.8	99.8

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 113 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 28

6/10/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	1	2	4	5	11	163	1343	3514	1921	443	31	4	0
%	0.0	0.0	0.1	0.1	0.1	2.2	18.0	47.2	25.8	6.0	0.4	0.1	0.0

Total 7442

Average (Mean) Speed 48.2 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.2	43.8	48.0	52.3	53.2

Pace Range 43.2 - 53.2 mph 5970 vehicles (80.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7435	7413	5913	478	4	0
%	99.9	99.6	79.5	6.4	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	15031	15037
% Used	99.8	99.7

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 112 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 16

6/16/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	8	9	4	22	49	332	2142	4436	2208	495	31	2	1
%	0.1	0.1	0.0	0.2	0.5	3.4	22.0	45.5	22.7	5.1	0.3	0.0	0.0

Total 9739

Average (Mean) Speed 47.5 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	42.0	43.2	47.3	52.3	53.2

Pace Range 43.2 - 53.2 mph 7582 vehicles (77.9 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9716	9639	7173	529	3	1
%	99.8	99.0	73.7	5.4	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	19765	19762
% Used	99.5	99.5

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 112 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Cedar Point Rd and Camp Rd

Site: Link4WB

Counter # : 16

6/17/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	0	5	2	3	5	86	1071	3829	2117	522	34	2	2
%	0.0	0.1	0.0	0.0	0.1	1.1	13.9	49.9	27.6	6.8	0.4	0.0	0.0

Total 7678

Average (Mean) Speed 48.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	43.8	44.5	48.8	53.2	54.2

Pace Range 43.2 - 53.2 mph 6382 vehicles (83.1 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7671	7663	6506	560	4	1
%	99.9	99.8	84.7	7.3	0.1	0.0

Axle Statistics

Sensor	A	B
Strike Count	15505	15498
% Used	99.7	99.7

Average Axles per Vehicle 2.01

Average 2-Axle Wheelbase 111 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

5/31/2018
Thursday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	7	3	5	14	208	1550	4064	2518	279	30	3	0	0
%	0.1	0.0	0.1	0.2	2.4	17.9	46.8	29.0	3.2	0.3	0.0	0.0	0.0

Total 8681

Average (Mean) Speed 43.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	38.2	39.2	43.2	47.3	48.0

Pace Range 38.2 - 48.2 mph 7136 vehicles (82.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8665	8392	2830	33	0	0
%	99.8	96.7	32.6	0.4	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	17786	18078
% Used	99.2	97.6

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

5/31/2018
Thursday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	3	8	44	167	638	2227	3670	2051	230	15	0	1	0
%	0.0	0.1	0.5	1.8	7.0	24.6	40.5	22.7	2.5	0.2	0.0	0.0	0.0

Total 9054

Average (Mean) Speed 41.5 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	35.0	36.3	42.0	46.5	47.3

Pace Range 36.8 - 46.8 mph 6633 vehicles (73.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8996	8089	2297	16	1	0
%	99.4	89.3	25.4	0.2	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	18571	18590
% Used	99.6	99.5

Average Axles per Vehicle 2.04
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/2/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	6	7	6	54	802	4022	3866	772	39	1	1	0	0
%	0.1	0.1	0.1	0.6	8.4	42.0	40.4	8.1	0.4	0.0	0.0	0.0	0.0

Total 9576

Average (Mean) Speed 39.8 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	35.0	35.9	39.7	43.8	44.5

Pace Range 34.6 - 44.6 mph 8053 vehicles (84.1 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9556	8533	813	2	0	0
%	99.8	89.1	8.5	0.0	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	19463	19544
% Used	99.6	99.2

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 108 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/3/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	7	0	8	52	731	3579	3605	804	32	2	0	0	0
%	0.1	0.0	0.1	0.6	8.3	40.6	40.9	9.1	0.4	0.0	0.0	0.0	0.0

Total 8820

Average (Mean) Speed 39.9 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	35.0	35.9	40.3	43.8	44.5

Pace Range 34.6 - 44.6 mph 7308 vehicles (82.9 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8805	7845	838	2	0	0
%	99.8	88.9	9.5	0.0	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	17892	18884
% Used	99.5	94.2

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 106 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/9/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	5	0	0	37	423	2335	4325	2344	160	12	1	1	0
%	0.1	0.0	0.0	0.4	4.4	24.2	44.9	24.3	1.7	0.1	0.0	0.0	0.0

Total 9643

Average (Mean) Speed 42.1 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	36.8	37.7	42.6	46.5	47.3

Pace Range 38.2 - 48.2 mph 7653 vehicles (79.4 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9638	9099	2518	14	1	0
%	99.9	94.4	26.1	0.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	19521	19505
% Used	99.7	99.8

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 18

6/10/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	80	100	106	170	392	1727	3792	2566	221	10	1	0	0
%	0.9	1.1	1.2	1.9	4.3	18.8	41.4	28.0	2.4	0.1	0.0	0.0	0.0

Total 9165

Average (Mean) Speed 41.6 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	35.5	37.2	42.6	46.5	47.3

Pace Range 38.2 - 48.2 mph 6962 vehicles (76.0 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8871	8265	2798	11	0	0
%	96.8	90.2	30.5	0.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	18927	18775
% Used	97.9	98.7

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 33

6/16/2018
Saturday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	10	4	16	39	417	2674	4165	2921	283	22	2	0	1
%	0.1	0.0	0.2	0.4	4.0	25.3	39.5	27.7	2.7	0.2	0.0	0.0	0.0

Total 10554

Average (Mean) Speed 42.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	36.4	37.7	42.6	47.3	47.3

Pace Range 37.3 - 47.3 mph 8418 vehicles (79.8 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	10524	10068	3229	25	1	0
%	99.7	95.4	30.6	0.2	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	21465	21450
% Used	99.2	99.2

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 EB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5EB

Counter # : 33

6/17/2018
Sunday

Daily Channel Summary

Speed

(EB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	4	4	7	13	115	1482	4402	3733	401	26	2	0	0
%	0.0	0.0	0.1	0.1	1.1	14.5	43.2	36.6	3.9	0.3	0.0	0.0	0.0

Total 10189

Average (Mean) Speed 43.7 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	38.7	39.7	43.8	47.3	48.9

Pace Range 39.7 - 49.7 mph 8523 vehicles (83.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	10174	10046	4162	28	0	0
%	99.9	98.6	40.8	0.3	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	20712	20700
% Used	99.2	99.2

Average Axles per Vehicle 2.02
Average 2-Axle Wheelbase 116 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/2/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	38	88	174	293	854	2734	3881	1948	183	12	2	0	0
%	0.4	0.9	1.7	2.9	8.4	26.8	38.0	19.1	1.8	0.1	0.0	0.0	0.0

Total 10207

Average (Mean) Speed 40.3 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	33.1	35.0	41.4	45.8	46.5

Pace Range 35.9 - 45.9 mph 7175 vehicles (70.3 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9894	8625	2145	14	0	0
%	96.9	84.5	21.0	0.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	20976	20982
% Used	99.0	99.0

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/3/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	5	18	66	179	524	1904	3201	1832	204	15	0	0	0
%	0.1	0.2	0.8	2.3	6.6	24.0	40.3	23.0	2.6	0.2	0.0	0.0	0.0

Total 7948

Average (Mean) Speed 41.4 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	35.0	36.3	42.0	46.5	47.3

Pace Range 38.2 - 48.2 mph 5783 vehicles (72.8 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	7853	7077	2051	15	0	0
%	98.8	89.0	25.8	0.2	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	16158	16160
% Used	99.4	99.4

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/9/2018
Saturday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	30	93	190	356	958	2972	3784	1755	161	12	0	0	0
%	0.3	0.9	1.8	3.5	9.3	28.8	36.7	17.0	1.6	0.1	0.0	0.0	0.0

Total 10311

Average (Mean) Speed 39.9 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	32.4	34.6	40.8	45.1	46.5

Pace Range 35.9 - 45.9 mph 7172 vehicles (69.6 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	9992	8511	1928	12	0	0
%	96.9	82.5	18.7	0.1	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	21052	21062
% Used	99.3	99.2

Average Axles per Vehicle 2.03

Average 2-Axle Wheelbase 115 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 31

6/10/2018
Sunday

Daily Channel Summary

Speed

(WB)

mph	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Count	10	38	115	213	603	2052	3259	1893	183	14	1	0	0
%	0.1	0.5	1.4	2.5	7.2	24.5	38.9	22.6	2.2	0.2	0.0	0.0	0.0

Total 8381

Average (Mean) Speed 41.0 mph

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	33.9	35.9	42.0	46.5	47.3

Pace Range 36.8 - 46.8 mph 5968 vehicles (71.2 %)

Speed Exceeded (mph)	25	35	45	55	65	75
Count	8216	7301	2091	15	0	0
%	98.0	87.1	24.9	0.2	0.0	0.0

Axle Statistics

Sensor	A	B
Strike Count	17076	17076
% Used	99.3	99.3

Average Axles per Vehicle 2.02

Average 2-Axle Wheelbase 114 in.

Smart Services, Inc.
88 W. Church Street
Newark, OH 43055
(740) 345-4700

Location : US 6 WB Between Sawmill Creek Dr and Rye Beach Rd

Site: Link5WB

Counter # : 15

Speed Statistics Per Day

WB

mph	Sat 6/16/2018	Sun 6/17/2018
Count	10825	8917
Minimum	10.0	10.0
Maximum	70.9	76.4
Average	38.0	41.0
Median	40.3	41.4
Pace Range	36.8 - 46.8	36.8 - 46.8
Count	6705	6312
	62 %	71 %
Percentiles		
10 %	22.7	34.2
15 %	28.1	35.9
50 %	40.3	41.4
85 %	45.1	46.5
90 %	46.5	47.3
Speeds Exceeded		
25	9493	8744
	88 %	98 %
35	8205	7871
	76 %	88 %
45	2001	2179
	18 %	24 %
55	18	15
	0 %	0 %
65	1	3
	0.0 %	0.0 %
75	0	1
	0 %	0.0 %

Appendix F

Cedar Fair Sports Park
Phase 2 Site Plan

OSBORN ENGINEERING

CEDAR POINT SPORTS PARK PHASE 2 TRAFFIC IMPACT ANALYSIS

TAG	ISSUED	DATE

Unless otherwise stated in Contract, The Osborn Engineering Company retains copyright ownership. Instruments of Service may only be used for the purpose described in the Contract. The Osborn Engineering Company may grant specific usage rights under license, and / or may transfer copyright ownership / assignment in writing. Reproduction, re-use or re-distribution of Instruments of Service is prohibited.

DRAWN BY:	DRP
CHECKED BY:	BGT
CLIENT NO.:	
OSBORN NO.:	J20170494.000

EXISTING PHASE 1 SITE IMPROVEMENTS

Figure 1

P:\Cedar Fair Entertainment Group\J20170652.000 Cedar Point Sports Center Phase II Traffic Study\Drawings\Trans\Cedar Fair.dwg
4/27/2018 4:18 PM Phifer, Donald

ERIE METROPARKS PROPOSED IMPROVEMENTS (PRELIMINARY)

NORTH
N.T.S.

CEDAR POINT SPORTS PARK PHASE 2 PROPOSED IMPROVEMENTS (PRELIMINARY)

OSBORN ENGINEERING

CEDAR POINT SPORTS PARK PHASE 2 TRAFFIC IMPACT ANALYSIS

TAG	ISSUED	DATE

Unless otherwise stated in Contract, The Osborn Engineering Company retains copyright ownership. Instruments of Service may only be used for the purpose described in the Contract. The Osborn Engineering Company may grant specific usage rights under license, and / or may transfer copyright ownership / assignment in writing. Reproduction, re-use or re-distribution of Instruments of Service is prohibited.

DRAWN BY:	DRP
CHECKED BY:	BGT
CLIENT NO.:	
OSBORN NO.:	J20170494.000

PHASE 2 PROPOSED IMPROVEMENTS

Figure 6

P:\Cedar Fair Entertainment Group\J20170652.000 Cedar Point Sports Center Phase II Traffic Study\Drawings\Trans\Cedar Fair.dwg
4/27/2018 4:19 PM Phifer, Donald

P:\Cedar Fair Entertainment Group\J20170652.000 Cedar Point Sports Center Phase II Traffic Study\Drawings\Trans\Cedar Fair.dwg
4/27/2018 4:20 PM Phifer, Donald

OSBORN ENGINEERING

CEDAR POINT SPORTS PARK PHASE 2 TRAFFIC IMPACT ANALYSIS

TAG	ISSUED	DATE

Unless otherwise stated in Contract, The Osborn Engineering Company retains copyright ownership. Instruments of Service may only be used for the purpose described in the Contract. The Osborn Engineering Company may grant specific usage rights under license, and / or may transfer copyright ownership / assignment in writing. Reproduction, re-use or re-distribution of Instruments of Service is prohibited.

DRAWN BY:	DRP
CHECKED BY:	BGT
CLIENT NO.:	
OSBORN NO.:	J20170494.000

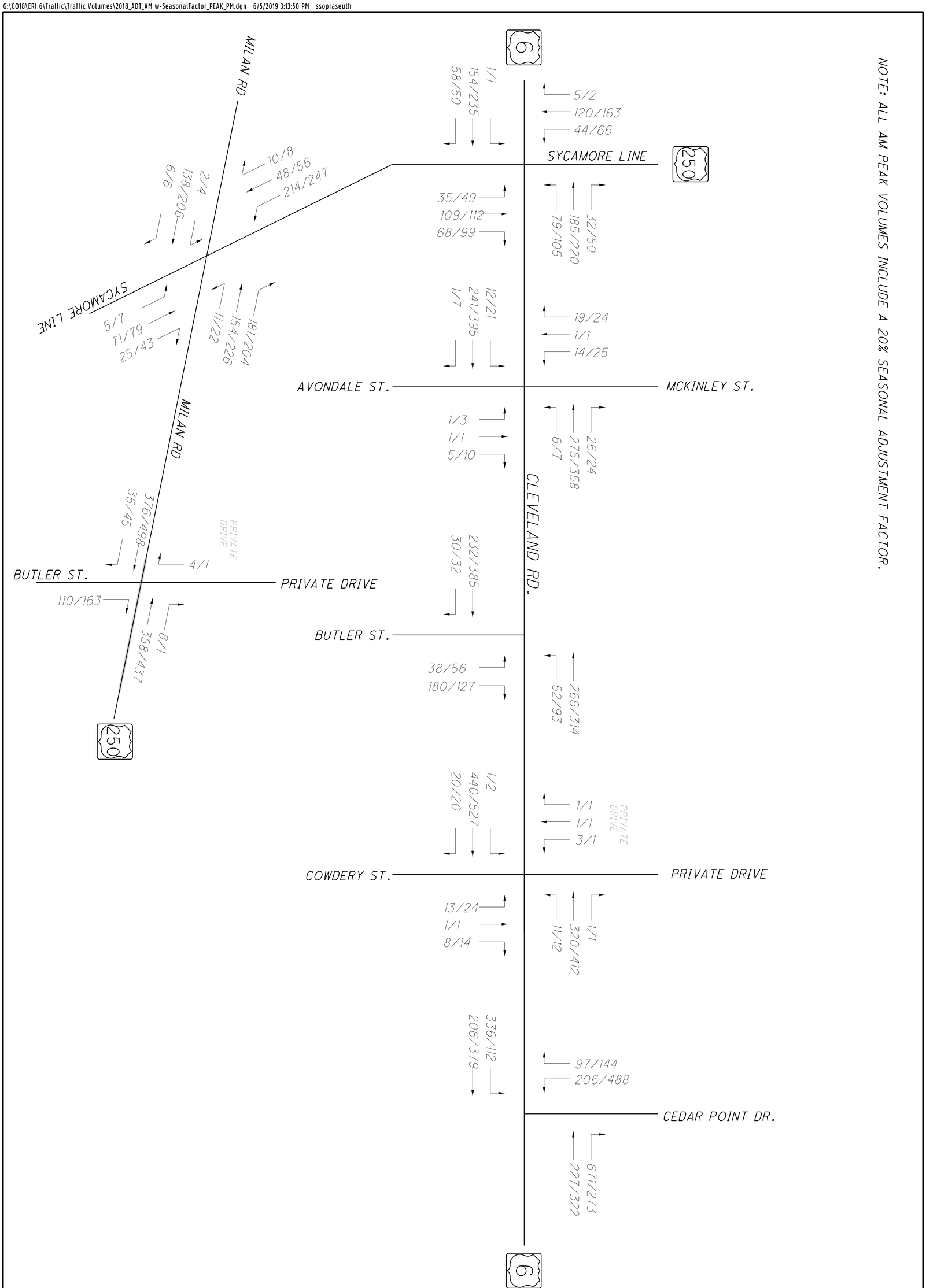
US 6 PROPOSED IMPROVEMENTS

Figure 21

Appendix G

Traffic Volumes

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:50 PM ssopraseuth

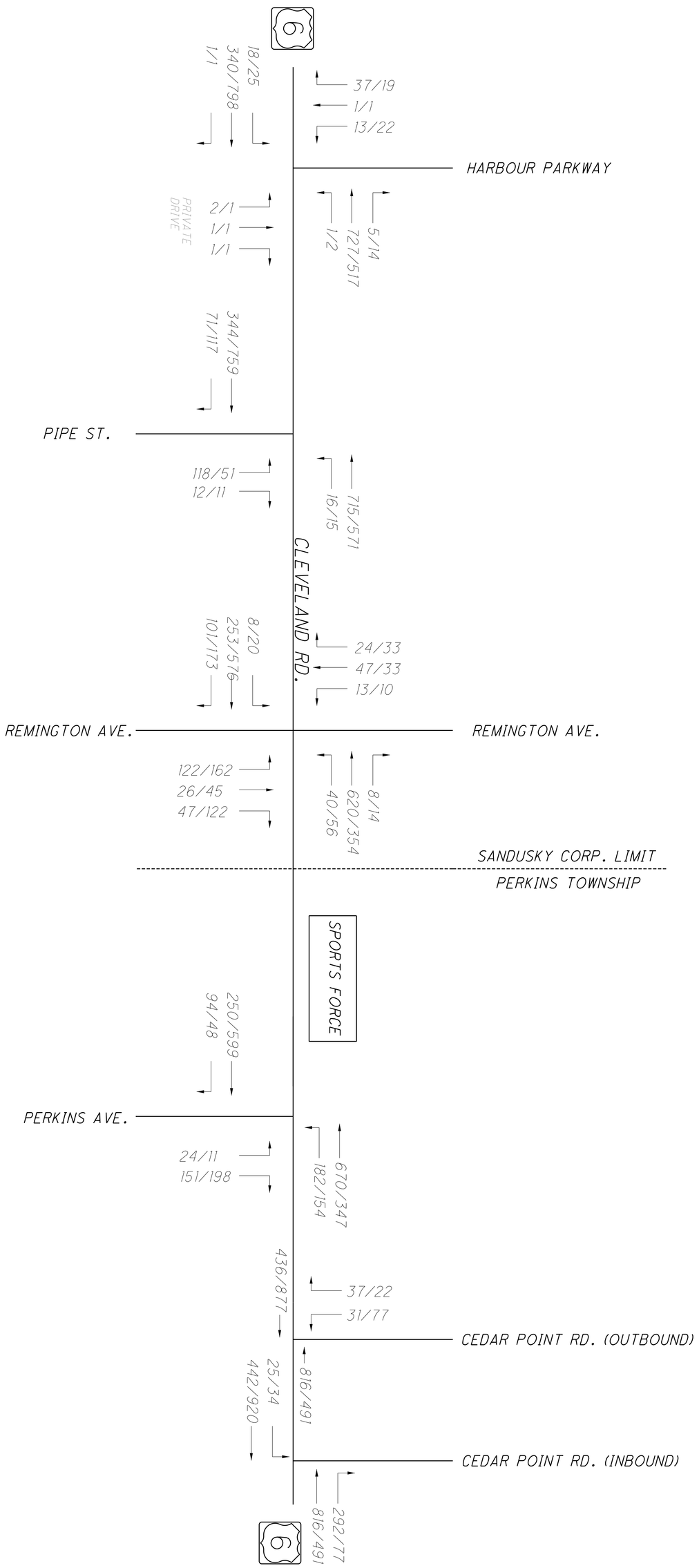


NOTE: ALL AM PEAK VOLUMES INCLUDE A 20% SEASONAL ADJUSTMENT FACTOR.

N.T.S

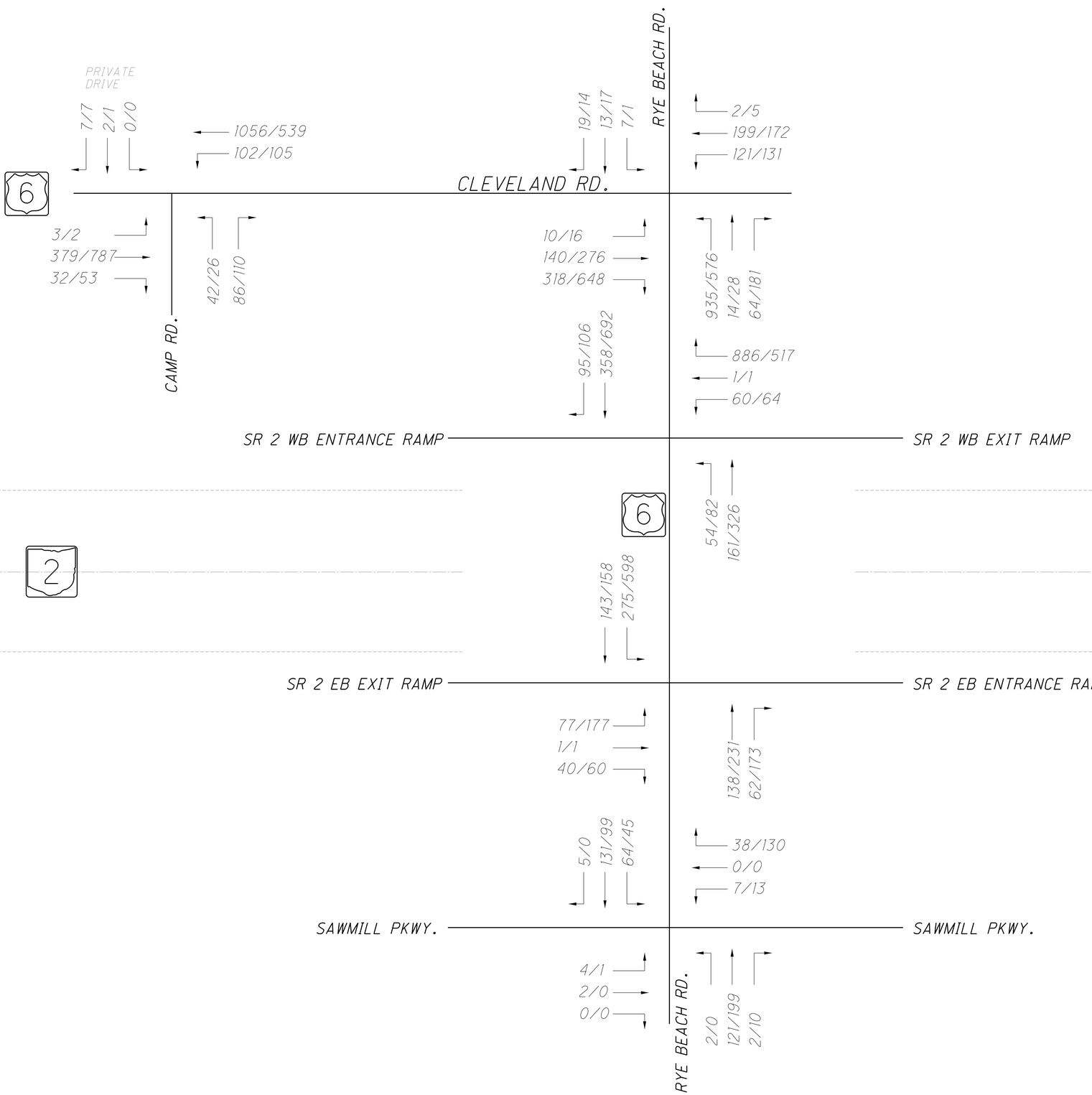
1 of 9	US 6 CORRIDOR PLANNING STUDY	ERI-6	2018 AM/PM PEAK HOUR EXISTING COUNTS	CALCULATED RJG CHECKED SS

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:51 PM ssopraseuth



N.T.S

2 of 9	US 6 CORRIDOR PLANNING STUDY	ERI-6	2018 AM/PM PEAK HOUR EXISTING COUNTS	CALCULATED RJG CHECKED SS



CALCULATED RJG CHECKED SS

US 6 CORRIDOR PLANNING STUDY

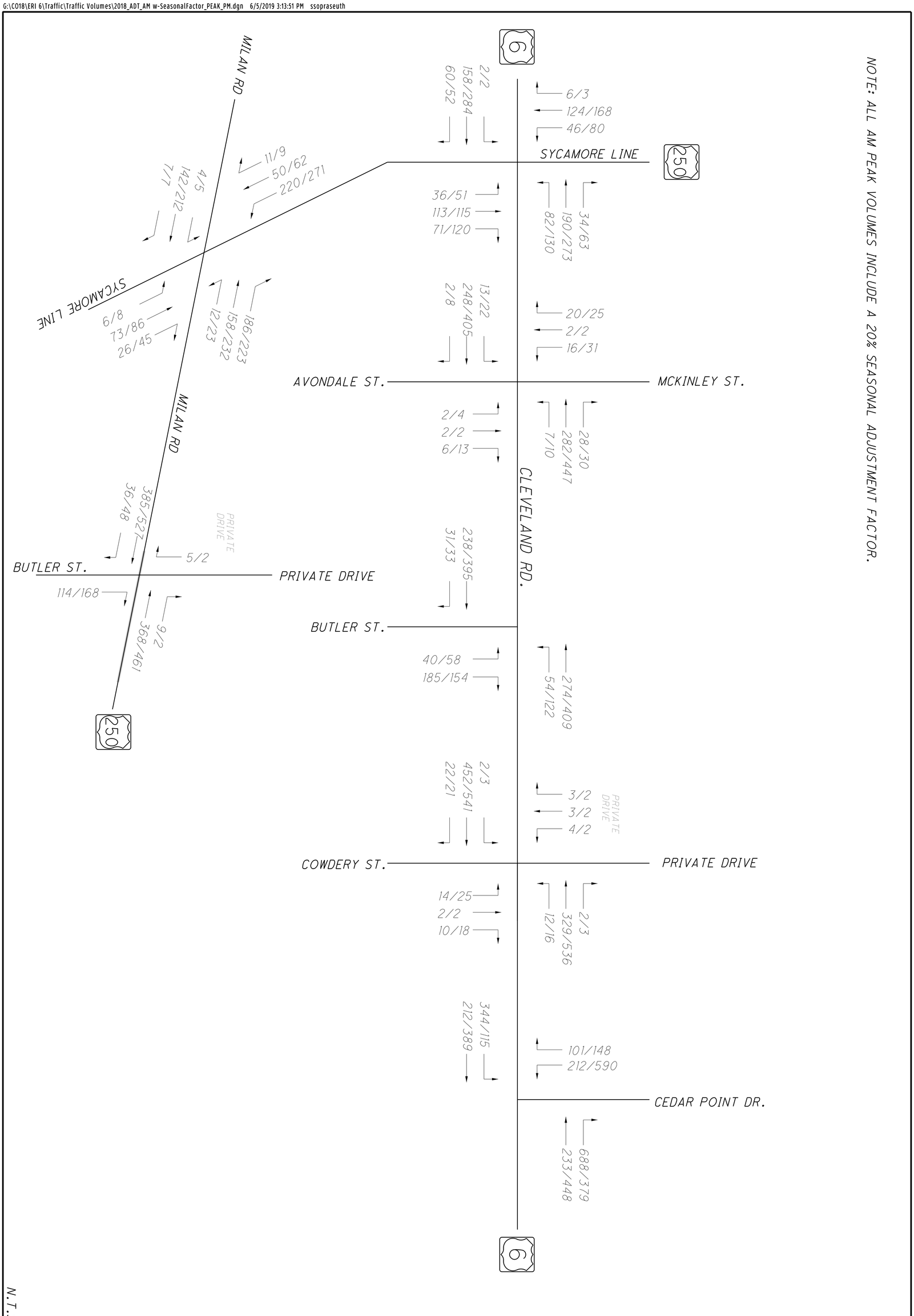
ERI-6

2018 AM/PM PEAK HOUR EXISTING COUNTS

3 of 9

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:51 PM ssopraseuth

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:51 PM ssopraseuth

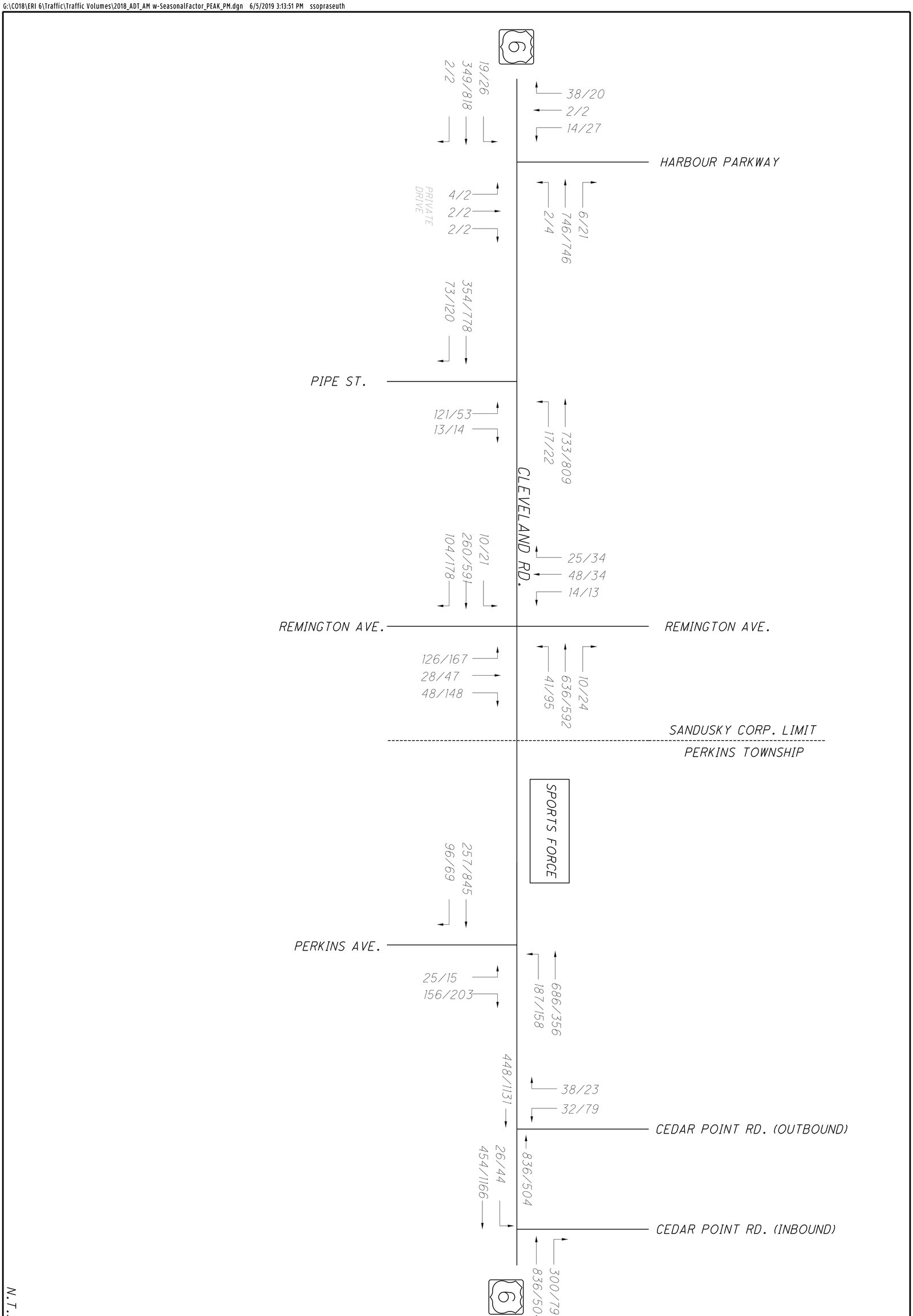


NOTE: ALL AM PEAK VOLUMES INCLUDE A 20% SEASONAL ADJUSTMENT FACTOR.

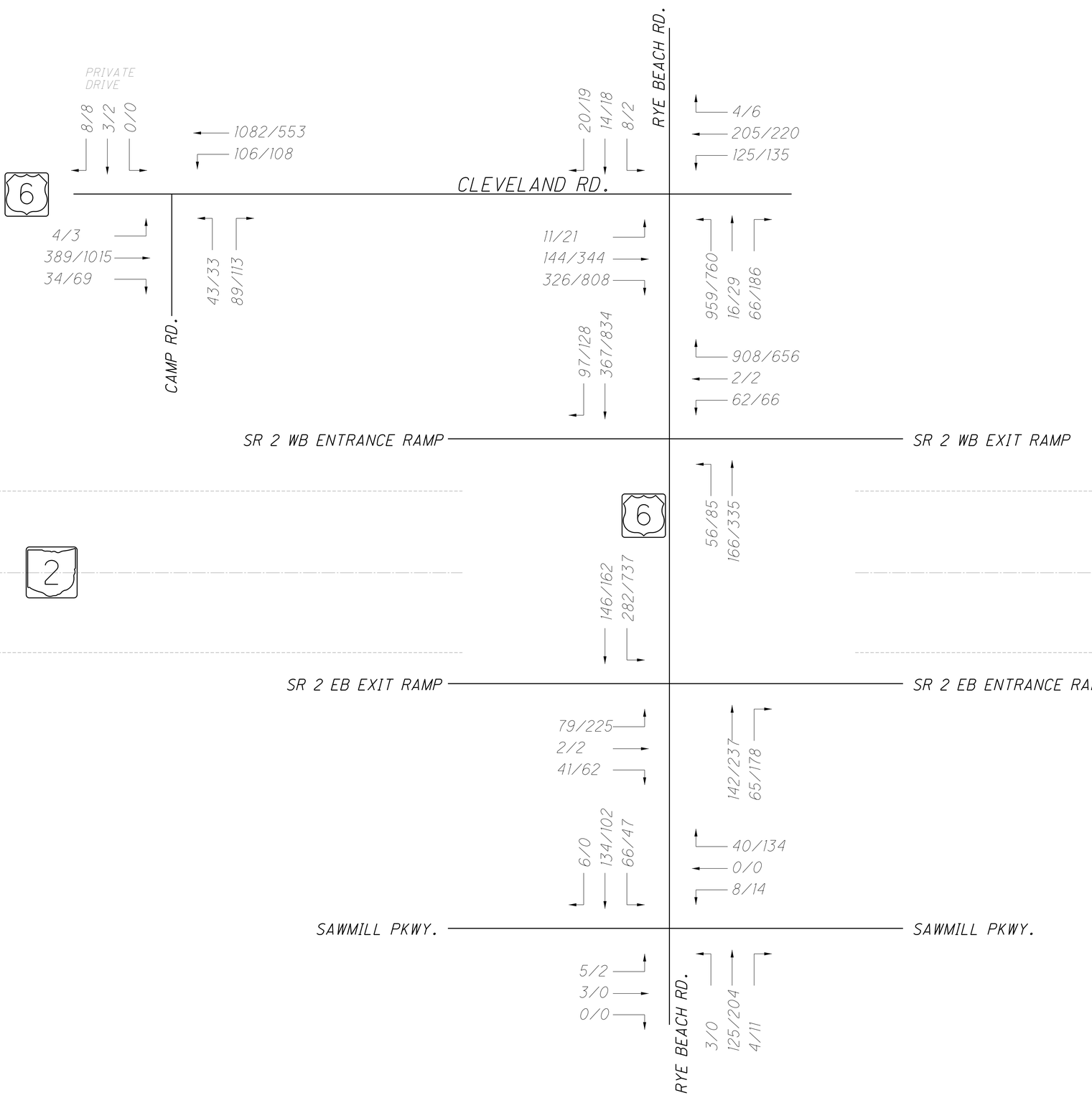
N.T.S

4 of 9	US 6 CORRIDOR PLANNING STUDY	ERI-6	2023 AM/PM PEAK HOUR PLANNING TRAFFIC	CALCULATED RJG CHECKED SS

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:51 PM ssopraseuth



6 / 5	US 6 CORRIDOR PLANNING STUDY	ERI-6	2023 AM/PM PEAK HOUR PLANNING TRAFFIC	CALCULATED RJG CHECKED SS



N.T.S

CALCULATED RJG CHECKED SS

US 6 CORRIDOR PLANNING STUDY

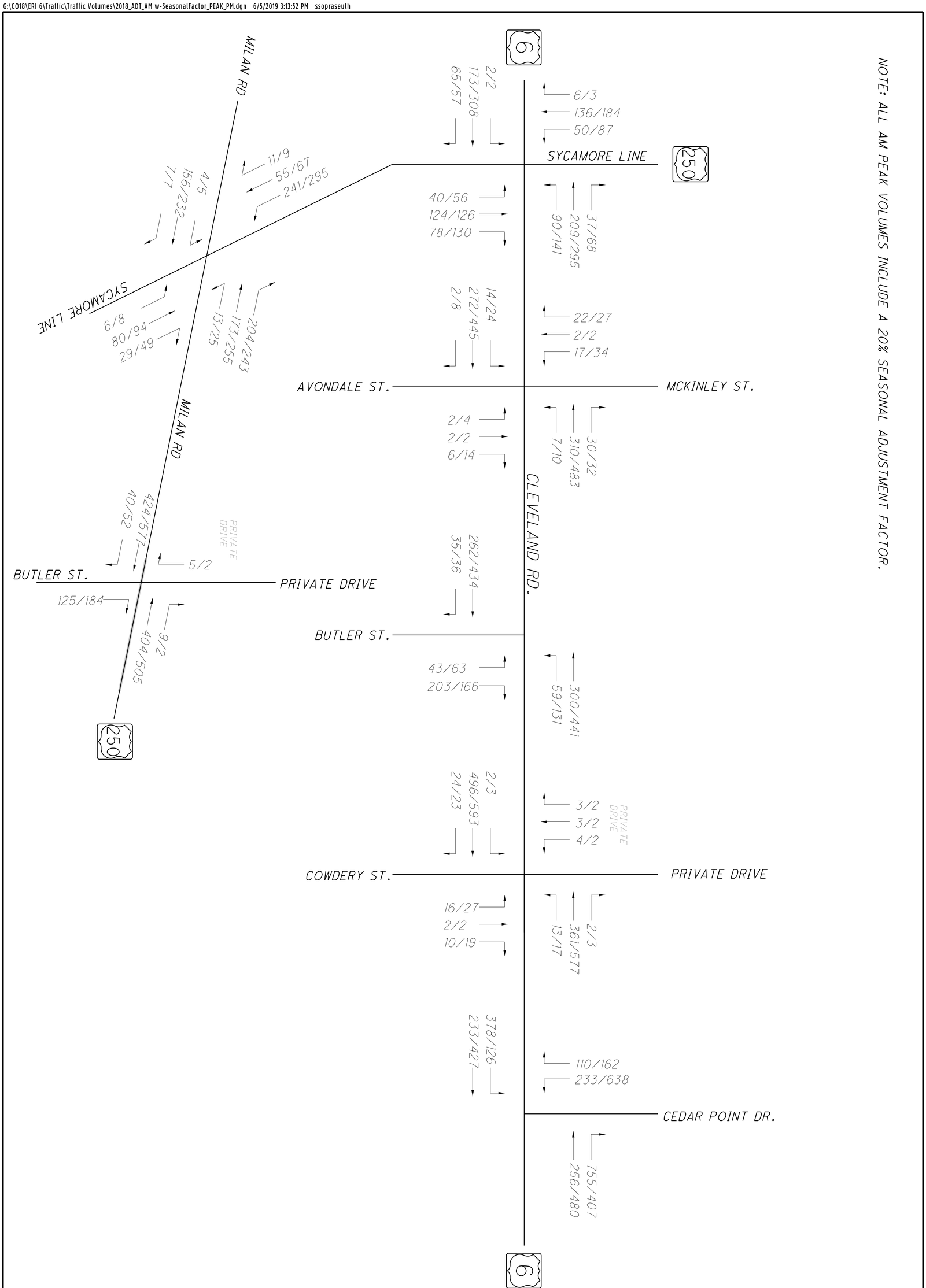
ERI-6

2023 AM/PM PEAK HOUR PLANNING TRAFFIC

6/9

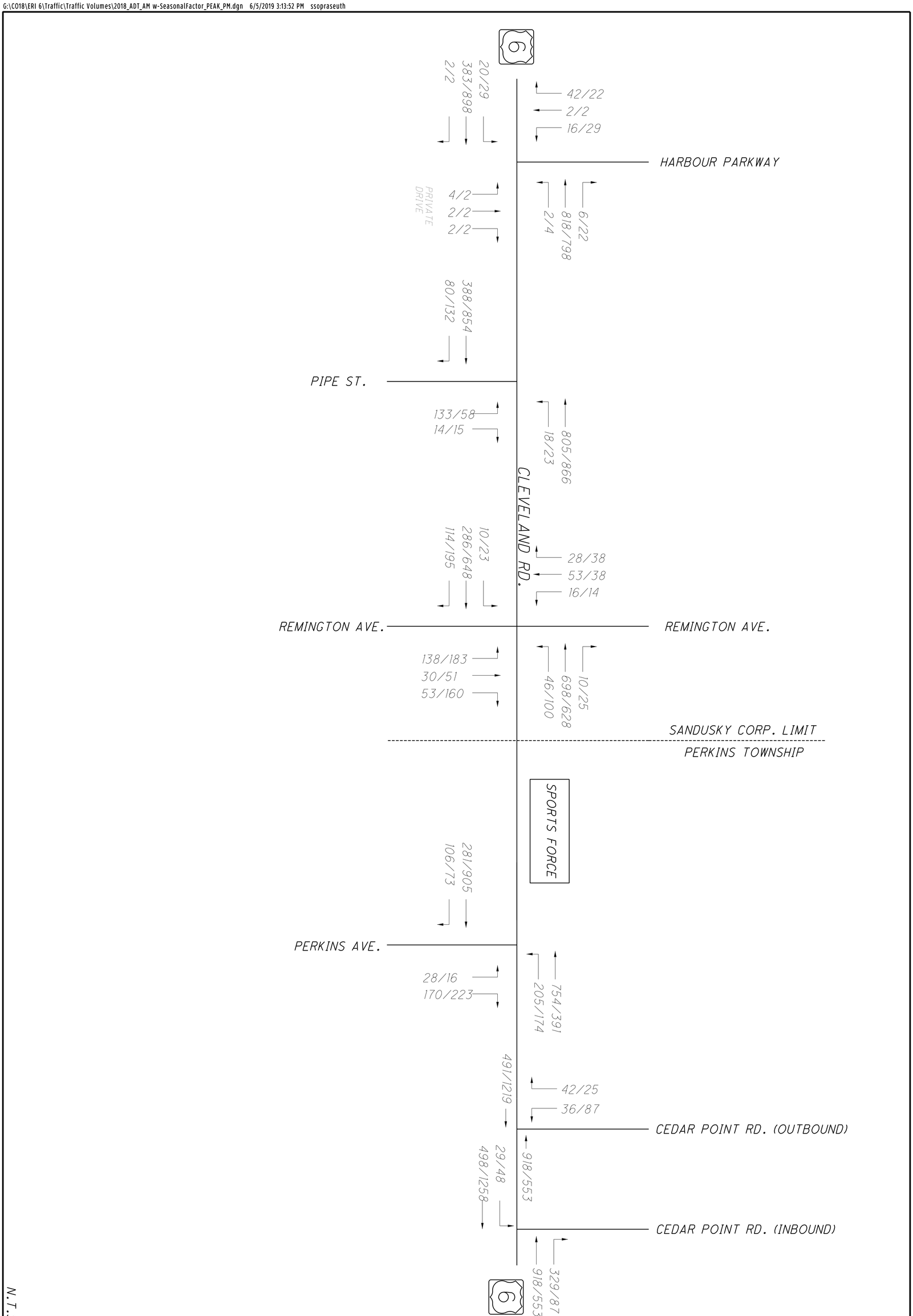
G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:51 PM ssopraseuth

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:52 PM ssopraseuth

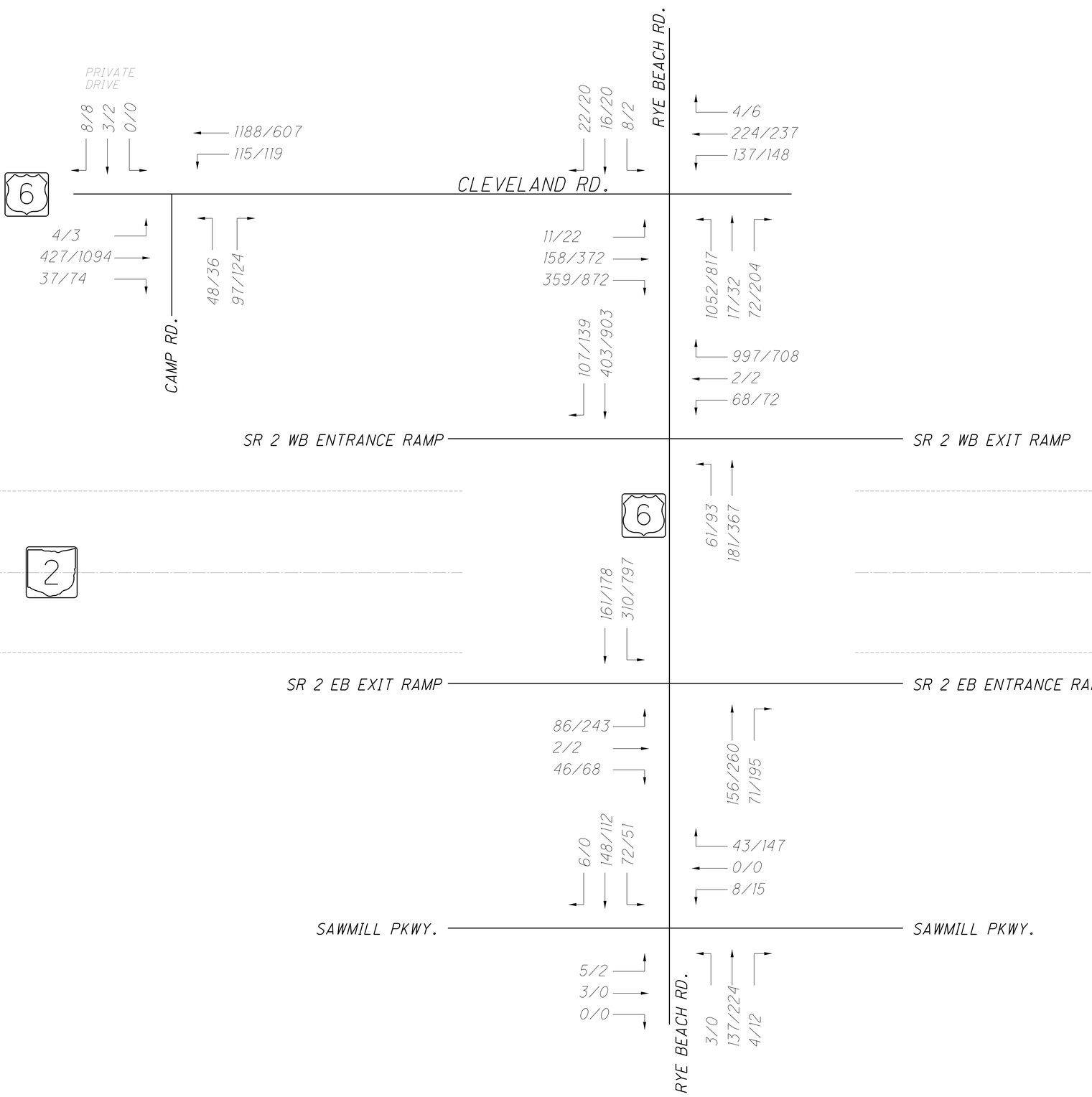


9 / 7	US 6 CORRIDOR PLANNING STUDY	ERI-6	2043 AM/PM PEAK HOUR PLANNING TRAFFIC		CALCULATED RJG CHECKED SS

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:52 PM ssopraseuth



8 9	US 6 CORRIDOR PLANNING STUDY	ERI-6	2043 AM/PM PEAK HOUR PLANNING TRAFFIC		CALCULATED RJG CHECKED SS



N.T.S

CALCULATED RJG CHECKED SS

US 6 CORRIDOR PLANNING STUDY

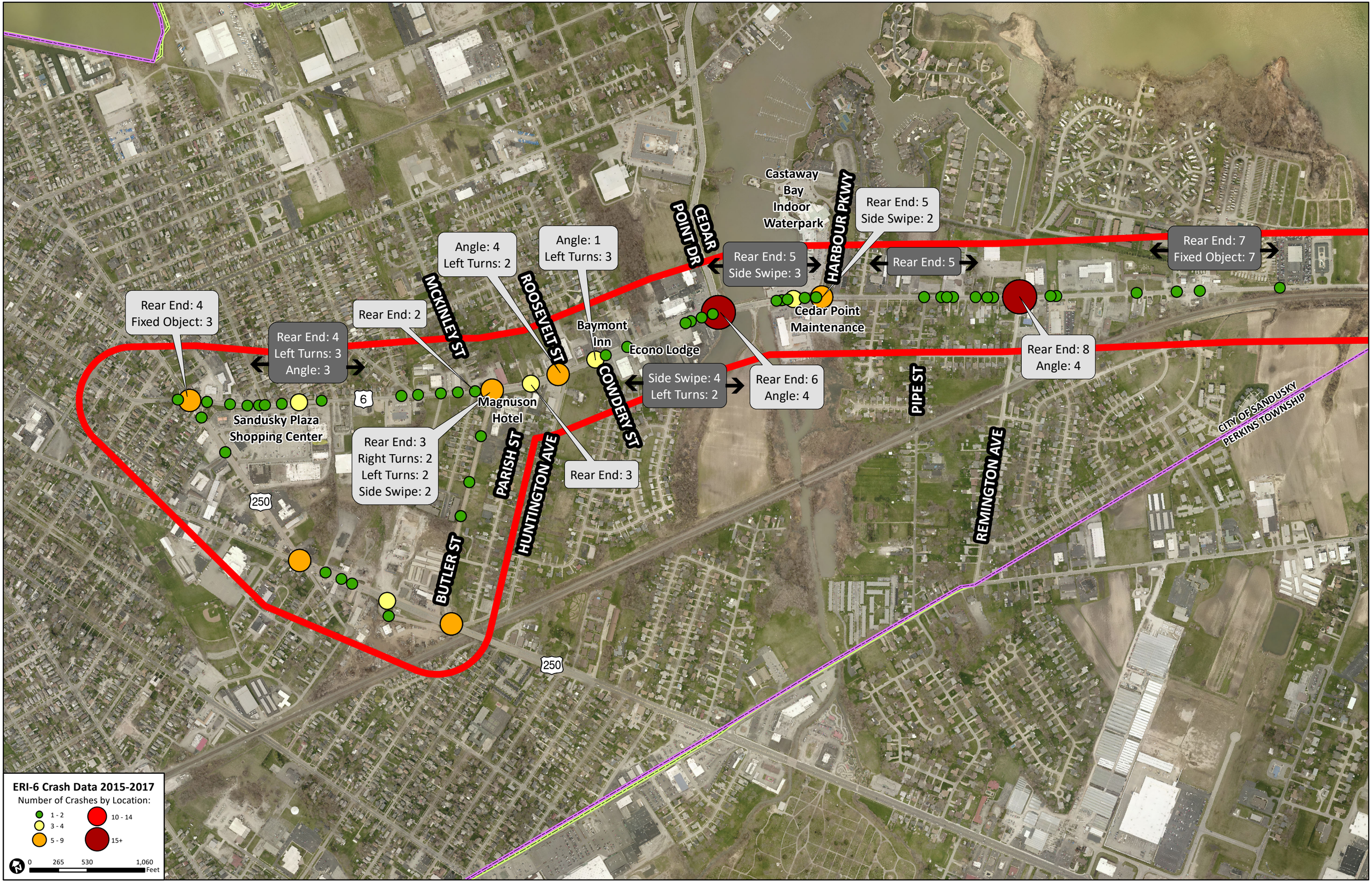
ERI-6

2043 AM/PM PEAK HOUR PLANNING TRAFFIC

9 of 9

G:\CO18\ERI 6\Traffic\Traffic Volumes\2018_ADT_AM w-SeasonalFactor_PEAK_PM.dgn 6/5/2019 3:13:52 PM ssopraseuth

Appendix H
Crash Analysis


Rear End: 4
Fixed Object: 3
Rear End: 4
Left Turns: 3
Angle: 3
Rear End: 2
Angle: 4
Left Turns: 2
Angle: 1
Left Turns: 3
MCKINLEY ST
ROOSEVELT ST
COWDERY ST
CEDAR POINT DR
HARBOUR PKWY
Castaway Bay Indoor Waterpark
Rear End: 5
Side Swipe: 2
Rear End: 5
Side Swipe: 3
Rear End: 5
Rear End: 7
Fixed Object: 7
Baymont Inn
Econo Lodge
Side Swipe: 4
Left Turns: 2
Rear End: 6
Angle: 4
Cedar Point Maintenance
Rear End: 8
Angle: 4
PIPE ST
REMINGTON AVE
Sandusky Plaza Shopping Center
Magnuson Hotel
Rear End: 3
Right Turns: 2
Left Turns: 2
Side Swipe: 2
Rear End: 3
PARISH ST
HUNTINGTON AVE
BUTLER ST
6
250
250
CITY OF SANDUSKY
PERKINS TOWNSHIP
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15+
0
265
530
1,060
Feet

CITY OF SANDUSKY
PERKINS TOWNSHIP

HURON TOWNSHIP
PERKINS TOWNSHIP

CITY OF SANDUSKY
HURON TOWNSHIP

CEDAR POINT RD

Sports Force Parks/
Cedar Point Sports Center

6

Rear End: 7
Fixed Object: 7

Rear End: 6
Fixed Object: 5

Various

PERKINS AVE

ERI-6 Crash Data 2015-2017

Number of Crashes by Location:

1 - 2
3 - 4
5 - 9
10 - 14
15+

0 265 530 1,060 Feet

Rear End: 6
Fixed Object: 2
Shell
Left Turns: 1
Side Swipe: 1
Fixed Object: 1
SAWMILL CREEK DR
Quality Inn
McDonald's
Rear End: 6
Angle: 5
RYE BEACH RD
Rear End: 5
Left Turns: 4
Rear End: 3
Angle: 2
Rear End: 7
Side Swipe: 1
Fixed Object: 2
6
Rear End: 17
Fixed Object: 5
Rear End: 3
Side Swipe: 3
Fatalities: 1
Bowling Green State University
Fireland Campus
CITY OF HURON
HURON TOWNSHIP
CAMP RD
2
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15+
0
265
530
1,060
Feet

US 6 at Sycamore Line

	Number
Total	**9**

CRASH_SEVERITY	Number	%
Property Damage Crash	**9**	100.0%
Grand Total	**9**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**4**	44.4%
2016	**3**	33.3%
2017	**2**	22.2%
Grand Total	**9**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**4**	44.4%
Saturday	**2**	22.2%
Tuesday	**1**	11.1%
Wednesday	**1**	11.1%
Thursday	**1**	11.1%
Grand Total	**9**	**100.0%**

HOUR_OF_DAY	Number	%
02	**1**	11.1%
03	**1**	11.1%
08	**1**	11.1%
11	**1**	11.1%
13	**1**	11.1%
17	**2**	22.2%
18	**1**	11.1%
21	**1**	11.1%
Grand Total	**9**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**4**	44.4%
Fixed Object	**3**	33.3%
Left Turn	**1**	11.1%
Parked Vehicle	**1**	11.1%
Grand Total	**9**	**100.0%**

US 6 at Sycamore Line

WEATHER_CONDITION	Number	%
Clear	**4**	44.4%
Cloudy	**3**	33.3%
Rain	**1**	11.1%
Snow	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**7**	77.8%
Wet	**1**	11.1%
Snow	**1**	11.1%
Grand Total	**9**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**6**	66.7%
Dark - Lighted Roadway	**3**	33.3%
Grand Total	**9**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**3**	33.3%
2	**6**	66.7%
Grand Total	**9**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	**6**	66.7%
Not An Intersection	**1**	11.1%
Driveway/Alley Access	**1**	11.1%
T-Intersection	**1**	11.1%
Grand Total	**9**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**1**	11.1%
2	**1**	11.1%
3	**1**	11.1%
5	**1**	11.1%
7	**1**	11.1%
8	**1**	11.1%
9	**2**	22.2%
11	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**9**	100.0%
Grand Total	**9**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 at Sycamore Line

ACTION1	Number	%
Straight Ahead	6	66.7%
Making Left Turn	2	22.2%
Making Right Turn	1	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	4	44.4%
Improper Lane Change/Passing/Offroad	2	22.2%
Failure To Yield	1	11.1%
Failure To Control	1	11.1%
None-Motorist	1	11.1%
Grand Total	**9**	**100.0%**

	Number	%
Total	**9**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	4	44.4%
Traffic Signal	4	44.4%
No Controls	1	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	7	77.8%
Yes	2	22.2%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS1	Number	%
No	9	100.0%
Grand Total	**9**	**100.0%**

US 6 at Sycamore Line

DIRECTION_FROM1	Number	%
East	**3**	33.3%
North	**3**	33.3%
West	**2**	22.2%
South	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO1	Number	%
East	**3**	33.3%
West	**2**	22.2%
South	**2**	22.2%
Southeast	**1**	11.1%
Southwest	**1**	11.1%
Grand Total	**9**	**100.0%**

POSTED_SPEED1	Number	%
35	**7**	77.8%
50	**1**	11.1%
40	**1**	11.1%
Grand Total	**9**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Tractor/Semi-Trailer	**2**	22.2%
Mid Size	**2**	22.2%
Pickup	**2**	22.2%
Compact	**2**	22.2%
Full Size	**1**	11.1%
Grand Total	**9**	**100.0%**

VEHICLE_TYPE2	Number	%
	3	33.3%
Sport Utility Vehicle	**3**	33.3%
Full Size	**2**	22.2%
Mid Size	**1**	11.1%
Grand Total	**9**	**100.0%**

US 6 at Sycamore Line

ACTION2	Number	%
Slowing Or Stopped In Traffic	**5**	55.6%
	3	33.3%
Parked	**1**	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**5**	55.6%
	3	33.3%
None Non-Motorist	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_FROM2	Number	%
	3	33.3%
West	**2**	22.2%
East	**1**	11.1%
South	**1**	11.1%
Southwest	**1**	11.1%
North	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO2	Number	%
	3	33.3%
East	**2**	22.2%
West	**1**	11.1%
North	**1**	11.1%
Northeast	**1**	11.1%
South	**1**	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 at Sycamore Line

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	4
2016	3
2017	2
Grand Total	**9**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

US 6 Btwn Sycamore Line and McKinley St

	Number
Total	**17**

CRASH_SEVERITY	Number	%
Injury Crash	**4**	23.5%
Property Damage Crash	**13**	76.5%
Grand Total	**17**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**6**	35.3%
2016	**6**	35.3%
2017	**5**	29.4%
Grand Total	**17**	**100.0%**

DAY_OF_WEEK	Number	%
Wednesday	**6**	35.3%
Tuesday	**3**	17.6%
Saturday	**3**	17.6%
Friday	**2**	11.8%
Thursday	**2**	11.8%
Sunday	**1**	5.9%
Grand Total	**17**	**100.0%**

HOUR_OF_DAY	Number	%
04	**1**	5.9%
07	**1**	5.9%
09	**1**	5.9%
11	**1**	5.9%
12	**2**	11.8%
13	**2**	11.8%
14	**2**	11.8%
15	**1**	5.9%
16	**3**	17.6%
17	**2**	11.8%
19	**1**	5.9%
Grand Total	**17**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**4**	23.5%
Left Turn	**3**	17.6%
Angle	**3**	17.6%
Sideswipe - Passing	**2**	11.8%
Right Turn	**1**	5.9%
Fixed Object	**1**	5.9%
Unknown	**1**	5.9%
Backing	**1**	5.9%
Parked Vehicle	**1**	5.9%
Grand Total	**17**	**100.0%**

US 6 Btwn Sycamore Line and McKinley St

WEATHER_CONDITION	Number	%
Clear	**12**	70.6%
Cloudy	**3**	17.6%
Snow	**2**	11.8%
Grand Total	**17**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**14**	82.4%
Snow	**2**	11.8%
Wet	**1**	5.9%
Grand Total	**17**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**15**	88.2%
Dark - Lighted Roadway	**2**	11.8%
Grand Total	**17**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**1**	5.9%
2	**14**	82.4%
3	**2**	11.8%
Grand Total	**17**	**100.0%**

LOCATION	Number	%
Not An Intersection	**8**	47.1%
T-Intersection	**6**	35.3%
Driveway/Alley Access	**3**	17.6%
Grand Total	**17**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**2**	11.8%
3	**1**	5.9%
4	**2**	11.8%
5	**3**	17.6%
6	**1**	5.9%
7	**2**	11.8%
8	**2**	11.8%
9	**3**	17.6%
11	**1**	5.9%
Grand Total	**17**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**16**	94.1%
Straight Grade	**1**	5.9%
Grand Total	**17**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**17**	100.0%
Grand Total	**17**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**17**	100.0%
Grand Total	**17**	**100.0%**

US 6 Btwn Sycamore Line and McKinley St

ACTION1	Number	%
Straight Ahead	**8**	47.1%
Making Left Turn	**2**	11.8%
Slowing Or Stopped In Traffic	**2**	11.8%
Leaving Traffic Lane	**1**	5.9%
Other Motorist Action	**1**	5.9%
Backing	**1**	5.9%
Entering Traffic Lane	**1**	5.9%
Making Right Turn	**1**	5.9%
Grand Total	**17**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Yield	**6**	35.3%
Followed To Closely/ACDA	**4**	23.5%
Failure To Control	**3**	17.6%
None-Motorist	**2**	11.8%
Improper Lane Change/Passing/Offroad	**1**	5.9%
Improper Backing	**1**	5.9%
Grand Total	**17**	**100.0%**

	Number	%
Total	**17**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**10**	58.8%
No Controls	**6**	35.3%
Stop Sign	**1**	5.9%
Grand Total	**17**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**16**	94.1%
Yes	**1**	5.9%
Grand Total	**17**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**17**	100.0%
Grand Total	**17**	**100.0%**

US 6 Btwn Sycamore Line and McKinley St

DIRECTION_FROM1	Number	%
West	**6**	35.3%
South	**4**	23.5%
East	**3**	17.6%
North	**3**	17.6%
Unknown	**1**	5.9%
Grand Total	**17**	**100.0%**

DIRECTION_TO1	Number	%
East	**8**	47.1%
West	**5**	29.4%
South	**2**	11.8%
North	**1**	5.9%
Unknown	**1**	5.9%
Grand Total	**17**	**100.0%**

POSTED_SPEED1	Number	%
35	**15**	88.2%
25	**2**	11.8%
Grand Total	**17**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**6**	35.3%
Compact	**3**	17.6%
Minivan	**2**	11.8%
Sport Utility Vehicle	**2**	11.8%
Motorcycle	**1**	5.9%
Van	**1**	5.9%
Pickup	**1**	5.9%
Unknown Or Hit/Skip	**1**	5.9%
Grand Total	**17**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**8**	47.1%
Compact	**2**	11.8%
Sport Utility Vehicle	**2**	11.8%
Pickup	**1**	5.9%
	1	5.9%
Motorcycle	**1**	5.9%
Minivan	**1**	5.9%
Full Size	**1**	5.9%
Grand Total	**17**	**100.0%**

US 6 Btwn Sycamore Line and McKinley St

ACTION2	Number	%
Straight Ahead	**8**	47.1%
Slowing Or Stopped In Traffic	**5**	29.4%
Making Left Turn	**2**	11.8%
	1	5.9%
Parked	**1**	5.9%
Grand Total	**17**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**16**	94.1%
	1	5.9%
Grand Total	**17**	**100.0%**

DIRECTION_FROM2	Number	%
West	**8**	47.1%
East	**5**	29.4%
North	**2**	11.8%
South	**1**	5.9%
	1	5.9%
Grand Total	**17**	**100.0%**

DIRECTION_TO2	Number	%
East	**8**	47.1%
West	**5**	29.4%
South	**3**	17.6%
	1	5.9%
Grand Total	**17**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**17**	100.0%
Grand Total	**17**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**17**	100.0%
Grand Total	**17**	**100.0%**

US 6 Btwn Sycamore Line and McKinley St

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	5	1
2016	5	1
2017	3	2
Grand Total	**13**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	1
2016	0	0
2017	0	1
Grand Total	**0**	**2**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	1	0	0
2016	0	0	1
2017	1	0	2
Grand Total	**2**	**0**	**3**

US 6 at McKinley St

	Number
Total	**2**

CRASH_SEVERITY	Number	%
Property Damage Crash	**2**	100.0%
Grand Total	**2**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	50.0%
2017	**1**	50.0%
Grand Total	**2**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**1**	50.0%
Wednesday	**1**	50.0%
Grand Total	**2**	**100.0%**

HOUR_OF_DAY	Number	%
12	**1**	50.0%
18	**1**	50.0%
Grand Total	**2**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**2**	100.0%
Grand Total	**2**	**100.0%**

US 6 at McKinley St

WEATHER_CONDITION	Number	%
Clear	1	50.0%
Rain	1	50.0%
Grand Total	**2**	**100.0%**

ROAD_CONDITION	Number	%
Wet	1	50.0%
Dry	1	50.0%
Grand Total	**2**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	2	100.0%
Grand Total	**2**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	2	100.0%
Grand Total	**2**	**100.0%**

LOCATION	Number	%
T-Intersection	1	50.0%
Four-Way Intersection	1	50.0%
Grand Total	**2**	**100.0%**

CRASH_MONTH_NBR	Number	%
5	1	50.0%
12	1	50.0%
Grand Total	**2**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	2	100.0%
Grand Total	**2**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

US 6 at McKinley St

ACTION1	Number	%
Straight Ahead	2	100.0%
Grand Total	**2**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
None-Motorist	1	50.0%
Followed To Closely/ACDA	1	50.0%
Grand Total	**2**	**100.0%**

	Number	%
Total	**2**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_ALCOHOL1	Number	%
Yes	1	50.0%
No	1	50.0%
Grand Total	**2**	**100.0%**

DRIVER_DRUGS1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

US 6 at McKinley St

DIRECTION_FROM1	Number	%
West	2	100.0%
Grand Total	**2**	**100.0%**

DIRECTION_TO1	Number	%
East	2	100.0%
Grand Total	**2**	**100.0%**

POSTED_SPEED1	Number	%
35	2	100.0%
Grand Total	**2**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Compact	1	50.0%
Sport Utility Vehicle	1	50.0%
Grand Total	**2**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	1	50.0%
Full Size	1	50.0%
Grand Total	**2**	**100.0%**

US 6 at McKinley St

ACTION2	Number	%
Slowing Or Stopped In Traffic	1	50.0%
Straight Ahead	1	50.0%
Grand Total	**2**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	2	100.0%
Grand Total	**2**	**100.0%**

DIRECTION_FROM2	Number	%
West	2	100.0%
Grand Total	**2**	**100.0%**

DIRECTION_TO2	Number	%
East	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

US 6 at McKinley St

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
2017	1
Grand Total	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

US 6 at Butler St

	Number
Total	**9**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	11.1%
Property Damage Crash	**8**	88.9%
Grand Total	**9**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	22.2%
2016	**6**	66.7%
2017	**1**	11.1%
Grand Total	**9**	**100.0%**

DAY_OF_WEEK	Number	%
Tuesday	**3**	33.3%
Wednesday	**3**	33.3%
Friday	**1**	11.1%
Saturday	**1**	11.1%
Thursday	**1**	11.1%
Grand Total	**9**	**100.0%**

HOUR_OF_DAY	Number	%
15	**1**	11.1%
17	**3**	33.3%
18	**1**	11.1%
19	**2**	22.2%
21	**1**	11.1%
23	**1**	11.1%
Grand Total	**9**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**3**	33.3%
Sideswipe - Passing	**2**	22.2%
Left Turn	**2**	22.2%
Right Turn	**2**	22.2%
Grand Total	**9**	**100.0%**

US 6 at Butler St

WEATHER_CONDITION	Number	%
Clear	**8**	88.9%
Cloudy	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	88.9%
Wet	**1**	11.1%
Grand Total	**9**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**5**	55.6%
Dark - Lighted Roadway	**3**	33.3%
Dusk	**1**	11.1%
Grand Total	**9**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**9**	100.0%
Grand Total	**9**	**100.0%**

LOCATION	Number	%
T-Intersection	**6**	66.7%
Not An Intersection	**3**	33.3%
Grand Total	**9**	**100.0%**

CRASH_MONTH_NBR	Number	%
6	**5**	55.6%
8	**1**	11.1%
9	**1**	11.1%
11	**1**	11.1%
12	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**8**	88.9%
Straight Grade	**1**	11.1%
Grand Total	**9**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 at Butler St

ACTION1	Number	%
Making Left Turn	**2**	22.2%
Straight Ahead	**2**	22.2%
Changing Lanes	**2**	22.2%
Making Right Turn	**2**	22.2%
Slowing Or Stopped In Traffic	**1**	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**3**	33.3%
None-Motorist	**2**	22.2%
Improper Lane Change/Passing/Offroad	**1**	11.1%
Failure To Yield	**1**	11.1%
Ran Red Light	**1**	11.1%
Other Improper Action	**1**	11.1%
Grand Total	**9**	**100.0%**

	Number	%
Total	**9**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	**7**	77.8%
No Controls	**2**	22.2%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 at Butler St

DIRECTION_FROM1	Number	%
West	**3**	33.3%
South	**2**	22.2%
East	**2**	22.2%
Northeast	**1**	11.1%
North	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO1	Number	%
Southwest	**2**	22.2%
North	**2**	22.2%
East	**2**	22.2%
Northwest	**1**	11.1%
West	**1**	11.1%
South	**1**	11.1%
Grand Total	**9**	**100.0%**

POSTED_SPEED1	Number	%
35	**8**	88.9%
40	**1**	11.1%
Grand Total	**9**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**4**	44.4%
Sport Utility Vehicle	**2**	22.2%
Van	**1**	11.1%
Bus/Van (9-15 Seats Inc Driver)	**1**	11.1%
Compact	**1**	11.1%
Grand Total	**9**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**3**	33.3%
Sport Utility Vehicle	**2**	22.2%
Bus (16+ Seats, Inc Driver)	**1**	11.1%
Full Size	**1**	11.1%
Minivan	**1**	11.1%
Compact	**1**	11.1%
Grand Total	**9**	**100.0%**

US 6 at Butler St

ACTION2	Number	%
Straight Ahead	**5**	55.6%
Making Right Turn	**2**	22.2%
Slowing Or Stopped In Traffic	**2**	22.2%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**8**	88.9%
Followed To Closely/ACDA	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_FROM2	Number	%
West	**4**	44.4%
South	**3**	33.3%
Northeast	**1**	11.1%
East	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO2	Number	%
East	**4**	44.4%
North	**2**	22.2%
Southwest	**1**	11.1%
South	**1**	11.1%
West	**1**	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 at Butler St

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	2	0
2016	5	1
2017	1	0
Grand Total	**8**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	1	0
2017	0	0	0
Grand Total	**0**	**1**	**0**

US 6 at Parish St

	Number
Total	**3**

CRASH_SEVERITY	Number	%
Property Damage Crash	**3**	100.0%
Grand Total	**3**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2016	**1**	33.3%
2017	**2**	66.7%
Grand Total	**3**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**2**	66.7%
Friday	**1**	33.3%
Grand Total	**3**	**100.0%**

HOUR_OF_DAY	Number	%
11	**1**	33.3%
15	**1**	33.3%
16	**1**	33.3%
Grand Total	**3**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**3**	100.0%
Grand Total	**3**	**100.0%**

US 6 at Parish St

WEATHER_CONDITION	Number	%
Clear	**3**	100.0%
Grand Total	**3**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**3**	100.0%
Grand Total	**3**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**3**	100.0%
Grand Total	**3**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**2**	66.7%
3	**1**	33.3%
Grand Total	**3**	**100.0%**

LOCATION	Number	%
T-Intersection	**3**	100.0%
Grand Total	**3**	**100.0%**

CRASH_MONTH_NBR	Number	%
6	**1**	33.3%
7	**2**	66.7%
Grand Total	**3**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**3**	100.0%
Grand Total	**3**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**3**	100.0%
Grand Total	**3**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**3**	100.0%
Grand Total	**3**	**100.0%**

US 6 at Parish St

ACTION1	Number	%
Straight Ahead	3	100.0%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	2	66.7%
Failure To Control	1	33.3%
Grand Total	**3**	**100.0%**

	Number	%
Total	**3**	**100.0%**

TRAFFIC_CONTROL1	Number	%
No Controls	2	66.7%
Pavement Markings	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

US 6 at Parish St

DIRECTION_FROM1	Number	%
East	**2**	66.7%
West	**1**	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO1	Number	%
West	**2**	66.7%
East	**1**	33.3%
Grand Total	**3**	**100.0%**

POSTED_SPEED1	Number	%
35	**3**	100.0%
Grand Total	**3**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	**1**	33.3%
Full Size	**1**	33.3%
Pickup	**1**	33.3%
Grand Total	**3**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**1**	33.3%
Pickup	**1**	33.3%
Mid Size	**1**	33.3%
Grand Total	**3**	**100.0%**

US 6 at Parish St

ACTION2	Number	%
Slowing Or Stopped In Traffic	2	66.7%
Straight Ahead	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	3	100.0%
Grand Total	**3**	**100.0%**

DIRECTION_FROM2	Number	%
East	2	66.7%
West	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO2	Number	%
West	2	66.7%
East	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

US 6 at Parish St

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2016	1
2017	2
Grand Total	**3**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

US 6 at Roosevelt St / Huntington Ave

	Number
Total	**8**

CRASH_SEVERITY	Number	%
Injury Crash	**4**	50.0%
Property Damage Crash	**4**	50.0%
Grand Total	**8**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	25.0%
2016	**3**	37.5%
2017	**3**	37.5%
Grand Total	**8**	**100.0%**

DAY_OF_WEEK	Number	%
Tuesday	**4**	50.0%
Friday	**2**	25.0%
Monday	**1**	12.5%
Saturday	**1**	12.5%
Grand Total	**8**	**100.0%**

HOUR_OF_DAY	Number	%
10	**1**	12.5%
14	**1**	12.5%
15	**2**	25.0%
17	**1**	12.5%
19	**1**	12.5%
20	**1**	12.5%
23	**1**	12.5%
Grand Total	**8**	**100.0%**

TYPE_OF_CRASH	Number	%
Angle	**4**	50.0%
Left Turn	**2**	25.0%
Backing	**1**	12.5%
Pedalcycles	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 at Roosevelt St / Huntington Ave

WEATHER_CONDITION	Number	%
Clear	**4**	50.0%
Cloudy	**3**	37.5%
Rain	**1**	12.5%
Grand Total	**8**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**7**	87.5%
Wet	**1**	12.5%
Grand Total	**8**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**6**	75.0%
Dusk	**1**	12.5%
Dark - Lighted Roadway	**1**	12.5%
Grand Total	**8**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**7**	87.5%
3	**1**	12.5%
Grand Total	**8**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	**7**	87.5%
T-Intersection	**1**	12.5%
Grand Total	**8**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**1**	12.5%
3	**1**	12.5%
5	**1**	12.5%
7	**1**	12.5%
8	**3**	37.5%
9	**1**	12.5%
Grand Total	**8**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**8**	100.0%
Grand Total	**8**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

US 6 at Roosevelt St / Huntington Ave

ACTION1	Number	%
Straight Ahead	**4**	50.0%
Making Left Turn	**3**	37.5%
Backing	**1**	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Yield	**7**	87.5%
Improper Backing	**1**	12.5%
Grand Total	**8**	**100.0%**

	Number	%
Total	**8**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Stop Sign	**5**	62.5%
Pavement Markings	**2**	25.0%
No Controls	**1**	12.5%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**7**	87.5%
Yes	**1**	12.5%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**8**	100.0%
Grand Total	**8**	**100.0%**

US 6 at Roosevelt St / Huntington Ave

DIRECTION_FROM1	Number	%
West	**3**	37.5%
South	**3**	37.5%
North	**2**	25.0%
Grand Total	**8**	**100.0%**

DIRECTION_TO1	Number	%
North	**6**	75.0%
South	**2**	25.0%
Grand Total	**8**	**100.0%**

POSTED_SPEED1	Number	%
25	**5**	62.5%
35	**3**	37.5%
Grand Total	**8**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**4**	50.0%
Sport Utility Vehicle	**3**	37.5%
Full Size	**1**	12.5%
Grand Total	**8**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**2**	25.0%
Sport Utility Vehicle	**2**	25.0%
Van	**1**	12.5%
Bicycle/Pedalcyclist	**1**	12.5%
Minivan	**1**	12.5%
Full Size	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 at Roosevelt St / Huntington Ave

ACTION2	Number	%
Straight Ahead	**6**	75.0%
Walking, Running, Jogging, Playing, Cycling	**1**	12.5%
Slowing Or Stopped In Traffic	**1**	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**7**	87.5%
Other Non-Motorist	**1**	12.5%
Grand Total	**8**	**100.0%**

DIRECTION_FROM2	Number	%
West	**4**	50.0%
East	**3**	37.5%
North	**1**	12.5%
Grand Total	**8**	**100.0%**

DIRECTION_TO2	Number	%
East	**4**	50.0%
West	**3**	37.5%
South	**1**	12.5%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

US 6 at Roosevelt St / Huntington Ave

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	2	0
2016	1	2
2017	1	2
Grand Total	**4**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	2	2
2017	0	1	2
Grand Total	**0**	**3**	**4**

US 6 at Cowdery St

	Number
Total	**4**

CRASH_SEVERITY	Number	%
Property Damage Crash	**4**	100.0%
Grand Total	**4**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2016	**2**	50.0%
2017	**2**	50.0%
Grand Total	**4**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**2**	50.0%
Friday	**1**	25.0%
Tuesday	**1**	25.0%
Grand Total	**4**	**100.0%**

HOUR_OF_DAY	Number	%
09	**1**	25.0%
15	**1**	25.0%
19	**1**	25.0%
20	**1**	25.0%
Grand Total	**4**	**100.0%**

TYPE_OF_CRASH	Number	%
Left Turn	**3**	75.0%
Angle	**1**	25.0%
Grand Total	**4**	**100.0%**

US 6 at Cowdery St

WEATHER_CONDITION	Number	%
Clear	4	100.0%
Grand Total	4	100.0%

ROAD_CONDITION	Number	%
Dry	4	100.0%
Grand Total	4	100.0%

LIGHT_CONDITION	Number	%
Daylight	3	75.0%
Dark - Roadway Not Lighted	1	25.0%
Grand Total	4	100.0%

NUMBER_OF_VEHICLES	Number	%
2	4	100.0%
Grand Total	4	100.0%

LOCATION	Number	%
T-Intersection	4	100.0%
Grand Total	4	100.0%

CRASH_MONTH_NBR	Number	%
5	1	25.0%
6	1	25.0%
8	1	25.0%
10	1	25.0%
Grand Total	4	100.0%

ROAD_CONTOUR	Number	%
Straight Level	4	100.0%
Grand Total	4	100.0%

SPECIAL_AREA	Number	%
(blank)	4	100.0%
Grand Total	4	100.0%

ANIMAL_TYPE	Number	%
(blank)	4	100.0%
Grand Total	4	100.0%

US 6 at Cowdery St

ACTION1	Number	%
Making Left Turn	3	75.0%
Straight Ahead	1	25.0%
Grand Total	4	100.0%

CONTRIBUTING_FACTOR1	Number	%
Ran Red Light	1	25.0%
Unknown	1	25.0%
None-Motorist	1	25.0%
Improper Turn	1	25.0%
Grand Total	4	100.0%

	Number	%
Total	4	100.0%

TRAFFIC_CONTROL1	Number	%
Traffic Signal	3	75.0%
No Controls	1	25.0%
Grand Total	4	100.0%

DRIVER_ALCOHOL1	Number	%
No	4	100.0%
Grand Total	4	100.0%

DRIVER_DRUGS1	Number	%
No	4	100.0%
Grand Total	4	100.0%

US 6 at Cowdery St

DIRECTION_FROM1	Number	%
East	2	50.0%
South	1	25.0%
West	1	25.0%
Grand Total	**4**	**100.0%**

DIRECTION_TO1	Number	%
West	2	50.0%
North	1	25.0%
South	1	25.0%
Grand Total	**4**	**100.0%**

POSTED_SPEED1	Number	%
35	3	75.0%
25	1	25.0%
Grand Total	**4**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	2	50.0%
Compact	1	25.0%
Sport Utility Vehicle	1	25.0%
Grand Total	**4**	**100.0%**

VEHICLE_TYPE2	Number	%
Compact	3	75.0%
Pickup	1	25.0%
Grand Total	**4**	**100.0%**

US 6 at Cowdery St

ACTION2	Number	%
Straight Ahead	3	75.0%
Making Left Turn	1	25.0%
Grand Total	**4**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	2	50.0%
Ran Red Light	1	25.0%
Unknown	1	25.0%
Grand Total	**4**	**100.0%**

DIRECTION_FROM2	Number	%
West	2	50.0%
South	1	25.0%
East	1	25.0%
Grand Total	**4**	**100.0%**

DIRECTION_TO2	Number	%
West	2	50.0%
East	2	50.0%
Grand Total	**4**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

US 6 at Cowdery St

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2016	2
2017	2
Grand Total	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

US 6 btwn Cowdery St and Cedar Point Dr

	Number
Total	**8**

CRASH_SEVERITY	Number	%
Injury Crash	**3**	37.5%
Property Damage Crash	**5**	62.5%
Grand Total	**8**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	25.0%
2016	**4**	50.0%
2017	**2**	25.0%
Grand Total	**8**	**100.0%**

DAY_OF_WEEK	Number	%
Tuesday	**2**	25.0%
Friday	**2**	25.0%
Saturday	**2**	25.0%
Sunday	**1**	12.5%
Wednesday	**1**	12.5%
Grand Total	**8**	**100.0%**

HOUR_OF_DAY	Number	%
15	**3**	37.5%
16	**1**	12.5%
17	**1**	12.5%
19	**1**	12.5%
20	**1**	12.5%
21	**1**	12.5%
Grand Total	**8**	**100.0%**

TYPE_OF_CRASH	Number	%
Sideswipe - Passing	**4**	50.0%
Left Turn	**2**	25.0%
Right Turn	**1**	12.5%
Rear End	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 btwn Cowdery St and Cedar Point Dr

WEATHER_CONDITION	Number	%
Clear	**7**	87.5%
Cloudy	**1**	12.5%
Grand Total	**8**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	100.0%
Grand Total	**8**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**6**	75.0%
Dark - Lighted Roadway	**2**	25.0%
Grand Total	**8**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**8**	100.0%
Grand Total	**8**	**100.0%**

LOCATION	Number	%
Not An Intersection	**6**	75.0%
T-Intersection	**2**	25.0%
Grand Total	**8**	**100.0%**

CRASH_MONTH_NBR	Number	%
5	**1**	12.5%
6	**1**	12.5%
7	**1**	12.5%
8	**3**	37.5%
9	**1**	12.5%
12	**1**	12.5%
Grand Total	**8**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**8**	100.0%
Grand Total	**8**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

US 6 btwn Cowdery St and Cedar Point Dr

ACTION1	Number	%
Changing Lanes	4	50.0%
Making Left Turn	2	25.0%
Straight Ahead	1	12.5%
Making Right Turn	1	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Improper Lane Change/Passing/Offroad	3	37.5%
Failure To Yield	2	25.0%
Improper Turn	1	12.5%
Followed To Closely/ACDA	1	12.5%
Failure To Control	1	12.5%
Grand Total	**8**	**100.0%**

	Number	%
Total	**8**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	4	50.0%
No Controls	2	25.0%
Stop Sign	1	12.5%
Traffic Signal	1	12.5%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	8	100.0%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS1	Number	%
No	8	100.0%
Grand Total	**8**	**100.0%**

US 6 btwn Cowdery St and Cedar Point Dr

DIRECTION_FROM1	Number	%
East	**6**	75.0%
North	**1**	12.5%
West	**1**	12.5%
Grand Total	**8**	**100.0%**

DIRECTION_TO1	Number	%
West	**4**	50.0%
East	**2**	25.0%
North	**1**	12.5%
South	**1**	12.5%
Grand Total	**8**	**100.0%**

POSTED_SPEED1	Number	%
35	**8**	100.0%
Grand Total	**8**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**2**	25.0%
Sport Utility Vehicle	**2**	25.0%
Compact	**2**	25.0%
Minivan	**1**	12.5%
Full Size	**1**	12.5%
Grand Total	**8**	**100.0%**

VEHICLE_TYPE2	Number	%
Compact	**5**	62.5%
Pickup	**1**	12.5%
Full Size	**1**	12.5%
Sport Utility Vehicle	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 btwn Cowdery St and Cedar Point Dr

ACTION2	Number	%
Straight Ahead	6	75.0%
Changing Lanes	1	12.5%
Slowing Or Stopped In Traffic	1	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	8	100.0%
Grand Total	**8**	**100.0%**

DIRECTION_FROM2	Number	%
East	6	75.0%
West	2	25.0%
Grand Total	**8**	**100.0%**

DIRECTION_TO2	Number	%
West	6	75.0%
East	2	25.0%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	8	100.0%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	8	100.0%
Grand Total	**8**	**100.0%**

US 6 btwn Cowdery St and Cedar Point Dr

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	1	1
2016	3	1
2017	1	1
Grand Total	**5**	**3**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	3	0
2017	0	0	1
Grand Total	**0**	**3**	**2**

US 6 at Cedar Point Dr

	Number
Total	**16**

CRASH_SEVERITY	Number	%
Injury Crash	**4**	25.0%
Property Damage Crash	**12**	75.0%
Grand Total	**16**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**6**	37.5%
2016	**6**	37.5%
2017	**4**	25.0%
Grand Total	**16**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**5**	31.3%
Friday	**3**	18.8%
Tuesday	**2**	12.5%
Monday	**2**	12.5%
Wednesday	**2**	12.5%
Sunday	**1**	6.3%
Thursday	**1**	6.3%
Grand Total	**16**	**100.0%**

HOUR_OF_DAY	Number	%
00	**1**	6.3%
02	**1**	6.3%
08	**1**	6.3%
09	**1**	6.3%
13	**1**	6.3%
14	**2**	12.5%
16	**1**	6.3%
18	**2**	12.5%
20	**1**	6.3%
21	**2**	12.5%
22	**2**	12.5%
23	**1**	6.3%
Grand Total	**16**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**6**	37.5%
Angle	**4**	25.0%
Right Turn	**2**	12.5%
Head On	**1**	6.3%
Sideswipe - Passing	**1**	6.3%
Fixed Object	**1**	6.3%
Left Turn	**1**	6.3%
Grand Total	**16**	**100.0%**

US 6 at Cedar Point Dr

WEATHER_CONDITION	Number	%
Clear	**11**	68.8%
Rain	**3**	18.8%
Cloudy	**1**	6.3%
Snow	**1**	6.3%
Grand Total	**16**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**10**	62.5%
Wet	**5**	31.3%
Snow	**1**	6.3%
Grand Total	**16**	**100.0%**

LIGHT_CONDITION	Number	%
Dark - Lighted Roadway	**8**	50.0%
Daylight	**8**	50.0%
Grand Total	**16**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**1**	6.3%
2	**13**	81.3%
3	**1**	6.3%
4	**1**	6.3%
Grand Total	**16**	**100.0%**

LOCATION	Number	%
T-Intersection	**12**	75.0%
Not An Intersection	**4**	25.0%
Grand Total	**16**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**1**	6.3%
6	**4**	25.0%
7	**4**	25.0%
8	**2**	12.5%
9	**1**	6.3%
10	**2**	12.5%
12	**2**	12.5%
Grand Total	**16**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**15**	93.8%
Straight Grade	**1**	6.3%
Grand Total	**16**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**16**	100.0%
Grand Total	**16**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**16**	100.0%
Grand Total	**16**	**100.0%**

US 6 at Cedar Point Dr

ACTION1	Number	%
Straight Ahead	**11**	68.8%
Making Right Turn	**2**	12.5%
Making Left Turn	**1**	6.3%
Changing Lanes	**1**	6.3%
Slowing Or Stopped In Traffic	**1**	6.3%
Grand Total	**16**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**6**	37.5%
Ran Red Light	**4**	25.0%
Failure To Yield	**2**	12.5%
Other Improper Action	**1**	6.3%
Unknown	**1**	6.3%
Failure To Control	**1**	6.3%
Improper Turn	**1**	6.3%
Grand Total	**16**	**100.0%**

	Number	%
Total	**16**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	**13**	81.3%
Pavement Markings	**2**	12.5%
No Controls	**1**	6.3%
Grand Total	**16**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**14**	87.5%
Yes	**2**	12.5%
Grand Total	**16**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**16**	100.0%
Grand Total	**16**	**100.0%**

US 6 at Cedar Point Dr

DIRECTION_FROM1	Number	%
North	**8**	50.0%
East	**4**	25.0%
West	**4**	25.0%
Grand Total	**16**	**100.0%**

DIRECTION_TO1	Number	%
West	**6**	37.5%
South	**6**	37.5%
East	**3**	18.8%
North	**1**	6.3%
Grand Total	**16**	**100.0%**

POSTED_SPEED1	Number	%
35	**16**	100.0%
Grand Total	**16**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**4**	25.0%
Sport Utility Vehicle	**3**	18.8%
Pickup	**3**	18.8%
Van	**2**	12.5%
Minivan	**2**	12.5%
Full Size	**1**	6.3%
Compact	**1**	6.3%
Grand Total	**16**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**7**	43.8%
Compact	**2**	12.5%
Sport Utility Vehicle	**2**	12.5%
Pickup	**1**	6.3%
	1	6.3%
Motorcycle	**1**	6.3%
Minivan	**1**	6.3%
Full Size	**1**	6.3%
Grand Total	**16**	**100.0%**

US 6 at Cedar Point Dr

ACTION2	Number	%
Slowing Or Stopped In Traffic	6	37.5%
Making Left Turn	4	25.0%
Straight Ahead	3	18.8%
Making Right Turn	2	12.5%
	1	6.3%
Grand Total	**16**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	14	87.5%
Unknown	1	6.3%
	1	6.3%
Grand Total	**16**	**100.0%**

DIRECTION_FROM2	Number	%
North	12	75.0%
West	2	12.5%
East	1	6.3%
	1	6.3%
Grand Total	**16**	**100.0%**

DIRECTION_TO2	Number	%
South	6	37.5%
East	5	31.3%
West	3	18.8%
Southeast	1	6.3%
	1	6.3%
Grand Total	**16**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	16	100.0%
Grand Total	**16**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	16	100.0%
Grand Total	**16**	**100.0%**

US 6 at Cedar Point Dr

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	4	2
2016	4	2
2017	4	0
Grand Total	**12**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	1
2017	0	0
Grand Total	**0**	**1**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	1	2
2016	1	1	6
2017	0	0	0
Grand Total	**1**	**2**	**8**

US 6 btwn Cedar Point Dr and Harbour Parkway

	Number
Total	**11**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	9.1%
Property Damage Crash	**10**	90.9%
Grand Total	**11**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	18.2%
2016	**4**	36.4%
2017	**5**	45.5%
Grand Total	**11**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**3**	27.3%
Sunday	**2**	18.2%
Tuesday	**2**	18.2%
Wednesday	**2**	18.2%
Monday	**1**	9.1%
Friday	**1**	9.1%
Grand Total	**11**	**100.0%**

HOUR_OF_DAY	Number	%
08	**1**	9.1%
10	**3**	27.3%
12	**1**	9.1%
14	**1**	9.1%
16	**1**	9.1%
17	**1**	9.1%
20	**2**	18.2%
21	**1**	9.1%
Grand Total	**11**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**5**	45.5%
Sideswipe - Passing	**3**	27.3%
Left Turn	**2**	18.2%
Angle	**1**	9.1%
Grand Total	**11**	**100.0%**

US 6 btwn Cedar Point Dr and Harbour Parkway

WEATHER_CONDITION	Number	%
Clear	**6**	54.5%
Cloudy	**5**	45.5%
Grand Total	**11**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**10**	90.9%
Wet	**1**	9.1%
Grand Total	**11**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**10**	90.9%
Dark - Lighted Roadway	**1**	9.1%
Grand Total	**11**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**10**	90.9%
3	**1**	9.1%
Grand Total	**11**	**100.0%**

LOCATION	Number	%
Not An Intersection	**8**	72.7%
Driveway/Alley Access	**2**	18.2%
T-Intersection	**1**	9.1%
Grand Total	**11**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**1**	9.1%
4	**1**	9.1%
5	**2**	18.2%
6	**3**	27.3%
7	**3**	27.3%
8	**1**	9.1%
Grand Total	**11**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**10**	90.9%
Curve Grade	**1**	9.1%
Grand Total	**11**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**11**	100.0%
Grand Total	**11**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**11**	100.0%
Grand Total	**11**	**100.0%**

US 6 btwn Cedar Point Dr and Harbour Parkway

ACTION1	Number	%
Straight Ahead	6	54.5%
Entering Traffic Lane	2	18.2%
Making Left Turn	2	18.2%
Changing Lanes	1	9.1%
Grand Total	**11**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	5	45.5%
Failure To Yield	4	36.4%
Unknown	1	9.1%
Improper Lane Change/Passing/Offroad	1	9.1%
Grand Total	**11**	**100.0%**

	Number	%
Total	**11**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	6	54.5%
No Controls	3	27.3%
Construction Barricade	1	9.1%
Traffic Signal	1	9.1%
Grand Total	**11**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	11	100.0%
Grand Total	**11**	**100.0%**

DRIVER_DRUGS1	Number	%
No	11	100.0%
Grand Total	**11**	**100.0%**

US 6 btwn Cedar Point Dr and Harbour Parkway

DIRECTION_FROM1	Number	%
West	**5**	45.5%
North	**3**	27.3%
East	**3**	27.3%
Grand Total	**11**	**100.0%**

DIRECTION_TO1	Number	%
East	**7**	63.6%
West	**3**	27.3%
South	**1**	9.1%
Grand Total	**11**	**100.0%**

POSTED_SPEED1	Number	%
35	**11**	100.0%
Grand Total	**11**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	27.3%
Compact	**3**	27.3%
Sport Utility Vehicle	**2**	18.2%
Van	**1**	9.1%
Single Unit Truck; 3+ Axles	**1**	9.1%
Full Size	**1**	9.1%
Grand Total	**11**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**3**	27.3%
Minivan	**2**	18.2%
Pickup	**2**	18.2%
Compact	**2**	18.2%
Motorcycle	**1**	9.1%
Mid Size	**1**	9.1%
Grand Total	**11**	**100.0%**

US 6 btwn Cedar Point Dr and Harbour Parkway

ACTION2	Number	%
Straight Ahead	**9**	81.8%
Slowing Or Stopped In Traffic	**2**	18.2%
Grand Total	**11**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**10**	90.9%
Unknown	**1**	9.1%
Grand Total	**11**	**100.0%**

DIRECTION_FROM2	Number	%
East	**6**	54.5%
West	**5**	45.5%
Grand Total	**11**	**100.0%**

DIRECTION_TO2	Number	%
West	**6**	54.5%
East	**5**	45.5%
Grand Total	**11**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**11**	100.0%
Grand Total	**11**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**11**	100.0%
Grand Total	**11**	**100.0%**

US 6 btwn Cedar Point Dr and Harbour Parkway

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	2	0
2016	4	0
2017	4	1
Grand Total	**10**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
2017	0	0	1
Grand Total	**0**	**0**	**1**

US 6 at Harbour Parkway

	Number
Total	**7**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	14.3%
Property Damage Crash	**6**	85.7%
Grand Total	**7**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**3**	42.9%
2016	**2**	28.6%
2017	**2**	28.6%
Grand Total	**7**	**100.0%**

DAY_OF_WEEK	Number	%
Sunday	**2**	28.6%
Friday	**2**	28.6%
Saturday	**1**	14.3%
Monday	**1**	14.3%
Tuesday	**1**	14.3%
Grand Total	**7**	**100.0%**

HOUR_OF_DAY	Number	%
13	**1**	14.3%
14	**2**	28.6%
15	**1**	14.3%
19	**1**	14.3%
20	**2**	28.6%
Grand Total	**7**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**5**	71.4%
Sideswipe - Passing	**2**	28.6%
Grand Total	**7**	**100.0%**

US 6 at Harbour Parkway

WEATHER_CONDITION	Number	%
Clear	**5**	71.4%
Cloudy	**2**	28.6%
Grand Total	**7**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**7**	100.0%
Grand Total	**7**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**7**	100.0%
Grand Total	**7**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**4**	57.1%
3	**3**	42.9%
Grand Total	**7**	**100.0%**

LOCATION	Number	%
T-Intersection	**5**	71.4%
Not An Intersection	**1**	14.3%
Four-Way Intersection	**1**	14.3%
Grand Total	**7**	**100.0%**

CRASH_MONTH_NBR	Number	%
3	**1**	14.3%
5	**1**	14.3%
6	**3**	42.9%
7	**1**	14.3%
10	**1**	14.3%
Grand Total	**7**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**7**	100.0%
Grand Total	**7**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**7**	100.0%
Grand Total	**7**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**7**	100.0%
Grand Total	**7**	**100.0%**

US 6 at Harbour Parkway

ACTION1	Number	%
Straight Ahead	6	85.7%
Slowing Or Stopped In Traffic	1	14.3%
Grand Total	**7**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	6	85.7%
Failure To Control	1	14.3%
Grand Total	**7**	**100.0%**

	Number	%
Total	**7**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	5	71.4%
Pavement Markings	2	28.6%
Grand Total	**7**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	7	100.0%
Grand Total	**7**	**100.0%**

DRIVER_DRUGS1	Number	%
No	7	100.0%
Grand Total	**7**	**100.0%**

US 6 at Harbour Parkway

DIRECTION_FROM1	Number	%
West	7	100.0%
Grand Total	**7**	**100.0%**

DIRECTION_TO1	Number	%
East	7	100.0%
Grand Total	**7**	**100.0%**

POSTED_SPEED1	Number	%
35	7	100.0%
Grand Total	**7**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	2	28.6%
Mid Size	2	28.6%
Compact	1	14.3%
Unknown Or Hit/Skip	1	14.3%
Pickup	1	14.3%
Grand Total	**7**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	3	42.9%
Sport Utility Vehicle	2	28.6%
Pickup	1	14.3%
Compact	1	14.3%
Grand Total	**7**	**100.0%**

US 6 at Harbour Parkway

ACTION2	Number	%
Slowing Or Stopped In Traffic	5	71.4%
Making Right Turn	1	14.3%
Straight Ahead	1	14.3%
Grand Total	**7**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	6	85.7%
Followed To Closely/ACDA	1	14.3%
Grand Total	**7**	**100.0%**

DIRECTION_FROM2	Number	%
West	7	100.0%
Grand Total	**7**	**100.0%**

DIRECTION_TO2	Number	%
East	5	71.4%
North	1	14.3%
South	1	14.3%
Grand Total	**7**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

US 6 at Harbour Parkway

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	3	0
2016	2	0
2017	1	1
Grand Total	**6**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
2017	0	1	0
Grand Total	**0**	**1**	**0**

US 6 btwn Harbour Parkway and Remington Ave

	Number
Total	**9**

CRASH_SEVERITY	Number	%
Injury Crash	**6**	66.7%
Property Damage Crash	**3**	33.3%
Grand Total	**9**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**5**	55.6%
2017	**4**	44.4%
Grand Total	**9**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**2**	22.2%
Thursday	**2**	22.2%
Sunday	**2**	22.2%
Wednesday	**2**	22.2%
Saturday	**1**	11.1%
Grand Total	**9**	**100.0%**

HOUR_OF_DAY	Number	%
10	**1**	11.1%
14	**1**	11.1%
16	**1**	11.1%
17	**1**	11.1%
18	**1**	11.1%
21	**1**	11.1%
22	**1**	11.1%
23	**2**	22.2%
Grand Total	**9**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**5**	55.6%
Pedalcycles	**1**	11.1%
Right Turn	**1**	11.1%
Sideswipe - Passing	**1**	11.1%
Fixed Object	**1**	11.1%
Grand Total	**9**	**100.0%**

US 6 btwn Harbour Parkway and Remington Ave

WEATHER_CONDITION	Number	%
Clear	**7**	77.8%
Cloudy	**2**	22.2%
Grand Total	**9**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	88.9%
Wet	**1**	11.1%
Grand Total	**9**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**5**	55.6%
Dark - Lighted Roadway	**4**	44.4%
Grand Total	**9**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**1**	11.1%
2	**6**	66.7%
3	**2**	22.2%
Grand Total	**9**	**100.0%**

LOCATION	Number	%
Not An Intersection	**7**	77.8%
T-Intersection	**1**	11.1%
Four-Way Intersection	**1**	11.1%
Grand Total	**9**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**1**	11.1%
6	**1**	11.1%
7	**6**	66.7%
8	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**9**	100.0%
Grand Total	**9**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 btwn Harbour Parkway and Remington Ave

ACTION1	Number	%
Straight Ahead	**6**	66.7%
Making Right Turn	**2**	22.2%
Entering Or Crossing Specified Location	**1**	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**5**	55.6%
Failure To Control	**2**	22.2%
Improper Crossing	**1**	11.1%
Improper Turn	**1**	11.1%
Grand Total	**9**	**100.0%**

	Number	%
Total	**9**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**5**	55.6%
No Controls	**3**	33.3%
Traffic Signal	**1**	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 btwn Harbour Parkway and Remington Ave

DIRECTION_FROM1	Number	%
West	**7**	77.8%
Northwest	**1**	11.1%
Southwest	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO1	Number	%
East	**5**	55.6%
South	**2**	22.2%
Northeast	**1**	11.1%
Southeast	**1**	11.1%
Grand Total	**9**	**100.0%**

POSTED_SPEED1	Number	%
35	**9**	100.0%
Grand Total	**9**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	33.3%
Full Size	**1**	11.1%
Sport Utility Vehicle	**1**	11.1%
Minivan	**1**	11.1%
Bicycle/Pedalcyclist	**1**	11.1%
Pickup	**1**	11.1%
Compact	**1**	11.1%
Grand Total	**9**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**3**	33.3%
Minivan	**2**	22.2%
Sport Utility Vehicle	**1**	11.1%
Compact	**1**	11.1%
	1	11.1%
Full Size	**1**	11.1%
Grand Total	**9**	**100.0%**

US 6 btwn Harbour Parkway and Remington Ave

ACTION2	Number	%
Slowing Or Stopped In Traffic	**5**	55.6%
Straight Ahead	**2**	22.2%
Parked	**1**	11.1%
	1	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**8**	88.9%
	1	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_FROM2	Number	%
West	**5**	55.6%
Northwest	**1**	11.1%
South	**1**	11.1%
	1	11.1%
East	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_TO2	Number	%
East	**5**	55.6%
Southeast	**1**	11.1%
North	**1**	11.1%
	1	11.1%
West	**1**	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

US 6 btwn Harbour Parkway and Remington Ave

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	3	2
2017	0	4
Grand Total	**3**	**6**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	1
2017	0	1
Grand Total	**0**	**2**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	1	0	2
2017	1	2	5
Grand Total	**2**	**2**	**7**

US 6 at Remington Ave

	Number
Total	**16**

CRASH_SEVERITY	Number	%
Injury Crash	**6**	37.5%
Property Damage Crash	**10**	62.5%
Grand Total	**16**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**5**	31.3%
2016	**9**	56.3%
2017	**2**	12.5%
Grand Total	**16**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**4**	25.0%
Friday	**3**	18.8%
Tuesday	**3**	18.8%
Sunday	**3**	18.8%
Monday	**2**	12.5%
Thursday	**1**	6.3%
Grand Total	**16**	**100.0%**

HOUR_OF_DAY	Number	%
07	**2**	12.5%
08	**1**	6.3%
09	**1**	6.3%
11	**1**	6.3%
12	**2**	12.5%
13	**1**	6.3%
14	**1**	6.3%
15	**1**	6.3%
16	**2**	12.5%
20	**2**	12.5%
22	**2**	12.5%
Grand Total	**16**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**8**	50.0%
Angle	**4**	25.0%
Left Turn	**2**	12.5%
Backing	**1**	6.3%
Pedestrian	**1**	6.3%
Grand Total	**16**	**100.0%**

US 6 at Remington Ave

WEATHER_CONDITION	Number	%
Clear	**11**	68.8%
Cloudy	**5**	31.3%
Grand Total	**16**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**12**	75.0%
Wet	**3**	18.8%
Ice	**1**	6.3%
Grand Total	**16**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**12**	75.0%
Dark - Lighted Roadway	**4**	25.0%
Grand Total	**16**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**15**	93.8%
3	**1**	6.3%
Grand Total	**16**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	**10**	62.5%
Not An Intersection	**6**	37.5%
Grand Total	**16**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**1**	6.3%
5	**1**	6.3%
6	**2**	12.5%
7	**2**	12.5%
8	**4**	25.0%
9	**3**	18.8%
10	**1**	6.3%
11	**2**	12.5%
Grand Total	**16**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**15**	93.8%
Straight Grade	**1**	6.3%
Grand Total	**16**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**16**	100.0%
Grand Total	**16**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**16**	100.0%
Grand Total	**16**	**100.0%**

US 6 at Remington Ave

ACTION1	Number	%
Straight Ahead	**10**	62.5%
Slowing Or Stopped In Traffic	**2**	12.5%
Making Left Turn	**2**	12.5%
Backing	**1**	6.3%
Making Right Turn	**1**	6.3%
Grand Total	**16**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**6**	37.5%
Ran Red Light	**4**	25.0%
Failure To Yield	**1**	6.3%
Operating Defective Equipment	**1**	6.3%
Unknown	**1**	6.3%
Improper Backing	**1**	6.3%
Failure To Control	**1**	6.3%
None-Motorist	**1**	6.3%
Grand Total	**16**	**100.0%**

	Number	%
Total	**16**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	**12**	75.0%
No Controls	**3**	18.8%
Pavement Markings	**1**	6.3%
Grand Total	**16**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**16**	100.0%
Grand Total	**16**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**16**	100.0%
Grand Total	**16**	**100.0%**

US 6 at Remington Ave

DIRECTION_FROM1	Number	%
East	**6**	37.5%
West	**5**	31.3%
South	**3**	18.8%
North	**2**	12.5%
Grand Total	**16**	**100.0%**

DIRECTION_TO1	Number	%
West	**6**	37.5%
South	**4**	25.0%
East	**4**	25.0%
North	**2**	12.5%
Grand Total	**16**	**100.0%**

POSTED_SPEED1	Number	%
35	**11**	68.8%
25	**5**	31.3%
Grand Total	**16**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	18.8%
Compact	**3**	18.8%
Minivan	**2**	12.5%
Pickup	**2**	12.5%
Sport Utility Vehicle	**2**	12.5%
Full Size	**2**	12.5%
Single Unit Truck; 3+ Axles	**1**	6.3%
Van	**1**	6.3%
Grand Total	**16**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**5**	31.3%
Minivan	**3**	18.8%
Mid Size	**2**	12.5%
Full Size	**2**	12.5%
Compact	**2**	12.5%
Pedestrian/Skater	**1**	6.3%
Sub-Compact	**1**	6.3%
Grand Total	**16**	**100.0%**

US 6 at Remington Ave

ACTION2	Number	%
Slowing Or Stopped In Traffic	8	50.0%
Straight Ahead	7	43.8%
Other Non-Motorist Action	1	6.3%
Grand Total	**16**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	15	93.8%
None Non-Motorist	1	6.3%
Grand Total	**16**	**100.0%**

DIRECTION_FROM2	Number	%
East	6	37.5%
South	4	25.0%
West	4	25.0%
North	2	12.5%
Grand Total	**16**	**100.0%**

DIRECTION_TO2	Number	%
West	6	37.5%
North	4	25.0%
East	3	18.8%
South	3	18.8%
Grand Total	**16**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	16	100.0%
Grand Total	**16**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	16	100.0%
Grand Total	**16**	**100.0%**

US 6 at Remington Ave

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	4	1
2016	5	4
2017	1	1
Grand Total	**10**	**6**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	3	4
2017	0	0	1
Grand Total	**0**	**3**	**6**

US 6 btwn Remington Ave and Perkins Ave

	Number
Total	**15**

CRASH_SEVERITY	Number	%
Injury Crash	**9**	60.0%
Property Damage Crash	**6**	40.0%
Grand Total	**15**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	13.3%
2016	**7**	46.7%
2017	**6**	40.0%
Grand Total	**15**	**100.0%**

DAY_OF_WEEK	Number	%
Tuesday	**4**	26.7%
Monday	**3**	20.0%
Sunday	**3**	20.0%
Thursday	**2**	13.3%
Wednesday	**2**	13.3%
Saturday	**1**	6.7%
Grand Total	**15**	**100.0%**

HOUR_OF_DAY	Number	%
00	**1**	6.7%
03	**1**	6.7%
05	**1**	6.7%
07	**2**	13.3%
08	**1**	6.7%
11	**1**	6.7%
12	**1**	6.7%
16	**3**	20.0%
17	**2**	13.3%
18	**1**	6.7%
22	**1**	6.7%
Grand Total	**15**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**7**	46.7%
Rear End	**7**	46.7%
Left Turn	**1**	6.7%
Grand Total	**15**	**100.0%**

US 6 btwn Remington Ave and Perkins Ave

WEATHER_CONDITION	Number	%
Cloudy	6	40.0%
Clear	5	33.3%
Snow	2	13.3%
Sleet, Hail	1	6.7%
Rain	1	6.7%
Grand Total	**15**	**100.0%**

ROAD_CONDITION	Number	%
Dry	8	53.3%
Wet	3	20.0%
Snow	2	13.3%
Ice	2	13.3%
Grand Total	**15**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	8	53.3%
Dark - Lighted Roadway	3	20.0%
Dusk	2	13.3%
Dawn	1	6.7%
Dark - Roadway Not Lighted	1	6.7%
Grand Total	**15**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	7	46.7%
2	7	46.7%
3	1	6.7%
Grand Total	**15**	**100.0%**

LOCATION	Number	%
Not An Intersection	13	86.7%
Driveway/Alley Access	1	6.7%
T-Intersection	1	6.7%
Grand Total	**15**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	3	20.0%
2	1	6.7%
5	3	20.0%
6	2	13.3%
9	1	6.7%
10	3	20.0%
11	1	6.7%
12	1	6.7%
Grand Total	**15**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	15	100.0%
Grand Total	**15**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	15	100.0%
Grand Total	**15**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	15	100.0%
Grand Total	**15**	**100.0%**

US 6 btwn Remington Ave and Perkins Ave

ACTION1	Number	%
Straight Ahead	**12**	80.0%
Slowing Or Stopped In Traffic	**1**	6.7%
Making Left Turn	**1**	6.7%
Other Motorist Action	**1**	6.7%
Grand Total	**15**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**7**	46.7%
Failure To Control	**5**	33.3%
Unsafe Speed	**1**	6.7%
Failure To Yield	**1**	6.7%
None-Motorist	**1**	6.7%
Grand Total	**15**	**100.0%**

	Number	%
Total	**15**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**11**	73.3%
No Controls	**3**	20.0%
Construction Barricade	**1**	6.7%
Grand Total	**15**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**12**	80.0%
Yes	**3**	20.0%
Grand Total	**15**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**12**	80.0%
Yes	**3**	20.0%
Grand Total	**15**	**100.0%**

US 6 btwn Remington Ave and Perkins Ave

DIRECTION_FROM1	Number	%
East	**6**	40.0%
West	**5**	33.3%
North	**2**	13.3%
Southeast	**1**	6.7%
Northwest	**1**	6.7%
Grand Total	**15**	**100.0%**

DIRECTION_TO1	Number	%
West	**6**	40.0%
East	**6**	40.0%
Southeast	**1**	6.7%
Northwest	**1**	6.7%
South	**1**	6.7%
Grand Total	**15**	**100.0%**

POSTED_SPEED1	Number	%
55	**7**	46.7%
35	**6**	40.0%
25	**1**	6.7%
45	**1**	6.7%
Grand Total	**15**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	**7**	46.7%
Mid Size	**3**	20.0%
Pickup	**2**	13.3%
Minivan	**1**	6.7%
Van	**1**	6.7%
Motorcycle	**1**	6.7%
Grand Total	**15**	**100.0%**

VEHICLE_TYPE2	Number	%
	7	46.7%
Sport Utility Vehicle	**2**	13.3%
Compact	**2**	13.3%
Other Passenger Vehicle	**1**	6.7%
Single Unit Truck Or Van 2 Axle, 6 Tires	**1**	6.7%
Motorcycle	**1**	6.7%
Mid Size	**1**	6.7%
Grand Total	**15**	**100.0%**

US 6 btwn Remington Ave and Perkins Ave

ACTION2	Number	%
	7	46.7%
Slowing Or Stopped In Traffic	4	26.7%
Straight Ahead	4	26.7%
Grand Total	**15**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	8	53.3%
	7	46.7%
Grand Total	**15**	**100.0%**

DIRECTION_FROM2	Number	%
	7	46.7%
East	4	26.7%
West	3	20.0%
Southeast	1	6.7%
Grand Total	**15**	**100.0%**

DIRECTION_TO2	Number	%
	7	46.7%
West	4	26.7%
East	3	20.0%
Northwest	1	6.7%
Grand Total	**15**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	15	100.0%
Grand Total	**15**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	15	100.0%
Grand Total	**15**	**100.0%**

US 6 btwn Remington Ave and Perkins Ave

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	1	1
2016	4	3
2017	1	5
Grand Total	**6**	**9**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	4	0
2017	0	2	6
Grand Total	**0**	**6**	**7**

US 6 at Perkins Ave

	Number
Total	**21**

CRASH_SEVERITY	Number	%
Injury Crash	**6**	28.6%
Property Damage Crash	**15**	71.4%
Grand Total	**21**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**6**	28.6%
2016	**3**	14.3%
2017	**12**	57.1%
Grand Total	**21**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**7**	33.3%
Thursday	**4**	19.0%
Monday	**3**	14.3%
Tuesday	**2**	9.5%
Wednesday	**2**	9.5%
Friday	**2**	9.5%
Sunday	**1**	4.8%
Grand Total	**21**	**100.0%**

HOUR_OF_DAY	Number	%
03	**1**	4.8%
07	**1**	4.8%
08	**1**	4.8%
09	**1**	4.8%
10	**1**	4.8%
12	**2**	9.5%
14	**1**	4.8%
15	**1**	4.8%
16	**2**	9.5%
17	**4**	19.0%
18	**2**	9.5%
21	**2**	9.5%
22	**2**	9.5%
Grand Total	**21**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**6**	28.6%
Fixed Object	**5**	23.8%
Right Turn	**3**	14.3%
Other Non-Collision	**2**	9.5%
Left Turn	**2**	9.5%
Other Object	**1**	4.8%
Sideswipe - Passing	**1**	4.8%
Parked Vehicle	**1**	4.8%
Grand Total	**21**	**100.0%**

US 6 at Perkins Ave

WEATHER_CONDITION	Number	%
Clear	**13**	61.9%
Snow	**4**	19.0%
Rain	**2**	9.5%
Sleet, Hail	**1**	4.8%
Cloudy	**1**	4.8%
Grand Total	**21**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**12**	57.1%
Wet	**4**	19.0%
Snow	**3**	14.3%
Slush	**1**	4.8%
Ice	**1**	4.8%
Grand Total	**21**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**13**	61.9%
Dark - Lighted Roadway	**4**	19.0%
Dark - Roadway Not Lighted	**3**	14.3%
Dark - Unknown Roadway Lighting	**1**	4.8%
Grand Total	**21**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**8**	38.1%
2	**11**	52.4%
3	**2**	9.5%
Grand Total	**21**	**100.0%**

LOCATION	Number	%
T-Intersection	**12**	57.1%
Not An Intersection	**5**	23.8%
Y-Intersection	**3**	14.3%
Railroad Grade Crossing	**1**	4.8%
Grand Total	**21**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**2**	9.5%
3	**2**	9.5%
4	**1**	4.8%
5	**1**	4.8%
7	**4**	19.0%
8	**1**	4.8%
9	**5**	23.8%
10	**1**	4.8%
11	**1**	4.8%
12	**3**	14.3%
Grand Total	**21**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Grade	**11**	52.4%
Straight Level	**7**	33.3%
Curve Grade	**3**	14.3%
Grand Total	**21**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**21**	100.0%
Grand Total	**21**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**21**	100.0%
Grand Total	**21**	**100.0%**

US 6 at Perkins Ave

ACTION1	Number	%
Straight Ahead	**11**	52.4%
Making Right Turn	**5**	23.8%
Making Left Turn	**3**	14.3%
Entering Traffic Lane	**1**	4.8%
Changing Lanes	**1**	4.8%
Grand Total	**21**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	**7**	33.3%
Followed To Closely/ACDA	**6**	28.6%
Failure To Yield	**4**	19.0%
None-Motorist	**2**	9.5%
Unknown	**1**	4.8%
Unsafe Speed	**1**	4.8%
Grand Total	**21**	**100.0%**

	Number	%
Total	**21**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**10**	47.6%
Stop Sign	**10**	47.6%
Railroad Gates	**1**	4.8%
Grand Total	**21**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**21**	100.0%
Grand Total	**21**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**21**	100.0%
Grand Total	**21**	**100.0%**

US 6 at Perkins Ave

DIRECTION_FROM1	Number	%
West	**9**	42.9%
East	**5**	23.8%
South	**4**	19.0%
Northeast	**1**	4.8%
Southwest	**1**	4.8%
North	**1**	4.8%
Grand Total	**21**	**100.0%**

DIRECTION_TO1	Number	%
East	**8**	38.1%
West	**7**	33.3%
Southwest	**2**	9.5%
Northeast	**1**	4.8%
Northwest	**1**	4.8%
South	**1**	4.8%
North	**1**	4.8%
Grand Total	**21**	**100.0%**

POSTED_SPEED1	Number	%
45	**16**	76.2%
55	**5**	23.8%
Grand Total	**21**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**5**	23.8%
Sport Utility Vehicle	**4**	19.0%
Full Size	**3**	14.3%
Compact	**3**	14.3%
Sub-Compact	**2**	9.5%
Pickup	**2**	9.5%
Single Unit Truck Or Van 2 Axle, 6 Tires	**1**	4.8%
Unknown Or Hit/Skip	**1**	4.8%
Grand Total	**21**	**100.0%**

VEHICLE_TYPE2	Number	%
	8	38.1%
Mid Size	**5**	23.8%
Sport Utility Vehicle	**4**	19.0%
Minivan	**1**	4.8%
Pickup	**1**	4.8%
Van	**1**	4.8%
Compact	**1**	4.8%
Grand Total	**21**	**100.0%**

US 6 at Perkins Ave

ACTION2	Number	%
Slowing Or Stopped In Traffic	**9**	42.9%
	8	38.1%
Straight Ahead	**3**	14.3%
Parked	**1**	4.8%
Grand Total	**21**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**13**	61.9%
	8	38.1%
Grand Total	**21**	**100.0%**

DIRECTION_FROM2	Number	%
	8	38.1%
West	**7**	33.3%
East	**2**	9.5%
North	**2**	9.5%
Northwest	**1**	4.8%
South	**1**	4.8%
Grand Total	**21**	**100.0%**

DIRECTION_TO2	Number	%
East	**8**	38.1%
	8	38.1%
West	**2**	9.5%
North	**1**	4.8%
Southeast	**1**	4.8%
South	**1**	4.8%
Grand Total	**21**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**21**	100.0%
Grand Total	**21**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**21**	100.0%
Grand Total	**21**	**100.0%**

US 6 at Perkins Ave

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	4	2
2016	3	0
2017	8	4
Grand Total	**15**	**6**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	2	1
2016	0	0	0
2017	0	2	8
Grand Total	**0**	**4**	**9**

US 6 btwn Perkins Ave and Cedar Point Rd

	Number
Total	**2**

CRASH_SEVERITY	Number	%
Property Damage Crash	**2**	100.0%
Grand Total	**2**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	50.0%
2016	**1**	50.0%
Grand Total	**2**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**1**	50.0%
Friday	**1**	50.0%
Grand Total	**2**	**100.0%**

HOUR_OF_DAY	Number	%
10	**1**	50.0%
22	**1**	50.0%
Grand Total	**2**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**2**	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Perkins Ave and Cedar Point Rd

WEATHER_CONDITION	Number	%
Clear	2	100.0%
Grand Total	2	100.0%

ROAD_CONDITION	Number	%
Ice	1	50.0%
Dry	1	50.0%
Grand Total	2	100.0%

LIGHT_CONDITION	Number	%
Dark - Roadway Not Lighted	1	50.0%
Daylight	1	50.0%
Grand Total	2	100.0%

NUMBER_OF_VEHICLES	Number	%
1	2	100.0%
Grand Total	2	100.0%

LOCATION	Number	%
Not An Intersection	2	100.0%
Grand Total	2	100.0%

CRASH_MONTH_NBR	Number	%
7	1	50.0%
12	1	50.0%
Grand Total	2	100.0%

ROAD_CONTOUR	Number	%
Straight Level	2	100.0%
Grand Total	2	100.0%

SPECIAL_AREA	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

ANIMAL_TYPE	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

US 6 btwn Perkins Ave and Cedar Point Rd

ACTION1	Number	%
Straight Ahead	2	100.0%
Grand Total	**2**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	2	100.0%
Grand Total	**2**	**100.0%**

	Number	%
Total	**2**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_DRUGS1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Perkins Ave and Cedar Point Rd

DIRECTION_FROM1	Number	%
West	1	50.0%
East	1	50.0%
Grand Total	**2**	**100.0%**

DIRECTION_TO1	Number	%
East	1	50.0%
West	1	50.0%
Grand Total	**2**	**100.0%**

POSTED_SPEED1	Number	%
55	2	100.0%
Grand Total	**2**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	2	100.0%
Grand Total	**2**	**100.0%**

VEHICLE_TYPE2	Number	%
	2	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Perkins Ave and Cedar Point Rd

ACTION2	Number	%
	2	100.0%
Grand Total	2	100.0%

CONTRIBUTING_FACTOR2	Number	%
	2	100.0%
Grand Total	2	100.0%

DIRECTION_FROM2	Number	%
	2	100.0%
Grand Total	2	100.0%

DIRECTION_TO2	Number	%
	2	100.0%
Grand Total	2	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

DRIVER_DRUGS2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

US 6 btwn Perkins Ave and Cedar Point Rd

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
2016	1
Grand Total	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
Grand Total	**0**	**0**	**0**

US 6 at Cedar Point Rd

	Number
Total	**5**

CRASH_SEVERITY	Number	%
Property Damage Crash	**5**	100.0%
Grand Total	**5**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**3**	60.0%
2016	**1**	20.0%
2017	**1**	20.0%
Grand Total	**5**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**2**	40.0%
Friday	**1**	20.0%
Monday	**1**	20.0%
Wednesday	**1**	20.0%
Grand Total	**5**	**100.0%**

HOUR_OF_DAY	Number	%
18	**2**	40.0%
19	**1**	20.0%
20	**1**	20.0%
23	**1**	20.0%
Grand Total	**5**	**100.0%**

TYPE_OF_CRASH	Number	%
Overturning	**1**	20.0%
Fixed Object	**1**	20.0%
Unknown	**1**	20.0%
Sideswipe - Passing	**1**	20.0%
Rear End	**1**	20.0%
Grand Total	**5**	**100.0%**

US 6 at Cedar Point Rd

WEATHER_CONDITION	Number	%
Clear	4	80.0%
Sleet, Hail	1	20.0%
Grand Total	**5**	**100.0%**

ROAD_CONDITION	Number	%
Dry	4	80.0%
Ice	1	20.0%
Grand Total	**5**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	2	40.0%
Dark - Lighted Roadway	2	40.0%
Dusk	1	20.0%
Grand Total	**5**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	3	60.0%
2	2	40.0%
Grand Total	**5**	**100.0%**

LOCATION	Number	%
Not An Intersection	4	80.0%
Y-Intersection	1	20.0%
Grand Total	**5**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	1	20.0%
3	1	20.0%
7	1	20.0%
8	2	40.0%
Grand Total	**5**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	4	80.0%
Curve Level	1	20.0%
Grand Total	**5**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	5	100.0%
Grand Total	**5**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	5	100.0%
Grand Total	**5**	**100.0%**

US 6 at Cedar Point Rd

ACTION1	Number	%
Straight Ahead	3	60.0%
Making Right Turn	1	20.0%
Overtaking/Passing	1	20.0%
Grand Total	**5**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
None-Motorist	2	40.0%
Other Improper Action	1	20.0%
Failure To Control	1	20.0%
Followed To Closely/ACDA	1	20.0%
Grand Total	**5**	**100.0%**

	Number	%
Total	**5**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	3	60.0%
Stop Sign	1	20.0%
No Controls	1	20.0%
Grand Total	**5**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	5	100.0%
Grand Total	**5**	**100.0%**

DRIVER_DRUGS1	Number	%
No	5	100.0%
Grand Total	**5**	**100.0%**

US 6 at Cedar Point Rd

DIRECTION_FROM1	Number	%
East	4	80.0%
Northeast	1	20.0%
Grand Total	**5**	**100.0%**

DIRECTION_TO1	Number	%
West	3	60.0%
Southwest	1	20.0%
North	1	20.0%
Grand Total	**5**	**100.0%**

POSTED_SPEED1	Number	%
55	4	80.0%
35	1	20.0%
Grand Total	**5**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Compact	2	40.0%
Motorcycle	1	20.0%
Sport Utility Vehicle	1	20.0%
Pickup	1	20.0%
Grand Total	**5**	**100.0%**

VEHICLE_TYPE2	Number	%
	3	60.0%
Mid Size	2	40.0%
Grand Total	**5**	**100.0%**

US 6 at Cedar Point Rd

ACTION2	Number	%
	3	60.0%
Slowing Or Stopped In Traffic	1	20.0%
Straight Ahead	1	20.0%
Grand Total	**5**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
	3	60.0%
None-Motorist	2	40.0%
Grand Total	**5**	**100.0%**

DIRECTION_FROM2	Number	%
	3	60.0%
Northeast	1	20.0%
East	1	20.0%
Grand Total	**5**	**100.0%**

DIRECTION_TO2	Number	%
	3	60.0%
Southwest	1	20.0%
West	1	20.0%
Grand Total	**5**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	5	100.0%
Grand Total	**5**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	5	100.0%
Grand Total	**5**	**100.0%**

US 6 at Cedar Point Rd

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	3
2016	1
2017	1
Grand Total	**5**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

US 6 btwn Cedar Point Rd and Camp Rd

	Number
Total	**2**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	50.0%
Property Damage Crash	**1**	50.0%
Grand Total	**2**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	50.0%
2016	**1**	50.0%
Grand Total	**2**	**100.0%**

DAY_OF_WEEK	Number	%
Wednesday	**1**	50.0%
Saturday	**1**	50.0%
Grand Total	**2**	**100.0%**

HOUR_OF_DAY	Number	%
20	**1**	50.0%
21	**1**	50.0%
Grand Total	**2**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**2**	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Cedar Point Rd and Camp Rd

WEATHER_CONDITION	Number	%
Clear	1	50.0%
Sleet, Hail	1	50.0%
Grand Total	**2**	**100.0%**

ROAD_CONDITION	Number	%
Ice	1	50.0%
Dry	1	50.0%
Grand Total	**2**	**100.0%**

LIGHT_CONDITION	Number	%
Dark - Roadway Not Lighted	2	100.0%
Grand Total	**2**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	2	100.0%
Grand Total	**2**	**100.0%**

LOCATION	Number	%
T-Intersection	1	50.0%
Not An Intersection	1	50.0%
Grand Total	**2**	**100.0%**

CRASH_MONTH_NBR	Number	%
12	2	100.0%
Grand Total	**2**	**100.0%**

ROAD_CONTOUR	Number	%
Curve Level	2	100.0%
Grand Total	**2**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	2	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Cedar Point Rd and Camp Rd

ACTION1	Number	%
Straight Ahead	1	50.0%
Negotiating A Curve	1	50.0%
Grand Total	**2**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	2	100.0%
Grand Total	**2**	**100.0%**

	Number	%
Total	**2**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_ALCOHOL1	Number	%
Yes	1	50.0%
No	1	50.0%
Grand Total	**2**	**100.0%**

DRIVER_DRUGS1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Cedar Point Rd and Camp Rd

DIRECTION_FROM1	Number	%
West	1	50.0%
East	1	50.0%
Grand Total	**2**	**100.0%**

DIRECTION_TO1	Number	%
East	1	50.0%
West	1	50.0%
Grand Total	**2**	**100.0%**

POSTED_SPEED1	Number	%
55	2	100.0%
Grand Total	**2**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sub-Compact	1	50.0%
Pickup	1	50.0%
Grand Total	**2**	**100.0%**

VEHICLE_TYPE2	Number	%
	2	100.0%
Grand Total	**2**	**100.0%**

US 6 btwn Cedar Point Rd and Camp Rd

ACTION2	Number	%
	2	100.0%
Grand Total	2	100.0%

CONTRIBUTING_FACTOR2	Number	%
	2	100.0%
Grand Total	2	100.0%

DIRECTION_FROM2	Number	%
	2	100.0%
Grand Total	2	100.0%

DIRECTION_TO2	Number	%
	2	100.0%
Grand Total	2	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

DRIVER_DRUGS2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

US 6 btwn Cedar Point Rd and Camp Rd

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	0	1
2016	1	0
Grand Total	**1**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	0	0
Grand Total	**0**	**0**	**1**

US 6 at Camp Rd

	Number
Total	**10**

CRASH_SEVERITY	Number	%
Injury Crash	**3**	30.0%
Property Damage Crash	**7**	70.0%
Grand Total	**10**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	20.0%
2016	**4**	40.0%
2017	**4**	40.0%
Grand Total	**10**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**4**	40.0%
Saturday	**2**	20.0%
Thursday	**1**	10.0%
Monday	**1**	10.0%
Sunday	**1**	10.0%
Wednesday	**1**	10.0%
Grand Total	**10**	**100.0%**

HOUR_OF_DAY	Number	%
04	**1**	10.0%
11	**2**	20.0%
13	**1**	10.0%
14	**1**	10.0%
15	**1**	10.0%
16	**1**	10.0%
17	**1**	10.0%
21	**1**	10.0%
23	**1**	10.0%
Grand Total	**10**	**100.0%**

TYPE_OF_CRASH	Number	%
Sideswipe - Passing	**3**	30.0%
Rear End	**3**	30.0%
Other Non-Collision	**2**	20.0%
Angle	**1**	10.0%
Left Turn	**1**	10.0%
Grand Total	**10**	**100.0%**

US 6 at Camp Rd

WEATHER_CONDITION	Number	%
Clear	**6**	60.0%
Cloudy	**2**	20.0%
Rain	**1**	10.0%
Sleet, Hail	**1**	10.0%
Grand Total	**10**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	80.0%
Wet	**1**	10.0%
Ice	**1**	10.0%
Grand Total	**10**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**7**	70.0%
Dark - Lighted Roadway	**2**	20.0%
Dark - Roadway Not Lighted	**1**	10.0%
Grand Total	**10**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**2**	20.0%
2	**7**	70.0%
3	**1**	10.0%
Grand Total	**10**	**100.0%**

LOCATION	Number	%
T-Intersection	**8**	80.0%
Not An Intersection	**2**	20.0%
Grand Total	**10**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	**1**	10.0%
5	**2**	20.0%
6	**1**	10.0%
7	**2**	20.0%
8	**3**	30.0%
12	**1**	10.0%
Grand Total	**10**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**7**	70.0%
Curve Level	**3**	30.0%
Grand Total	**10**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Camp Rd

ACTION1	Number	%
Straight Ahead	**7**	70.0%
Negotiating A Curve	**1**	10.0%
Making Left Turn	**1**	10.0%
Overtaking/Passing	**1**	10.0%
Grand Total	**10**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**5**	50.0%
Failure To Control	**2**	20.0%
Improper Lane Change/Passing/Offroad	**1**	10.0%
Improper Turn	**1**	10.0%
None-Motorist	**1**	10.0%
Grand Total	**10**	**100.0%**

	Number	%
Total	**10**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**6**	60.0%
Stop Sign	**3**	30.0%
No Controls	**1**	10.0%
Grand Total	**10**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**9**	90.0%
Yes	**1**	10.0%
Grand Total	**10**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Camp Rd

DIRECTION_FROM1	Number	%
South	**4**	40.0%
East	**3**	30.0%
West	**3**	30.0%
Grand Total	**10**	**100.0%**

DIRECTION_TO1	Number	%
North	**4**	40.0%
East	**3**	30.0%
West	**2**	20.0%
South	**1**	10.0%
Grand Total	**10**	**100.0%**

POSTED_SPEED1	Number	%
55	**5**	50.0%
45	**5**	50.0%
Grand Total	**10**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	30.0%
Motorcycle	**2**	20.0%
Pickup	**2**	20.0%
Sub-Compact	**1**	10.0%
Van	**1**	10.0%
Compact	**1**	10.0%
Grand Total	**10**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**5**	50.0%
	2	20.0%
Sport Utility Vehicle	**2**	20.0%
Compact	**1**	10.0%
Grand Total	**10**	**100.0%**

US 6 at Camp Rd

ACTION2	Number	%
Making Left Turn	**3**	30.0%
Slowing Or Stopped In Traffic	**3**	30.0%
	2	20.0%
Straight Ahead	**2**	20.0%
Grand Total	**10**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**8**	80.0%
	2	20.0%
Grand Total	**10**	**100.0%**

DIRECTION_FROM2	Number	%
South	**5**	50.0%
East	**2**	20.0%
	2	20.0%
West	**1**	10.0%
Grand Total	**10**	**100.0%**

DIRECTION_TO2	Number	%
North	**4**	40.0%
	2	20.0%
South	**2**	20.0%
East	**1**	10.0%
West	**1**	10.0%
Grand Total	**10**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Camp Rd

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	1	1
2016	3	1
2017	3	1
Grand Total	**7**	**3**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	2
2017	0	0
Grand Total	**0**	**2**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	2	1	0
2017	0	0	2
Grand Total	**2**	**1**	**3**

US 6 btwn Camp Rd and Sawmill Creek Dr

	Number
Total	**25**

CRASH_SEVERITY	Number	%
Injury Crash	**5**	20.0%
Property Damage Crash	**20**	80.0%
Grand Total	**25**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**5**	20.0%
2016	**12**	48.0%
2017	**8**	32.0%
Grand Total	**25**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**7**	28.0%
Sunday	**6**	24.0%
Friday	**3**	12.0%
Tuesday	**3**	12.0%
Thursday	**3**	12.0%
Wednesday	**2**	8.0%
Monday	**1**	4.0%
Grand Total	**25**	**100.0%**

HOUR_OF_DAY	Number	%
03	**1**	4.0%
07	**1**	4.0%
09	**1**	4.0%
10	**2**	8.0%
11	**2**	8.0%
12	**3**	12.0%
13	**2**	8.0%
15	**4**	16.0%
16	**1**	4.0%
17	**3**	12.0%
18	**1**	4.0%
19	**2**	8.0%
21	**1**	4.0%
23	**1**	4.0%
Grand Total	**25**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**17**	68.0%
Fixed Object	**5**	20.0%
Left Turn	**2**	8.0%
Head On	**1**	4.0%
Grand Total	**25**	**100.0%**

US 6 btwn Camp Rd and Sawmill Creek Dr

WEATHER_CONDITION	Number	%
Clear	**23**	92.0%
Cloudy	**1**	4.0%
Sleet, Hail	**1**	4.0%
Grand Total	**25**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**22**	88.0%
Wet	**2**	8.0%
Ice	**1**	4.0%
Grand Total	**25**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**19**	76.0%
Dark - Roadway Not Lighted	**3**	12.0%
Dusk	**2**	8.0%
Dark - Lighted Roadway	**1**	4.0%
Grand Total	**25**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**5**	20.0%
2	**15**	60.0%
3	**5**	20.0%
Grand Total	**25**	**100.0%**

LOCATION	Number	%
Not An Intersection	**20**	80.0%
T-Intersection	**4**	16.0%
Four-Way Intersection	**1**	4.0%
Grand Total	**25**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**1**	4.0%
3	**1**	4.0%
4	**1**	4.0%
5	**2**	8.0%
6	**3**	12.0%
7	**7**	28.0%
9	**2**	8.0%
10	**3**	12.0%
11	**1**	4.0%
12	**4**	16.0%
Grand Total	**25**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**24**	96.0%
Curve Grade	**1**	4.0%
Grand Total	**25**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**25**	100.0%
Grand Total	**25**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**25**	100.0%
Grand Total	**25**	**100.0%**

US 6 btwn Camp Rd and Sawmill Creek Dr

ACTION1	Number	%
Straight Ahead	**21**	84.0%
Making Left Turn	**2**	8.0%
Slowing Or Stopped In Traffic	**1**	4.0%
Other Motorist Action	**1**	4.0%
Grand Total	**25**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**16**	64.0%
Failure To Control	**6**	24.0%
Failure To Yield	**2**	8.0%
None-Motorist	**1**	4.0%
Grand Total	**25**	**100.0%**

	Number	%
Total	**25**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	**20**	80.0%
No Controls	**4**	16.0%
Stop Sign	**1**	4.0%
Grand Total	**25**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**24**	96.0%
Yes	**1**	4.0%
Grand Total	**25**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**25**	100.0%
Grand Total	**25**	**100.0%**

US 6 btwn Camp Rd and Sawmill Creek Dr

DIRECTION_FROM1	Number	%
West	**14**	56.0%
East	**9**	36.0%
North	**2**	8.0%
Grand Total	**25**	**100.0%**

DIRECTION_TO1	Number	%
East	**14**	56.0%
West	**9**	36.0%
North	**1**	4.0%
South	**1**	4.0%
Grand Total	**25**	**100.0%**

POSTED_SPEED1	Number	%
45	**23**	92.0%
55	**2**	8.0%
Grand Total	**25**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Compact	**7**	28.0%
Sport Utility Vehicle	**7**	28.0%
Mid Size	**6**	24.0%
Pickup	**4**	16.0%
Sub-Compact	**1**	4.0%
Grand Total	**25**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**8**	32.0%
	5	20.0%
Sport Utility Vehicle	**3**	12.0%
Full Size	**2**	8.0%
Pickup	**2**	8.0%
Motorcycle	**2**	8.0%
Compact	**2**	8.0%
Sub-Compact	**1**	4.0%
Grand Total	**25**	**100.0%**

US 6 btwn Camp Rd and Sawmill Creek Dr

ACTION2	Number	%
Slowing Or Stopped In Traffic	**13**	52.0%
Straight Ahead	**6**	24.0%
	5	20.0%
Other Motorist Action	**1**	4.0%
Grand Total	**25**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**20**	80.0%
	5	20.0%
Grand Total	**25**	**100.0%**

DIRECTION_FROM2	Number	%
East	**10**	40.0%
West	**10**	40.0%
	5	20.0%
Grand Total	**25**	**100.0%**

DIRECTION_TO2	Number	%
West	**10**	40.0%
East	**10**	40.0%
	5	20.0%
Grand Total	**25**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**25**	100.0%
Grand Total	**25**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**25**	100.0%
Grand Total	**25**	**100.0%**

US 6 btwn Camp Rd and Sawmill Creek Dr

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	5	0
2016	11	1
2017	4	4
Grand Total	**20**	**5**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	1
2017	0	1
Grand Total	**0**	**2**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	1	0	0
2017	1	4	2
Grand Total	**2**	**4**	**2**

US 6 at Sawmill Creek Dr

	Number
Total	**8**

CRASH_SEVERITY	Number	%
Injury Crash	**2**	25.0%
Property Damage Crash	**6**	75.0%
Grand Total	**8**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**4**	50.0%
2016	**3**	37.5%
2017	**1**	12.5%
Grand Total	**8**	**100.0%**

DAY_OF_WEEK	Number	%
Sunday	**3**	37.5%
Friday	**3**	37.5%
Monday	**1**	12.5%
Tuesday	**1**	12.5%
Grand Total	**8**	**100.0%**

HOUR_OF_DAY	Number	%
10	**2**	25.0%
11	**1**	12.5%
14	**1**	12.5%
15	**1**	12.5%
16	**1**	12.5%
18	**1**	12.5%
19	**1**	12.5%
Grand Total	**8**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**7**	87.5%
Sideswipe - Passing	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 at Sawmill Creek Dr

WEATHER_CONDITION	Number	%
Clear	**8**	100.0%
Grand Total	**8**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	100.0%
Grand Total	**8**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**7**	87.5%
Dark - Roadway Not Lighted	**1**	12.5%
Grand Total	**8**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**5**	62.5%
3	**2**	25.0%
4	**1**	12.5%
Grand Total	**8**	**100.0%**

LOCATION	Number	%
T-Intersection	**4**	50.0%
Not An Intersection	**4**	50.0%
Grand Total	**8**	**100.0%**

CRASH_MONTH_NBR	Number	%
4	**2**	25.0%
7	**2**	25.0%
8	**3**	37.5%
12	**1**	12.5%
Grand Total	**8**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**7**	87.5%
Straight Grade	**1**	12.5%
Grand Total	**8**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**8**	100.0%
Grand Total	**8**	**100.0%**

US 6 at Sawmill Creek Dr

ACTION1	Number	%
Straight Ahead	7	87.5%
Overtaking/Passing	1	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	7	87.5%
Improper Lane Change/Passing/Offroad	1	12.5%
Grand Total	**8**	**100.0%**

	Number	%
Total	**8**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	6	75.0%
No Controls	2	25.0%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	8	100.0%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS1	Number	%
No	8	100.0%
Grand Total	**8**	**100.0%**

US 6 at Sawmill Creek Dr

DIRECTION_FROM1	Number	%
West	**6**	75.0%
East	**2**	25.0%
Grand Total	**8**	**100.0%**

DIRECTION_TO1	Number	%
East	**6**	75.0%
West	**2**	25.0%
Grand Total	**8**	**100.0%**

POSTED_SPEED1	Number	%
45	**7**	87.5%
55	**1**	12.5%
Grand Total	**8**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	37.5%
Pickup	**3**	37.5%
Sub-Compact	**1**	12.5%
Compact	**1**	12.5%
Grand Total	**8**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**3**	37.5%
Compact	**3**	37.5%
Pickup	**1**	12.5%
Mid Size	**1**	12.5%
Grand Total	**8**	**100.0%**

US 6 at Sawmill Creek Dr

ACTION2	Number	%
Slowing Or Stopped In Traffic	7	87.5%
Making Left Turn	1	12.5%
Grand Total	**8**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	8	100.0%
Grand Total	**8**	**100.0%**

DIRECTION_FROM2	Number	%
West	6	75.0%
East	2	25.0%
Grand Total	**8**	**100.0%**

DIRECTION_TO2	Number	%
East	5	62.5%
West	2	25.0%
North	1	12.5%
Grand Total	**8**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	8	100.0%
Grand Total	**8**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	8	100.0%
Grand Total	**8**	**100.0%**

US 6 at Sawmill Creek Dr

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	3	1
2016	3	0
2017	0	1
Grand Total	**6**	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	2	0
2016	0	0	0
2017	0	1	1
Grand Total	**0**	**3**	**1**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

	Number
Total	**14**

CRASH_SEVERITY	Number	%
Injury Crash	**4**	28.6%
Property Damage Crash	**10**	71.4%
Grand Total	**14**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**6**	42.9%
2016	**4**	28.6%
2017	**4**	28.6%
Grand Total	**14**	**100.0%**

DAY_OF_WEEK	Number	%
Saturday	**6**	42.9%
Tuesday	**3**	21.4%
Friday	**3**	21.4%
Sunday	**1**	7.1%
Wednesday	**1**	7.1%
Grand Total	**14**	**100.0%**

HOUR_OF_DAY	Number	%
07	**1**	7.1%
10	**2**	14.3%
11	**2**	14.3%
12	**1**	7.1%
14	**2**	14.3%
17	**1**	7.1%
18	**1**	7.1%
19	**1**	7.1%
20	**1**	7.1%
22	**1**	7.1%
23	**1**	7.1%
Grand Total	**14**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**5**	35.7%
Left Turn	**4**	28.6%
Sideswipe - Passing	**2**	14.3%
Fixed Object	**1**	7.1%
Unknown	**1**	7.1%
Angle	**1**	7.1%
Grand Total	**14**	**100.0%**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

WEATHER_CONDITION	Number	%
Clear	12	85.7%
Snow	1	7.1%
Rain	1	7.1%
Grand Total	**14**	**100.0%**

ROAD_CONDITION	Number	%
Dry	12	85.7%
Wet	2	14.3%
Grand Total	**14**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	9	64.3%
Dark - Lighted Roadway	4	28.6%
Dark - Unknown Roadway Lighting	1	7.1%
Grand Total	**14**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	2	14.3%
2	10	71.4%
3	2	14.3%
Grand Total	**14**	**100.0%**

LOCATION	Number	%
Not An Intersection	13	92.9%
Four-Way Intersection	1	7.1%
Grand Total	**14**	**100.0%**

CRASH_MONTH_NBR	Number	%
5	1	7.1%
7	6	42.9%
8	2	14.3%
9	1	7.1%
10	3	21.4%
12	1	7.1%
Grand Total	**14**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	10	71.4%
Curve Level	2	14.3%
Curve Grade	1	7.1%
Straight Grade	1	7.1%
Grand Total	**14**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	14	100.0%
Grand Total	**14**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	14	100.0%
Grand Total	**14**	**100.0%**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

ACTION1	Number	%
Straight Ahead	7	50.0%
Making Left Turn	3	21.4%
Changing Lanes	1	7.1%
Entering Traffic Lane	1	7.1%
Negotiating A Curve	1	7.1%
Overtaking/Passing	1	7.1%
Grand Total	**14**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	5	35.7%
Failure To Control	2	14.3%
Failure To Yield	2	14.3%
Improper Lane Change/Passing/Offroad	2	14.3%
Other Improper Action	1	7.1%
Left Of Center	1	7.1%
Improper Turn	1	7.1%
Grand Total	**14**	**100.0%**

	Number	%
Total	**14**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	8	57.1%
No Controls	4	28.6%
Stop Sign	1	7.1%
Traffic Signal	1	7.1%
Grand Total	**14**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	11	78.6%
Yes	3	21.4%
Grand Total	**14**	**100.0%**

DRIVER_DRUGS1	Number	%
No	14	100.0%
Grand Total	**14**	**100.0%**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

DIRECTION_FROM1	Number	%
East	**6**	42.9%
South	**4**	28.6%
West	**4**	28.6%
Grand Total	**14**	**100.0%**

DIRECTION_TO1	Number	%
West	**10**	71.4%
East	**4**	28.6%
Grand Total	**14**	**100.0%**

POSTED_SPEED1	Number	%
45	**11**	78.6%
35	**3**	21.4%
Grand Total	**14**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	**4**	28.6%
Mid Size	**4**	28.6%
Compact	**2**	14.3%
Pickup	**2**	14.3%
Sub-Compact	**1**	7.1%
Minivan	**1**	7.1%
Grand Total	**14**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**4**	28.6%
Mid Size	**2**	14.3%
Pickup	**2**	14.3%
	2	14.3%
Minivan	**1**	7.1%
Tractor/Semi-Trailer	**1**	7.1%
Full Size	**1**	7.1%
Compact	**1**	7.1%
Grand Total	**14**	**100.0%**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

ACTION2	Number	%
Slowing Or Stopped In Traffic	6	42.9%
Straight Ahead	5	35.7%
	2	14.3%
Negotiating A Curve	1	7.1%
Grand Total	**14**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	12	85.7%
	2	14.3%
Grand Total	**14**	**100.0%**

DIRECTION_FROM2	Number	%
East	7	50.0%
West	5	35.7%
	2	14.3%
Grand Total	**14**	**100.0%**

DIRECTION_TO2	Number	%
West	7	50.0%
East	5	35.7%
	2	14.3%
Grand Total	**14**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	14	100.0%
Grand Total	**14**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	14	100.0%
Grand Total	**14**	**100.0%**

US 6 btwn Sawmill Creek Dr and Rye Beach Rd

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	4	2
2016	3	1
2017	3	1
Grand Total	**10**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	2
2016	0	0	1
2017	0	3	3
Grand Total	**0**	**3**	**6**

US 6 at Rye Beach Rd

	Number
Total	**10**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	10.0%
Property Damage Crash	**9**	90.0%
Grand Total	**10**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**6**	60.0%
2016	**2**	20.0%
2017	**2**	20.0%
Grand Total	**10**	**100.0%**

DAY_OF_WEEK	Number	%
Sunday	**3**	30.0%
Tuesday	**2**	20.0%
Friday	**1**	10.0%
Saturday	**1**	10.0%
Monday	**1**	10.0%
Wednesday	**1**	10.0%
Thursday	**1**	10.0%
Grand Total	**10**	**100.0%**

HOUR_OF_DAY	Number	%
00	**2**	20.0%
11	**1**	10.0%
14	**1**	10.0%
16	**1**	10.0%
18	**2**	20.0%
19	**1**	10.0%
21	**1**	10.0%
22	**1**	10.0%
Grand Total	**10**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**6**	60.0%
Fixed Object	**2**	20.0%
Left Turn	**1**	10.0%
Sideswipe - Passing	**1**	10.0%
Grand Total	**10**	**100.0%**

US 6 at Rye Beach Rd

WEATHER_CONDITION	Number	%
Clear	**6**	60.0%
Rain	**2**	20.0%
Cloudy	**1**	10.0%
Snow	**1**	10.0%
Grand Total	**10**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**6**	60.0%
Wet	**3**	30.0%
Snow	**1**	10.0%
Grand Total	**10**	**100.0%**

LIGHT_CONDITION	Number	%
Dark - Lighted Roadway	**5**	50.0%
Daylight	**4**	40.0%
Dusk	**1**	10.0%
Grand Total	**10**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	**2**	20.0%
2	**8**	80.0%
Grand Total	**10**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	**9**	90.0%
Not An Intersection	**1**	10.0%
Grand Total	**10**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**2**	20.0%
4	**1**	10.0%
5	**1**	10.0%
6	**1**	10.0%
7	**1**	10.0%
8	**2**	20.0%
10	**1**	10.0%
11	**1**	10.0%
Grand Total	**10**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	**9**	90.0%
Straight Grade	**1**	10.0%
Grand Total	**10**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Rye Beach Rd

ACTION1	Number	%
Straight Ahead	**4**	40.0%
Making Left Turn	**2**	20.0%
Changing Lanes	**2**	20.0%
Slowing Or Stopped In Traffic	**2**	20.0%
Grand Total	**10**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**6**	60.0%
Failure To Yield	**1**	10.0%
Improper Lane Change/Passing/Offroad	**1**	10.0%
Unsafe Speed	**1**	10.0%
Failure To Control	**1**	10.0%
Grand Total	**10**	**100.0%**

	Number	%
Total	**10**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	**7**	70.0%
Pavement Markings	**3**	30.0%
Grand Total	**10**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**9**	90.0%
Yes	**1**	10.0%
Grand Total	**10**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Rye Beach Rd

DIRECTION_FROM1	Number	%
West	**5**	50.0%
South	**4**	40.0%
North	**1**	10.0%
Grand Total	**10**	**100.0%**

DIRECTION_TO1	Number	%
East	**6**	60.0%
North	**2**	20.0%
West	**2**	20.0%
Grand Total	**10**	**100.0%**

POSTED_SPEED1	Number	%
45	**8**	80.0%
35	**1**	10.0%
55	**1**	10.0%
Grand Total	**10**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**4**	40.0%
Compact	**3**	30.0%
Sub-Compact	**1**	10.0%
Sport Utility Vehicle	**1**	10.0%
Pickup	**1**	10.0%
Grand Total	**10**	**100.0%**

VEHICLE_TYPE2	Number	%
Compact	**3**	30.0%
	2	20.0%
Sport Utility Vehicle	**2**	20.0%
Minivan	**1**	10.0%
Sub-Compact	**1**	10.0%
Mid Size	**1**	10.0%
Grand Total	**10**	**100.0%**

US 6 at Rye Beach Rd

ACTION2	Number	%
Slowing Or Stopped In Traffic	**7**	70.0%
	2	20.0%
Straight Ahead	**1**	10.0%
Grand Total	**10**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**8**	80.0%
	2	20.0%
Grand Total	**10**	**100.0%**

DIRECTION_FROM2	Number	%
West	**5**	50.0%
South	**3**	30.0%
	2	20.0%
Grand Total	**10**	**100.0%**

DIRECTION_TO2	Number	%
East	**5**	50.0%
North	**3**	30.0%
	2	20.0%
Grand Total	**10**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**10**	100.0%
Grand Total	**10**	**100.0%**

US 6 at Rye Beach Rd

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	5	1
2016	2	0
2017	2	0
Grand Total	**9**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**1**

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

	Number
Total	**3**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	33.3%
Property Damage Crash	**2**	66.7%
Grand Total	**3**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2017	**3**	100.0%
Grand Total	**3**	**100.0%**

DAY_OF_WEEK	Number	%
Wednesday	**1**	33.3%
Monday	**1**	33.3%
Friday	**1**	33.3%
Grand Total	**3**	**100.0%**

HOUR_OF_DAY	Number	%
13	**1**	33.3%
14	**1**	33.3%
19	**1**	33.3%
Grand Total	**3**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**1**	33.3%
Left Turn	**1**	33.3%
Sideswipe - Passing	**1**	33.3%
Grand Total	**3**	**100.0%**

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

WEATHER_CONDITION	Number	%
Cloudy	1	33.3%
Clear	1	33.3%
Rain	1	33.3%
Grand Total	**3**	**100.0%**

ROAD_CONDITION	Number	%
Dry	2	66.7%
Wet	1	33.3%
Grand Total	**3**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	3	100.0%
Grand Total	**3**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	1	33.3%
2	2	66.7%
Grand Total	**3**	**100.0%**

LOCATION	Number	%
Not An Intersection	2	66.7%
Driveway/Alley Access	1	33.3%
Grand Total	**3**	**100.0%**

CRASH_MONTH_NBR	Number	%
4	1	33.3%
9	1	33.3%
10	1	33.3%
Grand Total	**3**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	2	66.7%
Straight Grade	1	33.3%
Grand Total	**3**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

ACTION1	Number	%
Straight Ahead	1	33.3%
Entering Traffic Lane	1	33.3%
Changing Lanes	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	1	33.3%
Failure To Yield	1	33.3%
Improper Lane Change/Passing/Offroad	1	33.3%
Grand Total	**3**	**100.0%**

	Number	%
Total	**3**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

DIRECTION_FROM1	Number	%
East	1	33.3%
South	1	33.3%
North	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO1	Number	%
East	1	33.3%
North	1	33.3%
South	1	33.3%
Grand Total	**3**	**100.0%**

POSTED_SPEED1	Number	%
35	2	66.7%
45	1	33.3%
Grand Total	**3**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	1	33.3%
Compact	1	33.3%
Mid Size	1	33.3%
Grand Total	**3**	**100.0%**

VEHICLE_TYPE2	Number	%
	1	33.3%
Compact	1	33.3%
Sport Utility Vehicle	1	33.3%
Grand Total	**3**	**100.0%**

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

ACTION2	Number	%
Straight Ahead	2	66.7%
	1	33.3%
Grand Total	3	100.0%

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	2	66.7%
	1	33.3%
Grand Total	3	100.0%

DIRECTION_FROM2	Number	%
	1	33.3%
South	1	33.3%
North	1	33.3%
Grand Total	3	100.0%

DIRECTION_TO2	Number	%
	1	33.3%
North	1	33.3%
South	1	33.3%
Grand Total	3	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

DRIVER_DRUGS2	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

US 6 Rye Beach Rd btwn Cleveland Rd and SR 2

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2017	2	1
Grand Total	**2**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2017	0	0	3
Grand Total	**0**	**0**	**3**

Rye Beach Rd at SR 2 WB Ramps

	Number
Total	**9**

CRASH_SEVERITY	Number	%
Injury Crash	**4**	44.4%
Property Damage Crash	**5**	55.6%
Grand Total	**9**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**3**	33.3%
2016	**2**	22.2%
2017	**4**	44.4%
Grand Total	**9**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**3**	33.3%
Saturday	**2**	22.2%
Thursday	**2**	22.2%
Tuesday	**1**	11.1%
Sunday	**1**	11.1%
Grand Total	**9**	**100.0%**

HOUR_OF_DAY	Number	%
8	**1**	11.1%
12	**1**	11.1%
13	**1**	11.1%
14	**2**	22.2%
15	**1**	11.1%
16	**1**	11.1%
18	**2**	22.2%
Grand Total	**9**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**6**	66.7%
Angle	**2**	22.2%
Sideswipe - Passing	**1**	11.1%
Grand Total	**9**	**100.0%**

Rye Beach Rd at SR 2 WB Ramps

WEATHER_CONDITION	Number	%
Clear	**7**	77.8%
Cloudy	**2**	22.2%
Grand Total	**9**	**100.0%**

ROAD_CONDITION	Number	%
Dry	**8**	88.9%
Wet	**1**	11.1%
Grand Total	**9**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	**9**	100.0%
Grand Total	**9**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	**9**	100.0%
Grand Total	**9**	**100.0%**

LOCATION	Number	%
Off Ramp	**3**	33.3%
Four-Way Intersection	**3**	33.3%
On Ramp	**1**	11.1%
Not An Intersection	**1**	11.1%
T-Intersection	**1**	11.1%
Grand Total	**9**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	**2**	22.2%
5	**3**	33.3%
6	**1**	11.1%
7	**1**	11.1%
8	**1**	11.1%
9	**1**	11.1%
Grand Total	**9**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Grade	**8**	88.9%
Straight Level	**1**	11.1%
Grand Total	**9**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

Rye Beach Rd at SR 2 WB Ramps

ACTION1	Number	%
Straight Ahead	**6**	66.7%
Slowing Or Stopped In Traffic	**1**	11.1%
Changing Lanes	**1**	11.1%
Making Right Turn	**1**	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	**5**	55.6%
Ran Red Light	**2**	22.2%
Improper Lane Change/Passing/Offroad	**1**	11.1%
None-Motorist	**1**	11.1%
Grand Total	**9**	**100.0%**

	Number	%
Total	**9**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	**7**	77.8%
Pavement Markings	**2**	22.2%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS1	Number	%
No	**9**	100.0%
Grand Total	**9**	**100.0%**

Rye Beach Rd at SR 2 WB Ramps

DIRECTION_FROM1	Number	%
North	**4**	44.4%
East	**3**	33.3%
South	**2**	22.2%
Grand Total	**9**	**100.0%**

DIRECTION_TO1	Number	%
South	**4**	44.4%
North	**3**	33.3%
West	**2**	22.2%
Grand Total	**9**	**100.0%**

POSTED_SPEED1	Number	%
45	**3**	33.3%
35	**3**	33.3%
55	**1**	11.1%
40	**1**	11.1%
70	**1**	11.1%
Grand Total	**9**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	**4**	44.4%
Compact	**2**	22.2%
Pickup	**1**	11.1%
Other Passenger Vehicle	**1**	11.1%
Minivan	**1**	11.1%
Grand Total	**9**	**100.0%**

VEHICLE_TYPE2	Number	%
Mid Size	**3**	33.3%
Sport Utility Vehicle	**3**	33.3%
Other Passenger Vehicle	**1**	11.1%
Full Size	**1**	11.1%
Compact	**1**	11.1%
Grand Total	**9**	**100.0%**

Rye Beach Rd at SR 2 WB Ramps

ACTION2	Number	%
Slowing Or Stopped In Traffic	**4**	44.4%
Straight Ahead	**2**	22.2%
Making Left Turn	**2**	22.2%
Making Right Turn	**1**	11.1%
Grand Total	**9**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	**8**	88.9%
Followed To Closely/ACDA	**1**	11.1%
Grand Total	**9**	**100.0%**

DIRECTION_FROM2	Number	%
East	**5**	55.6%
North	**4**	44.4%
Grand Total	**9**	**100.0%**

DIRECTION_TO2	Number	%
South	**6**	66.7%
West	**2**	22.2%
North	**1**	11.1%
Grand Total	**9**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	**9**	100.0%
Grand Total	**9**	**100.0%**

Rye Beach Rd at SR 2 WB Ramps

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	2	1
2016	1	1
2017	2	2
Grand Total	**5**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	1
Grand Total	**0**	**1**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	0	1
2017	1	1	1
Grand Total	**1**	**1**	**3**

Rye Beach Rd at SR 2 EB Ramps

	Number
Total	**6**

CRASH_SEVERITY	Number	%
Injury Crash	**2**	33.3%
Property Damage Crash	**4**	66.7%
Grand Total	**6**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	16.7%
2016	**2**	33.3%
2017	**3**	50.0%
Grand Total	**6**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**2**	33.3%
Sunday	**1**	16.7%
Monday	**1**	16.7%
Saturday	**1**	16.7%
Wednesday	**1**	16.7%
Grand Total	**6**	**100.0%**

HOUR_OF_DAY	Number	%
3	**1**	16.7%
13	**1**	16.7%
15	**3**	50.0%
17	**1**	16.7%
Grand Total	**6**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**3**	50.0%
Angle	**1**	16.7%
Fixed Object	**1**	16.7%
SIDESWIPE - PASSING	**1**	16.7%
Grand Total	**6**	**100.0%**

Rye Beach Rd at SR 2 EB Ramps

WEATHER_CONDITION	Number	%
Rain	3	50.0%
Clear	2	33.3%
Cloudy	1	16.7%
Grand Total	**6**	**100.0%**

ROAD_CONDITION	Number	%
Wet	3	50.0%
Dry	3	50.0%
Grand Total	**6**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	5	83.3%
Dark - Roadway Not Lighted	1	16.7%
Grand Total	**6**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	1	16.7%
2	4	66.7%
3	1	16.7%
Grand Total	**6**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	3	50.0%
Not An Intersection	1	16.7%
On Ramp	1	16.7%
Off Ramp	1	16.7%
Grand Total	**6**	**100.0%**

CRASH_MONTH_NBR	Number	%
4	2	33.3%
8	2	33.3%
9	1	16.7%
11	1	16.7%
Grand Total	**6**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Grade	4	66.7%
Curve Grade	1	16.7%
Straight Level	1	16.7%
Grand Total	**6**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

Rye Beach Rd at SR 2 EB Ramps

ACTION1	Number	%
Straight Ahead	5	83.3%
Making Right Turn	1	16.7%
Grand Total	**6**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	3	50.0%
Improper Lane Change/Passing/Offroad	2	33.3%
Ran Red Light	1	16.7%
Grand Total	**6**	**100.0%**

	Number	%
Total	**6**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	5	83.3%
Pavement Markings	1	16.7%
Grand Total	**6**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	5	83.3%
Yes	1	16.7%
Grand Total	**6**	**100.0%**

DRIVER_DRUGS1	Number	%
No	6	100.0%
Grand Total	**6**	**100.0%**

Rye Beach Rd at SR 2 EB Ramps

DIRECTION_FROM1	Number	%
North	**4**	66.7%
West	**2**	33.3%
Grand Total	**6**	**100.0%**

DIRECTION_TO1	Number	%
South	**5**	83.3%
East	**1**	16.7%
Grand Total	**6**	**100.0%**

POSTED_SPEED1	Number	%
45	**2**	33.3%
35	**2**	33.3%
50	**1**	16.7%
70	**1**	16.7%
Grand Total	**6**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Full Size	**2**	33.3%
Pickup	**2**	33.3%
Sport Utility Vehicle	**1**	16.7%
Mid Size	**1**	16.7%
Grand Total	**6**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**2**	33.3%
(blank)	**1**	16.7%
Tractor/Semi-Trailer	**1**	16.7%
Minivan	**1**	16.7%
Pickup	**1**	16.7%
Grand Total	**6**	**100.0%**

Rye Beach Rd at SR 2 EB Ramps

ACTION2	Number	%
Straight Ahead	2	33.3%
Other Motorist Action	1	16.7%
(blank)	1	16.7%
Making Right Turn	1	16.7%
Making Left Turn	1	16.7%
Grand Total	**6**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	5	83.3%
(blank)	1	16.7%
Grand Total	**6**	**100.0%**

DIRECTION_FROM2	Number	%
West	3	50.0%
North	2	33.3%
(blank)	1	16.7%
Grand Total	**6**	**100.0%**

DIRECTION_TO2	Number	%
South	3	50.0%
East	1	16.7%
(blank)	1	16.7%
North	1	16.7%
Grand Total	**6**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

Rye Beach Rd at SR 2 EB Ramps

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	1	0
2016	1	1
2017	2	1
Grand Total	**4**	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	1
2017	0	1	2
Grand Total	**0**	**1**	**3**

Rye Beach Rd btwn SR 2 and Sawmill Parkway

	Number
Total	**1**

CRASH_SEVERITY	Number	%
Property Damage Crash	**1**	100.0%
Grand Total	**1**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	100.0%
Grand Total	**1**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**1**	100.0%
Grand Total	**1**	**100.0%**

HOUR_OF_DAY	Number	%
12	**1**	100.0%
Grand Total	**1**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**1**	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd btwn SR 2 and Sawmill Parkway

WEATHER_CONDITION	Number	%
Clear	1	100.0%
Grand Total	1	100.0%

ROAD_CONDITION	Number	%
Dry	1	100.0%
Grand Total	1	100.0%

LIGHT_CONDITION	Number	%
Daylight	1	100.0%
Grand Total	1	100.0%

NUMBER_OF_VEHICLES	Number	%
3	1	100.0%
Grand Total	1	100.0%

LOCATION	Number	%
Not An Intersection	1	100.0%
Grand Total	1	100.0%

CRASH_MONTH_NBR	Number	%
3	1	100.0%
Grand Total	1	100.0%

ROAD_CONTOUR	Number	%
Straight Level	1	100.0%
Grand Total	1	100.0%

SPECIAL_AREA	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

ANIMAL_TYPE	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

Rye Beach Rd btwn SR 2 and Sawmill Parkway

ACTION1	Number	%
Straight Ahead	1	100.0%
Grand Total	**1**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	1	100.0%
Grand Total	**1**	**100.0%**

	Number	%
Total	**1**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_DRUGS1	Number	%
No	1	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd btwn SR 2 and Sawmill Parkway

DIRECTION_FROM1	Number	%
North	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_TO1	Number	%
South	1	100.0%
Grand Total	**1**	**100.0%**

POSTED_SPEED1	Number	%
45	1	100.0%
Grand Total	**1**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Mid Size	1	100.0%
Grand Total	**1**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	1	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd btwn SR 2 and Sawmill Parkway

ACTION2	Number	%
Slowing Or Stopped In Traffic	1	100.0%
Grand Total	**1**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_FROM2	Number	%
North	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_TO2	Number	%
South	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	1	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd btwn SR 2 and Sawmill Parkway

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
Grand Total	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
Grand Total	**0**	**0**	**0**

Rye Beach Rd at Sawmill Parkway

	Number
Total	**2**

CRASH_SEVERITY	Number	%
Property Damage Crash	**2**	100.0%
Grand Total	**2**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	50.0%
2017	**1**	50.0%
Grand Total	**2**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**1**	50.0%
Thursday	**1**	50.0%
Grand Total	**2**	**100.0%**

HOUR_OF_DAY	Number	%
13	**1**	50.0%
14	**1**	50.0%
Grand Total	**2**	**100.0%**

TYPE_OF_CRASH	Number	%
Backing	**1**	50.0%
Fixed Object	**1**	50.0%
Grand Total	**2**	**100.0%**

Rye Beach Rd at Sawmill Parkway

WEATHER_CONDITION	Number	%
Clear	2	100.0%
Grand Total	2	100.0%

ROAD_CONDITION	Number	%
Wet	1	50.0%
Dry	1	50.0%
Grand Total	2	100.0%

LIGHT_CONDITION	Number	%
Daylight	2	100.0%
Grand Total	2	100.0%

NUMBER_OF_VEHICLES	Number	%
1	1	50.0%
2	1	50.0%
Grand Total	2	100.0%

LOCATION	Number	%
T-Intersection	2	100.0%
Grand Total	2	100.0%

CRASH_MONTH_NBR	Number	%
3	1	50.0%
9	1	50.0%
Grand Total	2	100.0%

ROAD_CONTOUR	Number	%
Straight Level	2	100.0%
Grand Total	2	100.0%

SPECIAL_AREA	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

ANIMAL_TYPE	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

Rye Beach Rd at Sawmill Parkway

ACTION1	Number	%
Making Right Turn	1	50.0%
Backing	1	50.0%
Grand Total	**2**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Improper Lane Change/Passing/Offroad	1	50.0%
Improper Backing	1	50.0%
Grand Total	**2**	**100.0%**

	Number	%
Total	**2**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Stop Sign	1	50.0%
Pavement Markings	1	50.0%
Grand Total	**2**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

DRIVER_DRUGS1	Number	%
No	2	100.0%
Grand Total	**2**	**100.0%**

Rye Beach Rd at Sawmill Parkway

DIRECTION_FROM1	Number	%
West	1	50.0%
East	1	50.0%
Grand Total	**2**	**100.0%**

DIRECTION_TO1	Number	%
North	1	50.0%
East	1	50.0%
Grand Total	**2**	**100.0%**

POSTED_SPEED1	Number	%
25	1	50.0%
35	1	50.0%
Grand Total	**2**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Tractor/Semi-Trailer	2	100.0%
Grand Total	**2**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	1	50.0%
	1	50.0%
Grand Total	**2**	**100.0%**

Rye Beach Rd at Sawmill Parkway

ACTION2	Number	%
Slowing Or Stopped In Traffic	1	50.0%
	1	50.0%
Grand Total	2	100.0%

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	1	50.0%
	1	50.0%
Grand Total	2	100.0%

DIRECTION_FROM2	Number	%
East	1	50.0%
	1	50.0%
Grand Total	2	100.0%

DIRECTION_TO2	Number	%
West	1	50.0%
	1	50.0%
Grand Total	2	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

DRIVER_DRUGS2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

Rye Beach Rd at Sawmill Parkway

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
2017	1
Grand Total	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**0**

Rye Beach Rd at Railroad Crossing

	Number
Total	**1**

CRASH_SEVERITY	Number	%
Fatal Crash	**1**	100.0%
Grand Total	**1**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	100.0%
Grand Total	**1**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**1**	100.0%
Grand Total	**1**	**100.0%**

HOUR_OF_DAY	Number	%
12	**1**	100.0%
Grand Total	**1**	**100.0%**

TYPE_OF_CRASH	Number	%
Train	**1**	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd at Railroad Crossing

WEATHER_CONDITION	Number	%
Cloudy	1	100.0%
Grand Total	1	100.0%

ROAD_CONDITION	Number	%
Dry	1	100.0%
Grand Total	1	100.0%

LIGHT_CONDITION	Number	%
Daylight	1	100.0%
Grand Total	1	100.0%

NUMBER_OF_VEHICLES	Number	%
2	1	100.0%
Grand Total	1	100.0%

LOCATION	Number	%
Railroad Grade Crossing	1	100.0%
Grand Total	1	100.0%

CRASH_MONTH_NBR	Number	%
11	1	100.0%
Grand Total	1	100.0%

ROAD_CONTOUR	Number	%
Straight Grade	1	100.0%
Grand Total	1	100.0%

SPECIAL_AREA	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

ANIMAL_TYPE	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

Rye Beach Rd at Railroad Crossing

ACTION1	Number	%
Other Motorist Action	1	100.0%
Grand Total	1	100.0%

CONTRIBUTING_FACTOR1	Number	%
Failure To Yield	1	100.0%
Grand Total	1	100.0%

	Number	%
Total	1	100.0%

TRAFFIC_CONTROL1	Number	%
Railroad Gates	1	100.0%
Grand Total	1	100.0%

DRIVER_ALCOHOL1	Number	%
No	1	100.0%
Grand Total	1	100.0%

DRIVER_DRUGS1	Number	%
Yes	1	100.0%
Grand Total	1	100.0%

Rye Beach Rd at Railroad Crossing

DIRECTION_FROM1	Number	%
North	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_TO1	Number	%
South	1	100.0%
Grand Total	**1**	**100.0%**

POSTED_SPEED1	Number	%
45	1	100.0%
Grand Total	**1**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Van	1	100.0%
Grand Total	**1**	**100.0%**

VEHICLE_TYPE2	Number	%
Other Med/Heavy Vehicle	1	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd at Railroad Crossing

ACTION2	Number	%
Straight Ahead	1	100.0%
Grand Total	**1**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_FROM2	Number	%
Northwest	1	100.0%
Grand Total	**1**	**100.0%**

DIRECTION_TO2	Number	%
Southeast	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	1	100.0%
Grand Total	**1**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	1	100.0%
Grand Total	**1**	**100.0%**

Rye Beach Rd at Railroad Crossing

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Fatal Crash
2015	1
Grand Total	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	1	0
Grand Total	**1**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
Grand Total	**0**	**0**	**0**

Butler St btwn US 6 and US 250 (Milan Rd)

	Number
Total	**4**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	25.0%
Property Damage Crash	**3**	75.0%
Grand Total	**4**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	25.0%
2016	**2**	50.0%
2017	**1**	25.0%
Grand Total	**4**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**2**	50.0%
Tuesday	**1**	25.0%
Sunday	**1**	25.0%
Grand Total	**4**	**100.0%**

HOUR_OF_DAY	Number	%
00	**1**	25.0%
02	**1**	25.0%
08	**1**	25.0%
14	**1**	25.0%
Grand Total	**4**	**100.0%**

TYPE_OF_CRASH	Number	%
Parked Vehicle	**2**	50.0%
Right Turn	**1**	25.0%
Backing	**1**	25.0%
Grand Total	**4**	**100.0%**

Butler St btwn US 6 and US 250 (Milan Rd)

WEATHER_CONDITION	Number	%
Clear	2	50.0%
Cloudy	2	50.0%
Grand Total	**4**	**100.0%**

ROAD_CONDITION	Number	%
Dry	3	75.0%
Wet	1	25.0%
Grand Total	**4**	**100.0%**

LIGHT_CONDITION	Number	%
Dark - Lighted Roadway	2	50.0%
Daylight	2	50.0%
Grand Total	**4**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	4	100.0%
Grand Total	**4**	**100.0%**

LOCATION	Number	%
Not An Intersection	4	100.0%
Grand Total	**4**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	1	25.0%
2	1	25.0%
3	2	50.0%
Grand Total	**4**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Grade	2	50.0%
Straight Level	2	50.0%
Grand Total	**4**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

Butler St btwn US 6 and US 250 (Milan Rd)

ACTION1	Number	%
Straight Ahead	2	50.0%
Making Right Turn	1	25.0%
Backing	1	25.0%
Grand Total	**4**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	2	50.0%
Failure To Yield	1	25.0%
Improper Backing	1	25.0%
Grand Total	**4**	**100.0%**

	Number	%
Total	**4**	**100.0%**

TRAFFIC_CONTROL1	Number	%
No Controls	4	100.0%
Grand Total	**4**	**100.0%**

DRIVER_ALCOHOL1	Number	%
Yes	2	50.0%
No	2	50.0%
Grand Total	**4**	**100.0%**

DRIVER_DRUGS1	Number	%
No	4	100.0%
Grand Total	**4**	**100.0%**

Butler St btwn US 6 and US 250 (Milan Rd)

DIRECTION_FROM1	Number	%
East	2	50.0%
Unknown	1	25.0%
North	1	25.0%
Grand Total	**4**	**100.0%**

DIRECTION_TO1	Number	%
Southeast	1	25.0%
North	1	25.0%
West	1	25.0%
Unknown	1	25.0%
Grand Total	**4**	**100.0%**

POSTED_SPEED1	Number	%
25	4	100.0%
Grand Total	**4**	**100.0%**

ESTIMATED_SPEED1	Number	%
(blank)		#DIV/0!
Grand Total		**#DIV/0!**

VEHICLE_TYPE1	Number	%
Full Size	1	25.0%
Unknown Or Hit/Skip	1	25.0%
Sport Utility Vehicle	1	25.0%
Mid Size	1	25.0%
Grand Total	**4**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	2	50.0%
Pickup	1	25.0%
Full Size	1	25.0%
Grand Total	**4**	**100.0%**

Butler St btwn US 6 and US 250 (Milan Rd)

ACTION2	Number	%
Parked	3	75.0%
Straight Ahead	1	25.0%
Grand Total	**4**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	4	100.0%
Grand Total	**4**	**100.0%**

DIRECTION_FROM2	Number	%
South	3	75.0%
East	1	25.0%
Grand Total	**4**	**100.0%**

DIRECTION_TO2	Number	%
North	3	75.0%
West	1	25.0%
Grand Total	**4**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	4	100.0%
Grand Total	**4**	**100.0%**

Butler St btwn US 6 and US 250 (Milan Rd)

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Property Damage Crash	Injury Crash
2015	1	0
2016	2	0
2017	0	1
Grand Total	**3**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
2017	0	1	1
Grand Total	**0**	**1**	**1**

US 250 (Milan Rd) and Ramp to Butler St

	Number
Total	**7**

CRASH_SEVERITY	Number	%
Injury Crash	**3**	42.9%
Property Damage Crash	**4**	57.1%
Grand Total	**7**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**3**	42.9%
2016	**2**	28.6%
2017	**2**	28.6%
Grand Total	**7**	**100.0%**

DAY_OF_WEEK	Number	%
Wednesday	**2**	28.6%
Tuesday	**2**	28.6%
Friday	**1**	14.3%
Saturday	**1**	14.3%
Monday	**1**	14.3%
Grand Total	**7**	**100.0%**

HOUR_OF_DAY	Number	%
02	**1**	14.3%
07	**1**	14.3%
09	**1**	14.3%
14	**1**	14.3%
16	**1**	14.3%
18	**1**	14.3%
19	**1**	14.3%
Grand Total	**7**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**4**	57.1%
Sideswipe - Passing	**2**	28.6%
Other Non-Collision	**1**	14.3%
Grand Total	**7**	**100.0%**

US 250 (Milan Rd) and Ramp to Butler St

WEATHER_CONDITION	Number	%
Clear	6	85.7%
Rain	1	14.3%
Grand Total	**7**	**100.0%**

ROAD_CONDITION	Number	%
Dry	5	71.4%
Wet	1	14.3%
Ice	1	14.3%
Grand Total	**7**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	5	71.4%
Dark - Lighted Roadway	2	28.6%
Grand Total	**7**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
1	5	71.4%
2	2	28.6%
Grand Total	**7**	**100.0%**

LOCATION	Number	%
Y-Intersection	3	42.9%
Off Ramp	2	28.6%
Not An Intersection	2	28.6%
Grand Total	**7**	**100.0%**

CRASH_MONTH_NBR	Number	%
2	1	14.3%
5	3	42.9%
7	1	14.3%
8	1	14.3%
9	1	14.3%
Grand Total	**7**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	6	85.7%
Curve Grade	1	14.3%
Grand Total	**7**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

US 250 (Milan Rd) and Ramp to Butler St

ACTION1	Number	%
Straight Ahead	3	42.9%
Changing Lanes	2	28.6%
Unknown	1	14.3%
Negotiating A Curve	1	14.3%
Grand Total	**7**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	4	57.1%
Failure To Yield	1	14.3%
Improper Lane Change/Passing/Offroad	1	14.3%
Unsafe Speed	1	14.3%
Grand Total	**7**	**100.0%**

	Number	%
Total	**7**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	3	42.9%
Other	2	28.6%
Yield Sign	1	14.3%
No Controls	1	14.3%
Grand Total	**7**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	7	100.0%
Grand Total	**7**	**100.0%**

DRIVER_DRUGS1	Number	%
No	7	100.0%
Grand Total	**7**	**100.0%**

US 250 (Milan Rd) and Ramp to Butler St

DIRECTION_FROM1	Number	%
North	**3**	42.9%
South	**3**	42.9%
Northwest	**1**	14.3%
Grand Total	**7**	**100.0%**

DIRECTION_TO1	Number	%
North	**5**	71.4%
Northeast	**1**	14.3%
South	**1**	14.3%
Grand Total	**7**	**100.0%**

POSTED_SPEED1	Number	%
35	**6**	85.7%
	1	14.3%
Grand Total	**7**	**100.0%**

ESTIMATED_SPEED1	Number	%
35	**1**	100.0%
Grand Total	**1**	**100.0%**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	**2**	28.6%
Unknown Or Hit/Skip	**1**	14.3%
Mid Size	**1**	14.3%
Motorcycle	**1**	14.3%
Pickup	**1**	14.3%
Van	**1**	14.3%
Grand Total	**7**	**100.0%**

VEHICLE_TYPE2	Number	%
	5	71.4%
Mid Size	**1**	14.3%
Sport Utility Vehicle	**1**	14.3%
Grand Total	**7**	**100.0%**

US 250 (Milan Rd) and Ramp to Butler St

ACTION2	Number	%
	5	71.4%
Negotiating A Curve	1	14.3%
Straight Ahead	1	14.3%
Grand Total	**7**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
	5	71.4%
None-Motorist	2	28.6%
Grand Total	**7**	**100.0%**

DIRECTION_FROM2	Number	%
	5	71.4%
South	1	14.3%
North	1	14.3%
Grand Total	**7**	**100.0%**

DIRECTION_TO2	Number	%
	5	71.4%
Northeast	1	14.3%
North	1	14.3%
Grand Total	**7**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	7	100.0%
Grand Total	**7**	**100.0%**

US 250 (Milan Rd) and Ramp to Butler St

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Injury Crash	Property Damage Crash
2015	1	2
2016	1	1
2017	1	1
Grand Total	**3**	**4**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	1
2016	0	0	1
2017	0	1	0
Grand Total	**0**	**1**	**2**

US 250 (Milan Rd) and Ramp from Butler St

	Number
Total	**3**

CRASH_SEVERITY	Number	%
Injury Crash	**2**	66.7%
Property Damage Crash	**1**	33.3%
Grand Total	**3**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	33.3%
2016	**1**	33.3%
2017	**1**	33.3%
Grand Total	**3**	**100.0%**

DAY_OF_WEEK	Number	%
Sunday	**1**	33.3%
Friday	**1**	33.3%
Wednesday	**1**	33.3%
Grand Total	**3**	**100.0%**

HOUR_OF_DAY	Number	%
13	**1**	33.3%
15	**1**	33.3%
18	**1**	33.3%
Grand Total	**3**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**3**	100.0%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) and Ramp from Butler St

WEATHER_CONDITION	Number	%
Cloudy	2	66.7%
Clear	1	33.3%
Grand Total	3	100.0%

ROAD_CONDITION	Number	%
Dry	3	100.0%
Grand Total	3	100.0%

LIGHT_CONDITION	Number	%
Daylight	3	100.0%
Grand Total	3	100.0%

NUMBER_OF_VEHICLES	Number	%
2	3	100.0%
Grand Total	3	100.0%

LOCATION	Number	%
T-Intersection	3	100.0%
Grand Total	3	100.0%

CRASH_MONTH_NBR	Number	%
1	1	33.3%
4	1	33.3%
6	1	33.3%
Grand Total	3	100.0%

ROAD_CONTOUR	Number	%
Curve Level	1	33.3%
Curve Grade	1	33.3%
Straight Level	1	33.3%
Grand Total	3	100.0%

SPECIAL_AREA	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

ANIMAL_TYPE	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

US 250 (Milan Rd) and Ramp from Butler St

ACTION1	Number	%
Straight Ahead	1	33.3%
Making Right Turn	1	33.3%
Slowing Or Stopped In Traffic	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	3	100.0%
Grand Total	**3**	**100.0%**

	Number	%
Total	**3**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	2	66.7%
Pavement Markings	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) and Ramp from Butler St

DIRECTION_FROM1	Number	%
South	2	66.7%
West	1	33.3%
Grand Total	3	100.0%

DIRECTION_TO1	Number	%
East	2	66.7%
North	1	33.3%
Grand Total	3	100.0%

POSTED_SPEED1	Number	%
35	2	66.7%
25	1	33.3%
Grand Total	3	100.0%

ESTIMATED_SPEED1	Number	%
35	1	100.0%
Grand Total	1	100.0%

VEHICLE_TYPE1	Number	%
Pickup	1	33.3%
Sub-Compact	1	33.3%
Mid Size	1	33.3%
Grand Total	3	100.0%

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	2	66.7%
Mid Size	1	33.3%
Grand Total	3	100.0%

US 250 (Milan Rd) and Ramp from Butler St

ACTION2	Number	%
Making Right Turn	2	66.7%
Slowing Or Stopped In Traffic	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	3	100.0%
Grand Total	**3**	**100.0%**

DIRECTION_FROM2	Number	%
South	2	66.7%
West	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO2	Number	%
East	1	33.3%
Northeast	1	33.3%
South	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) and Ramp from Butler St

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Injury Crash	Property Damage Crash
2015	0	1
2016	1	0
2017	1	0
Grand Total	**2**	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	1
2017	0	0	1
Grand Total	**0**	**0**	**2**

Ramp from Butler St to US 250

	Number
Total	**1**

CRASH_SEVERITY	Number	%
Property Damage Crash	**1**	100.0%
Grand Total	**1**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	100.0%
Grand Total	**1**	**100.0%**

DAY_OF_WEEK	Number	%
Sunday	**1**	100.0%
Grand Total	**1**	**100.0%**

HOUR_OF_DAY	Number	%
14	**1**	100.0%
Grand Total	**1**	**100.0%**

TYPE_OF_CRASH	Number	%
Fixed Object	**1**	100.0%
Grand Total	**1**	**100.0%**

Ramp from Butler St to US 250

WEATHER_CONDITION	Number	%
Cloudy	1	100.0%
Grand Total	1	100.0%

ROAD_CONDITION	Number	%
Dry	1	100.0%
Grand Total	1	100.0%

LIGHT_CONDITION	Number	%
Daylight	1	100.0%
Grand Total	1	100.0%

NUMBER_OF_VEHICLES	Number	%
1	1	100.0%
Grand Total	1	100.0%

LOCATION	Number	%
Not An Intersection	1	100.0%
Grand Total	1	100.0%

CRASH_MONTH_NBR	Number	%
4	1	100.0%
Grand Total	1	100.0%

ROAD_CONTOUR	Number	%
Curve Grade	1	100.0%
Grand Total	1	100.0%

SPECIAL_AREA	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

ANIMAL_TYPE	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

Ramp from Butler St to US 250

ACTION1	Number	%
Negotiating A Curve	1	100.0%
Grand Total	1	100.0%

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	1	100.0%
Grand Total	1	100.0%

	Number	%
Total	1	100.0%

TRAFFIC_CONTROL1	Number	%
Pavement Markings	1	100.0%
Grand Total	1	100.0%

DRIVER_ALCOHOL1	Number	%
No	1	100.0%
Grand Total	1	100.0%

DRIVER_DRUGS1	Number	%
No	1	100.0%
Grand Total	1	100.0%

Ramp from Butler St to US 250

DIRECTION_FROM1	Number	%
East	1	100.0%
Grand Total	1	100.0%

DIRECTION_TO1	Number	%
West	1	100.0%
Grand Total	1	100.0%

POSTED_SPEED1	Number	%
45	1	100.0%
Grand Total	1	100.0%

ESTIMATED_SPEED1	Number	%
35	1	100.0%
Grand Total	1	100.0%

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	1	100.0%
Grand Total	1	100.0%

VEHICLE_TYPE2	Number	%
	1	100.0%
Grand Total	1	100.0%

Ramp from Butler St to US 250

ACTION2	Number	%
	1	100.0%
Grand Total	1	100.0%

CONTRIBUTING_FACTOR2	Number	%
	1	100.0%
Grand Total	1	100.0%

DIRECTION_FROM2	Number	%
	1	100.0%
Grand Total	1	100.0%

DIRECTION_TO2	Number	%
	1	100.0%
Grand Total	1	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

DRIVER_DRUGS2	Number	%
(blank)	1	100.0%
Grand Total	1	100.0%

Ramp from Butler St to US 250

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
Grand Total	**1**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
Grand Total	**0**	**0**	**0**

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

	Number
Total	**3**

CRASH_SEVERITY	Number	%
Property Damage Crash	**3**	100.0%
Grand Total	**3**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	33.3%
2016	**2**	66.7%
Grand Total	**3**	**100.0%**

DAY_OF_WEEK	Number	%
Friday	**2**	66.7%
Monday	**1**	33.3%
Grand Total	**3**	**100.0%**

HOUR_OF_DAY	Number	%
07	**1**	33.3%
10	**1**	33.3%
21	**1**	33.3%
Grand Total	**3**	**100.0%**

TYPE_OF_CRASH	Number	%
Sideswipe - Passing	**2**	66.7%
Rear End	**1**	33.3%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

WEATHER_CONDITION	Number	%
Cloudy	2	66.7%
Clear	1	33.3%
Grand Total	3	100.0%

ROAD_CONDITION	Number	%
Dry	2	66.7%
Wet	1	33.3%
Grand Total	3	100.0%

LIGHT_CONDITION	Number	%
Daylight	2	66.7%
Dark - Lighted Roadway	1	33.3%
Grand Total	3	100.0%

NUMBER_OF_VEHICLES	Number	%
2	3	100.0%
Grand Total	3	100.0%

LOCATION	Number	%
Not An Intersection	3	100.0%
Grand Total	3	100.0%

CRASH_MONTH_NBR	Number	%
9	1	33.3%
11	2	66.7%
Grand Total	3	100.0%

ROAD_CONTOUR	Number	%
Straight Level	3	100.0%
Grand Total	3	100.0%

SPECIAL_AREA	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

ANIMAL_TYPE	Number	%
(blank)	3	100.0%
Grand Total	3	100.0%

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

ACTION1	Number	%
Straight Ahead	1	33.3%
Changing Lanes	1	33.3%
Slowing Or Stopped In Traffic	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Unknown	1	33.3%
None-Motorist	1	33.3%
Other Improper Action	1	33.3%
Grand Total	**3**	**100.0%**

	Number	%
Total	**3**	**100.0%**

TRAFFIC_CONTROL1	Number	%
No Controls	2	66.7%
Pavement Markings	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

DIRECTION_FROM1	Number	%
South	2	66.7%
North	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO1	Number	%
North	2	66.7%
South	1	33.3%
Grand Total	**3**	**100.0%**

POSTED_SPEED1	Number	%
35	3	100.0%
Grand Total	**3**	**100.0%**

ESTIMATED_SPEED1	Number	%
35	1	100.0%
Grand Total	**1**	**100.0%**

VEHICLE_TYPE1	Number	%
Mid Size	2	66.7%
Sport Utility Vehicle	1	33.3%
Grand Total	**3**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	2	66.7%
Mid Size	1	33.3%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

ACTION2	Number	%
Straight Ahead	3	100.0%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	1	33.3%
Failure To Yield	1	33.3%
Followed To Closely/ACDA	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_FROM2	Number	%
South	2	66.7%
North	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO2	Number	%
North	2	66.7%
South	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

US 250 (Milan Rd) btwn Sycamore Line and Ramp from Butler St

SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
2016	2
Grand Total	**3**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2016	0	0	0
Grand Total	**0**	**0**	**0**

US 250 (Milan Rd) and Sycamore Line

	Number
Total	**6**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	16.7%
Property Damage Crash	**5**	83.3%
Grand Total	**6**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**2**	33.3%
2016	**3**	50.0%
2017	**1**	16.7%
Grand Total	**6**	**100.0%**

DAY_OF_WEEK	Number	%
Monday	**3**	50.0%
Friday	**2**	33.3%
Thursday	**1**	16.7%
Grand Total	**6**	**100.0%**

HOUR_OF_DAY	Number	%
11	**1**	16.7%
14	**2**	33.3%
15	**1**	16.7%
16	**1**	16.7%
20	**1**	16.7%
Grand Total	**6**	**100.0%**

TYPE_OF_CRASH	Number	%
Rear End	**3**	50.0%
Sideswipe - Passing	**2**	33.3%
Right Turn	**1**	16.7%
Grand Total	**6**	**100.0%**

US 250 (Milan Rd) and Sycamore Line

WEATHER_CONDITION	Number	%
Clear	4	66.7%
Snow	1	16.7%
Cloudy	1	16.7%
Grand Total	**6**	**100.0%**

ROAD_CONDITION	Number	%
Dry	5	83.3%
Wet	1	16.7%
Grand Total	**6**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	5	83.3%
Dark - Lighted Roadway	1	16.7%
Grand Total	**6**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	6	100.0%
Grand Total	**6**	**100.0%**

LOCATION	Number	%
Four-Way Intersection	5	83.3%
Not An Intersection	1	16.7%
Grand Total	**6**	**100.0%**

CRASH_MONTH_NBR	Number	%
1	1	16.7%
3	1	16.7%
4	2	33.3%
10	1	16.7%
11	1	16.7%
Grand Total	**6**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	6	100.0%
Grand Total	**6**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

US 250 (Milan Rd) and Sycamore Line

ACTION1	Number	%
Slowing Or Stopped In Traffic	2	33.3%
Changing Lanes	1	16.7%
Making Right Turn	1	16.7%
Negotiating A Curve	1	16.7%
Straight Ahead	1	16.7%
Grand Total	**6**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Followed To Closely/ACDA	3	50.0%
Unknown	1	16.7%
Improper Lane Change/Passing/Offroad	1	16.7%
None-Motorist	1	16.7%
Grand Total	**6**	**100.0%**

	Number	%
Total	**6**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Traffic Signal	4	66.7%
Pavement Markings	2	33.3%
Grand Total	**6**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	6	100.0%
Grand Total	**6**	**100.0%**

DRIVER_DRUGS1	Number	%
No	6	100.0%
Grand Total	**6**	**100.0%**

US 250 (Milan Rd) and Sycamore Line

DIRECTION_FROM1	Number	%
North	**3**	50.0%
West	**1**	16.7%
Northeast	**1**	16.7%
Southwest	**1**	16.7%
Grand Total	**6**	**100.0%**

DIRECTION_TO1	Number	%
South	**5**	83.3%
Southwest	**1**	16.7%
Grand Total	**6**	**100.0%**

POSTED_SPEED1	Number	%
35	**6**	100.0%
Grand Total	**6**	**100.0%**

ESTIMATED_SPEED1	Number	%
10	**2**	33.3%
5	**1**	16.7%
15	**1**	16.7%
25	**1**	16.7%
35	**1**	16.7%
Grand Total	**6**	**100.0%**

VEHICLE_TYPE1	Number	%
Sport Utility Vehicle	**2**	33.3%
Single Unit Truck Or Van 2 Axle, 6 T	**1**	16.7%
Minivan	**1**	16.7%
Mid Size	**1**	16.7%
Compact	**1**	16.7%
Grand Total	**6**	**100.0%**

VEHICLE_TYPE2	Number	%
Pickup	**2**	33.3%
Sport Utility Vehicle	**2**	33.3%
Sub-Compact	**1**	16.7%
Van	**1**	16.7%
Grand Total	**6**	**100.0%**

US 250 (Milan Rd) and Sycamore Line

ACTION2	Number	%
Slowing Or Stopped In Traffic	3	50.0%
Straight Ahead	2	33.3%
Negotiating A Curve	1	16.7%
Grand Total	**6**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	5	83.3%
Unknown	1	16.7%
Grand Total	**6**	**100.0%**

DIRECTION_FROM2	Number	%
North	3	50.0%
Northeast	1	16.7%
South	1	16.7%
Southwest	1	16.7%
Grand Total	**6**	**100.0%**

DIRECTION_TO2	Number	%
South	4	66.7%
Southwest	1	16.7%
North	1	16.7%
Grand Total	**6**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	6	100.0%
Grand Total	**6**	**100.0%**

US 250 (Milan Rd) and Sycamore Line

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Injury Crash	Property Damage Crash
2015	1	1
2016	0	3
2017	0	1
Grand Total	**1**	**5**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2016	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	2
2016	0	0	0
2017	0	0	0
Grand Total	**0**	**0**	**2**

Sycamore Line btwn US 6 and Milan Rd

	Number
Total	**3**

CRASH_SEVERITY	Number	%
Injury Crash	**1**	33.3%
Property Damage Crash	**2**	66.7%
Grand Total	**3**	**100.0%**

TRAFFIC_CRASH_YEAR	Number	%
2015	**1**	33.3%
2017	**2**	66.7%
Grand Total	**3**	**100.0%**

DAY_OF_WEEK	Number	%
Tuesday	**1**	33.3%
Friday	**1**	33.3%
Thursday	**1**	33.3%
Grand Total	**3**	**100.0%**

HOUR_OF_DAY	Number	%
10	**1**	33.3%
12	**1**	33.3%
13	**1**	33.3%
Grand Total	**3**	**100.0%**

TYPE_OF_CRASH	Number	%
Angle	**2**	66.7%
Sideswipe - Passing	**1**	33.3%
Grand Total	**3**	**100.0%**

Sycamore Line btwn US 6 and Milan Rd

WEATHER_CONDITION	Number	%
Clear	2	66.7%
Cloudy	1	33.3%
Grand Total	**3**	**100.0%**

ROAD_CONDITION	Number	%
Dry	3	100.0%
Grand Total	**3**	**100.0%**

LIGHT_CONDITION	Number	%
Daylight	3	100.0%
Grand Total	**3**	**100.0%**

NUMBER_OF_VEHICLES	Number	%
2	3	100.0%
Grand Total	**3**	**100.0%**

LOCATION	Number	%
Not An Intersection	2	66.7%
Driveway/Alley Access	1	33.3%
Grand Total	**3**	**100.0%**

CRASH_MONTH_NBR	Number	%
3	1	33.3%
11	1	33.3%
12	1	33.3%
Grand Total	**3**	**100.0%**

ROAD_CONTOUR	Number	%
Straight Level	3	100.0%
Grand Total	**3**	**100.0%**

SPECIAL_AREA	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

ANIMAL_TYPE	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

Sycamore Line btwn US 6 and Milan Rd

ACTION1	Number	%
Entering Traffic Lane	1	33.3%
Unknown	1	33.3%
Changing Lanes	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR1	Number	%
Unknown	1	33.3%
Improper Lane Change/Passing/Offroad	1	33.3%
Failure To Yield	1	33.3%
Grand Total	**3**	**100.0%**

	Number	%
Total	**3**	**100.0%**

TRAFFIC_CONTROL1	Number	%
Pavement Markings	2	66.7%
No Controls	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS1	Number	%
No	3	100.0%
Grand Total	**3**	**100.0%**

Sycamore Line btwn US 6 and Milan Rd

DIRECTION_FROM1	Number	%
East	**2**	66.7%
North	**1**	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO1	Number	%
West	**2**	66.7%
South	**1**	33.3%
Grand Total	**3**	**100.0%**

POSTED_SPEED1	Number	%
35	**3**	100.0%
Grand Total	**3**	**100.0%**

ESTIMATED_SPEED1	Number	%
5	**1**	33.3%
0	**1**	33.3%
25	**1**	33.3%
Grand Total	**3**	**100.0%**

VEHICLE_TYPE1	Number	%
Mid Size	**3**	100.0%
Grand Total	**3**	**100.0%**

VEHICLE_TYPE2	Number	%
Sport Utility Vehicle	**1**	33.3%
Pickup	**1**	33.3%
Mid Size	**1**	33.3%
Grand Total	**3**	**100.0%**

Sycamore Line btwn US 6 and Milan Rd

ACTION2	Number	%
Straight Ahead	2	66.7%
Unknown	1	33.3%
Grand Total	**3**	**100.0%**

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	2	66.7%
Unknown	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_FROM2	Number	%
North	2	66.7%
South	1	33.3%
Grand Total	**3**	**100.0%**

DIRECTION_TO2	Number	%
South	2	66.7%
North	1	33.3%
Grand Total	**3**	**100.0%**

DRIVER_ALCOHOL2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

DRIVER_DRUGS2	Number	%
(blank)	3	100.0%
Grand Total	**3**	**100.0%**

Sycamore Line btwn US 6 and Milan Rd

SEVERITY	CRASH_SEVERITY	
TRAFFIC_CRASH_YEAR	Injury Crash	Property Damage Crash
2015	1	0
2017	0	2
Grand Total	**1**	**2**

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2017	0	0
Grand Total	**0**	**0**

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	2
2017	0	0	0
Grand Total	**0**	**0**	**2**

TRAFFIC CRASH REPORT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL INFORMATION: P16113000002955

LOCAL REPORT NUMBER *: 22-0451-22

CRASH SEVERITY: 2 (1 - FATAL, 2 - INJURY, 3 - PDO)

HIT/SKIP: 0 (1 - SOLVED, 2. UNSOLVED)

PHOTOS TAKEN: ■ OH -2 ☐ OH -1P ■ OH -3 ☐ OTHER

☐ PDO UNDER STATE REPORTABLE DOLLAR AMOUNT

☐ PRIVATE PROPERTY

REPORTING AGENCY NCIC *: OHP22

REPORTING AGENCY NAME *: Ohio State Highway Patrol

NUMBER OF UNITS: 2

UNIT IN ERROR: 1 (98 - ANIMAL, 99 - UNKNOWN)

COUNTY *: Erie County

☐ CITY * ☐ VILLAGE* ■ TOWNSHIP *

CITY, VILLAGE, TOWNSHIP *: Huron (Township of)

CRASH DATE *: 11/30/2016

TIME OF CRASH: 17:47

DAY OF WEEK: WED

DEGREES/MINUTES/SECONDS

LATITUDE: ::

LONGITUDE: ::

OR

DECIMAL DEGREES

LATITUDE: 41.403097

LONGITUDE: 82.588661

ROADWAY DIVISION: ☐ DIVIDED ■ UNDIVIDED

DIVIDED LANE DIRECTION OF TRAVEL: N - NORTHBOUND, S - SOUTHBOUND, E - EASTBOUND, W -WESTBOUND

NUMBER OF THRU LANES: 2

ROAD TYPES OR MILEPOST: AL - ALLEY, AV - AVENUE, BL - BOULEVARD, CR - CIRCLE, CT - COURT, DR - DRIVE, HE - HEIGHTS, HW - HIGHWAY, LA - LANE, MP - MILEPOST, PK - PARKWAY, PI - PIKE, PL - PLACE, RD - ROAD, SQ - SQUARE, ST - STREET, TE - TERRACE, TL - TRAIL, WA - WAY

LOCATION ROUTE NUMBER: LOCATION ROUTE TYPE: US 6

LOC PREFIX: ☐ N,S, E,W

LOCATION ROAD NAME:

LOCATION ROAD TYPE:

ROUTE TYPES: IR - INTERSTATE ROUTE (INC. TURNPIKE), US - US ROUTE, SR - STATE ROUTE, CR - NUMBERED COUNTY ROUTE, TR - NUMBERED TOWNSHIP ROUTE

DISTANCE FROM REFERENCE: ■ MILES ☐ FEET ☐ YARDS: 0.25

DIR FROM REF: W (N,S, E,W)

OF

REFERENCE ROUTE TYPE:

REFERENCE ROUTE NUMBER:

REF PREFIX: ☐ N,S, E,W

REFERENCE NAME (ROAD, MILEPOST, HOUSE #): 16

REFERENCE ROAD TYPE: MP

REFERENCE POINT USED: 2 (1 -INTERSECTION, 2 -MILE POST, 3 -HOUSE NUMBER)

CRASH LOCATION: 2 (01 - NOT AN INTERSECTION, 02 - FOUR- WAY INTERSECTION, 03 - T-INTERSECTION, 04 - Y-INTERSECTION, 05 - TRAFFIC CIRCLE/ ROUNDABOUT, 06 - FIVE-POINT, OR MORE, 07 - ON RAMP, 08 - OFF RAMP, 09 - CROSSOVER, 10 - DRIVEWAY/ ALLEY ACCESS, 11 - RAILWAY GRADE CROSSING, 12 - SHARED-USE PATHS OR TRAILS, 99 - UNKNOWN)

■ INTERSECTION RELATED

LOCATION OF FIRST HARMFUL EVENT: 1 (1 - ON ROADWAY, 2 - ON SHOULDE, 3 - IN MEDIAN, 4 - ON ROADSIDE, 5 - ON GORE, 6 - OUTSIDE TRAFFICWAY, 9 - UNKNOWN)

ROAD CONTOUR: 1 (1 - STRAIGHT LEVEL, 2 - STRAIGHT GRADE, 3 - CURVE LEVEL, 4 - CURVE GRADE, 9 - UNKNOWN)

ROAD CONDITIONS: PRIMARY: 2; SECONDARY: (01 - DRY, 02 - WET, 03 - SNOW, 04 - ICE, 05 - SAND, MUD, DIRT, OIL, GRAVEL, 06 - WATER (STANDING, MOVING), 07 - SLUSH, 08 - DEBRIS *, 09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT*, 10 - OTHER, 99 - UNKNOWN)

*SECONDARY CONDITION ONLY

MANNER OF CRASH COLLISION/IMPACT: 6 (1 - NOT COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT, 2 - REAR-END, 3 - HEAD-ON, 4 - REAR-TO-REAR, 5 - BACKING, 6 - ANGLE, 7 - SIDESWIPE, -SAME DIRECTION, 8 - SIDESWIPE, OPPOSITE DIRECTION, 9 - UNKNOWN)

WEATHER: 4 (1 - CLEAR, 2 - CLOUDY, 3 - FOG,SMOG, SMOKE, 4 - RAIN, 5 - SLEET, HAIL, 6 - SNOW, 7 - SEVERE CROSSWINDS, 8 - BLOWING SAND,SOIL, DIRT, SNOW, 9 - OTHER/UNKNOWN)

ROAD SURFACE: 2 (1 - CONCRETE, 2 - BLACKTOP, BITUMINOUS, ASPHALT, 3 - BRICK/BLOCK, 4 - SLAG , GRAVEL, STONE, 5 - DIRT, 6 - OTHER)

LIGHT CONDITIONS: PRIMARY: 4; ☐ SECONDAR (1 - DAYLIGHT, 2 - DAWN, 3 - DUSK, 4 - DARK - LIGHTED ROADWAY, 5 - DARK - ROADWAY NOT LIGHTED, 6 - DARK - UNKNOWN ROADWAY LIGHTING, 7 - GLARE*, 8 - OTHER, 9 - UNKNOWN)

*SECONDARY CONDITION ONLY

☐ SCHOOL ZONE RELATED

SCHOOL BUS RELATED: ☐ YES, SCHOOL BUS DIRECTLY INVOLVED ☐ YES, SCHOOL BUS INDIRECTLY INVOLVED

☐ WORK ZONE RELATED

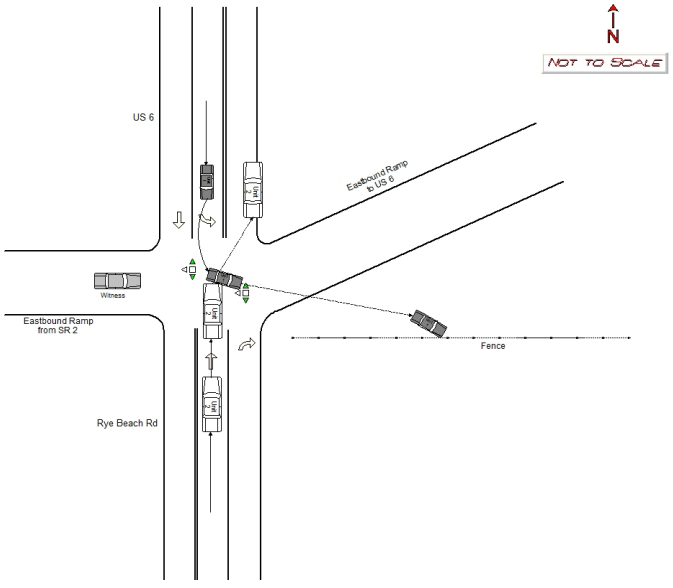
☐ WORKERS PRESENT ☐ LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE) ☐ LAW ENFORCEMENT PRESENT (VEHICLEONLY)

TYPE OF WORK ZONE: 0 (1 - LANE CLOSURE, 2 - LANE SHIFT/ CROSSOVER, 3 - WORK ON SHOULDER OR MEDIAN, 4 - INTERMITTENT OR MOVING WORK, 5 - OTHER)

LOCATION OF CRASH IN WORK ZONE: 0 (1 - BEFORE THE FIRST WORK ZONE WARNING SIGN, 2 - ADVANCE WARNING AREA, 3 - TRANSITION AREA, 4 - ACTIVITY AREA, 5 - TERMINATION AREA)

NARRATIVE

Unit #1 was southbound on US 6. Unit #2 was northbound on US 6.
Unit#1 failed to yield while turning left and was struck by Unit #2.



REPORT TAKEN BY: ■ POLICE AGENCY ☐ MOTORIST

☐ SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS)

DATE CRASHREPORTED	TIME CRASHREPORTED	DISPATCH TIME	ARRIVAL TIME	TIME CLEARED	OTHER INVESTIGATIONTIME	TOTAL MINUTES
11/30/2016	11/30/2016	05:47 PM	05:58 PM	07:18 PM	45	136

OFFICER'S NAME*	OFFICER'S BADGE NUMBER	CHECKED BY
Kane, Madeline	1315	0423

OHIO DEPARTMENT OF PUBLIC SAFETY — UNIT

LOCAL REPORT NUMBER: 22-0451-22

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
1	Goretzki, Phyllis, A	419-626-5746	3	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)

1105 Franklin St, Sandusky, OH, 44870

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	AP21WS	1G1JA5SH8F4183501	1

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2015	CHEV	SON	BLK

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	Grange	A6537913	Fosters

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT GVWR/GCWR: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **3** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER)
01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE
13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE
21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)
NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

☐ HAS HM PLACARD

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **4**
IMPACT ARE: **4**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **5**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **6** (99 - UNKNOWN)
MOTORIST
01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO
NON-MOTORIST
15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE
PRIMARY: **2**
SECONDARY: **10**
99 - UNKNOWN
MOTORIST
01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION
NON-MOTORIST
22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS
1: **20** 2: **8** 3: **46** 4: 5: 6:
FIRST HARMFUL EVENT: **1** MOST HARMFUL EVENT: **1** 99 - UNKNOWN

NON-COLLISION EVENTS
01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED
14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT
25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED: ☐ STATED ☐ ESTIMATED

POSTED SPEED: 45

TRAFFIC CONTROL: **4**
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION: FROM **1** TO **3**
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

OHIO DEPARTMENT OF PUBLIC SAFETY — UNIT

LOCAL REPORT NUMBER: 22-0451-22

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
2	Meier, Patrick,	419-602-1300	3	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)
12219 Chapin Rd, Berlin Heights, OH, 44814

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	GDX9217	3C4FY48B24T221818	1

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2004	CHRY	CRU	CRM

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	Esurance	PAOH5864871	Central Towing

CARRIER NAME, ADDRESS, CITY, STATE, ZIP:
CARRIER PHONE - INCLUDE AREA CODE:

US DOT:
HM PLACARD ID NO.:
HM CLASS NUMBER:

VEHICLE WEIGHT GVWR/GCWR: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.
☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: 1
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE/REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: 1
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY
☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT:
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: 1
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT
☐ IN EMERGENCY RESPONSE

UNIT TYPE: 6 (99 - UNKNOWN OR HIT/SKIP)
PASSENGER VEHICLES (LESS THAN 9 PASSENGERS): 01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE
MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS: 13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE
BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER): 21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)
NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST
☐ HAS HM PLACARD

SPECIAL FUNCTION: 1
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: 3
IMPACT ARE: 3
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: 3
1 - NON-CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE-CRASH ACTIONS: 1
MOTORIST: 01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO
NON-MOTORIST: 15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION
99 - UNKNOWN

CONTRIBUTING CIRCUMSTANCE
PRIMARY: 1
SECONDARY:
99 - UNKNOWN
MOTORIST: 01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION
NON-MOTORIST: 22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS:
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS
1: 20 (FIRST HARMFUL EVENT: 1)
2:
3: (MOST HARMFUL EVENT: 1)
4:
5:
6:
99 - UNKNOWN

NON-COLLISION EVENTS: 01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED: 14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT: 25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED	POSTED SPEED	TRAFFIC CONTROL	UNIT DIRECTION
36	45	4	FROM 2 TO 1

■ STATED ☐ ESTIMATED

TRAFFIC CONTROL: 01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION: 1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

OHIO DEPARTMENT OF PUBLIC SAFETY — MOTORIST / NON-MOTORIST / OCCUPANT

LOCAL REPORT NUMBER: 22-0451-22

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	Goretzki, Phyllis, A	10/26/1948	68	F (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
1105 Franklin St, Sandusky, OH, 44870	419-626-5746

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1	1			4	☐	1	4	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
4511.42	Right of way when turning left - yield t	OHP2213151130201619O9	☐	1

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	Meier, Nicole, K	01/08/1998	18	F (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
12219 Chapin Rd, Berlin Heights, OH, 44814	419-602-1300

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
2	4		Fireland's Hospital	4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
			☐	1

INJURIES
1 - NO INJURY / NONE REPORTE
2 - POSSIBLE
3 - NON-INCAPACITATING
4 - INCAPACITATING
5 - FATAL

INJURED TAKEN BY
1 - NOT TRANSPORTED / TREATED AT SCENE
2 - EMS
3 - POLICE
4 - OTHER
9 - UNKNOWN

SAFETY EQUIPMENT USED
99 - UNKNOWN SAFETY EQUIPMENT

MOTORIST
01 - NONE USED - VEHICLE OCCUPANT
02 - S HOULDER BELT ONLY USED
03 - LAP BELT ONLY USED
04 - S HOULDER AND LAP BELT ONLY USED
05 - CHILD RESTRAINT SYSTEM-FORWARD FACING
06 - CHILD RESTRAINT SYSTEM-REAR FACING
07 - BOOSTER SEAT
08 - HELMET USED

NON-MOTORIST
09 - NONE USED
10 - HELMET USED
11 - PROTECTIVE PADS USED (ELBOWS, KNEES, ETC)
12 - REFLECTIVE COATING
13 - LIGHTING
14 - OTHER

SEATING POSITION
01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER)
02 - FRONT - MIDDLE
03 - FRONT - RIGHT SIDE
04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER)
05 - SECOND - MIDDLE
06 - SECOND - RIGHT SIDE
07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
08 - THIRD - MIDDLE
09 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF CAB (TRUCK)
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
16 - OTHER
99 - UNKNOWN

AIR BAG USAGE
1 - NOT DEPLOYED
2 - DEPLOYED FRONT
3 - DEPLOYED SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - EXTRICATED BY NON-MECHANICAL MEANS

OPERATOR LICENSE CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS "D")
5 - MC/MOPED ONLY

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONL (DEPRESSED, ANGRY, DISTURBE
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUE
6 - UNDER THE INFLUENCE OF MEDICATIONS, DRUGS, ALCOHOL
7 - OTHER

ALCOHOL/DRUG SUSPECTED
1 - NONE
2 - YES - ALCOHOL SUSPECTED
3 - YES -HBD NOTIMPAIRED
4 - YES -DRUGS SUSPECTED
5 - YES -ALCOHOL AND DRUGS SUSPECTED

ALCOHOL TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - BREATH
5 - OTHER

DRUG TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRIVER DISTRACTED BY
1 - NO DISTRACTION REPORTED
2 - PHONE
3 - TEXTING /EMAILING
4 - ELCTRONIC COMMUNICATION DEVICE
5 - OTHER ELECTRONIC DEVICE (NAVIGATION DEVICE, RADIO, DVD)
6 - OTHER INSIDE THE VEHICLE
7 - EXTERNAL DISTRACTION

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
				☐ (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
☐	☐				☐	☐	☐	☐	☐

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
				☐ (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
☐	☐				☐	☐	☐	☐	☐

OCCUPANT / WITNESS ADDENDUM

LOCAL REPORT NUMBER: 22-0451-22

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
	Adams, James,	01/02/1972	46	F - FEMALE M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
1321 Cleveland Ave, Huron, OH, 44839	618-977-7574

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
	, ,			F - FEMALE M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
	, ,			F - FEMALE M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
	, ,			F - FEMALE M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
	, ,			F - FEMALE M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

INJURIES
1 - NO INJURY / NONE REPORTE
2 - POSSIBLE
3 - NON-INCAPACITATING
4 - INCAPACITATING
5 - FATAL

INJURED TAKEN BY
1 - NOT TRANSPORTED / TREATED AT SCENE
2 - EMS
3 - POLICE
4 - OTHER
9 - UNKNOWN

SAFETY EQUIPMENT US
99 - UNKNOWN SAFETY EQUIPMENT

MOTORIST
01 - NONE USED - VEHICLE OCCUPANT
02 - S HOULDER BELT ONLY USED
03 - LAP BELT ONLY USED
04 - S HOULDER AND LAP BELT ONLY USE
05 - CHILD RESTRAINT SYSTEM-FORWARD FAC
06 - CHILD RESTRAINT SYSTEM-REAR FACING
07 - BOOSTER SEAT
08 - HELMET USED

NON-MOTORIST
09 - NONE USED
10 - HELMET USED
11 - PROTECTIVE PADS USED (ELBOWS, KNEES, ETC)
12 - REFLECTIVE COATING
13 - LIGHTING
14 - OTHER

SEATING POSITION
01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER)
02 - FRONT - MIDDLE
03 - FRONT - RIGHT SIDE
04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGE
05 - SECOND - MIDDLE
06 - SECOND - RIGHT SIDE
07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
08 - THIRD - MIDDLE
09 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF CAB (TRUCK)
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
16 - OTHER
99 - UNKNOWN

AIR BAG USAGE
1 - NOT DEPLOYED
2 - DEPLOYED FRONT
3 - DEPLOYED SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - EXTRICATED BY NON-MECHANICAL MEANS

TRAFFIC CRASH REPORT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL INFORMATION	LOCAL REPORT NUMBER *	CRASH SEVERITY	HIT/SKIP
P17051700003657	22-0156-22	3 (1 - FATAL, 2 - INJURY, 3 - PDO)	0 (1 - SOLVED, 2. UNSOLVED)

PHOTOS TAKEN	PDO UNDER STATE REPORTABLE DOLLAR AMOUNT	PRIVATE PROPERTY	REPORTING AGENCY NCIC *	REPORTING AGENCY NAME *	NUMBER OF UNITS	UNIT IN ERROR
■ OH -2 ☐ OH -1P ■ OH -3 ☐ OTHER	☐	☐	OHP22	Ohio State Highway Patrol	2	1 (98 - ANIMAL, 99 - UNKNOWN)

COUNTY *	CITY / VILLAGE / TOWNSHIP *	CITY, VILLAGE, TOWNSHIP *	CRASH DATE *	TIME OF CRASH	DAY OF WEEK
Erie County	■ CITY * ☐ VILLAGE* ☐ TOWNSHIP *	Huron	05/17/2017	19:30	WED

DEGREES/MINUTES/SECONDS LATITUDE	DEGREES/MINUTES/SECONDS LONGITUDE	OR	DECIMAL DEGREES LATITUDE	DECIMAL DEGREES LONGITUDE
::	::	OR	41.405858	82.591278

ROADWAY DIVISION	DIVIDED LANE DIRECTION OF TRAVEL	NUMBER OF THRU LANES
☐ DIVIDED ■ UNDIVIDED	N - NORTHBOUND, S - SOUTHBOUND, E - EASTBOUND, W -WESTBOUND	3

ROAD TYPES OR MILEPOST: AL - ALLEY; AV - AVENUE; BL - BOULEVARD; CR - CIRCLE; CT - COURT; DR - DRIVE; HE - HEIGHTS; HW - HIGHWAY; LA - LANE; MP - MILEPOST; PK - PARKWAY; PI - PIKE; PL - PLACE; RD - ROAD; SQ - SQUARE; ST - STREET; TE - TERRACE; TL - TRAIL; WA - WAY

LOCATION ROUTE NUMBER	LOC PREFIX	LOCATION ROAD NAME	LOCATION ROAD TYPE
US (LOCATION ROUTE TYPE) 6	☐ N,S, E,W		

ROUTE TYPES: IR - INTERSTATE ROUTE (INC. TURNPIKE); US - US ROUTE; SR - STATE ROUTE; CR - NUMBERED COUNTY ROUTE; TR - NUMBERED TOWNSHIP ROUTE

DISTANCE FROM REFERENCE	DIR FROM REF	OF	REFERENCE ROUTE TYPE	REFERENCE ROUTE NUMBER	REF PREFIX	REFERENCE NAME (ROAD, MILEPOST, HOUSE #)	REFERENCE ROAD TYPE
0.00 ☐ MILES ☐ FEET ☐ YARDS	☐ N,S, E,W	OF	SR	2	☐ N,S, E,W		

REFERENCE POINT USED	CRASH LOCATION	■ INTERSECTION RELATED
1 (1 -INTERSECTION, 2 -MILE POST, 3 -HOUSE NUMBER)	8 (01 - NOT AN INTERSECTION; 02 - FOUR- WAY INTERSECTION; 03 - T-INTERSECTION; 04 - Y-INTERSECTION; 05 - TRAFFIC CIRCLE/ ROUNDABOUT; 06 - FIVE-POINT, OR MORE; 07 - ON RAMP; 08 - OFF RAMP; 09 - CROSSOVER; 10 - DRIVEWAY/ ALLEY ACCESS; 11 - RAILWAY GRADE CROSSING; 12 - SHARED-USE PATHS OR TRAILS; 99 - UNKNOWN)	

LOCATION OF FIRST HARMFUL EVENT: 1 (1 - ON ROADWAY; 2 - ON SHOULDE; 3 - IN MEDIAN; 4 - ON ROADSIDE; 5 - ON GORE; 6 - OUTSIDE TRAFFICWAY; 9 - UNKNOWN)

ROAD CONTOUR	ROAD CONDITIONS PRIMARY	ROAD CONDITIONS SECONDARY
2 (1 - STRAIGHT LEVEL; 2 - STRAIGHT GRADE; 3 - CURVE LEVEL; 4 - CURVE GRADE; 9 - UNKNOWN)	1	

ROAD CONDITIONS: 01 - DRY; 02 - WET; 03 - SNOW; 04 - ICE; 05 - SAND, MUD, DIRT, OIL, GRAVEL; 06 - WATER (STANDING, MOVING); 07 - SLUSH; 08 - DEBRIS *; 09 - RUT, HOLES, BUMPS, UNEVEN PAVEMENT*; 10 - OTHER; 99 - UNKNOWN
*SECONDARY CONDITION ONLY

MANNER OF CRASH COLLISION/IMPACT	WEATHER
6 (1 - NOT COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT; 2 - REAR-END; 3 - HEAD-ON; 4 - REAR-TO-REAR; 5 - BACKING; 6 - ANGLE; 7 - SIDESWIPE, -SAME DIRECTION; 8 - SIDESWIPE, OPPOSITE DIRECTION; 9 - UNKNOWN)	2 (1 - CLEAR; 2 - CLOUDY; 3 - FOG,SMOG, SMOKE; 4 - RAIN; 5 - SLEET, HAIL; 6 - SNOW; 7 - SEVERE CROSSWINDS; 8 - BLOWING SAND,SOIL, DIRT, SNOW; 9 - OTHER/UNKNOWN)

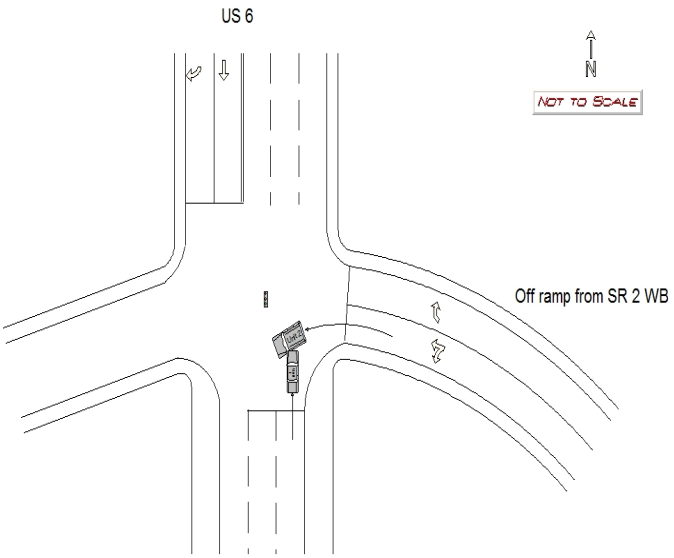
ROAD SURFACE	LIGHT CONDITIONS PRIMARY	LIGHT CONDITIONS SECONDARY	SCHOOL BUS RELATED
2 (1 - CONCRETE; 2 - BLACKTOP, BITUMINOUS, ASPHALT; 3 - BRICK/BLOCK; 4 - SLAG , GRAVEL, STONE; 5 - DIRT; 6 - OTHER)	1	☐	☐ SCHOOL ZONE RELATED; ☐ YES, SCHOOL BUS DIRECTLY INVOLVED; ☐ YES, SCHOOL BUS INDIRECTLY INVOLVED

LIGHT CONDITIONS: 1 - DAYLIGHT; 2 - DAWN; 3 - DUSK; 4 - DARK - LIGHTED ROADWAY; 5 - DARK - ROADWAY NOT LIGHTED; 6 - DARK - UNKNOWN ROADWAY LIGHTING; 7 - GLARE*; 8 - OTHER; 9 - UNKNOWN
*SECONDARY CONDITION ONLY

☐ WORK ZONE RELATED	☐ WORKERS PRESENT; ☐ LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE); ☐ LAW ENFORCEMENT PRESENT (VEHICLE ONLY)	TYPE OF WORK ZONE	LOCATION OF CRASH IN WORK ZONE
		0 (1 - LANE CLOSURE; 2 - LANE SHIFT/ CROSSOVER; 3 - WORK ON SHOULDER OR MEDIAN; 4 - INTERMITTENT OR MOVING WORK; 5 - OTHER)	0 (1 - BEFORE THE FIRST WORK ZONE WARNING SIGN; 2 - ADVANCE WARNING AREA; 3 - TRANSITION AREA; 4 - ACTIVITY AREA; 5 - TERMINATION AREA)

NARRATIVE

Unit #1 was northbound on US 6 (Rye Beach Rd). Unit #2 was exiting SR 2 westbound onto Rye Beach Rd headed south. Unit #1 failed to stop at a red light and struck #2.



REPORT TAKEN BY	SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS)
■ POLICE AGENCY ☐ MOTORIST	☐

DATE CRASHREPORTED	TIME CRASHREPORTED	DISPATCH TIME	ARRIVAL TIME	TIME CLEARED	OTHER INVESTIGATIONTIME	TOTAL MINUTES
05/17/2017	5/17/2017 7:34:00	07:34 PM	07:45 PM	08:46 PM	30	102

OFFICER'S NAME*	OFFICER'S BADGE NUMBER	CHECKED BY
Gutman, Carl	0214	0413

UNIT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL REPORT NUMBER: 22-0156-22

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
1	Burge, Michelle, R	440-670-4244	2	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)

5830 Haber Rd, Vermilion, OH, 44089

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	GWA2605	1FADP3F20DL162549	2

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2013	FORD	FOC	BLK

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	Cincinnati Ins Co	A020140320	

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT **GVWR/GCWR**: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **2** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER)
01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE
13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE
21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)
NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

☐ HAS HM PLACARD

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **9**
IMPACT ARE: **9**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **3**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **1** (99 - UNKNOWN)

MOTORIST
01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO

NON-MOTORIST
15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE

PRIMARY: **3**

SECONDARY:

99 - UNKNOWN

MOTORIST
01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION

NON-MOTORIST
22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS

1	2	3	4	5	6
20					

FIRST HARMFUL EVENT: 1 — MOST HARMFUL EVENT: 1 — 99 - UNKNOWN

NON-COLLISION EVENTS
01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED
14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT
25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED	POSTED SPEED	TRAFFIC CONTROL	UNIT DIRECTION
20	35	4	FROM 2 TO 1

■ STATED ☐ ESTIMATED

TRAFFIC CONTROL
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

OHIO DEPARTMENT OF PUBLIC SAFETY — UNIT

LOCAL REPORT NUMBER: 22-0156-22

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
2	Fontanez, Amy, C	216-702-7355	2	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)
6615 Allandale Dr, Amherst, OH, 44001

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	HBZ2894	JTLZE4FE3CJ026145	1

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2012	SCIO	OTH	BLK

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	Safeco	X6009099	

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT GVWR/GCWR: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE/REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **2** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER)
01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE
13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE
21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)
NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

☐ HAS HM PLACARD

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **8**
IMPACT ARE: **8**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **4**
1 - NON-CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE-CRASH ACTIONS: **6**
MOTORIST
01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO
NON-MOTORIST
15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION
99 - UNKNOWN

CONTRIBUTING CIRCUMSTANCE
PRIMARY: **1**
SECONDARY:
99 - UNKNOWN
MOTORIST
01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION
NON-MOTORIST
22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS
1: **20** 2: 3: 4: 5: 6:
FIRST HARMFUL EVENT: **1**
MOST HARMFUL EVENT: **1**
99 - UNKNOWN

NON-COLLISION EVENTS
01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED
14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT
25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED	POSTED SPEED	TRAFFIC CONTROL	UNIT DIRECTION
5	35	4	FROM 3 TO 2

■ STATED ☐ ESTIMATED

TRAFFIC CONTROL
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

OHIO DEPARTMENT OF PUBLIC SAFETY — MOTORIST / NON-MOTORIST / OCCUPANT

LOCAL REPORT NUMBER: 22-0156-22

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	Laurenti, Quentin, J	07/28/1990	26	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
5830 Haber Rd, Vermilion, OH, 44089	440-714-4955

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1	1			4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
4511.13C	Signal lights--red light violation	OHP2202140517201720 38	☐	1

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	Reyes, Daniel, F	10/22/1982	34	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
6615 Allandale Dr, Amherst, OH, 44001	216-702-7355

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1	1			4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
			☐	1

INJURIES
1 - NO INJURY / NONE REPORTE
2 - POSSIBLE
3 - NON-INCAPACITATING
4 - INCAPACITATING
5 - FATAL

INJURED TAKEN BY
1 - NOT TRANSPORTED / TREATED AT SCENE
2 - EMS
3 - POLICE
4 - OTHER
9 - UNKNOWN

SAFETY EQUIPMENT USED
99 - UNKNOWN SAFETY EQUIPMENT

MOTORIST
01 - NONE USED - VEHICLE OCCUPANT
02 - S HOULDER BELT ONLY USED
03 - LAP BELT ONLY USED
04 - S HOULDER AND LAP BELT ONLY USED
05 - CHILD RESTRAINT SYSTEM-FORWARD FACING
06 - CHILD RESTRAINT SYSTEM-REAR FACING
07 - BOOSTER SEAT
08 - HELMET USED

NON-MOTORIST
09 - NONE USED
10 - HELMET USED
11 - PROTECTIVE PADS USED (ELBOWS, KNEES, ETC)
12 - REFLECTIVE COATING
13 - LIGHTING
14 - OTHER

SEATING POSITION
01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER)
02 - FRONT - MIDDLE
03 - FRONT - RIGHT SIDE
04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER)
05 - SECOND - MIDDLE
06 - SECOND - RIGHT SIDE
07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
08 - THIRD - MIDDLE
09 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF CAB (TRUCK)
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
16 - OTHER
99 - UNKNOWN

AIR BAG USAGE
1 - NOT DEPLOYED
2 - DEPLOYED FRONT
3 - DEPLOYED SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - EXTRICATED BY NON-MECHANICAL MEANS

OPERATOR LICENSE CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS "D")
5 - MC/MOPED ONLY

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONL (DEPRESSED, ANGRY, DISTURBE
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUE
6 - UNDER THE INFLUENCE OF MEDICATIONS, DRUGS, ALCOHOL
7 - OTHER

ALCOHOL/DRUG SUSPECTED
1 - NONE
2 - YES - ALCOHOL SUSPECTED
3 - YES -HBD NOTIMPAIRED
4 - YES -DRUGS SUSPECTED
5 - YES -ALCOHOL AND DRUGS SUSPECTED

ALCOHOL TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - BREATH
5 - OTHER

DRUG TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRIVER DISTRACTED BY
1 - NO DISTRACTION REPORTED
2 - PHONE
3 - TEXTING /EMAILING
4 - ELCTRONIC COMMUNICATION DEVICE
5 - OTHER ELECTRONIC DEVICE (NAVIGATION DEVICE, RADIO, DVD)
6 - OTHER INSIDE THE VEHICLE
7 - EXTERNAL DISTRACTION

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	Makila, Marketta, F	12/19/1961	55	F (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
9903 E River Rd, Huron, OH, 44839	419-602-9175

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1				4	☐	3	1	1	1

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
				(F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
					☐				

TRAFFIC CRASH REPORT

OHIO DEPARTMENT OF PUBLIC SAFETY

Local Information	Local Report Number *	Crash Severity	Hit/Skip
	2017044	2 (1 - Fatal, 2 - Injury, 3 - PDO)	0 (1 - Solved, 2. Unsolved)

☐ Photos Taken ☐ OH -2 ☐ OH -1P ☐ OH -3 ☐ Other	☐ PDO Under State Reportable Dollar Amount	☐ Private Property	Reporting Agency NCIC *	Reporting Agency Name *	Number of Units	Unit in Error (98 - Animal, 99 - Unknown)
			02202	HURON POLICE	2	99

County *	■ City * ☐ Village* ☐ Township *	City, Village, Township *	Crash Date *	Time of Crash	Day of Week
Erie County		HURON	10/06/2017	12:08	FRI

Degrees/Minutes/Seconds Latitude	Degrees/Minutes/Seconds Longitude	Decimal Degrees Latitude	Decimal Degrees Longitude
::	::	41.405791	82.591277

Roadway Division	Divided Lane Direction of Travel	Number of Thru Lanes
☐ Divided ■ Undivided	N - Northbound, S - Southbound, E - Eastbound, W -Westbound	3

Road Types or Milepost: AL - Alley; AV - Avenue; BL - Boulevard; CR - Circle; CT - Court; DR - Drive; HE - Heights; HW - Highway; LA - Lane; MP - Milepost; PK - Parkway; PI - Pike; PL - Place; RD - Road; SQ - Square; ST - Street; TE - Terrace; TL - Trail; WA - Way

Location Route Number	Loc Prefix	Location Road Name	Location Road Type
US (Location Route Type) 6	☐ N,S, E,W		RD

Route Types: IR - Interstate Route (inc. turnpike); US - US Route; SR - State Route; CR - Numbered County Route; TR - Numbered Township Route

Distance From Reference	Dir From Ref	Reference Route Type	Reference Route Number	Ref Prefix	Reference Name (Road, Milepost, House #)	Reference Road Type
0.00 ☐ Miles ☐ Feet ☐ Yards	☐ N,S, E,W	SR	2	☐ N,S, E,W	SR2 WB OFF RAMP	HW

Reference Point Used	Crash Location	Intersection Related	Location Of First Harmful Event
1 (1 -Intersection, 2 -Mile Post, 3 -House Number)	2	■ Intersection Related	1

Crash Location: 01 - Not an Intersection; 02 - Four- Way Intersection; 03 - T-Intersection; 04 - Y-Intersection; 05 - Traffic Circle/ Roundabout; 06 - Five-point, or more; 07 - On Ramp; 08 - Off Ramp; 09 - Crossover; 10 - Driveway/ Alley Access; 11 - Railway Grade Crossing; 12 - Shared-Use Paths or Trails; 99 - Unknown

Location Of First Harmful Event: 1 - On Roadway; 2 - On Shoulde; 3 - In Median; 4 - On Roadside; 5 - On Gore; 6 - Outside Trafficway; 9 - Unknown

Road Contour	Road Conditions Primary	Road Conditions Secondary
2 (1 - Straight Level; 2 - Straight Grade; 3 - Curve Level; 4 - Curve Grade; 9 - Unknown)	2	

Road Conditions: 01 - Dry; 02 - Wet; 03 - Snow; 04 - Ice; 05 - Sand, Mud, Dirt, Oil, Gravel; 06 - Water (Standing, Moving); 07 - Slush; 08 - Debris*; 09 - Rut, Holes, Bumps, Uneven Pavement*; 10 - Other; 99 - Unknown

*Secondary Condition Only

Manner of Crash Collision/Impact	Weather
6 (1 - Not Collision Between Two motor Vehicles In Transport; 2 - Rear-End; 3 - Head-On; 4 - Rear-to-Rear; 5 - Backing; 6 - Angle; 7 - Sideswipe, -Same Direction; 8 - Sideswipe, Opposite Direction; 9 - Unknown)	1 (1 - Clear; 2 - Cloudy; 3 - Fog,Smog, Smoke; 4 - Rain; 5 - Sleet, Hail; 6 - Snow; 7 - Severe Crosswinds; 8 - Blowing Sand,Soil, Dirt, Snow; 9 - Other/Unknown)

Road Surface	Light Conditions Primary	Light Conditions Secondar	School Bus Related
2 (1 - Concrete; 2 - Blacktop, Bituminous, Asphalt; 3 - Brick/Block; 4 - Slag , Gravel, Stone; 5 - Dirt; 6 - Other)	1	☐	☐ School Zone Related; ☐ Yes, School Bus Directly Involved; ☐ Yes, School Bus Indirectly Involved

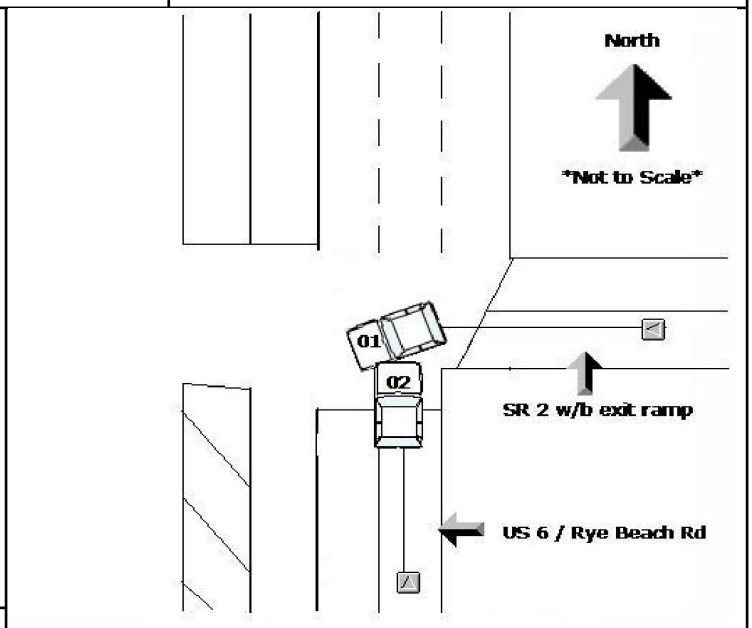
Light Conditions: 1 - Daylight; 2 - Dawn; 3 - Dusk; 4 - Dark - Lighted Roadway; 5 - Dark - Roadway Not Lighted; 6 - Dark - Unknown Roadway Lighting; 7 - Glare*; 8 - Other; 9 - Unknown

*Secondary Condition Only

☐ Work Zone Related	Work Zone Related	Type of Work Zone	Location of Crash in Work Zone
	☐ Workers Present; ☐ Law Enforcement Present (Officer/Vehicle); ☐ Law Enforcement Present (Vehicle Only)	0 (1 - Lane Closure; 2 - Lane Shift/ Crossover; 3 - Work on Shoulder or Median; 4 - Intermittent or Moving Work; 5 - Other)	0 (1 - Before the First Work Zone Warning Sign; 2 - Advance Warning Area; 3 - Transition Area; 4 - Activity Area; 5 - Termination Area)

Narrative

Unit #1 advised she was stopped at a red light for the westbound exit ramp from SR 2 to Rye Beach Road just. Unit #2 advised she was stopped for a red light northbound Rye Beach Road at the SR 2 westbound ramp. Unit #1 advised her light turned green when she followed another car through the intersection and was struck by Unit #2. Unit #2 advised she witnessed the first car go through the intersection and Unit #1 speed up to follow the first car through a yellow/red light. When unit #2 light turned green, she proceeded into the intersection and struck unit #1. Unit #1 complained of pain from the seat belt but declined medical attention. Unit #2 complained of neck pain and was transported to the hospital. No citation was issued due to conflicting statements and lack of witnesses.



Report Taken By	
■ Police Agency ☐ Motorist	☐ Supplement (Correction or Addition to an Existing Report Sent to ODPS)

Date CrashReported	Time CrashReported	Dispatch Time	Arrival Time	Time Cleared	Other InvestigationTime	Total Minutes
10/06/2017	10/6/2017	12:10 PM	12:11 PM	12:57 PM	30	76

Officer's Name*	Officer's Badge Number	Checked By
OFC. R.L. BOESCH	275	SGT. T.E. GRAHAM

OHIO DEPARTMENT OF PUBLIC SAFETY — UNIT

LOCAL REPORT NUMBER: 2017044

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
1	WOOD, LYNN, M	440--93-3-33	2	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)
32281WOODFIELD DR, AVON LAKE, OH, 44012

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	267YNC	3C4PDCDGXDT611786	1

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2013	DODG	JNY	RED

PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
■	STATE FARM	4306843B1535R	FOSTER'S TOWING

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT **GVWR/GCWR**: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **6** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS): 01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE

MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS: 13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE

☐ HAS HM PLACARD

BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER): 21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)

NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **8**
IMPACT ARE: **8**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **4**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **6** (99 - UNKNOWN)

MOTORIST: 01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO

NON-MOTORIST: 15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE

PRIMARY: **99**
SECONDARY:
99 - UNKNOWN

MOTORIST: 01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION

NON-MOTORIST: 22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS: 01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS

1	2	3	4	5	6
20					

FIRST HARMFUL EVENT: **1** — MOST HARMFUL EVENT: **1** — 99 - UNKNOWN

NON-COLLISION EVENTS: 01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED: 14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT: 25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED: 5 — ■ STATED ☐ ESTIMATED

POSTED SPEED: 45

TRAFFIC CONTROL: **4**
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION: FROM **3** TO **2**
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

UNIT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL REPORT NUMBER: 2017044

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
2	PECHAUER, MATTHEW, D	419--50-2-62	3	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)
3009 N BAYVIEW LANE, SANDUSKY, OH, 44870

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	DIQ4535	2CNFLEEC5B6335262	1

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2011	CHEV	EQX	BLK

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	ERIE	Q07-6708240	FOSTER'S TOWING

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT **GVWR/GCWR**: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **6** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS)
01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE

MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS
13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE

☐ HAS HM PLACARD

BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER)
21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)

NON-MOTORIST
23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **9**
IMPACT ARE: **9**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **3**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **1** (99 - UNKNOWN)

MOTORIST
01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO

NON-MOTORIST
15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE

PRIMARY: **99**
SECONDARY:
99 - UNKNOWN

MOTORIST
01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION

NON-MOTORIST
22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS

1	2	3	4	5	6
20					

FIRST HARMFUL EVENT: **1**
MOST HARMFUL EVENT: **1**
99 - UNKNOWN

NON-COLLISION EVENTS
01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED
14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT
25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED: 10
☐ STATED
■ ESTIMATED

POSTED SPEED: 35

TRAFFIC CONTROL: **4**
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION: FROM **2** TO **1**
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

OHIO DEPARTMENT OF PUBLIC SAFETY — MOTORIST / NON-MOTORIST / OCCUPANT

SAFETY · SERVICE · PROTECTION

LOCAL REPORT NUMBER: 2017044

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	WOOD, LYNN, M	06/24/1951	66	F (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
32281WOODFIELD DR, AVON LAKE, OH, 44012	440-933-3363

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
2	1			4	☐	1	3	1	3

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
			☐	1

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	PECHAUER, MELISSA, L	07/23/1968	49	F (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
3009 N BAYVIEW LN, SANDUSKY, OH, 44870	419-502-6227

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
4	2	FIRELANDS HOSPITAL	HURON FIRE DEPT.	4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
			☐	1

INJURIES
1 - NO INJURY / NONE REPORTE
2 - POSSIBLE
3 - NON-INCAPACITATING
4 - INCAPACITATING
5 - FATAL

INJURED TAKEN BY
1 - NOT TRANSPORTED / TREATED AT SCENE
2 - EMS
3 - POLICE
4 - OTHER
9 - UNKNOWN

SAFETY EQUIPMENT USED
99 - UNKNOWN SAFETY EQUIPMENT

MOTORIST
01 - NONE USED - VEHICLE OCCUPANT
02 - S HOULDER BELT ONLY USED
03 - LAP BELT ONLY USED
04 - S HOULDER AND LAP BELT ONLY USED
05 - CHILD RESTRAINT SYSTEM-FORWARD FACING
06 - CHILD RESTRAINT SYSTEM-REAR FACING
07 - BOOSTER SEAT
08 - HELMET USED

NON-MOTORIST
09 - NONE USED
10 - HELMET USED
11 - PROTECTIVE PADS USED (ELBOWS, KNEES, ETC)
12 - REFLECTIVE COATING
13 - LIGHTING
14 - OTHER

SEATING POSITION
01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER)
02 - FRONT - MIDDLE
03 - FRONT - RIGHT SIDE
04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER)
05 - SECOND - MIDDLE
06 - SECOND - RIGHT SIDE
07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
08 - THIRD - MIDDLE
09 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF CAB (TRUCK)
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
16 - OTHER
99 - UNKNOWN

AIR BAG USAGE
1 - NOT DEPLOYED
2 - DEPLOYED FRONT
3 - DEPLOYED SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - EXTRICATED BY NON-MECHANICAL MEANS

OPERATOR LICENSE CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS "D")
5 - MC/MOPED ONLY

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONL (DEPRESSED, ANGRY, DISTURBE
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUE
6 - UNDER THE INFLUENCE OF MEDICATIONS, DRUGS, ALCOHOL
7 - OTHER

ALCOHOL/DRUG SUSPECTED
1 - NONE
2 - YES - ALCOHOL SUSPECTED
3 - YES -HBD NOTIMPAIRED
4 - YES -DRUGS SUSPECTED
5 - YES -ALCOHOL AND DRUGS SUSPECTED

ALCOHOL TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - BREATH
5 - OTHER

DRUG TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRIVER DISTRACTED BY
1 - NO DISTRACTION REPORTED
2 - PHONE
3 - TEXTING /EMAILING
4 - ELCTRONIC COMMUNICATION DEVICE
5 - OTHER ELECTRONIC DEVICE (NAVIGATION DEVICE, RADIO, DVD)
6 - OTHER INSIDE THE VEHICLE
7 - EXTERNAL DISTRACTION

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
				☐ F - FEMALE, M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
☐	☐				☐	☐	☐	☐	☐

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
				☐ F - FEMALE, M - MALE

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
☐	☐				☐	☐	☐	☐	☐

TRAFFIC CRASH REPORT

OHIO DEPARTMENT OF PUBLIC SAFETY

Local Information	Local Report Number *	Crash Severity	Hit/Skip
	2017014	2 (1 - Fatal, 2 - Injury, 3 - PDO)	0 (1 - Solved, 2. Unsolved)

☐ Photos Taken ☐ OH -2 ☐ OH -1P ☐ OH -3 ☐ Other	☐ PDO Under State Reportable Dollar Amount	☐ Private Property	Reporting Agency NCIC *	Reporting Agency Name *	Number of Units	Unit in Error
			02202	HURON POLICE	2	1 (98 - Animal, 99 - Unknown)

County *	■ City * ☐ Village* ☐ Township *	City, Village, Township *	Crash Date *	Time of Crash	Day of Week
Erie County		HURON	05/12/2017	21:01	FRI

Degrees/Minutes/Seconds Latitude	Degrees/Minutes/Seconds Longitude	OR	Decimal Degrees Latitude	Decimal Degrees Longitude
::	::		41.405896	82.591250

Roadway Division	Divided Lane Direction of Travel	Number of Thru Lanes
☐ Divided ■ Undivided	N - Northbound, S - Southbound, E - Eastbound, W -Westbound	3

Road Types or Milepost: AL - Alley; AV - Avenue; BL - Boulevard; CR - Circle; CT - Court; DR - Drive; HE - Heights; HW - Highway; LA - Lane; MP - Milepost; PK - Parkway; PI - Pike; PL - Place; RD - Road; SQ - Square; ST - Street; TE - Terrace; TL - Trail; WA - Way

Location Route Number	Location Route Type	Loc Prefix (N,S, E,W)	Location Road Name	Location Road Type
			RYE BEACH RD	RD

Route Types: IR - Interstate Route (inc. turnpike); US - US Route; SR - State Route; CR - Numbered County Route; TR - Numbered Township Route

Distance From Reference	Dir From Ref (N,S, E,W)	Of	Reference Route Type	Reference Route Number	Ref Prefix (N,S, E,W)	Reference Name (Road, Milepost, House #)	Reference Road Type
0.00 ☐ Miles ☐ Feet ☐ Yards			US	6		SR2 W/B OFF RAMP	HW

Reference Point Used	Crash Location	■ Intersection Related	Location Of First Harmful Event
1 (1 -Intersection, 2 -Mile Post, 3 -House Number)	8		1

Crash Location: 01 - Not an Intersection; 02 - Four- Way Intersection; 03 - T-Intersection; 04 - Y-Intersection; 05 - Traffic Circle/ Roundabout; 06 - Five-point, or more; 07 - On Ramp; 08 - Off Ramp; 09 - Crossover; 10 - Driveway/ Alley Access; 11 - Railway Grade Crossing; 12 - Shared-Use Paths or Trails; 99 - Unknown

Location Of First Harmful Event: 1 - On Roadway; 2 - On Shoulde; 3 - In Median; 4 - On Roadside; 5 - On Gore; 6 - Outside Trafficway; 9 - Unknown

Road Contour	Road Conditions Primary	Road Conditions Secondary
2 (1 - Straight Level; 2 - Straight Grade; 3 - Curve Level; 4 - Curve Grade; 9 - Unknown)	1	

Road Conditions: 01 - Dry; 02 - Wet; 03 - Snow; 04 - Ice; 05 - Sand, Mud, Dirt, Oil, Gravel; 06 - Water (Standing, Moving); 07 - Slush; 08 - Debris *; 09 - Rut, Holes, Bumps, Uneven Pavement*; 10 - Other; 99 - Unknown

*Secondary Condition Only

Manner of Crash Collision/Impact	Weather
6 (1 - Not Collision Between Two motor Vehicles In Transport; 2 - Rear-End; 3 - Head-On; 4 - Rear-to-Rear; 5 - Backing; 6 - Angle; 7 - Sideswipe, -Same Direction; 8 - Sideswipe, Opposite Direction; 9 - Unknown)	1 (1 - Clear; 2 - Cloudy; 3 - Fog,Smog, Smoke; 4 - Rain; 5 - Sleet, Hail; 6 - Snow; 7 - Severe Crosswinds; 8 - Blowing Sand,Soil, Dirt, Snow; 9 - Other/Unknown)

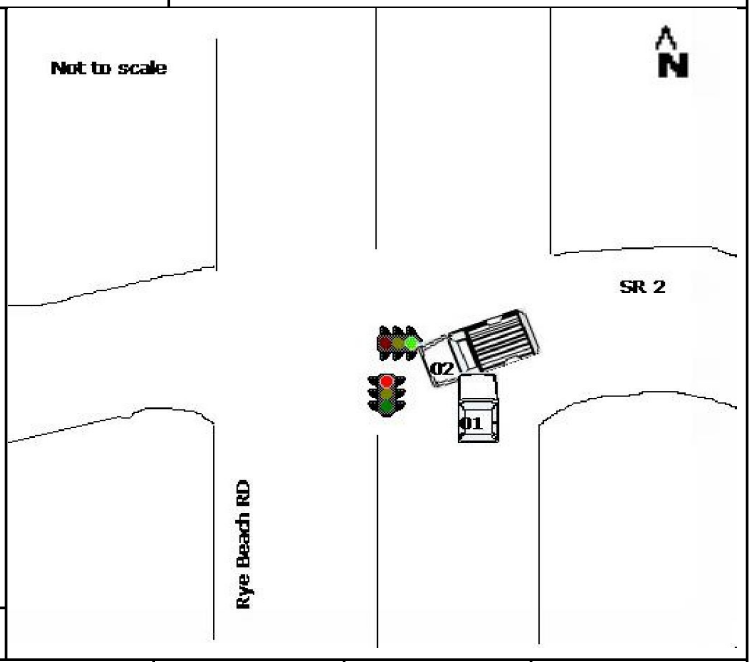
Road Surface	Light Conditions Primary	Light Conditions Secondar	☐ School Zone Related	School Bus Related
2 (1 - Concrete; 2 - Blacktop, Bituminous, Asphalt; 3 - Brick/Block; 4 - Slag , Gravel, Stone; 5 - Dirt; 6 - Other)	4 (1 - Daylight; 2 - Dawn; 3 - Dusk; 4 - Dark - Lighted Roadway; 5 - Dark - Roadway Not Lighted; 6 - Dark - Unknown Roadway Lighting; 7 - Glare*; 8 - Other; 9 - Unknown)			☐ Yes, School Bus Directly Involved; ☐ Yes, School Bus Indirectly Involved

*Secondary Condition Only

☐ Work Zone Related	Work Zone Related	Type of Work Zone	Location of Crash in Work Zone
	☐ Workers Present; ☐ Law Enforcement Present (Officer/Vehicle); ☐ Law Enforcement Present (Vehicle Only)	0 (1 - Lane Closure; 2 - Lane Shift/ Crossover; 3 - Work on Shoulder or Median; 4 - Intermittent or Moving Work; 5 - Other)	0 (1 - Before the First Work Zone Warning Sign; 2 - Advance Warning Area; 3 - Transition Area; 4 - Activity Area; 5 - Termination Area)

Narrative

Unit 01 was traveling north bound on Rye Beach Road approaching the west bound off ramp while having the red light. Unit 02 was was west bound on the SR2 off ramp and attempting a left, south bound, turn on Rye Beach Road while having the green light. Unit 01 did not stop for the red light and struck Unit 02 in the middle with Unit 01's center front.



Report Taken By	
■ Police Agency ☐ Motorist	☐ Supplement (Correction or Addition to an Existing Report Sent to ODPS)

Date CrashReported	Time CrashReported	Dispatch Time	Arrival Time	Time Cleared	Other InvestigationTime	Total Minutes
05/12/2017	5/12/2017 9:02:00	09:02 PM	09:05 PM	10:01 PM	60	116

Officer's Name*	Officer's Badge Number	Checked By
OFC. Z.A. BLAIR	156	SGT. T.E. GRAHAM

UNIT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL REPORT NUMBER: 2017014

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
1	SCHAFFTER, SCOTT, W	419--27-1-01	4	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)

1417 CARR ST, SANDUSKY, OH, 44870

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	GWS4106	1FMCU0D79CKC78716	2

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2012	FORD	ESC	GLD

■ PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
	ALLSTATE	992484897	SANDUSKY TOWING

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT **GVWR/GCWR**: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **6** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS): 01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE

MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS: 13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE

BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER): 21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)

NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

☐ HAS HM PLACARD

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **2**
IMPACT ARE: **2**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **3**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **1** (99 - UNKNOWN)

MOTORIST: 01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO

NON-MOTORIST: 15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE

PRIMARY: **3**

SECONDARY:

99 - UNKNOWN

MOTORIST: 01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION

NON-MOTORIST: 22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS: 01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS

1	2	3	4	5	6
20					

FIRST HARMFUL EVENT: **1** MOST HARMFUL EVENT: **1** 99 - UNKNOWN

NON-COLLISION EVENTS: 01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED: 14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT: 25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED: 30
☐ STATED ■ ESTIMATED

POSTED SPEED: 35

TRAFFIC CONTROL: **4**
01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED

UNIT DIRECTION: FROM **2** TO **1**
1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN

UNIT

OHIO DEPARTMENT OF PUBLIC SAFETY

LOCAL REPORT NUMBER: 2017014

UNIT NUMBER	OWNER NAME: LAST, FIRST, MIDDLE (☐ SAME AS DRIVER)	OWNER PHONE NUMBER - INC, AREA CODE (☐ SAME AS DRIVER)	DAMAGE SCALE	DAMAGE AREA
2	BATTLE, MARK, E	419--54-1-09	4	FRONT / REAR

OWNER ADDRESS: CITY, STATE, ZIP (☐ SAME AS DRIVER)

9630 BARROWS RD, HURON, OH, 44839

DAMAGE SCALE: 1 - NONE; 2 - MINOR; 3 - FUNCTIONAL; 4 - DISABLING; 9 - UNKNOWN

LP STATE	LICENSE PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER	# OCCUPANTS
OH	HBZ9084	1FTFW1EF6BKD21690	2

VEHICLE YEAR	VEHICLE MAKE	VEHICLE MODEL	VEHICLE COLOR
2011	FORD	F15	SIL

PROOF OF INSURANCE SHOWN	INSURANCE COMPANY	POLICY NUMBER	TOWED BY
■	GRANGE	1285937	WALTS TOWING

CARRIER NAME, ADDRESS, CITY, STATE, ZIP

CARRIER PHONE - INCLUDE AREA CODE

US DOT

HM PLACARD ID NO.

HM CLASS NUMBER

VEHICLE WEIGHT **GVWR/GCWR**: ☐ 1 - LESS THAN OR EQUAL TO 10K LBS; 2 - 10,001 TO 26,000K LBS; 3 - MORE THAN 26,000K LBS.

☐ HAZARDOUS MATERIAL RELEASED

CARGO BODY TYPE: **1**
01 - NO CARGO BODY TYPE/NOT APPLICABL; 02 - BUS/ VAN (9-15 SEATS, INC DRIVER); 03 - BUS (16+ SEATS, INC DRIVER); 04 - VEHICLE TOWING ANOTHER VEHICLE; 05 - LOGGING; 06 - INTERMODAL CONTAINER CHASIS; 07 - CARGO VAN/ENCLOSED BOX; 08 - GRAIN, CHIPS, GRAVEL; 09 - POLE; 10 - CARGO TANK; 11 - FLAT BED; 12 - DUMP; 13 - CONCRETE MIXER; 14 - AUTO TRANSPORTER; 15 - GARBAGE /REFUSE; 99 - OTHER/UNKNOWN

TRAFFICWAY DESCRIPTION: **1**
1 - TWO-WAY, NOT DIVIDED; 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE; 3 - TWO-WAY, DIVIDED, UNPROTECTED(PAINTED OR GRASS >4FT.) MEDIA; 4 - TWO-WAY, DIVIDED, POSITIVE MEDIANBARRIER; 5 - ONE-WAY TRAFFICWAY

☐ HIT / SKIP UNIT

NON-MOTORIST LOCATION PRIOR TO IMPACT
01 - INTERSECTION - MARKED CROSSWAL; 02 - INTERSECTION - NO CROSSWALK; 03 - INTERSECTION OTHER; 04 - MIDBLOCK - MARKED CROSSWALK; 05 - TRAVEL LANE - OTHER LOCATION; 06 - BICYCLE LANE; 07 - SHOULDER/ROADSIDE; 08 - SIDEWALK; 09 - MEDIAN/CROSSING ISLAND; 10 - DRIVE WAY ACCESS; 11 - SHARED-USE PATH OR TRAIL; 12 - NON-TRAFFICWAY AREA; 99 - OTHER/UNKNOWN

TYPE OF USE: **1**
1 - PERSONAL; 2 - COMMERCIAL; 3 - GOVERNMENT

☐ IN EMERGENCY RESPONSE

UNIT TYPE: **7** (99 - UNKNOWN OR HIT/SKIP)

PASSENGER VEHICLES (LESS THAN 9 PASSENGERS MED/HEAVY TRUCKS OR COMBO UNITS > 10K LBS BUS/VAN/LIMO(9 OR MORE INCLUDING DRIVER)
01 - SUB-COMPACT; 02 - COMPACT; 03 - MID SIZE; 04 - FULL SIZE; 05 - MINIVAN; 06 - SPORT UTILITY VEHICLE; 07 - PICKUP; 08 - VAN; 09 - MOTORCYCLE; 10 - MOTORIZED BICYCLE; 11 - SNOWMOBILE/ATV; 12 - OTHER PASSENGER VEHICLE
13 - SINGLE UNIT TRUCK OR VAN 2AXLE, 6 TIRES; 14 - SINGLE UNIT TRUCK ; 3+ AXLES; 15 - SINGLE UNIT TRUCK / TRAILER; 16 - TRUCK/TRACTOR (BOBTAIL); 17 - TRACTOR/SEMI-TRAILER; 18 - TRACTOR/DOUBLE; 19 - TRACTOR/TRIPLES; 20 - OTHER MED/HEAVY VEHICLE
21 - BUS/VAN (9-15 SEATS, INC DRIVER); 22 - BUS (16+ SEATS, INC DRIVER)
NON-MOTORIST: 23 - ANIMAL WITH RIDER; 24 - ANIMAL WITH BUGGY, WAGON, SURREY; 25 - BICYCLE/PEDACYCLIST; 26 - PEDESTRIAN/SKATER; 27 - OTHER NON-MOTORIST

☐ HAS HM PLACARD

SPECIAL FUNCTION: **1**
01 - NONE; 02 - TAXI; 03 - RENTAL TRUCK (OVER 10K LBS); 04 - BUS - SCHOOL (PUBLIC OR PRIVATE); 05 - BUS - TRANSIT; 06 - BUS - CHARTER; 07 - BUS - SHUTTLE; 08 - BUS - OTHER; 09 - AMBULANCE; 10 - FIRE; 11 - HIGHWAY/MAINTENANCE; 12 - MILITARY; 13 - POLICE; 14 - PUBLIC UTILITY; 15 - OTHER GOVERNMENT; 16 - CONSTRUCTION EQIP.; 17 - FARM VEHICLE; 18 - FARM EQUIPMENT; 19 - MOTORHOME; 20 - GOLF CART; 21 - TRAIN; 22 - OTHER (EXPLAIN IN NARRATIVE)

MOST DAMAGED AREA: **8**
IMPACT ARE: **8**
01 - NONE; 02 - CENTER FRONT; 03 - RIGHT FRONT; 04 - RIGHT SIDE; 05 - RIGHT REAR; 06 - REAR CENTER; 07 - LEFT REAR; 08 - LEFT SIDE; 09 - LEFT FRONT; 10 - TOP AND WINDOWS; 11 - UNDERCARRIAGE; 12 - LOAD/TRAILER; 13 - TOTAL (ALL AREAS); 14 - OTHER; 99 - UNKNOWN

ACTION: **4**
1 - NON- CONTACT; 2 - NON-COLLISION; 3 - STRIKING; 4 - STRUCK; 5 - STRIKING/STRUCK; 9 - UNKNOWN

PRE- CRASH ACTIONS: **6** (99 - UNKNOWN)

MOTORIST
01 - STRAIGHT AHEAD; 02 - BACKING; 03 - CHANGING LANES; 04 - OVERTAKING/PASSING; 05 - MAKING RIGHT TURN; 06 - MAKING LEFT TURN; 07 - MAKING U-TURN; 08 - ENTERING TRAFFIC LANE; 09 - LEAVING TRAFFIC LANE; 10 - PARKED; 11 - SLOWING OR STOPPED IN TRAFFIC; 12 - DRIVERLESS; 13 - NEGOTIATING A CURVE; 14 - OTHER MOTORIST ACTIO

NON-MOTORIST
15 - ENTERING OR CROSSING SPECIFIED LOCATIO; 16 - WALKING,RUNNING, JOGGING, PLAYING, CYCLING; 17 - WORKING; 18 - PUSHING VEHICLE; 19 - APPROACHING OR LEAVING VEHICLE; 20 - STANDING; 21 - OTHER NON-MOTORIST ACTION

CONTRIBUTING CIRCUMSTANCE
PRIMARY: **1**
SECONDARY:
99 - UNKNOWN

MOTORIST
01 - NONE; 02 - FAILURE TO YIELD; 03 - RAN RED LIGHT; 04 - RAN STOP SIGN; 05 - EXCEEDED SPEED LIMIT; 06 - UNSAFE SPEED; 07 - IMPROPER TURN; 08 - LEFT OF CENTER; 09 - FOLLOWED TOO CLOSELY/ACDA; 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD; 11 - IMPROPER BACKING; 12 - IMPROPER START FROM PARKED POSITION; 13 - STOPPED OR PARKED ILLEGALLY; 14 - OPERATING VEHICLE IN NEGLIGENT MANNER; 15 - SWERVING TO AVOID (DUE TO EXTERNAL CONDITIONS); 16 - WRONG SIDE/WRONG WAY; 17 - FAILURE TO CONTROL; 18 - VISION OBSTRUCTION; 19 - OPERATING DEFECTIVE EQUIPMENT; 20 - LOAD SHIFTING/FALLING/SPILLING; 21 - OTHER IMPROPER ACTION

NON-MOTORIST
22 - NONE; 23 - IMPROPER CROSSING; 24 - DARTING; 25 - LYING AND/OR ILLEGALLY IN ROADWAY; 26 - FALURE TO YIELD RIGHT OF WAY; 27 - NOT VISIBLE (DARK CLOTHING); 28 - INATTENTIVE; 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER; 30 - WRONG SIDE OF THE ROAD; 31 - OTHER NON-MOTORIST ACTION

VEHICLE DEFECTS
01 - TURN SIGNALS; 02 - HEAD LAMPS; 03 - TAIL LAMPS; 04 - BRAKES; 05 - STEERING; 06 - TIRE BLOWOUT; 07 - WORN OR SLICK TIRES; 08 - TRAILER EQUIPMENT DEFECTIVE; 09 - MOTOR TROUBLE; 10 - DISABLED FROM PRIOR ACCIDENT; 11 - OTHER DEFECTS

SEQUENCE OF EVENTS
1: **20** 2: 3: 4: 5: 6:
FIRST HARMFUL EVENT: **1** MOST HARMFUL EVENT: **1** 99 - UNKNOWN

NON-COLLISION EVENTS
01 - OVERTURN/ROLLOVER; 02 - FIRE/EXPLOSION; 03 - IMMERSION; 04 - JACKKNIFE; 05 - CARGO/EQUIPMENT LOSS OR SHIFT; 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC); 07 - SEPARATION OF UNITS; 08 - RAN OFF ROAD RIGHT; 09 - RAN OFF ROAD LEFT; 10 - CROSS MEDIAN; 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL; 12 - DOWNHILL RUNAWAY; 13 - OTHER NON-COLLISION

COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED
14 - PEDESTRIAN; 15 - PEDALCYCLE; 16 - RAILWAY VEHICLE (TRAIN, ENGINE); 17 - ANIMAL - FARM; 18 - ANIMAL - DEER; 19 - ANIMAL -OTHER; 20 - MOTOR VEHICLE IN TRANSPORT; 21 - PARKED MOTOR VEHICLE; 22 - WORK ZONE MAINTENANCE EQUIPMENT; 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE; 24 - OTHER MOVABLE OBJECT

COLLISION WITH FIXED, OBJECT
25 - IMPACT ATTENUATOR/CRASH CUSHION; 26 - BRIDGE OVERHEAD STRUCTURE; 27 - BRIDGE PIER OR ABUTMENT; 28 - BRIDGE PARAPET; 29 - BRIDGE RAIL; 30 - GUARDRAIL FACE; 31 - GUARDRAILEND; 32 - PORTABLE BARRIER; 33 - MEDIAN CABLE BARRIER; 34 - MEDIAN GUARDRAIL BARRIER; 35 - MEDIAN CONCRETE BARRIER; 36 - MEDIAN OTHER BARRIER; 37 - TRAFFIC SIGN POST; 38 - OVERHEAD SIGN POST; 39 - LIGHT/LUMINARIES SUPPORT; 40 - UTILITY POLE; 41 - OTHER POST, POLE OR SUPPORT; 42 - CULVART; 43 - CURB; 44 - DITCH; 45 - EMBANKMENT; 46 - FENCE; 47 - MAILBOX; 48 - TREE; 49 - FIRE HYDRANT; 50 - WORK ZONE MAINTENANCE EQUIPMENT; 51 - WALL, BUILDING, TUNNEL; 52 - OTHER FIXED OBJECT

UNIT SPEED	POSTED SPEED	TRAFFIC CONTROL	UNIT DIRECTION
10 ☐ STATED ☐ ESTIMATED	35	4 (01 - NO CONTROLS; 02 - STOP SIGN; 03 - YIELD SIGN; 04 - TRAFFIC SIGNAL; 05 - TRAFFIC FLASHERS; 06 - SCHOOL ZONE; 07 - RAILROAD CROSSBUCKS; 08 - RAILROAD FLASHERS; 09 - RAILROAD GATES; 10 - COSTRUCTION BARRICADE; 11 - PERSON (FLAGGER, OFFICER; 12 - PAVEMENT MARKINGS; 13 - CROSSWALK LINES; 14 - WALK/DON'T WALK; 15 - OTHER; 16 - NOT REPORTED)	FROM 3 TO 2 (1 - NORTH; 2 - SOUTH; 3 - EAST; 4 - WEST; 5 - NORTHEAST; 6 - NORTHWEST; 7 - SOUTHEAST; 8 - SOUTHWEST; 9 - UNKNOWN)

OHIO DEPARTMENT OF PUBLIC SAFETY — MOTORIST / NON-MOTORIST / OCCUPANT

SAFETY · SERVICE · PROTECTION

LOCAL REPORT NUMBER: 2017014

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	SCHAFFTER, JOHN, PAUL	06/11/2000	16	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
1417 CARR ST, SANDUSKY, OH, 44870	419-271-2996

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1				4	☐	1	1	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
4511.13	RED LIGHT VIOLATION	31901	☐	1

MOTORIST/NON-MOTORIST

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	BATTLE, JARED, MATTHEW	11/10/2000	16	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
9630 BARROWS RD, HURON, OH, 44839	419-366-8303

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
2	2	FIRELANDS HOSPITAL	HURON FIRE DEPT.	4	☐	1	4	1	1

OL STATE	OPERATOR LICENSE NUMBER	OL CLASS	NO VALID DL	M/C END	CONDITION	ALCOHOL/DRUG SUSPECTED	ALCOHOL TEST STATUS	ALCOHOL TEST TYPE	ALCOHOL TEST VALUE	DRUG TEST STATUS	DRUG TEST TYPE
OH		4	☐	☐	1	1	1	1		1	1

OFFENSE CHARGED (☐ LOCAL CODE)	OFFENSE DESCRIPTION	CITATION NUMBER	HANDS-FREE DEVICE USED	DRIVER DISTRACTED BY
			☐	1

INJURIES
1 - NO INJURY / NONE REPORTE
2 - POSSIBLE
3 - NON-INCAPACITATING
4 - INCAPACITATING
5 - FATAL

INJURED TAKEN BY
1 - NOT TRANSPORTED / TREATED AT SCENE
2 - EMS
3 - POLICE
4 - OTHER
9 - UNKNOWN

SAFETY EQUIPMENT USED
99 - UNKNOWN SAFETY EQUIPMENT

MOTORIST
01 - NONE USED - VEHICLE OCCUPANT
02 - S HOULDER BELT ONLY USED
03 - LAP BELT ONLY USED
04 - S HOULDER AND LAP BELT ONLY USED
05 - CHILD RESTRAINT SYSTEM-FORWARD FACING
06 - CHILD RESTRAINT SYSTEM-REAR FACING
07 - BOOSTER SEAT
08 - HELMET USED

NON-MOTORIST
09 - NONE USED
10 - HELMET USED
11 - PROTECTIVE PADS USED (ELBOWS, KNEES, ETC)
12 - REFLECTIVE COATING
13 - LIGHTING
14 - OTHER

SEATING POSITION
01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER)
02 - FRONT - MIDDLE
03 - FRONT - RIGHT SIDE
04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER)
05 - SECOND - MIDDLE
06 - SECOND - RIGHT SIDE
07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR)
08 - THIRD - MIDDLE
09 - THIRD - RIGHT SIDE
10 - SLEEPER SECTION OF CAB (TRUCK)
11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAP)
12 - PASSENGER IN UNENCLOSED CARGO AREA
13 - TRAILING UNIT
14 - RIDING ON VEHICLE EXTERIOR (NON-TRAILING UNIT)
15 - NON-MOTORIST
16 - OTHER
99 - UNKNOWN

AIR BAG USAGE
1 - NOT DEPLOYED
2 - DEPLOYED FRONT
3 - DEPLOYED SIDE
4 - DEPLOYED BOTH FRONT/SIDE
5 - NOT APPLICABLE
9 - DEPLOYMENT UNKNOWN

EJECTION
1 - NOT EJECTED
2 - TOTALLY EJECTED
3 - PARTIALLY EJECTED
4 - NOT APPLICABLE

TRAPPED
1 - NOT TRAPPED
2 - EXTRICATED BY MECHANICAL MEANS
3 - EXTRICATED BY NON-MECHANICAL MEANS

OPERATOR LICENSE CLASS
1 - CLASS A
2 - CLASS B
3 - CLASS C
4 - REGULAR CLASS (OHIO IS "D")
5 - MC/MOPED ONLY

CONDITION
1 - APPARENTLY NORMAL
2 - PHYSICAL IMPAIRMENT
3 - EMOTIONL (DEPRESSED, ANGRY, DISTURBE
4 - ILLNESS
5 - FELL ASLEEP, FAINTED, FATIGUE
6 - UNDER THE INFLUENCE OF MEDICATIONS, DRUGS, ALCOHOL
7 - OTHER

ALCOHOL/DRUG SUSPECTED
1 - NONE
2 - YES - ALCOHOL SUSPECTED
3 - YES -HBD NOTIMPAIRED
4 - YES -DRUGS SUSPECTED
5 - YES -ALCOHOL AND DRUGS SUSPECTED

ALCOHOL TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

ALCOHOL TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - BREATH
5 - OTHER

DRUG TEST STATUS
1 - NONE GIVEN
2 - TEST REFUSED
3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABL
4 - TEST GIVEN, RESULTS KNOWN
5 - TEST GIVEN, RESULTS UNKNOWN

DRUG TEST TYPE
1 - NONE
2 - BLOOD
3 - URINE
4 - OTHER

DRIVER DISTRACTED BY
1 - NO DISTRACTION REPORTED
2 - PHONE
3 - TEXTING /EMAILING
4 - ELCTRONIC COMMUNICATION DEVICE
5 - OTHER ELECTRONIC DEVICE (NAVIGATION DEVICE, RADIO, DVD)
6 - OTHER INSIDE THE VEHICLE
7 - EXTERNAL DISTRACTION

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
1	TAMBURRINO, NICHOLAS	07/03/2000	16	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
1313 CENTRAL AVE, SANDUSKY, OH, 44870	419-366-8008

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1				4	☐	3	1	1	1

OCCUPANT

UNIT NUMBER	NAME: LAST, FIRST, MIDDLE	DATE OF BIRTH	AGE	GENDER
2	MONG, JACK, AUSTIN	04/23/1999	18	M (F - FEMALE, M - MALE)

ADDRESS, CITY, STATE, ZIP	CONTACT PHONE - INCLUDE AREA CODE
59 SOUTH ST, BERLIN HTS, OH, 44814	419-602-4588

INJURIES	INJURED TAKEN BY	EMS AGENCY	MEDICAL FACILITY INJURED TAKEN TO	SAFETY EQUIPMENT USED	DOT COMPLIANT MOTORCYCLE HELMET	SEATING POSITION	AIR BAG USAGE	EJECTION	TRAPPED
1				4	☐	3	2	1	1

Appendix I

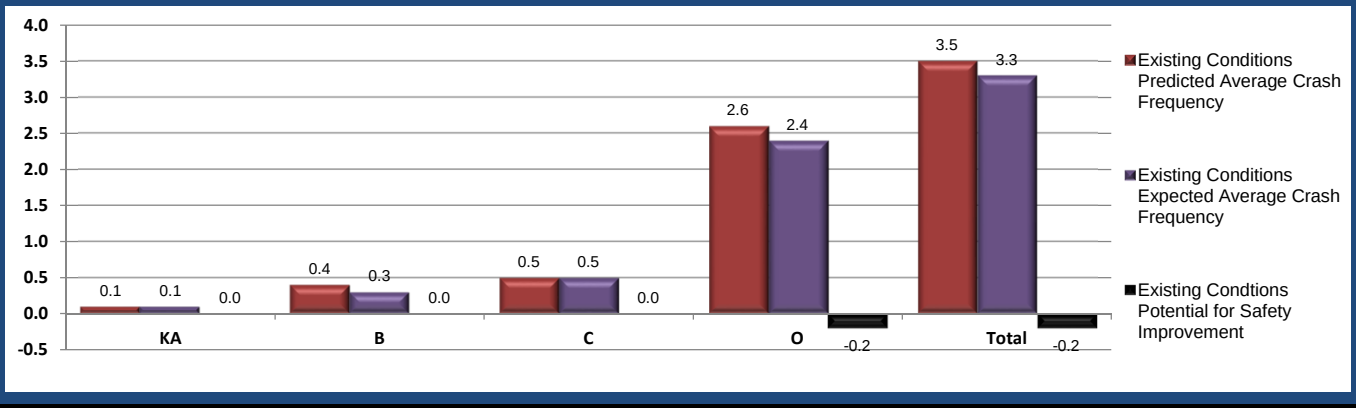
ECAT Analysis

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0784	0.3500	0.4810	2.5852	3.4946
$N_{expected}$ - Existing Conditions	0.0778	0.3403	0.4583	2.3983	3.2747
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0006	-0.0097	-0.0227	-0.1869	-0.2199

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore	Sycamore Line/US 6	0.0784	0.35	0.481	2.5852	3.4946

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore	Sycamore Line/US 6	0.0778	0.3403	0.4583	2.3983	3.2747

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore	Sycamore Line/US 6	-0.0006	-0.0097	-0.0227	-0.1869	-0.2199

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 1 - Sycamore Line Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

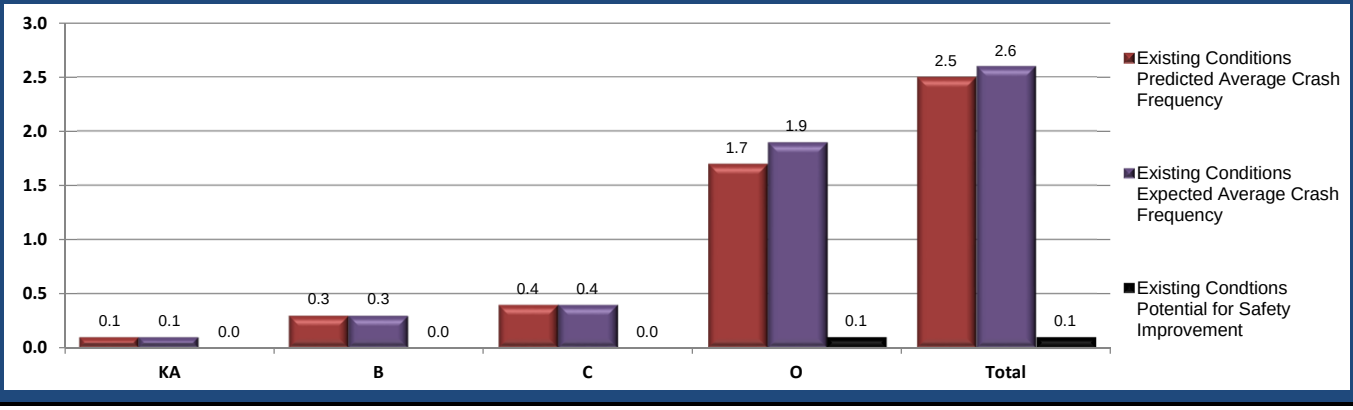
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0019	0.0018	-0.0001	
Head On	0.0204	0.0203	-0.0001	
Rear End	1.6593	1.5290	-0.1303	
Backing	0.0874	0.0845	-0.0029	
Sideswipe - Meeting	0.0469	0.0464	-0.0005	
Sideswipe - Passing	0.4096	0.3581	-0.0515	
Angle	0.6002	0.5286	-0.0716	
Parked Vehicle	0.0644	0.0707	**0.0063**	
Pedestrian	0.0111	0.0110	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0002	**0.0001**	
Pedalcycles	0.1147	0.1097	-0.0050	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1050	0.1330	**0.0280**	
Other Object	0.0037	0.0037	0.0000	
Overturning	0.0061	0.0060	-0.0001	
Other Non-Collision	0.0139	0.0139	0.0000	
Left Turn	0.3500	0.3578	**0.0078**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0792	0.2820	0.3583	1.7311	2.4506
$N_{expected}$ - Existing Conditions	0.0793	0.2788	0.3605	1.8511	2.5697
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0001**	-0.0032	**0.0022**	**0.1200**	**0.1191**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0407	0.1189	0.1286	0.7864	1.0746
Ogontz St	Ogontz St	0.0103	0.0446	0.0636	0.2328	0.3513
Buckingham St	Buckingham St	0.0167	0.0682	0.0939	0.4478	0.6266
Springdale Dr	Springdale Dr	0.0115	0.0503	0.0722	0.2641	0.3981

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0413	0.1167	0.1253	0.9141	1.1974
Ogontz St	Ogontz St	0.0101	0.0444	0.0627	0.2311	0.3483
Buckingham St	Buckingham St	0.0166	0.0677	0.1014	0.427	0.6127
Springdale Dr	Springdale Dr	0.0113	0.05	0.0711	0.2789	0.4113

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	**0.0006**	-0.0022	-0.0033	**0.1277**	**0.1228**
Ogontz St	Ogontz St	-0.0002	-0.0002	-0.0009	-0.0017	-0.003
Buckingham St	Buckingham St	-1E-04	-0.0005	**0.0075**	-0.0208	-0.0139
Springdale Dr	Springdale Dr	-0.0002	-0.0003	-0.0011	**0.0148**	**0.0132**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 2 - Sycamore Line to Avondale-McKinley	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

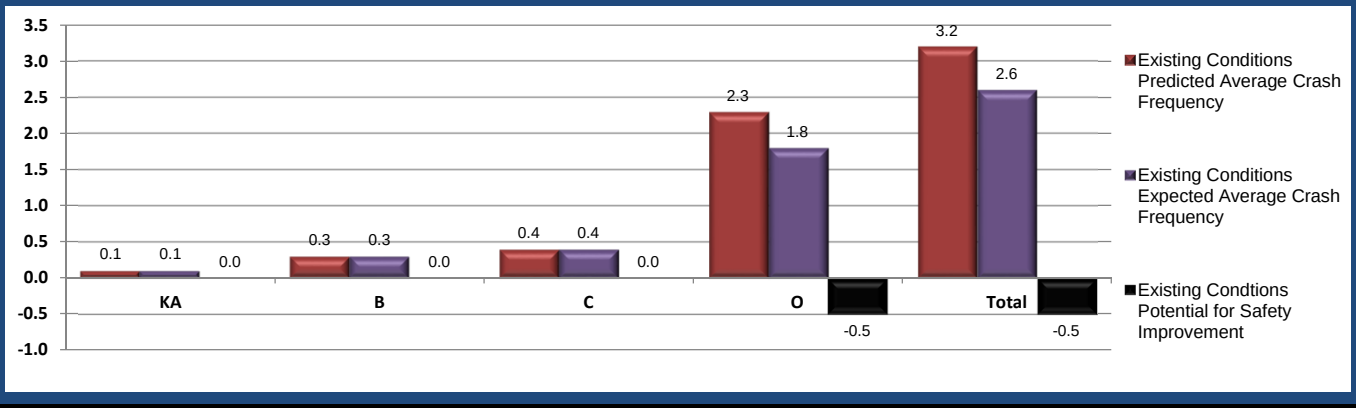
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0112	0.0110	-0.0002	
Head On	0.0183	0.0182	-0.0001	
Rear End	1.1672	1.2095	**0.0423**	
Backing	0.0425	0.0443	**0.0018**	
Sideswipe - Meeting	0.0643	0.0636	-0.0007	
Sideswipe - Passing	0.2029	0.2164	**0.0135**	
Angle	0.3293	0.3423	**0.0130**	
Parked Vehicle	0.0805	0.0899	**0.0094**	
Pedestrian	0.0297	0.0295	-0.0002	
Animal	0.4284	0.2407	-0.1877	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0179	0.0179	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.2625	0.2993	**0.0368**	
Other Object	0.0175	0.0173	-0.0002	
Overturning	0.0134	0.0135	**0.0001**	
Other Non-Collision	0.0334	0.0328	-0.0006	
Left Turn	0.1601	0.1642	**0.0041**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0711	0.3231	0.4499	2.3088	3.1529
$N_{expected}$ - Existing Conditions	0.0707	0.3144	0.4292	1.7957	2.6100
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0004	-0.0087	-0.0207	-0.5131	-0.5429

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Avondale-McKinley	Avondale-McKinley	0.0711	0.3231	0.4499	2.3088	3.1529

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Avondale-McKinley	Avondale-McKinley	0.0707	0.3144	0.4292	1.7957	2.61

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Avondale-McKinley	Avondale-McKinley	-0.0004	-0.0087	-0.0207	-0.5131	-0.5429

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 3 - Avondale/McKinley Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

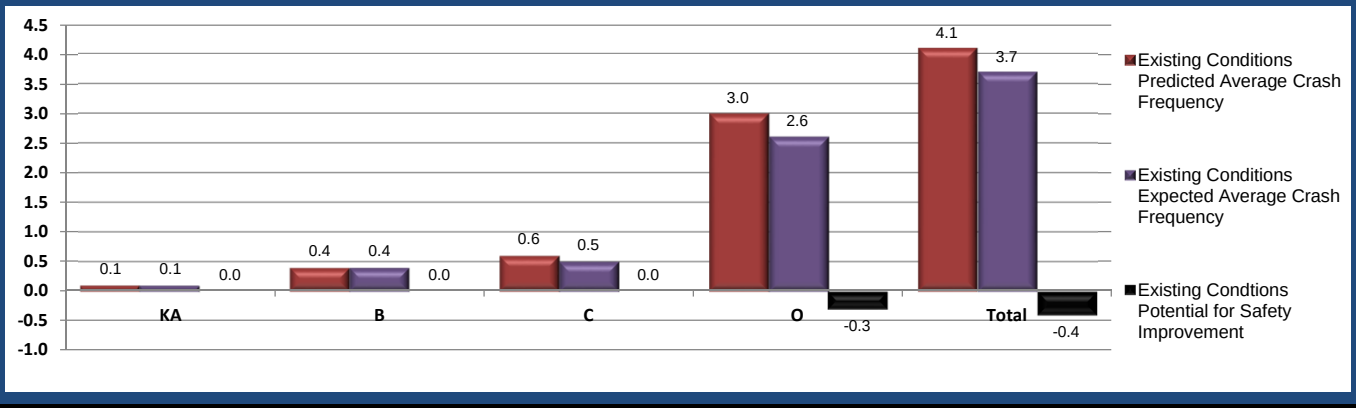
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0015	0.0015	0.0000	
Head On	0.0189	0.0187	-0.0002	
Rear End	1.5079	1.0936	-0.4143	
Backing	0.0786	0.0762	-0.0024	
Sideswipe - Meeting	0.0428	0.0423	-0.0005	
Sideswipe - Passing	0.3696	0.3275	-0.0421	
Angle	0.5478	0.4891	-0.0587	
Parked Vehicle	0.0524	0.0517	-0.0007	
Pedestrian	0.0053	0.0053	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.1041	0.0999	-0.0042	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0841	0.0826	-0.0015	
Other Object	0.0030	0.0030	0.0000	
Overturning	0.0046	0.0046	0.0000	
Other Non-Collision	0.0112	0.0112	0.0000	
Left Turn	0.3210	0.3028	-0.0182	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0911	0.4124	0.5726	2.9796	4.0557
$N_{expected}$ - Existing Conditions	0.0904	0.4122	0.5400	2.6298	3.6724
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0007	-0.0002	-0.0326	-0.3498	-0.3833

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler	Butler	0.0911	0.4124	0.5726	2.9796	4.0557

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler	Butler	0.0904	0.4122	0.54	2.6298	3.6724

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler	Butler	-0.0007	-0.0002	-0.0326	-0.3498	-0.3833

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 4 - Butler Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

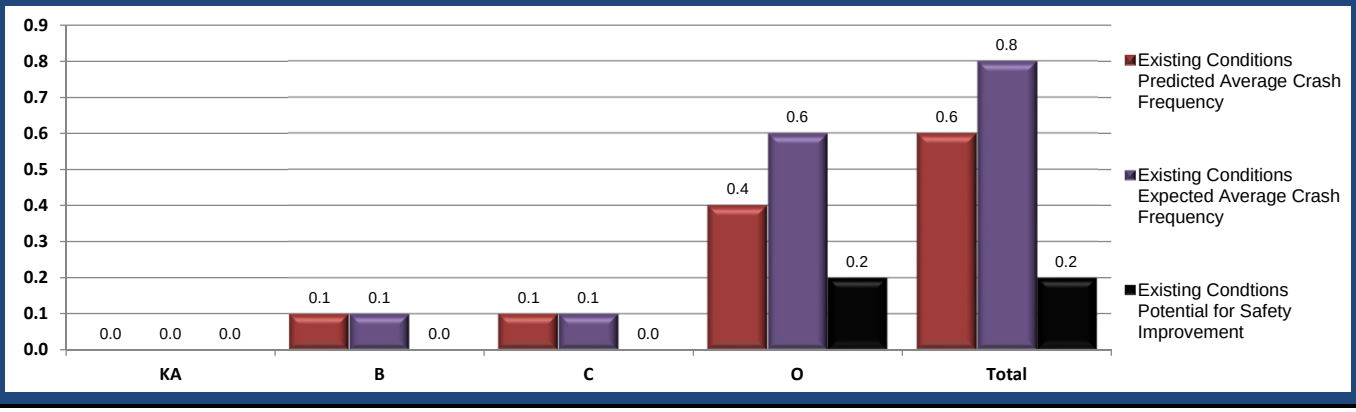
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0020	0.0019	-0.0001	
Head On	0.0241	0.0241	0.0000	
Rear End	1.9368	1.5869	-0.3499	
Backing	0.1012	0.0972	-0.0040	
Sideswipe - Meeting	0.0549	0.0541	-0.0008	
Sideswipe - Passing	0.4757	0.5133	**0.0376**	
Angle	0.7027	0.6088	-0.0939	
Parked Vehicle	0.0691	0.0678	-0.0013	
Pedestrian	0.0078	0.0078	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0002	**0.0001**	
Pedalcycles	0.1337	0.1269	-0.0068	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1114	0.1089	-0.0025	
Other Object	0.0040	0.0040	0.0000	
Overturning	0.0062	0.0061	-0.0001	
Other Non-Collision	0.0148	0.0148	0.0000	
Left Turn	0.4112	0.4496	**0.0384**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0178	0.0779	0.1121	0.4098	0.6176
$N_{expected}$ - Existing Conditions	0.0177	0.0772	0.1094	0.5670	0.7713
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0001	-0.0007	-0.0027	**0.1572**	**0.1537**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Parish	Parish	0.0178	0.0779	0.1121	0.4098	0.6176

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Parish	Parish	0.0177	0.0772	0.1094	0.567	0.7713

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Parish	Parish	-1E-04	-0.0007	-0.0027	0.1572	0.1537

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 5 - Parish Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

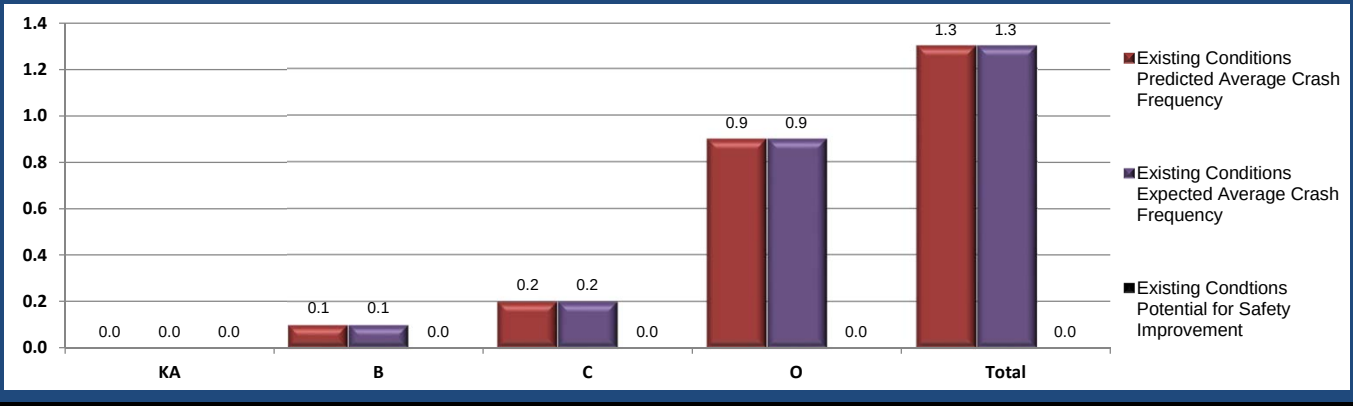
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0008	0.0008	0.0000	
Head On	0.0038	0.0038	0.0000	
Rear End	0.2717	0.4339	**0.1622**	
Backing	0.0128	0.0127	-0.0001	
Sideswipe - Meeting	0.0079	0.0080	**0.0001**	
Sideswipe - Passing	0.0627	0.0606	-0.0021	
Angle	0.1023	0.0990	-0.0033	
Parked Vehicle	0.0274	0.0268	-0.0006	
Pedestrian	0.0070	0.0070	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0041	0.0041	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0447	0.0435	-0.0012	
Other Object	0.0016	0.0016	0.0000	
Overturning	0.0026	0.0025	-0.0001	
Other Non-Collision	0.0059	0.0059	0.0000	
Left Turn	0.0622	0.0611	-0.0011	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0342	0.1402	0.1939	0.9110	1.2793
$N_{expected}$ - Existing Conditions	0.0340	0.1442	0.1994	0.8789	1.2565
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0002	**0.0040**	**0.0055**	-0.0321	-0.0228

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Roosevelt-Huntington	Roosevelt-Huntington	0.0342	0.1402	0.1939	0.911	1.2793

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Roosevelt-Huntington	Roosevelt-Huntington	0.034	0.1442	0.1994	0.8789	1.2565

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Roosevelt-Huntington	Roosevelt-Huntington	-0.0002	**0.004**	**0.0055**	-0.0321	-0.0228

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 6 - Roosevelt-Huntington Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

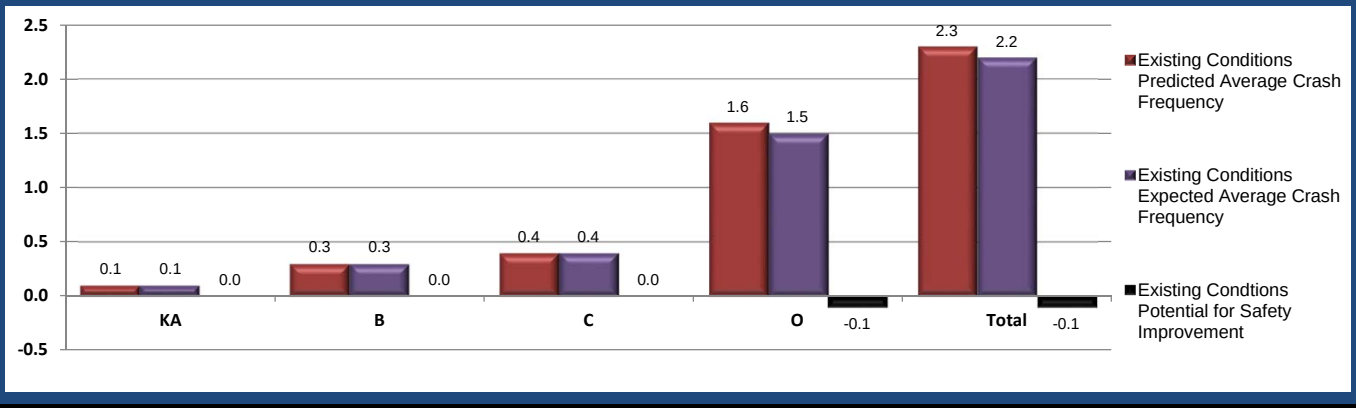
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0014	0.0014	0.0000	
Head On	0.0074	0.0074	0.0000	
Rear End	0.5725	0.5043	-0.0682	
Backing	0.0292	0.0326	**0.0034**	
Sideswipe - Meeting	0.0163	0.0162	-0.0001	
Sideswipe - Passing	0.1384	0.1327	-0.0057	
Angle	0.2098	0.2475	**0.0377**	
Parked Vehicle	0.0470	0.0462	-0.0008	
Pedestrian	0.0275	0.0272	-0.0003	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0109	0.0126	**0.0017**	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0775	0.0761	-0.0014	
Other Object	0.0027	0.0027	0.0000	
Overturning	0.0047	0.0047	0.0000	
Other Non-Collision	0.0102	0.0102	0.0000	
Left Turn	0.1240	0.1347	**0.0107**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0583	0.2688	0.3820	1.5808	2.2899
$N_{expected}$ - Existing Conditions	0.0580	0.2635	0.3680	1.4693	2.1588
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0003	-0.0053	-0.0140	-0.1115	-0.1311

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cowdery	Cowdery	0.0583	0.2688	0.382	1.5808	2.2899

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cowdery	Cowdery	0.058	0.2635	0.368	1.4693	2.1588

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cowdery	Cowdery	-0.0003	-0.0053	-0.014	-0.1115	-0.1311

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 7 - Cowdery Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

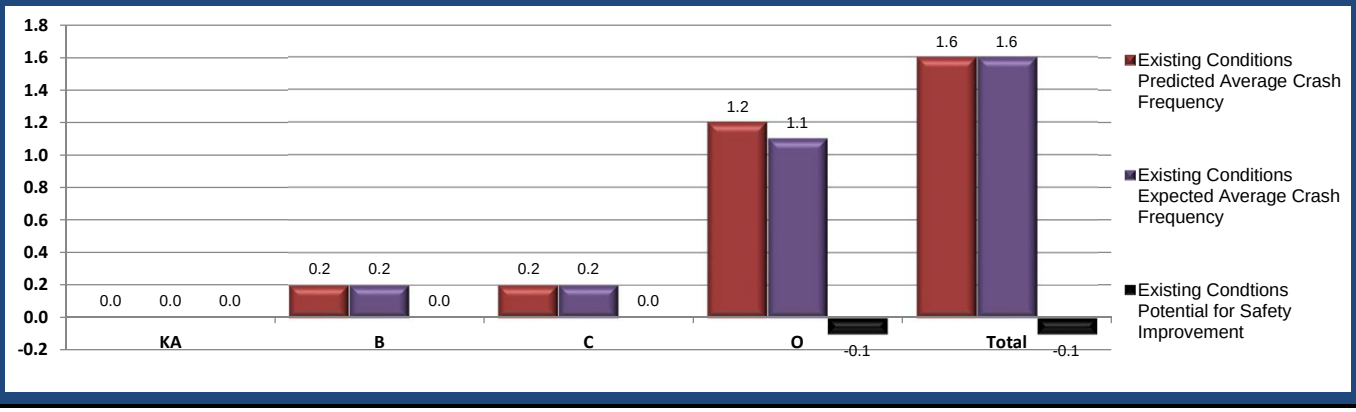
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0011	0.0011	0.0000	
Head On	0.0146	0.0145	-0.0001	
Rear End	1.0901	0.9005	-0.1896	
Backing	0.0540	0.0531	-0.0009	
Sideswipe - Meeting	0.0314	0.0312	-0.0002	
Sideswipe - Passing	0.2590	0.2420	-0.0170	
Angle	0.4036	0.4215	**0.0179**	
Parked Vehicle	0.0401	0.0396	-0.0005	
Pedestrian	0.0037	0.0037	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0727	0.0707	-0.0020	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0642	0.0631	-0.0011	
Other Object	0.0023	0.0023	0.0000	
Overturning	0.0035	0.0036	**0.0001**	
Other Non-Collision	0.0086	0.0086	0.0000	
Left Turn	0.2411	0.3033	**0.0622**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0490	0.1843	0.2440	1.1721	1.6494
$N_{expected}$ - Existing Conditions	0.0489	0.1824	0.2412	1.1154	1.5879
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0001	-0.0019	-0.0028	-0.0567	-0.0615

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0109	0.0274	0.026	0.1673	0.2316
Farwell St	Farwell St	0.0381	0.1569	0.218	1.0048	1.4178

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.011	0.0276	0.0296	0.1984	0.2666
Farwell St	Farwell St	0.0379	0.1548	0.2116	0.917	1.3213

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	**1E-04**	**0.0002**	**0.0036**	**0.0311**	**0.035**
Farwell St	Farwell St	-0.0002	-0.0021	-0.0064	-0.0878	-0.0965

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 8 - Cowdery to Cedar Point Drive	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

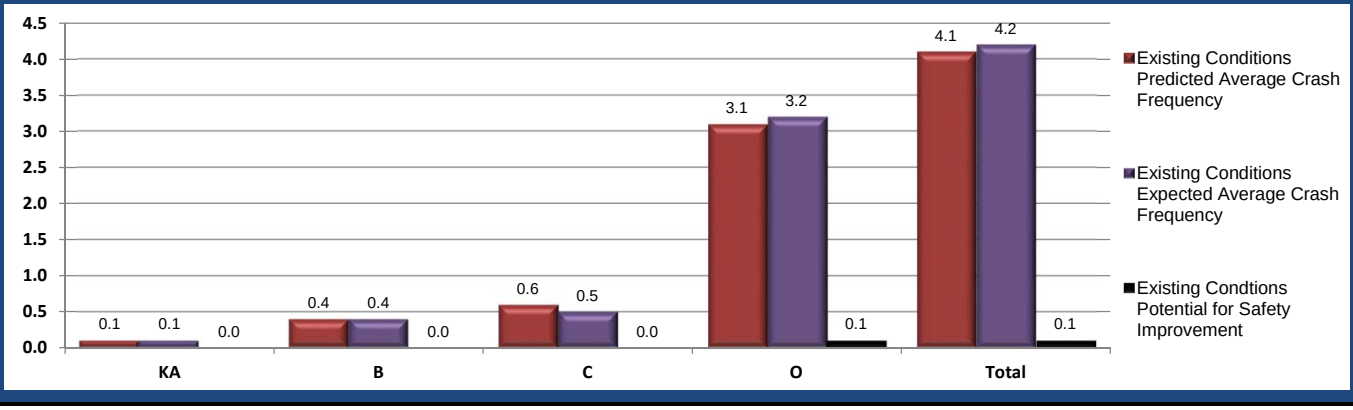
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0022	0.0022	0.0000	
Head On	0.0099	0.0100	**0.0001**	
Rear End	0.7330	0.6482	-0.0848	
Backing	0.0388	0.0384	-0.0004	
Sideswipe - Meeting	0.0374	0.0372	-0.0002	
Sideswipe - Passing	0.1883	0.2180	**0.0297**	
Angle	0.2746	0.2637	-0.0109	
Parked Vehicle	0.0520	0.0513	-0.0007	
Pedestrian	0.0313	0.0310	-0.0003	
Animal	0.0191	0.0188	-0.0003	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0139	0.0139	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0961	0.0944	-0.0017	
Other Object	0.0037	0.0037	0.0000	
Overturning	0.0062	0.0062	0.0000	
Other Non-Collision	0.0122	0.0122	0.0000	
Left Turn	0.1498	0.1575	**0.0077**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0933	0.4113	0.5631	3.0505	4.1182
$N_{expected}$ - Existing Conditions	0.0929	0.4192	0.5367	3.1562	4.2050
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0004	**0.0079**	-0.0264	**0.1057**	**0.0868**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Drive	Cedar Point Drive	0.0933	0.4113	0.5631	3.0505	4.1182

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Drive	Cedar Point Drive	0.0929	0.4192	0.5367	3.1562	4.205

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Drive	Cedar Point Drive	-0.0004	0.0079	-0.0264	0.1057	0.0868

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 9 - Cedar Point Drive Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

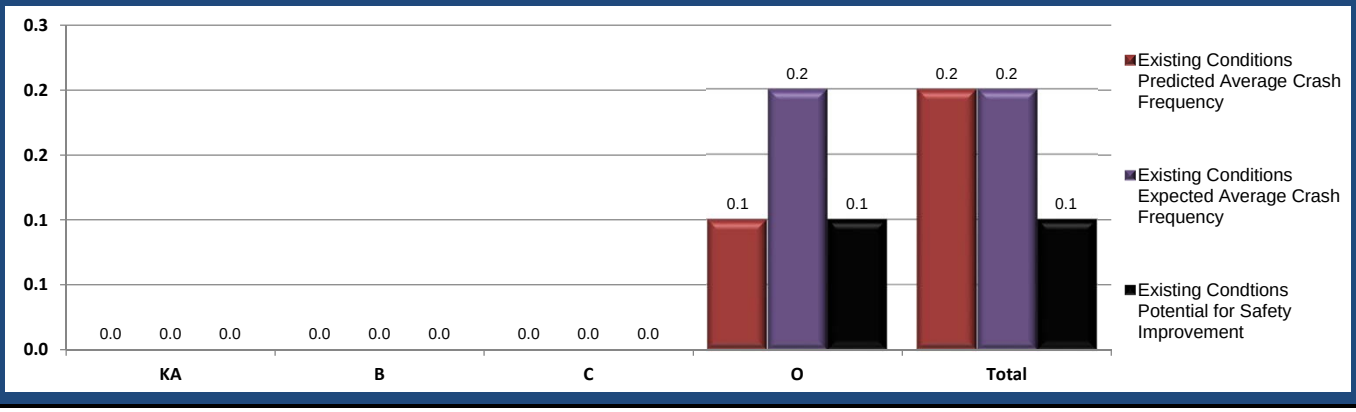
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0023	0.0022	-0.0001	
Head On	0.0239	0.0241	**0.0002**	
Rear End	1.9528	1.9851	**0.0323**	
Backing	0.1033	0.0998	-0.0035	
Sideswipe - Meeting	0.0551	0.0545	-0.0006	
Sideswipe - Passing	0.4832	0.4692	-0.0140	
Angle	0.7053	0.7845	**0.0792**	
Parked Vehicle	0.0773	0.0755	-0.0018	
Pedestrian	0.0186	0.0185	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0002	0.0002	0.0000	
Pedalcycles	0.1254	0.1194	-0.0060	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1303	0.1280	-0.0023	
Other Object	0.0045	0.0044	-0.0001	
Overturning	0.0083	0.0084	**0.0001**	
Other Non-Collision	0.0170	0.0170	0.0000	
Left Turn	0.4107	0.4142	**0.0035**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0072	0.0179	0.0170	0.1096	0.1517
$N_{expected}$ - Existing Conditions	0.0073	0.0180	0.0176	0.1890	0.2319
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0001	0.0001	0.0006	0.0794	0.0802

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID		Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0072	0.0179	0.017	0.1096	0.1517

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0073	0.018	0.0176	0.189	0.2319

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0001	1E-04	0.0006	0.0794	0.0802

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 10 - Cedar Point Drive to Harbour Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

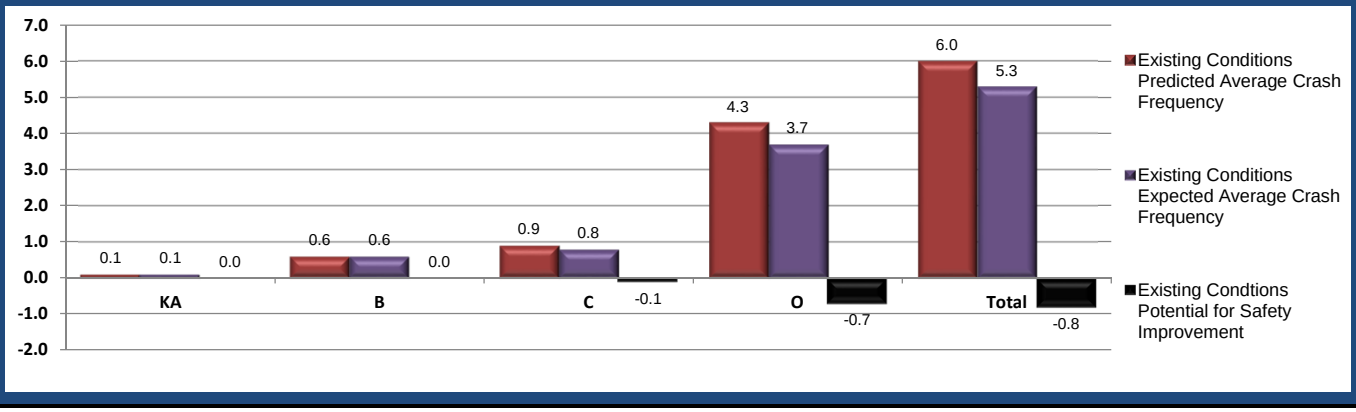
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0006	0.0006	0.0000	
Head On	0.0011	0.0011	0.0000	
Rear End	0.0639	0.1283	**0.0644**	
Backing	0.0038	0.0037	-0.0001	
Sideswipe - Meeting	0.0132	0.0132	0.0000	
Sideswipe - Passing	0.0234	0.0369	**0.0135**	
Angle	0.0233	0.0240	**0.0007**	
Parked Vehicle	0.0020	0.0020	0.0000	
Pedestrian	0.0004	0.0004	0.0000	
Animal	0.0133	0.0132	-0.0001	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0011	0.0011	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0105	0.0105	0.0000	
Other Object	0.0006	0.0006	0.0000	
Overturning	0.0009	0.0009	0.0000	
Other Non-Collision	0.0010	0.0010	0.0000	
Left Turn	0.0060	0.0076	**0.0016**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1404	0.6436	0.9053	4.3453	6.0346
$N_{expected}$ - Existing Conditions	0.1387	0.6315	0.8251	3.6800	5.2753
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0017	-0.0121	-0.0802	-0.6653	-0.7593

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Harbour	Harbour	0.1404	0.6436	0.9053	4.3453	6.0346

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Harbour	Harbour	0.1387	0.6315	0.8251	3.68	5.2753

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Harbour	Harbour	-0.0017	-0.0121	-0.0802	-0.6653	-0.7593

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 11 - Harbour Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

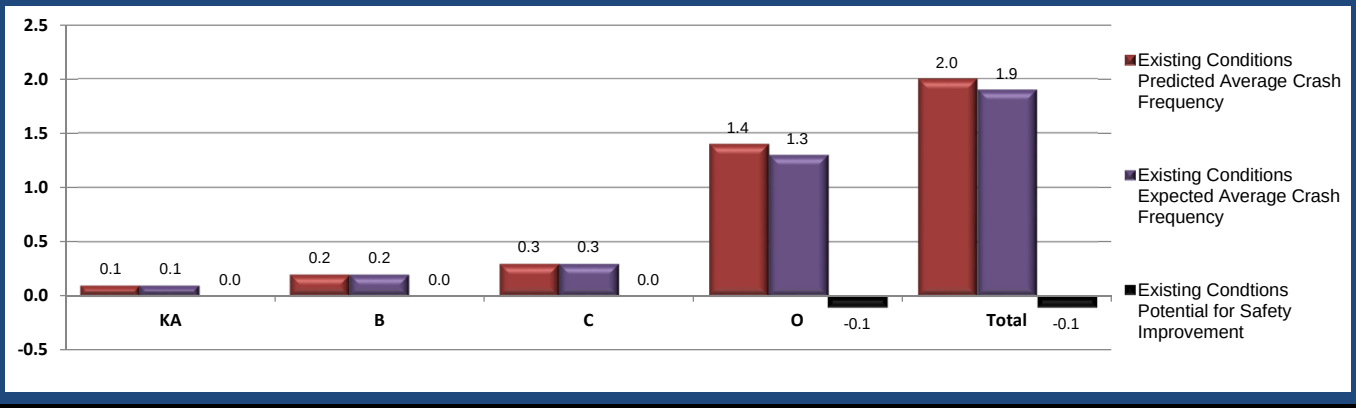
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0024	0.0025	**0.0001**	
Head On	0.0371	0.0369	-0.0002	
Rear End	2.9052	2.4211	-0.4841	
Backing	0.1491	0.1406	-0.0085	
Sideswipe - Meeting	0.0828	0.0812	-0.0016	
Sideswipe - Passing	0.7054	0.7136	**0.0082**	
Angle	1.0616	0.8716	-0.1900	
Parked Vehicle	0.0862	0.0839	-0.0023	
Pedestrian	0.0133	0.0132	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0002	**0.0001**	
Pedalcycles	0.2000	0.1853	-0.0147	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1356	0.1313	-0.0043	
Other Object	0.0049	0.0049	0.0000	
Overturning	0.0069	0.0070	**0.0001**	
Other Non-Collision	0.0183	0.0181	-0.0002	
Left Turn	0.6257	0.5639	-0.0618	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0681	0.2368	0.3021	1.4181	2.0251
$N_{expected}$ - Existing Conditions	0.0704	0.2347	0.3250	1.3068	1.9369
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0023**	-0.0021	**0.0229**	-0.1113	-0.0882

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0349	0.0878	0.0833	0.5773	0.7833
Pipe St	Pipe St	0.0332	0.149	0.2188	0.8408	1.2418

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0373	0.0892	0.1165	0.576	0.819
Pipe St	Pipe St	0.0331	0.1455	0.2085	0.7308	1.1179

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	**0.0024**	**0.0014**	**0.0332**	-0.0013	**0.0357**
Pipe St	Pipe St	-0.0001	-0.0035	-0.0103	-0.11	-0.1239

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 12 - Harbour to Remington	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

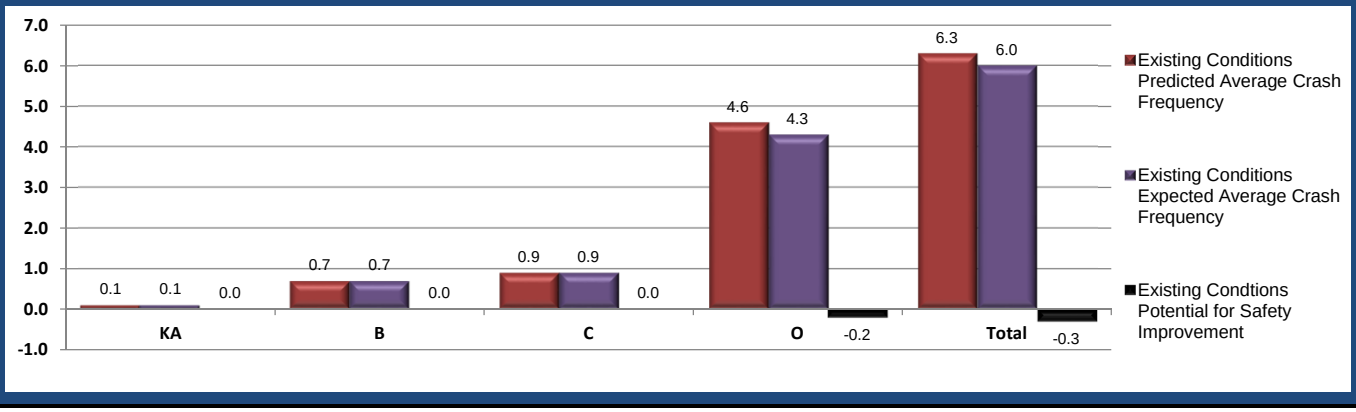
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0033	0.0033	0.0000	
Head On	0.0136	0.0137	**0.0001**	
Rear End	0.9171	0.8610	-0.0561	
Backing	0.0482	0.0475	-0.0007	
Sideswipe - Meeting	0.0856	0.0836	-0.0020	
Sideswipe - Passing	0.2590	0.2425	-0.0165	
Angle	0.3412	0.3211	-0.0201	
Parked Vehicle	0.0425	0.0415	-0.0010	
Pedestrian	0.0164	0.0163	-0.0001	
Animal	0.0563	0.0537	-0.0026	
Train	0.0001	0.0000	-0.0001	
Pedalcycles	0.0142	0.0142	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0982	0.1113	**0.0131**	
Other Object	0.0045	0.0045	0.0000	
Overturning	0.0068	0.0067	-0.0001	
Other Non-Collision	0.0118	0.0117	-0.0001	
Left Turn	0.1628	0.1580	-0.0048	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1457	0.6557	0.9116	4.5643	6.2773
$N_{expected}$ - Existing Conditions	0.1440	0.6573	0.8799	4.3170	5.9982
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0017	**0.0016**	-0.0317	-0.2473	-0.2791

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Remington	Remington	0.1457	0.6557	0.9116	4.5643	6.2773

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Remington	Remington	0.144	0.6573	0.8799	4.317	5.9982

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Remington	Remington	-0.0017	**0.0016**	-0.0317	-0.2473	-0.2791

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 13 - Remington Ave. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

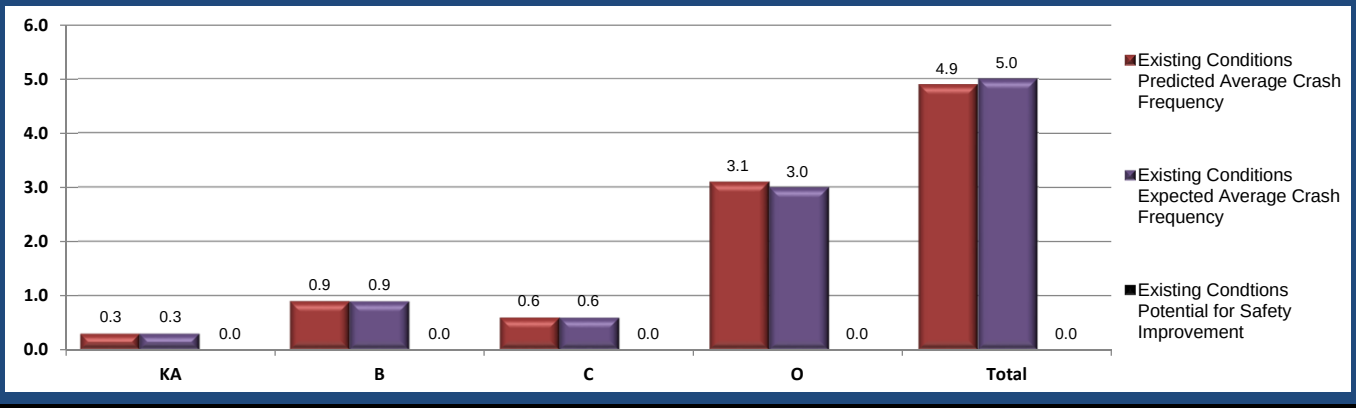
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0028	0.0028	0.0000	
Head On	0.0378	0.0377	-0.0001	
Rear End	3.0036	2.9619	-0.0417	
Backing	0.1558	0.1670	**0.0112**	
Sideswipe - Meeting	0.0853	0.0836	-0.0017	
Sideswipe - Passing	0.7342	0.5874	-0.1468	
Angle	1.0930	1.0204	-0.0726	
Parked Vehicle	0.0982	0.0953	-0.0029	
Pedestrian	0.0268	0.0294	**0.0026**	
Animal	0.0000	0.0000	0.0000	
Train	0.0002	0.0002	0.0000	
Pedalcycles	0.2069	0.1912	-0.0157	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1565	0.1512	-0.0053	
Other Object	0.0056	0.0056	0.0000	
Overturning	0.0084	0.0084	0.0000	
Other Non-Collision	0.0209	0.0208	-0.0001	
Left Turn	0.6415	0.6353	-0.0062	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.3457	0.9236	0.5878	3.0869	4.9440
$N_{expected}$ - Existing Conditions	0.3425	0.9449	0.6162	3.0491	4.9527
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0032	**0.0213**	**0.0284**	-0.0378	**0.0087**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sandusky Section	Sandusky Section	0.0676	0.1594	0.1426	0.7357	1.1053
County Section	County Section	0.2583	0.6772	0.3199	1.8836	3.139
E Shoreway Dr	E Shoreway Dr	0.0198	0.087	0.1253	0.4676	0.6997

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sandusky Section	Sandusky Section	0.0671	0.1694	0.1576	0.7808	1.1749
County Section	County Section	0.2556	0.6895	0.3224	1.8407	3.1082
E Shoreway Dr	E Shoreway Dr	0.0198	0.086	0.1362	0.4276	0.6696

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sandusky Section	Sandusky Section	-0.0005	**0.01**	**0.015**	**0.0451**	**0.0696**
County Section	County Section	-0.0027	**0.0123**	**0.0025**	-0.0429	-0.0308
E Shoreway Dr	E Shoreway Dr	0	-0.001	**0.0109**	-0.04	-0.0301

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 14 - Remington Ave. to Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

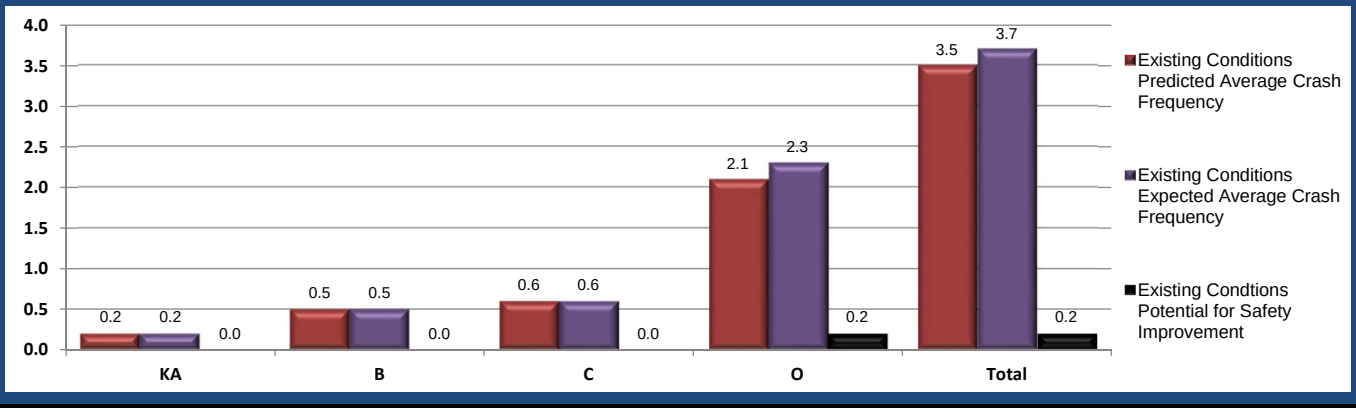
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0762	0.0752	-0.0010	
Head On	0.0440	0.0441	**0.0001**	
Rear End	1.3402	1.4167	**0.0765**	
Backing	0.0734	0.0730	-0.0004	
Sideswipe - Meeting	0.3007	0.2968	-0.0039	
Sideswipe - Passing	0.2740	0.2681	-0.0059	
Angle	0.3373	0.3302	-0.0071	
Parked Vehicle	0.0765	0.0755	-0.0010	
Pedestrian	0.0446	0.0446	0.0000	
Animal	2.6434	2.0396	-0.6038	
Train	0.0026	0.0026	0.0000	
Pedalcycles	0.0237	0.0237	0.0000	
Other Non-Vehicle	0.0009	0.0009	0.0000	
Fixed Object	1.8694	1.8240	-0.0454	
Other Object	0.0783	0.0778	-0.0005	
Overturning	0.1402	0.1394	-0.0008	
Other Non-Collision	0.1120	0.1108	-0.0012	
Left Turn	0.1498	0.1493	-0.0005	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1785	0.5059	0.6440	2.1454	3.4738
$N_{expected}$ - Existing Conditions	0.1761	0.5396	0.6443	2.3224	3.6824
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0024	**0.0337**	**0.0003**	**0.1770**	**0.2086**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Perkins	Perkins	0.1785	0.5059	0.644	2.1454	3.4738

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Perkins	Perkins	0.1761	0.5396	0.6443	2.3224	3.6824

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Perkins	Perkins	-0.0024	0.0337	0.0003	0.177	0.2086

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 15 - Perkins Ave.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

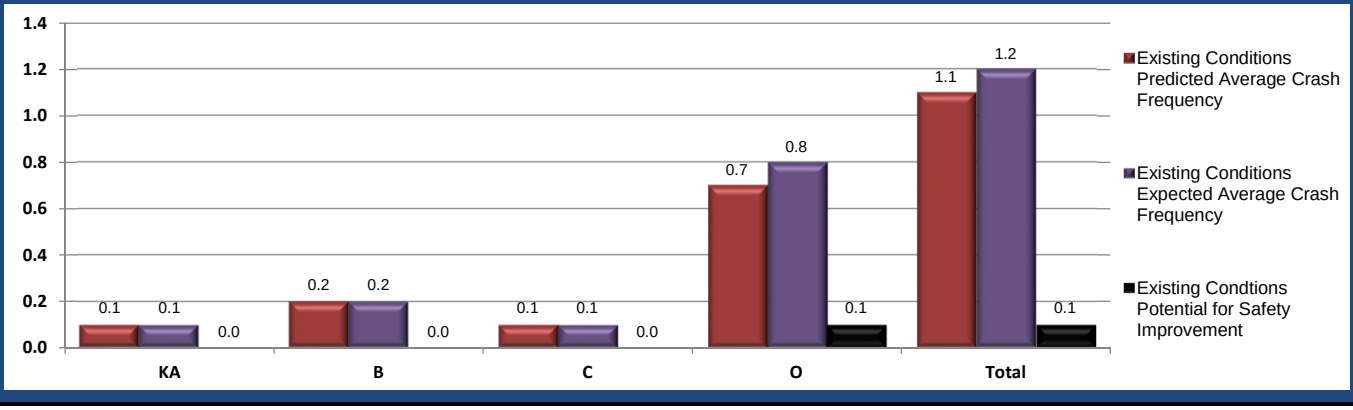
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0050	0.0049	-0.0001	
Head On	0.0294	0.0293	-0.0001	
Rear End	1.0482	1.2279	**0.1797**	
Backing	0.1249	0.1189	-0.0060	
Sideswipe - Meeting	0.0781	0.0770	-0.0011	
Sideswipe - Passing	0.4270	0.4244	-0.0026	
Angle	0.7468	0.6580	-0.0888	
Parked Vehicle	0.2437	0.2543	**0.0106**	
Pedestrian	0.0672	0.0664	-0.0008	
Animal	0.0000	0.0000	0.0000	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0549	0.0544	-0.0005	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.3996	0.4964	**0.0968**	
Other Object	0.0108	0.0122	**0.0014**	
Overturning	0.0211	0.0211	0.0000	
Other Non-Collision	0.0365	0.0461	**0.0096**	
Left Turn	0.1806	0.1911	**0.0105**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0930	0.2438	0.1151	0.6783	1.1302
$N_{expected}$ - Existing Conditions	0.0917	0.2340	0.1131	0.7738	1.2126
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0013	-0.0098	-0.0020	**0.0955**	**0.0824**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.093	0.2438	0.1151	0.6783	1.1302

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0917	0.234	0.1131	0.7738	1.2126

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	-0.0013	-0.0098	-0.002	**0.0955**	**0.0824**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 16 - Perkins Ave. to Cedar Point Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

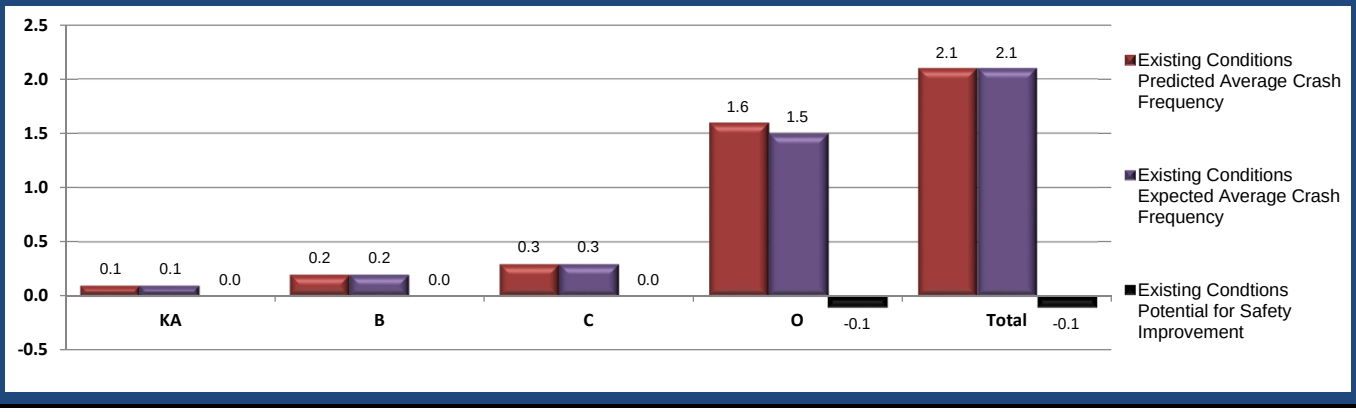
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0064	0.0073	**0.0009**	
Head On	0.0099	0.0100	**0.0001**	
Rear End	0.1896	0.1819	-0.0077	
Backing	0.0169	0.0169	0.0000	
Sideswipe - Meeting	0.0792	0.0780	-0.0012	
Sideswipe - Passing	0.0527	0.0587	**0.0060**	
Angle	0.0546	0.0539	-0.0007	
Parked Vehicle	0.0129	0.0128	-0.0001	
Pedestrian	0.0048	0.0047	-0.0001	
Animal	0.7797	0.5633	-0.2164	
Train	0.0003	0.0002	-0.0001	
Pedalcycles	0.0028	0.0028	0.0000	
Other Non-Vehicle	0.0001	0.0001	0.0000	
Fixed Object	0.5781	0.5638	-0.0143	
Other Object	0.0240	0.0237	-0.0003	
Overturning	0.0469	0.0497	**0.0028**	
Other Non-Collision	0.0299	0.0295	-0.0004	
Left Turn	0.0210	0.0209	-0.0001	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0758	0.2148	0.2734	1.5630	2.1270
$N_{expected}$ - Existing Conditions	0.0754	0.2103	0.2636	1.5099	2.0592
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0004	-0.0045	-0.0098	-0.0531	-0.0678

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Road	Cedar Point Road	0.0758	0.2148	0.2734	1.563	2.127

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Road	Cedar Point Road	0.0754	0.2103	0.2636	1.5099	2.0592

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Cedar Point Road	Cedar Point Road	-0.0004	-0.0045	-0.0098	-0.0531	-0.0678

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 17 - Cedar Point Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

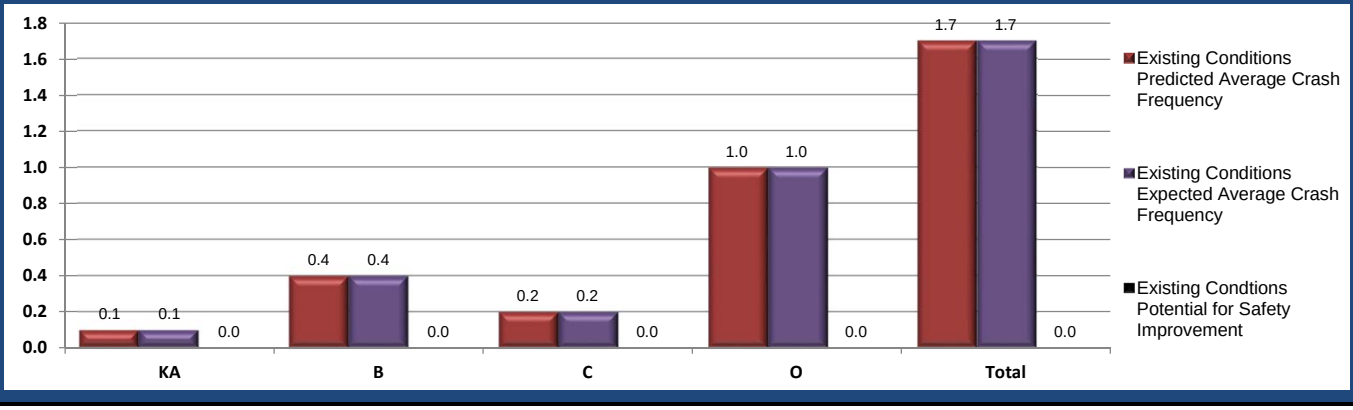
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0032	0.0037	**0.0005**	
Head On	0.0155	0.0156	**0.0001**	
Rear End	0.6373	0.6065	-0.0308	
Backing	0.0884	0.0853	-0.0031	
Sideswipe - Meeting	0.0459	0.0454	-0.0005	
Sideswipe - Passing	0.2845	0.2930	**0.0085**	
Angle	0.4426	0.4017	-0.0409	
Parked Vehicle	0.1682	0.1579	-0.0103	
Pedestrian	0.0303	0.0302	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0256	0.0256	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.2400	0.2507	**0.0107**	
Other Object	0.0076	0.0076	0.0000	
Overturning	0.0100	0.0104	**0.0004**	
Other Non-Collision	0.0257	0.0255	-0.0002	
Left Turn	0.1022	0.1001	-0.0021	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1435	0.3763	0.1778	1.0468	1.7444
$N_{expected}$ - Existing Conditions	0.1415	0.3602	0.1890	1.0230	1.7137
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0020	-0.0161	**0.0112**	-0.0238	-0.0307

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.1435	0.3763	0.1778	1.0468	1.7444

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.1415	0.3602	0.189	1.023	1.7137

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	-0.002	-0.0161	**0.0112**	-0.0238	-0.0307

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 18 - Cedar Point Rd to Camp Rd	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

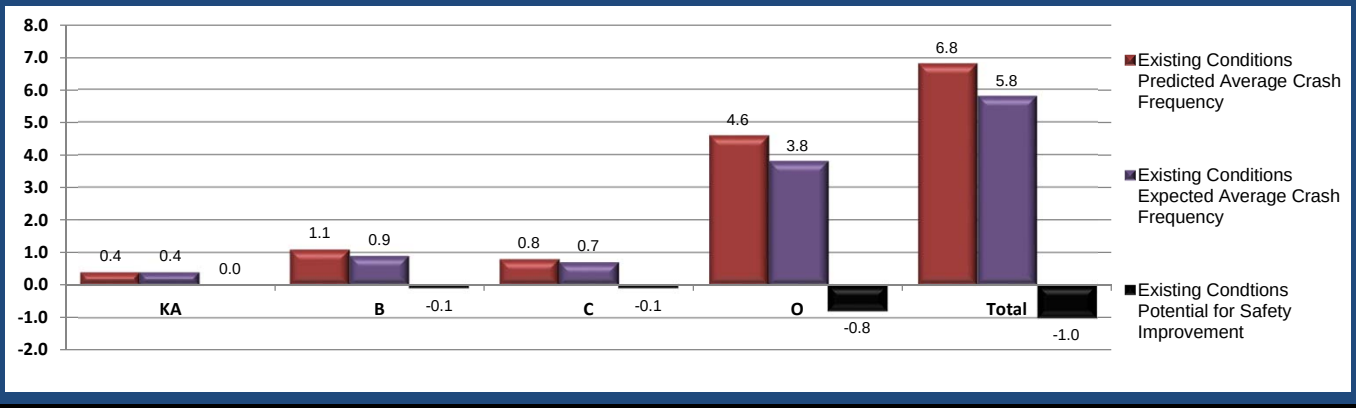
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0099	0.0098	-0.0001	
Head On	0.0154	0.0153	-0.0001	
Rear End	0.2927	0.2801	-0.0126	
Backing	0.0261	0.0260	-0.0001	
Sideswipe - Meeting	0.1222	0.1202	-0.0020	
Sideswipe - Passing	0.0813	0.0800	-0.0013	
Angle	0.0843	0.0832	-0.0011	
Parked Vehicle	0.0200	0.0198	-0.0002	
Pedestrian	0.0074	0.0076	**0.0002**	
Animal	1.2033	0.8530	-0.3503	
Train	0.0004	0.0004	0.0000	
Pedalcycles	0.0044	0.0043	-0.0001	
Other Non-Vehicle	0.0002	0.0002	0.0000	
Fixed Object	0.8923	0.8807	-0.0116	
Other Object	0.0370	0.0367	-0.0003	
Overturning	0.0724	0.0717	-0.0007	
Other Non-Collision	0.0462	0.0456	-0.0006	
Left Turn	0.0324	0.0321	-0.0003	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.3657	1.0603	0.7716	4.5809	6.7785
$N_{expected}$ - Existing Conditions	0.3559	0.9497	0.7002	3.7512	5.7570
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0098	-0.1106	-0.0714	-0.8297	-1.0215

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Camp	Camp	0.3657	1.0603	0.7716	4.5809	6.7785

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Camp	Camp	0.3559	0.9497	0.7002	3.7512	5.757

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Camp	Camp	-0.0098	-0.1106	-0.0714	-0.8297	-1.0215

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 19 - Camp Rd Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

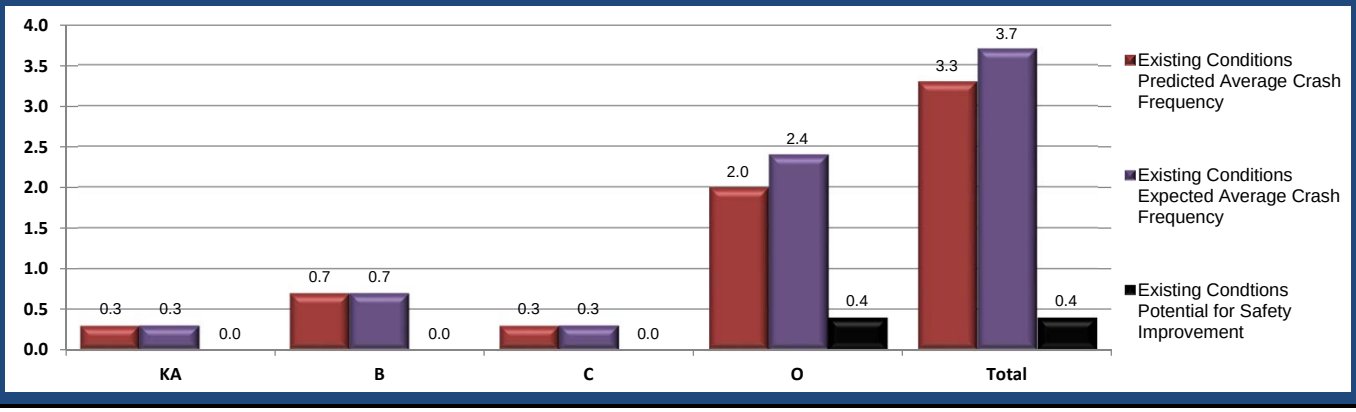
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0276	0.0274	-0.0002	
Head On	0.0729	0.0722	-0.0007	
Rear End	2.0403	1.7882	-0.2521	
Backing	0.2248	0.2030	-0.0218	
Sideswipe - Meeting	0.3211	0.3007	-0.0204	
Sideswipe - Passing	0.2934	0.3428	0.0494	
Angle	0.9384	0.8436	-0.0948	
Parked Vehicle	0.2504	0.2271	-0.0233	
Pedestrian	0.0416	0.0414	-0.0002	
Animal	0.0000	0.0000	0.0000	
Train	0.0009	0.0009	0.0000	
Pedalcycles	0.0376	0.0374	-0.0002	
Other Non-Vehicle	0.0011	0.0011	0.0000	
Fixed Object	2.0334	1.3688	-0.6646	
Other Object	0.0737	0.0717	-0.0020	
Overturning	0.1335	0.1307	-0.0028	
Other Non-Collision	0.1207	0.1337	0.0130	
Left Turn	0.1669	0.1663	-0.0006	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.2730	0.7158	0.3381	1.9909	3.3178
$N_{expected}$ - Existing Conditions	0.2787	0.6893	0.3379	2.3846	3.6905
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0057**	-0.0265	-0.0002	**0.3937**	**0.3727**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.273	0.7158	0.3381	1.9909	3.3178

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.2787	0.6893	0.3379	2.3846	3.6905

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline	US 6 Mainline	0.0057	-0.0265	-0.0002	0.3937	0.3727

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 20 - Camp Rd to Sawmill Creek Dr.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

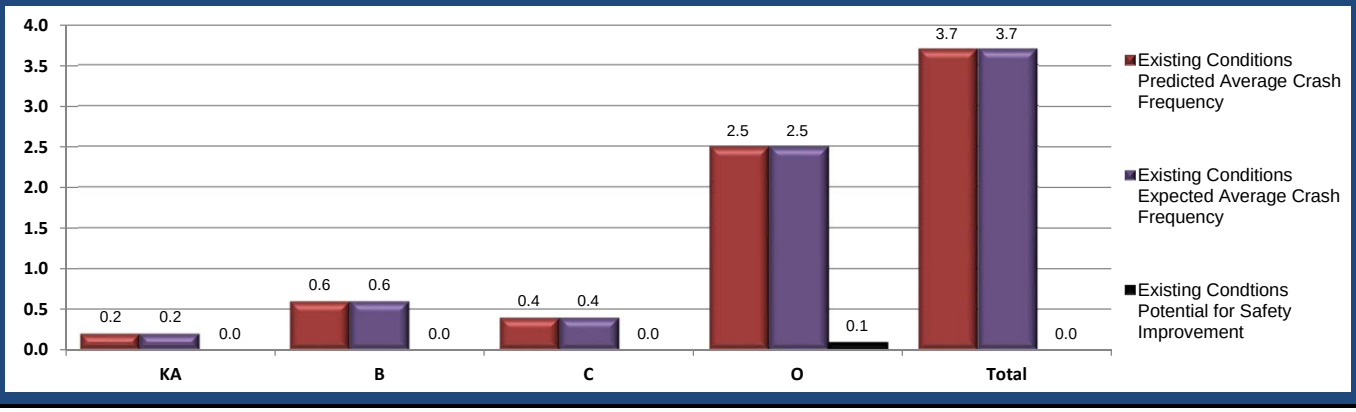
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0187	0.0186	-0.0001	
Head On	0.0292	0.0295	**0.0003**	
Rear End	0.5566	0.9138	**0.3572**	
Backing	0.0497	0.0492	-0.0005	
Sideswipe - Meeting	0.2324	0.2277	-0.0047	
Sideswipe - Passing	0.1546	0.1514	-0.0032	
Angle	0.1603	0.1576	-0.0027	
Parked Vehicle	0.0380	0.0379	-0.0001	
Pedestrian	0.0141	0.0141	0.0000	
Animal	2.2885	1.5179	-0.7706	
Train	0.0008	0.0008	0.0000	
Pedalcycles	0.0083	0.0083	0.0000	
Other Non-Vehicle	0.0004	0.0004	0.0000	
Fixed Object	1.6970	1.7261	**0.0291**	
Other Object	0.0704	0.0696	-0.0008	
Overturning	0.1377	0.1362	-0.0015	
Other Non-Collision	0.0878	0.0863	-0.0015	
Left Turn	0.0615	0.0630	**0.0015**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1970	0.5713	0.4157	2.4682	3.6522
$N_{expected}$ - Existing Conditions	0.1935	0.5636	0.3921	2.5354	3.6846
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0035	-0.0077	-0.0236	**0.0672**	**0.0324**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Creek	Sawmill Creek	0.197	0.5713	0.4157	2.4682	3.6522

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Creek	Sawmill Creek	0.1935	0.5636	0.3921	2.5354	3.6846

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Creek	Sawmill Creek	-0.0035	-0.0077	-0.0236	**0.0672**	**0.0324**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 21 - Sawmill Creek Dr. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

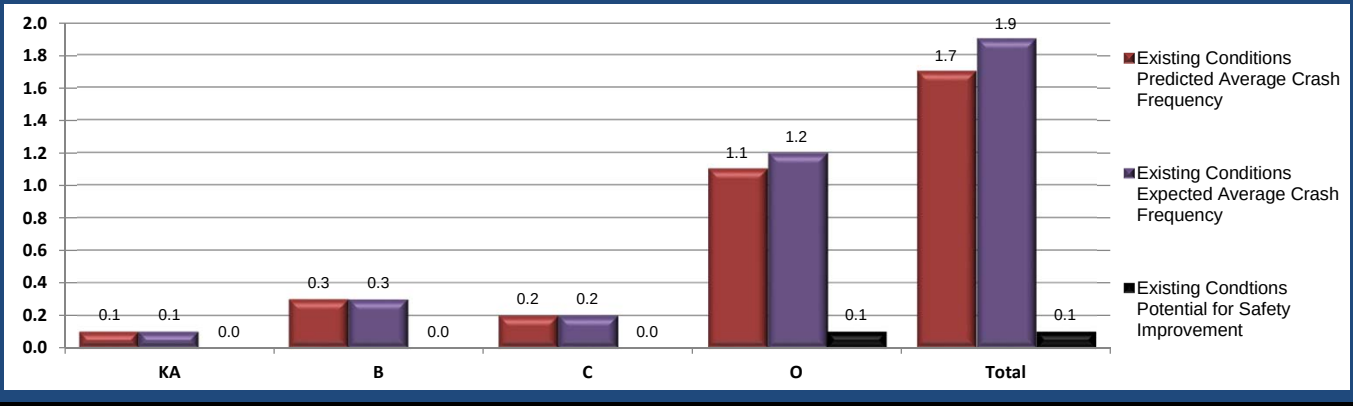
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0149	0.0148	-0.0001	
Head On	0.0393	0.0391	-0.0002	
Rear End	1.0993	1.4555	0.3562	
Backing	0.1211	0.1145	-0.0066	
Sideswipe - Meeting	0.1730	0.1669	-0.0061	
Sideswipe - Passing	0.1581	0.1534	-0.0047	
Angle	0.5056	0.4470	-0.0586	
Parked Vehicle	0.1349	0.1278	-0.0071	
Pedestrian	0.0224	0.0224	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0005	0.0004	-0.0001	
Pedalcycles	0.0203	0.0202	-0.0001	
Other Non-Vehicle	0.0006	0.0006	0.0000	
Fixed Object	1.0956	0.8599	-0.2357	
Other Object	0.0397	0.0391	-0.0006	
Overturning	0.0719	0.0711	-0.0008	
Other Non-Collision	0.0650	0.0634	-0.0016	
Left Turn	0.0899	0.0885	-0.0014	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0972	0.3046	0.1980	1.1204	1.7202
$N_{expected}$ - Existing Conditions	0.0956	0.2949	0.2213	1.2399	1.8517
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0016	-0.0097	**0.0233**	**0.1195**	**0.1315**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline W	US 6 Mainline W	0.0742	0.1945	0.0918	0.5411	0.9016
US 6 Mainline E	US 6 Mainline E	0.023	0.1101	0.1062	0.5793	0.8186

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline W	US 6 Mainline W	0.0727	0.1868	0.0896	0.4725	0.8216
US 6 Mainline E	US 6 Mainline E	0.0229	0.1081	0.1317	0.7674	1.0301

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 6 Mainline W	US 6 Mainline W	-0.0015	-0.0077	-0.0022	-0.0686	-0.08
US 6 Mainline E	US 6 Mainline E	-1E-04	-0.002	**0.0255**	**0.1881**	**0.2115**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 22 - Sawmill Creek Dr.to Rye Beach Rd.	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

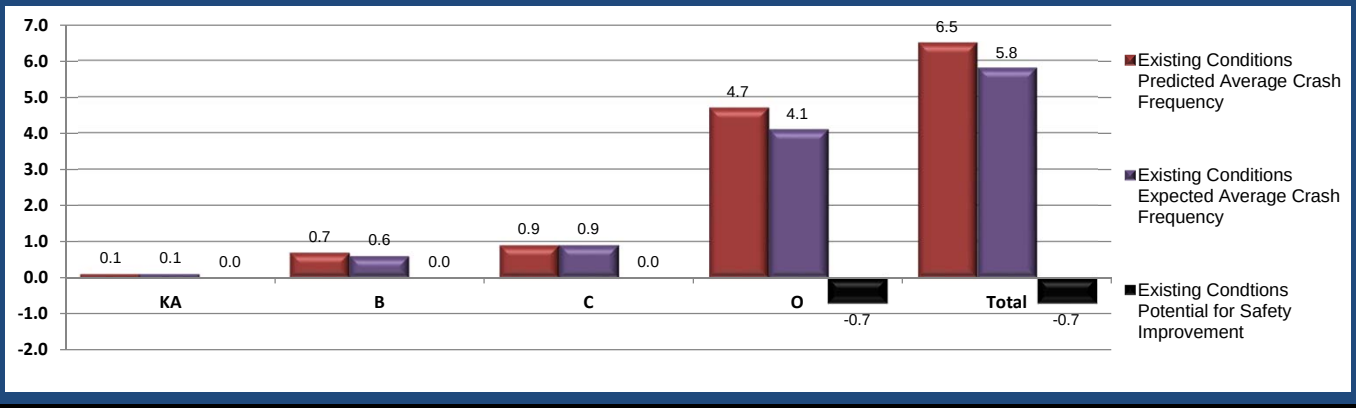
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0069	0.0082	**0.0013**	
Head On	0.0147	0.0148	**0.0001**	
Rear End	0.5959	0.7581	**0.1622**	
Backing	0.0232	0.0229	-0.0003	
Sideswipe - Meeting	0.0804	0.0791	-0.0013	
Sideswipe - Passing	0.1568	0.1755	**0.0187**	
Angle	0.1391	0.1390	-0.0001	
Parked Vehicle	0.0274	0.0271	-0.0003	
Pedestrian	0.0049	0.0049	0.0000	
Animal	0.7289	0.5098	-0.2191	
Train	0.0002	0.0002	0.0000	
Pedalcycles	0.0045	0.0044	-0.0001	
Other Non-Vehicle	0.0001	0.0001	0.0000	
Fixed Object	0.5126	0.4465	-0.0661	
Other Object	0.0243	0.0239	-0.0004	
Overturning	0.0397	0.0393	-0.0004	
Other Non-Collision	0.0305	0.0302	-0.0003	
Left Turn	0.0590	0.0775	**0.0185**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.1473	0.6690	0.9322	4.7477	6.4962
$N_{expected}$ - Existing Conditions	0.1456	0.6336	0.8943	4.0888	5.7623
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0017	-0.0354	-0.0379	-0.6589	-0.7339

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach	Rye Beach	0.1473	0.669	0.9322	4.7477	6.4962

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach	Rye Beach	0.1456	0.6336	0.8943	4.0888	5.7623

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach	Rye Beach	-0.0017	-0.0354	-0.0379	-0.6589	-0.7339

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 23 - Rye Beach Rd. Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

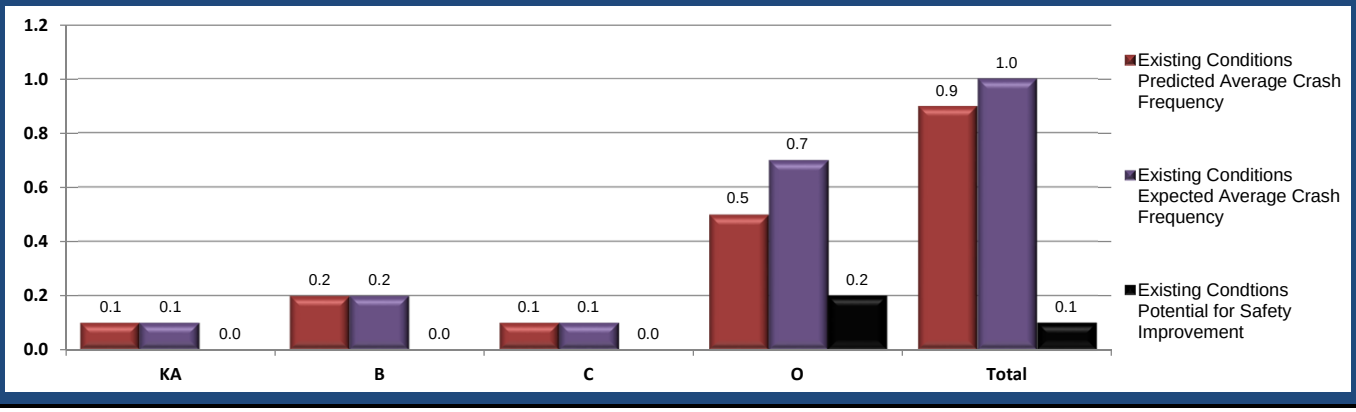
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0030	0.0029	-0.0001	
Head On	0.0390	0.0388	-0.0002	
Rear End	3.1112	2.7018	-0.4094	
Backing	0.1619	0.1518	-0.0101	
Sideswipe - Meeting	0.0883	0.0865	-0.0018	
Sideswipe - Passing	0.7619	0.6813	-0.0806	
Angle	1.1310	0.9126	-0.2184	
Parked Vehicle	0.1042	0.1009	-0.0033	
Pedestrian	0.0145	0.0144	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0002	0.0002	0.0000	
Pedalcycles	0.2144	0.1975	-0.0169	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1666	0.1936	**0.0270**	
Other Object	0.0059	0.0059	0.0000	
Overturning	0.0091	0.0090	-0.0001	
Other Non-Collision	0.0223	0.0222	-0.0001	
Left Turn	0.6630	0.6429	-0.0201	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0759	0.1952	0.1057	0.5162	0.8930
$N_{expected}$ - Existing Conditions	0.0745	0.1838	0.1150	0.6685	1.0418
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0014	-0.0114	**0.0093**	**0.1523**	**0.1488**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	0.0759	0.1952	0.1057	0.5162	0.893

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	0.0745	0.1838	0.115	0.6685	1.0418

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	-0.0014	-0.0114	**0.0093**	**0.1523**	**0.1488**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 24 - US 6 to SR 2	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

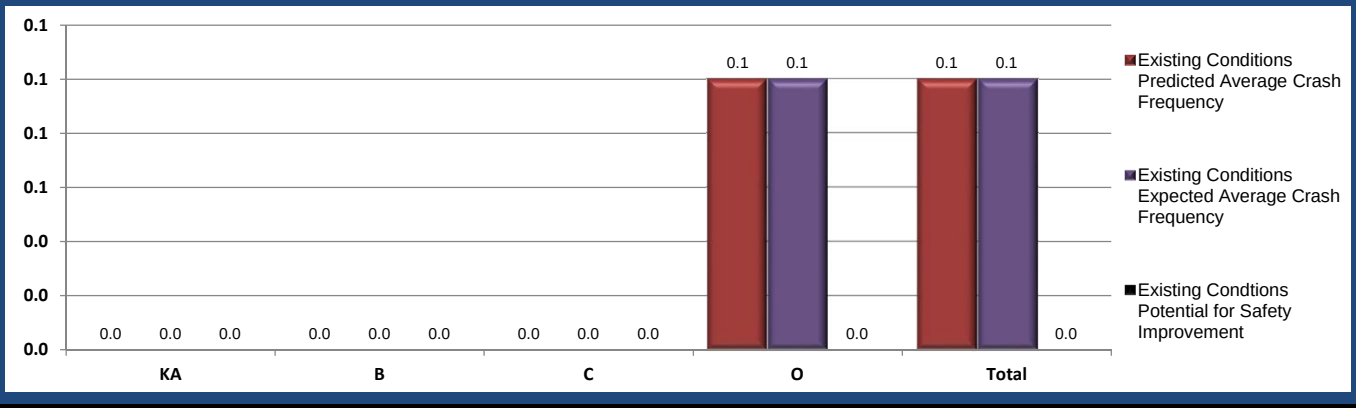
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0103	0.0102	-0.0001	
Head On	0.0012	0.0011	-0.0001	
Rear End	0.1917	0.1764	-0.0153	
Backing	0.0070	0.0068	-0.0002	
Sideswipe - Meeting	0.0144	0.0144	0.0000	
Sideswipe - Passing	0.1126	0.1165	**0.0039**	
Angle	0.0559	0.0547	-0.0012	
Parked Vehicle	0.0155	0.0154	-0.0001	
Pedestrian	0.0037	0.0036	-0.0001	
Animal	0.8462	0.4410	-0.4052	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0003	0.0003	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.3417	0.4984	**0.1567**	
Other Object	0.0379	0.0364	-0.0015	
Overturning	0.0447	0.0440	-0.0007	
Other Non-Collision	0.0413	0.0395	-0.0018	
Left Turn	0.0150	0.0241	**0.0091**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0034	0.0093	0.0090	0.0663	0.0880
$N_{expected}$ - Existing Conditions	0.0035	0.0094	0.0092	0.0837	0.1058
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0001	0.0001	0.0002	0.0174	0.0178

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	0.0034	0.0093	0.009	0.0663	0.088

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	0.0035	0.0094	0.0092	0.0837	0.1058

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Rye Beach Rd	Rye Beach Rd	0.0001	1E-04	0.0002	0.0174	0.0178

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 27 - SR 2 to Sawmill Parkway	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

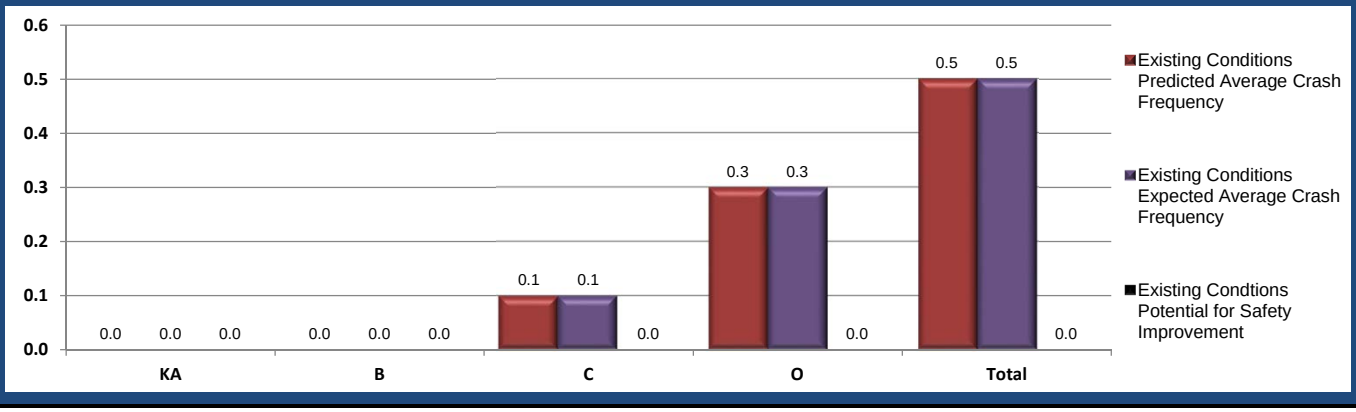
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0012	0.0012	0.0000	
Head On	0.0006	0.0007	**0.0001**	
Rear End	0.0400	0.0579	**0.0179**	
Backing	0.0009	0.0009	0.0000	
Sideswipe - Meeting	0.0032	0.0032	0.0000	
Sideswipe - Passing	0.0042	0.0042	0.0000	
Angle	0.0062	0.0062	0.0000	
Parked Vehicle	0.0026	0.0026	0.0000	
Pedestrian	0.0007	0.0007	0.0000	
Animal	0.0538	0.0490	-0.0048	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0006	0.0006	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0209	0.0206	-0.0003	
Other Object	0.0018	0.0018	0.0000	
Overturning	0.0010	0.0010	0.0000	
Other Non-Collision	0.0026	0.0026	0.0000	
Left Turn	0.0015	0.0016	**0.0001**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0120	0.0484	0.0655	0.3332	0.4591
$N_{expected}$ - Existing Conditions	0.0121	0.0481	0.0649	0.3274	0.4525
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0001**	-0.0003	-0.0006	-0.0058	-0.0066

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Parkway	Sawmill Parkway	0.012	0.0484	0.0655	0.3332	0.4591

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Parkway	Sawmill Parkway	0.0121	0.0481	0.0649	0.3274	0.4525

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sawmill Parkway	Sawmill Parkway	1E-04	-0.0003	-0.0006	-0.0058	-0.0066

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 28 - Rye Beach & Sawmill Parkway Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

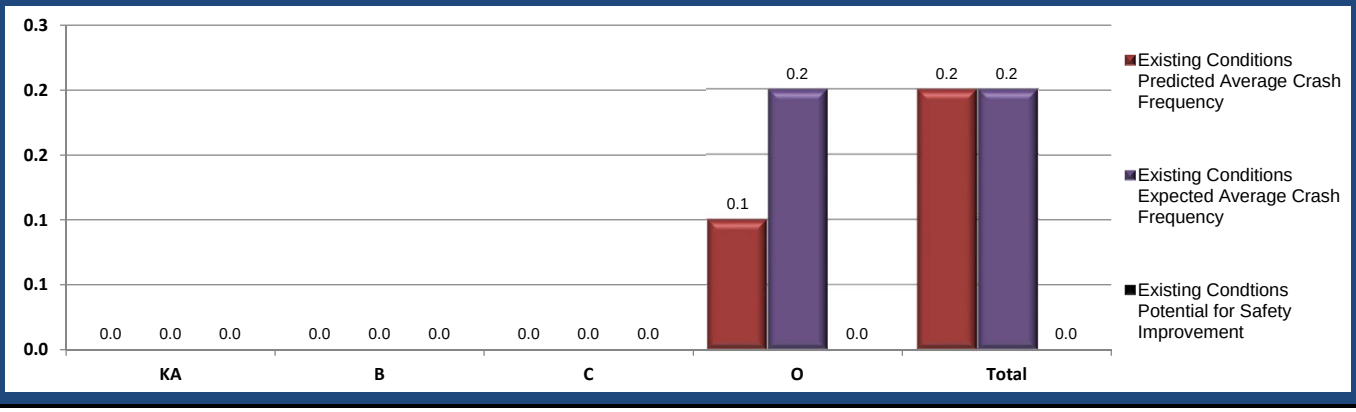
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0006	0.0006	0.0000	
Head On	0.0025	0.0025	0.0000	
Rear End	0.1988	0.1894	-0.0094	
Backing	0.0103	0.0116	**0.0013**	
Sideswipe - Meeting	0.0056	0.0057	**0.0001**	
Sideswipe - Passing	0.0486	0.0478	-0.0008	
Angle	0.0724	0.0713	-0.0011	
Parked Vehicle	0.0213	0.0212	-0.0001	
Pedestrian	0.0098	0.0097	-0.0001	
Animal	0.0000	0.0000	0.0000	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0039	0.0039	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0349	0.0387	**0.0038**	
Other Object	0.0012	0.0012	0.0000	
Overturning	0.0021	0.0020	-0.0001	
Other Non-Collision	0.0046	0.0047	**0.0001**	
Left Turn	0.0425	0.0422	-0.0003	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0133	0.0306	0.0302	0.1464	0.2205
$N_{expected}$ - Existing Conditions	0.0135	0.0304	0.0301	0.1608	0.2348
$N_{potential\ for\ improvement}$ - Existing Conditions	**0.0002**	-0.0002	-0.0001	**0.0144**	**0.0143**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Road	Butler Rd	0.0133	0.0306	0.0302	0.1464	0.2205

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Road	Butler Rd	0.0135	0.0304	0.0301	0.1608	0.2348

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Road	Butler Rd	0.0002	-0.0002	-1E-04	0.0144	0.0143

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 30 - Butler Rd from US 6 to US 250	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

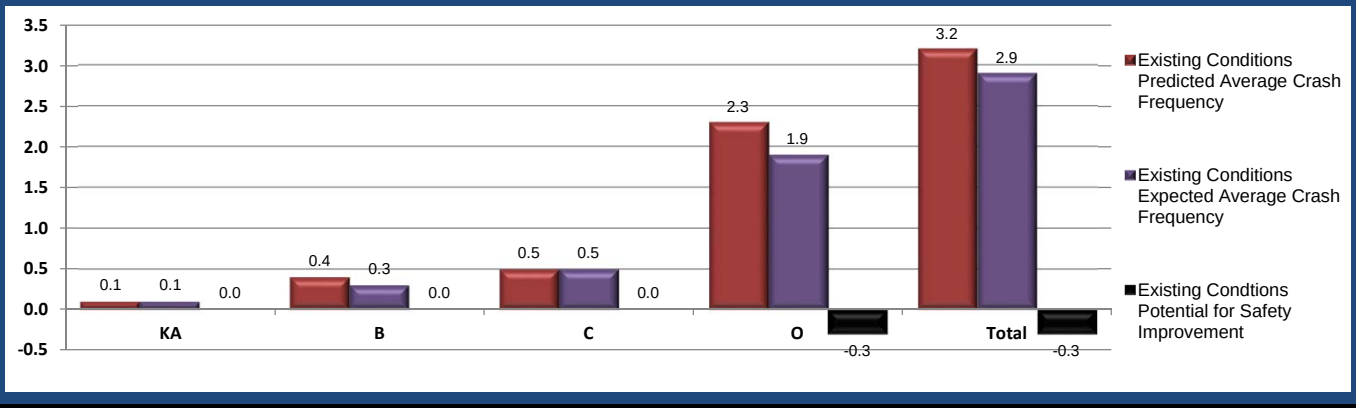
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0011	0.0011	0.0000	
Head On	0.0009	0.0009	0.0000	
Rear End	0.0487	0.0476	-0.0011	
Backing	0.0027	0.0034	**0.0007**	
Sideswipe - Meeting	0.0047	0.0046	-0.0001	
Sideswipe - Passing	0.0098	0.0098	0.0000	
Angle	0.0061	0.0061	0.0000	
Parked Vehicle	0.0359	0.0532	**0.0173**	
Pedestrian	0.0100	0.0100	0.0000	
Animal	0.1014	0.0941	-0.0073	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0027	0.0027	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0843	0.0816	-0.0027	
Other Object	0.0040	0.0040	0.0000	
Overturning	0.0023	0.0024	**0.0001**	
Other Non-Collision	0.0059	0.0060	**0.0001**	
Left Turn	0.0014	0.0014	0.0000	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0789	0.3521	0.4893	2.2821	3.2024
$N_{expected}$ - Existing Conditions	0.0784	0.3434	0.5138	1.9495	2.8851
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0005	-0.0087	**0.0245**	-0.3326	-0.3173

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Entrance	Butler Entrance	0.0789	0.3521	0.4893	2.2821	3.2024

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Entrance	Butler Entrance	0.0784	0.3434	0.5138	1.9495	2.8851

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Butler Entrance	Butler Entrance	-0.0005	-0.0087	**0.0245**	-0.3326	-0.3173

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 32 - US 250 and Butler Entrance Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

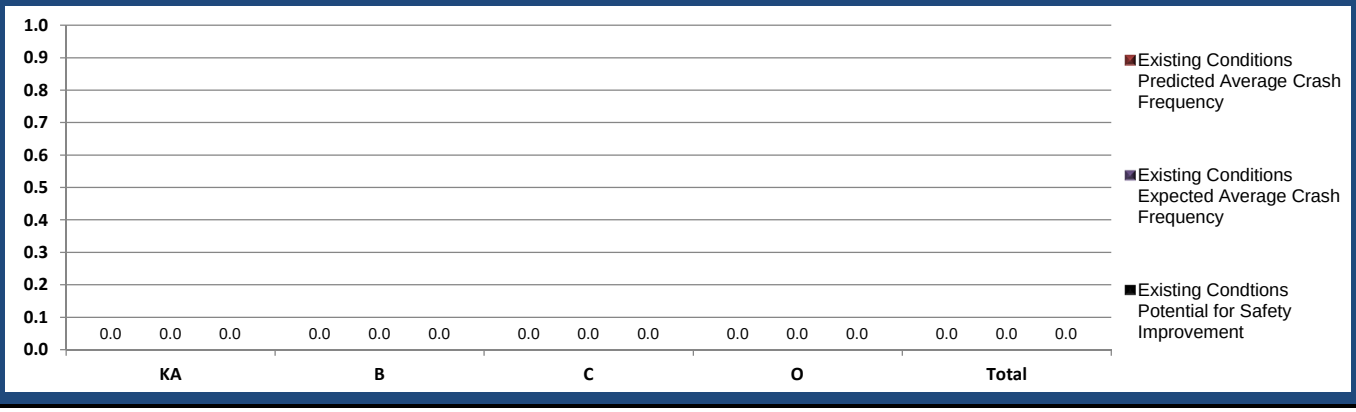
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0018	0.0018	0.0000	
Head On	0.0194	0.0194	0.0000	
Rear End	1.5117	1.3017	-0.2100	
Backing	0.0773	0.0753	-0.0020	
Sideswipe - Meeting	0.0431	0.0428	-0.0003	
Sideswipe - Passing	0.3662	0.3323	-0.0339	
Angle	0.5532	0.5047	-0.0485	
Parked Vehicle	0.0622	0.0609	-0.0013	
Pedestrian	0.0159	0.0159	0.0000	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0002	**0.0001**	
Pedalcycles	0.0995	0.0956	-0.0039	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1024	0.0999	-0.0025	
Other Object	0.0036	0.0036	0.0000	
Overturning	0.0061	0.0060	-0.0001	
Other Non-Collision	0.0135	0.0134	-0.0001	
Left Turn	0.3265	0.3116	-0.0149	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0020	0.0045	0.0039	0.0165	0.0269
$N_{expected}$ - Existing Conditions	0.0018	0.0044	0.0039	0.0228	0.0329
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0002	-0.0001	0.0000	**0.0063**	**0.0060**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Frontage Rd	Frontage Rd	0.002	0.0045	0.0039	0.0165	0.0269

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Frontage Rd	Frontage Rd	0.0018	0.0044	0.0039	0.0228	0.0329

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Frontage Rd	Frontage Rd	-0.0002	-0.0001	0	**0.0063**	**0.006**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 33 - US 250 Frontage Road	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

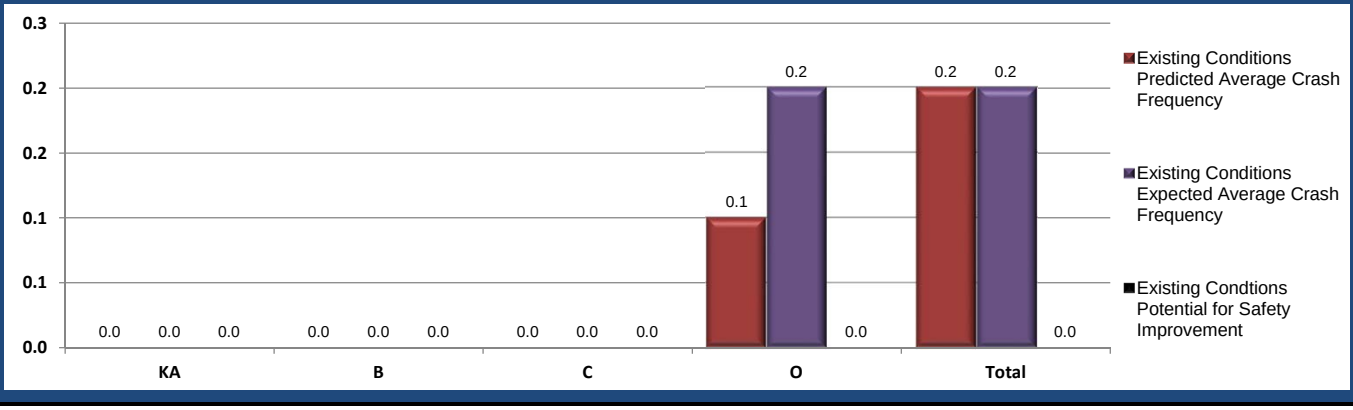
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0002	0.0002	0.0000	
Head On	0.0001	0.0000	-0.0001	
Rear End	0.0032	0.0031	-0.0001	
Backing	0.0002	0.0003	**0.0001**	
Sideswipe - Meeting	0.0003	0.0002	-0.0001	
Sideswipe - Passing	0.0007	0.0007	0.0000	
Angle	0.0007	0.0006	-0.0001	
Parked Vehicle	0.0050	0.0050	0.0000	
Pedestrian	0.0014	0.0014	0.0000	
Animal	0.0139	0.0137	-0.0002	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0004	0.0004	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0128	0.0192	**0.0064**	
Other Object	0.0005	0.0006	**0.0001**	
Overturning	0.0004	0.0004	0.0000	
Other Non-Collision	0.0009	0.0008	-0.0001	
Left Turn	0.0001	0.0000	-0.0001	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0087	0.0220	0.0208	0.1343	0.1858
$N_{expected}$ - Existing Conditions	0.0087	0.0220	0.0207	0.1829	0.2343
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0000	0.0000	-0.0001	**0.0486**	**0.0485**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 250 Mainline	US 250 Mainline	0.0087	0.022	0.0208	0.1343	0.1858

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 250 Mainline	US 250 Mainline	0.0087	0.022	0.0207	0.1829	0.2343

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
US 250 Mainline	US 250 Mainline	0	0	-1E-04	0.0486	0.0485

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 34 - US 250 from Sycamore Line to Butler	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

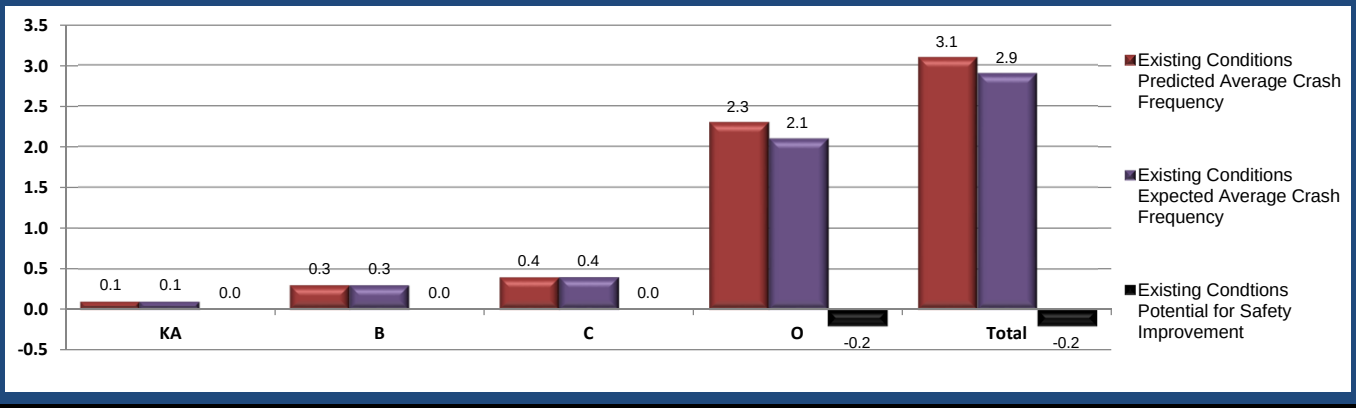
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0007	0.0007	0.0000	
Head On	0.0013	0.0013	0.0000	
Rear End	0.0769	0.1029	**0.0260**	
Backing	0.0049	0.0048	-0.0001	
Sideswipe - Meeting	0.0158	0.0157	-0.0001	
Sideswipe - Passing	0.0281	0.0511	**0.0230**	
Angle	0.0304	0.0300	-0.0004	
Parked Vehicle	0.0023	0.0023	0.0000	
Pedestrian	0.0006	0.0006	0.0000	
Animal	0.0156	0.0154	-0.0002	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0015	0.0015	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0122	0.0122	0.0000	
Other Object	0.0007	0.0007	0.0000	
Overturning	0.0011	0.0011	0.0000	
Other Non-Collision	0.0012	0.0012	0.0000	
Left Turn	0.0081	0.0082	**0.0001**	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0726	0.3080	0.4112	2.2822	3.0740
$N_{expected}$ - Existing Conditions	0.0722	0.3010	0.4160	2.0916	2.8808
$N_{potential\ for\ improvement}$ - Existing Conditions	-0.0004	-0.0070	**0.0048**	-0.1906	-0.1932

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore at Milan	Sycamore at Milan	0.0726	0.308	0.4112	2.2822	3.074

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore at Milan	Sycamore at Milan	0.0722	0.301	0.416	2.0916	2.8808

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore at Milan	Sycamore at Milan	-0.0004	-0.007	**0.0048**	-0.1906	-0.1932

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 35 - Sycamore Line at Milan Intersection	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

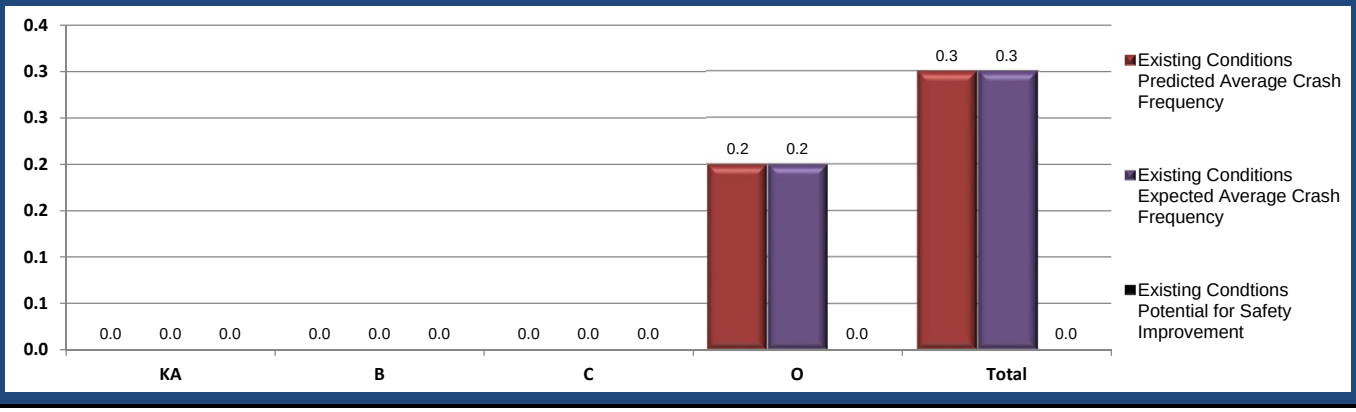
Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0019	0.0019	0.0000	
Head On	0.0174	0.0173	-0.0001	
Rear End	1.4372	1.2845	-0.1527	
Backing	0.0766	0.0744	-0.0022	
Sideswipe - Meeting	0.0405	0.0400	-0.0005	
Sideswipe - Passing	0.3574	0.4000	**0.0426**	
Angle	0.5174	0.4615	-0.0559	
Parked Vehicle	0.0636	0.0625	-0.0011	
Pedestrian	0.0317	0.0313	-0.0004	
Animal	0.0000	0.0000	0.0000	
Train	0.0001	0.0002	**0.0001**	
Pedalcycles	0.0998	0.0961	-0.0037	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.1060	0.1039	-0.0021	
Other Object	0.0037	0.0037	0.0000	
Overturning	0.0065	0.0065	0.0000	
Other Non-Collision	0.0139	0.0138	-0.0001	
Left Turn	0.3002	0.2832	-0.0170	
Right Turn	0.0000	0.0000	0.0000	

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary of Anticipated Safety Performance of the Project (average crashes/year)



Project Summary Results (Without Animal Crashes)

	KA	B	C	O	Total
$N_{predicted}$ - Existing Conditions	0.0128	0.0318	0.0300	0.1797	0.2543
$N_{expected}$ - Existing Conditions	0.0128	0.0318	0.0299	0.1897	0.2642
$N_{potential\ for\ improvement}$ - Existing Conditions	0.0000	0.0000	-0.0001	**0.0100**	**0.0099**

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Predicted Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore Line	Sycamore Line	0.0128	0.0318	0.03	0.1797	0.2543

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Expected Crash Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore Line	Sycamore Line	0.0128	0.0318	0.0299	0.1897	0.2642

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Existing Conditions Project Element Potential for Safety Improvement Summary (Without Animal Crashes)

Project Element ID	Common Name	Crash Severity Level				
		KA	B	C	O	Total
Sycamore Line	Sycamore Line	0	0	-1E-04	0.01	0.0099

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Project Safety Performance Report

General Information

Project Name	US 6 Corridor Planning Study	Contact Email	snpaterson@transystems.com
Project Description	Site 36 - Sycamore Line from US 6 to Milan	Contact Phone	216-357-3527
Reference Number	PID# 105803	Date Performed	7/25/2018
Analyst	Susan Paterson	Analysis Year	2015-2017
Agency/Company	TranSystems Corporation		

Summary by Crash Type

Crash Type	Existing			Proposed
	Predicted Crash Frequency	Expected Crash Frequency	PSI	Expected Crash Frequency
Unknown	0.0011	0.0012	**0.0001**	
Head On	0.0017	0.0018	**0.0001**	
Rear End	0.1023	0.0962	-0.0061	
Backing	0.0064	0.0065	**0.0001**	
Sideswipe - Meeting	0.0212	0.0210	-0.0002	
Sideswipe - Passing	0.0373	0.0465	**0.0092**	
Angle	0.0403	0.0473	**0.0070**	
Parked Vehicle	0.0040	0.0040	0.0000	
Pedestrian	0.0008	0.0008	0.0000	
Animal	0.0259	0.0253	-0.0006	
Train	0.0000	0.0000	0.0000	
Pedalcycles	0.0020	0.0020	0.0000	
Other Non-Vehicle	0.0000	0.0000	0.0000	
Fixed Object	0.0211	0.0211	0.0000	
Other Object	0.0012	0.0012	0.0000	
Overturning	0.0020	0.0020	0.0000	
Other Non-Collision	0.0020	0.0020	0.0000	
Left Turn	0.0108	0.0106	-0.0002	
Right Turn	0.0000	0.0000	0.0000	

Appendix J

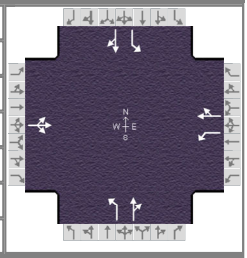
Capacity Analysis
(HCS 7 & Sidra Reports)

Appendix J

Capacity Analysis:
HCS 7 Reports
NO BUILD

HCS7 Signalized Intersection Results Summary

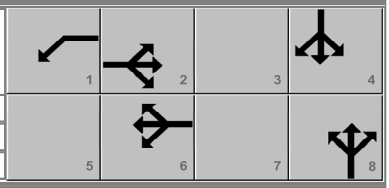
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	01.Sycamore Line (US 2…	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	154	58	79	185	32	35	109	68	44	120	5

Signal Information			
Cycle, s	50.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	19.4	10.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		24.4	10.4	34.8		15.5		15.5
Change Period, (*Y+R c*), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (*g s*), s		6.8	3.1	4.9		7.0		8.9
Green Extension Time (*g e*), s		0.6	0.2	1.2		1.6		1.6
Phase Call Probability		1.00	0.68	1.00		1.00		1.00
Max Out Probability		0.00	0.00	0.00		0.00		0.00

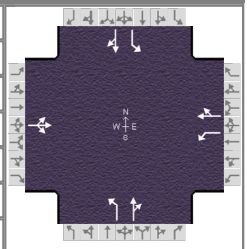
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		232		81	223		38	192		48	136	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1726		1781	1822		1244	1736		1172	1828	
Queue Service Time (*g s*), s		0.0		1.1	2.9		1.4	5.0		1.9	3.2	
Cycle Queue Clearance Time (*g c*), s		4.8		1.1	2.9		4.6	5.0		6.9	3.2	
Green Ratio (*g/C*)		0.39		0.53	0.59		0.21	0.21		0.21	0.21	
Capacity (*c*), veh/h		736		668	1079		323	363		272	382	
Volume-to-Capacity Ratio (*X*)		0.315		0.121	0.207		0.118	0.530		0.176	0.355	
Back of Queue (*Q*), ft/ln (95 th percentile)		70.9		13.6	31.2		16.7	84.6		23.8	59.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.7		0.5	1.2		0.7	3.3		0.9	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.07	0.00		0.14	0.00		0.21	0.00	
Uniform Delay (*d 1*), s/veh		11.0		6.3	4.8		19.0	17.7		20.8	17.0	
Incremental Delay (*d 2*), s/veh		0.2		0.1	0.1		0.2	1.2		0.3	0.6	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		11.2		6.3	4.8		19.1	18.9		21.1	17.6	
Level of Service (LOS)		B		A	A		B	B		C	B	
Approach Delay, s/veh / LOS	11.2	B		5.2	A		18.9	B		18.5	B	
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.89	B	1.85	B	1.91	B	1.68	B
Bicycle LOS Score / LOS	0.87	A	1.02	A	0.87	A	0.79	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

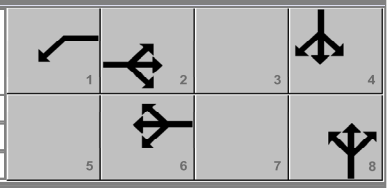
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	01.Sycamore Line (US 2…	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	235	50	105	220	50	49	112	99	66	163	2

Signal Information			
Cycle, s	54.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	19.1	13.6	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		24.1	11.7	35.9		18.6		18.6
Change Period, (*Y+R c*), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (*g s*), s		9.4	4.0	6.9		8.5		11.5
Green Extension Time (*g e*), s		0.9	0.3	1.6		2.1		2.1
Phase Call Probability		1.00	0.84	1.00		1.00		1.00
Max Out Probability		0.00	0.00	0.00		0.00		0.00

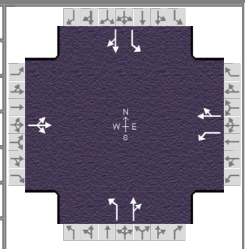
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		311		122	313		53	229		72	179	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1798		1781	1810		1205	1725		1151	1866	
Queue Service Time (*g s*), s		0.0		2.0	4.9		2.1	6.3		3.1	4.3	
Cycle Queue Clearance Time (*g c*), s		7.4		2.0	4.9		6.5	6.3		9.5	4.3	
Green Ratio (*g/C*)		0.35		0.51	0.57		0.25	0.25		0.25	0.25	
Capacity (*c*), veh/h		698		583	1025		336	431		286	467	
Volume-to-Capacity Ratio (*X*)		0.446		0.209	0.306		0.158	0.532		0.251	0.384	
Back of Queue (*Q*), ft/ln (95 th percentile)		119.2		26.3	61.6		25	105.2		38.1	81.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		4.7		1.0	2.4		1.0	4.1		1.5	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.13	0.00		0.21	0.00		0.33	0.00	
Uniform Delay (*d 1*), s/veh		13.9		7.9	6.2		19.7	17.7		21.8	17.0	
Incremental Delay (*d 2*), s/veh		0.3		0.1	0.1		0.2	1.0		0.5	0.5	
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		14.2		8.0	6.3		19.9	18.7		22.2	17.5	
Level of Service (LOS)		B		A	A		B	B		C	B	
Approach Delay, s/veh / LOS	14.2	B		6.8	A		18.9	B		18.8	B	
Intersection Delay, s/veh / LOS	13.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.86	B	1.91	B	1.68	B
Bicycle LOS Score / LOS	1.00	A	1.16	A	0.95	A	0.90	A

Copyright © 2019 University of Florida, All Rights Reserved.

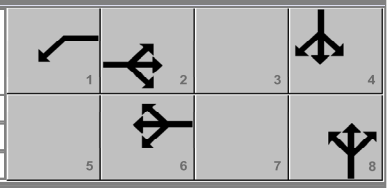
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	01.Sycamore Line (US 2…	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	158	60	82	190	34	36	113	71	46	124	6

Signal Information												
Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	7.0	33.0	30.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		38.0	12.0	50.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (g_s), s		10.4	4.1	7.8		9.2		12.0
Green Extension Time (g_e), s		1.2	0.0	1.2		1.6		1.5
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.00	1.00	0.00		0.00		0.00

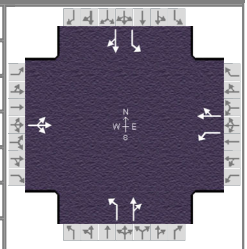
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		239		84	229		39	200		50	141	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1725		1781	1821		1237	1735		1164	1826	
Queue Service Time (g_s), s		0.0		2.1	5.8		1.9	7.2		2.8	4.6	
Cycle Queue Clearance Time (g_c), s		8.4		2.1	5.8		6.6	7.2		10.0	4.6	
Green Ratio (*g/C*)		0.39		0.49	0.53		0.35	0.35		0.35	0.35	
Capacity (*c*), veh/h		712		563	964		454	612		397	644	
Volume-to-Capacity Ratio (*X*)		0.336		0.149	0.238		0.086	0.327		0.126	0.219	
Back of Queue (*Q*), ft/ln (95 th percentile)		150.4		36	97.1		25.5	129.1		36.1	91.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		5.7		1.4	3.8		1.0	5.0		1.4	3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.18	0.00		0.21	0.00		0.31	0.00	
Uniform Delay (d_1), s/veh		18.5		12.1	10.8		21.6	20.1		23.8	19.3	
Incremental Delay (d_2), s/veh		0.2		0.1	0.1		0.1	0.3		0.1	0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		18.7		12.2	10.9		21.7	20.4		23.9	19.5	
Level of Service (LOS)		B		B	B		C	C		C	B	
Approach Delay, s/veh / LOS	18.7	B		11.2	B		20.6	C		20.6	C	
Intersection Delay, s/veh / LOS	17.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.89	B	1.91	B	1.69	B
Bicycle LOS Score / LOS	0.88	A	1.04	A	0.88	A	0.80	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	01.Sycamore Line (US 2…	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	284	52	130	273	63	51	115	120	80	168	3

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	38.0	33.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		43.0	12.0	55.0		38.0		38.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (g_s), s		16.1	6.2	13.7		12.5		18.4
Green Extension Time (g_e), s		2.1	0.0	2.1		2.3		2.0
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.00	1.00	0.00		0.01		0.04

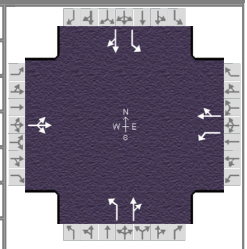
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		367		149	386		55	255		87	186	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1804		1781	1809		1198	1713		1124	1864	
Queue Service Time (g_s), s		0.0		4.2	11.7		3.2	10.5		5.9	6.6	
Cycle Queue Clearance Time (g_c), s		14.1		4.2	11.7		9.9	10.5		16.4	6.6	
Green Ratio (*g/C*)		0.41		0.51	0.54		0.35	0.35		0.35	0.35	
Capacity (*c*), veh/h		776		473	973		417	608		349	662	
Volume-to-Capacity Ratio (*X*)		0.473		0.316	0.397		0.133	0.420		0.249	0.281	
Back of Queue (*Q*), ft/ln (95 th percentile)		246		73.1	188.3		41.7	189.5		74.6	133.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		9.6		2.9	7.4		1.6	7.5		2.9	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.37	0.00		0.35	0.00		0.65	0.00	
Uniform Delay (d_1), s/veh		20.4		14.0	12.6		25.0	22.7		29.0	21.5	
Incremental Delay (d_2), s/veh		0.3		0.2	0.2		0.1	0.5		0.4	0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		20.8		14.3	12.8		25.2	23.2		29.3	21.7	
Level of Service (LOS)		C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	20.8	C		13.2	B		23.6	C		24.2	C	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.89	B	1.92	B	1.69	B
Bicycle LOS Score / LOS	1.09	A	1.32	A	1.00	A	0.94	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

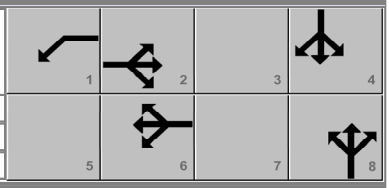
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	01.Sycamore Line (US 2…	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	173	65	90	209	37	40	124	78	50	136	6

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	33.0	30.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		38.0	12.0	50.0		35.0		35.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (g_s), s		11.3	4.3	8.4		10.0		13.1
Green Extension Time (g_e), s		1.3	0.0	1.4		1.7		1.6
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.00	1.00	0.00		0.00		0.01

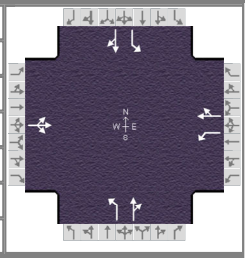
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		261		92	252		43	220		54	154	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1725		1781	1821		1223	1735		1143	1827	
Queue Service Time (g_s), s		0.0		2.3	6.4		2.2	8.0		3.1	5.1	
Cycle Queue Clearance Time (g_c), s		9.3		2.3	6.4		7.3	8.0		11.1	5.1	
Green Ratio (*g/C*)		0.39		0.49	0.53		0.35	0.35		0.35	0.35	
Capacity (*c*), veh/h		712		544	964		443	612		381	645	
Volume-to-Capacity Ratio (*X*)		0.366		0.169	0.262		0.098	0.359		0.143	0.239	
Back of Queue (*Q*), ft/ln (95 th percentile)		166.6		39.8	108.5		28.8	143.6		40.1	100.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		6.4		1.6	4.3		1.1	5.6		1.6	3.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.20	0.00		0.24	0.00		0.35	0.00	
Uniform Delay (d_1), s/veh		18.7		12.3	10.9		22.0	20.4		24.5	19.4	
Incremental Delay (d_2), s/veh		0.2		0.1	0.1		0.1	0.4		0.2	0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		19.0		12.4	11.0		22.1	20.7		24.7	19.6	
Level of Service (LOS)		B		B	B		C	C		C	B	
Approach Delay, s/veh / LOS	19.0	B		11.4	B		21.0	C		20.9	C	
Intersection Delay, s/veh / LOS	17.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.89	B	1.91	B	1.69	B
Bicycle LOS Score / LOS	0.92	A	1.09	A	0.92	A	0.83	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	01.Sycamore Line (US 2…	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	308	57	141	295	68	56	126	130	87	184	3

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	38.0	33.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		43.0	12.0	55.0		38.0		38.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.3		4.3
Queue Clearance Time (g_s), s		17.6	6.6	14.9		13.6		20.4
Green Extension Time (g_e), s		2.3	0.0	2.3		2.5		2.2
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.00	1.00	0.01		0.01		0.09

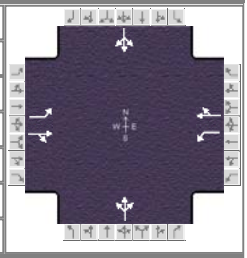
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		399		162	417		61	278		95	203	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1803		1781	1809		1179	1714		1101	1865	
Queue Service Time (g_s), s		0.0		4.6	12.9		3.7	11.6		6.7	7.3	
Cycle Queue Clearance Time (g_c), s		15.6		4.6	12.9		11.0	11.6		18.4	7.3	
Green Ratio (*g/C*)		0.41		0.51	0.54		0.35	0.35		0.35	0.35	
Capacity (*c*), veh/h		776		449	973		403	608		330	662	
Volume-to-Capacity Ratio (*X*)		0.514		0.361	0.429		0.151	0.458		0.286	0.307	
Back of Queue (*Q*), ft/ln (95 th percentile)		267.9		80	202.3		46.6	205.8		83.5	148	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.5		3.1	8.0		1.8	8.1		3.3	5.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.40	0.00		0.39	0.00		0.73	0.00	
Uniform Delay (d_1), s/veh		20.9		14.5	12.9		25.7	23.1		30.2	21.7	
Incremental Delay (d_2), s/veh		0.5		0.3	0.2		0.2	0.5		0.5	0.3	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		21.3		14.8	13.1		25.9	23.6		30.6	22.0	
Level of Service (LOS)		C		B	B		C	C		C	C	
Approach Delay, s/veh / LOS	21.3	C		13.6	B		24.0	C		24.7	C	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.89	B	1.92	B	1.69	B
Bicycle LOS Score / LOS	1.15	A	1.39	A	1.05	A	0.98	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	02.Avondale/McKinley St	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	241	1	6	275	26	1	1	5	14	1	19

Signal Information			
Cycle, s	32.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	20.0	2.7	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		25.0		25.0		7.7		7.7
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.9		3.9
Queue Clearance Time (g_s), s		4.8		4.6		2.1		2.7
Green Extension Time (g_e), s		1.6		1.6		0.1		0.1
Phase Call Probability		1.00		1.00		0.33		0.33
Max Out Probability		0.00		0.00		0.00		0.00

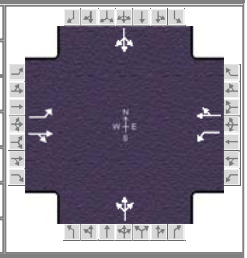
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	14	275		6	309			8			37	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1062	1854		1086	1813			1616			1498	
Queue Service Time (g_s), s	0.2	2.2		0.1	2.6			0.0			0.6	
Cycle Queue Clearance Time (g_c), s	2.8	2.2		2.3	2.6			0.1			0.7	
Green Ratio (*g/C*)	0.61	0.61		0.61	0.61			0.08			0.08	
Capacity (*c*), veh/h	786	1135		812	1110			258			278	
Volume-to-Capacity Ratio (*X*)	0.017	0.243		0.008	0.278			0.030			0.133	
Back of Queue (*Q*), ft/ln (95 th percentile)	0.8	7		0.3	8.6			2.1			10.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.3		0.0	0.3			0.1			0.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.01	0.00		0.01	0.09			0.00			0.00	
Uniform Delay (d_1), s/veh	3.6	2.9		3.4	3.0			13.8			14.1	
Incremental Delay (d_2), s/veh	0.0	0.1		0.0	0.1			0.0			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	3.6	3.0		3.4	3.1			13.9			14.3	
Level of Service (LOS)	A	A		A	A			B			B	
Approach Delay, s/veh / LOS	3.0	A		3.1	A		13.9	B		14.3	B	
Intersection Delay, s/veh / LOS	3.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.61	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	0.94	A	1.04	A	0.50	A	0.55	A

Copyright © 2018 University of Florida, All Rights Reserved.

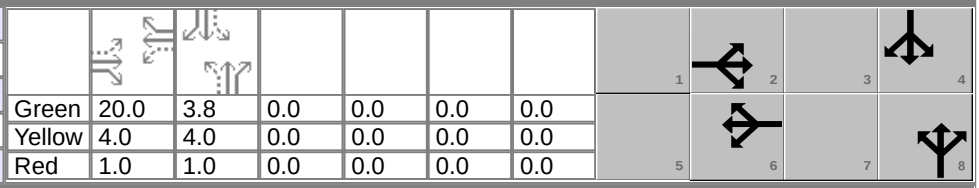
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	02.Avondale/McKinley St	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	395	7	7	358	24	3	1	10	25	1	24

Signal Information			
Cycle, s	33.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	20.0	3.8	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		25.0		25.0		8.8		8.8
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.9		3.9
Queue Clearance Time (g_s), s		6.7		6.2		2.3		3.0
Green Extension Time (g_e), s		2.5		2.5		0.1		0.1
Phase Call Probability		1.00		1.00		0.48		0.48
Max Out Probability		0.00		0.00		0.00		0.00

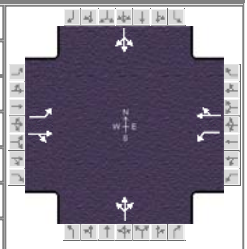
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	22	413		8	434			15			54	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	954	1865		973	1849			1594			1532	
Queue Service Time (g_s), s	0.4	3.9		0.1	4.2			0.0			0.4	
Cycle Queue Clearance Time (g_c), s	4.7	3.9		4.1	4.2			0.3			1.0	
Green Ratio (*g/C*)	0.59	0.59		0.59	0.59			0.11			0.11	
Capacity (*c*), veh/h	657	1102		674	1093			310			334	
Volume-to-Capacity Ratio (*X*)	0.033	0.375		0.012	0.397			0.049			0.163	
Back of Queue (*Q*), ft/ln (95 th percentile)	2	19.6		0.7	21.5			4.2			15.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	0.8		0.0	0.8			0.2			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.02	0.00		0.02	0.22			0.00			0.00	
Uniform Delay (d_1), s/veh	4.9	3.6		4.7	3.7			13.4			13.7	
Incremental Delay (d_2), s/veh	0.0	0.1		0.0	0.2			0.0			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	5.0	3.8		4.7	3.9			13.5			13.9	
Level of Service (LOS)	A	A		A	A			B			B	
Approach Delay, s/veh / LOS	3.8	A		3.9	A		13.5	B		13.9	B	
Intersection Delay, s/veh / LOS	4.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.61	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.25	A	1.19	A	0.51	A	0.58	A

Copyright © 2018 University of Florida, All Rights Reserved.

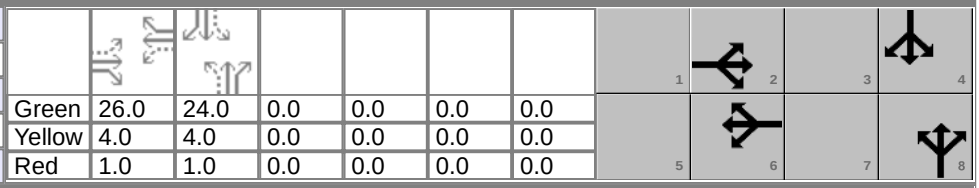
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	02.Avondale/McKinley St	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	13	248	2	7	282	28	2	2	6	16	2	20

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	26.0	24.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		31.0		31.0		29.0		29.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.8
Queue Clearance Time (g_s), s		9.8		9.2		2.2		2.9
Green Extension Time (g_e), s		1.6		1.6		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.00		0.00		0.00

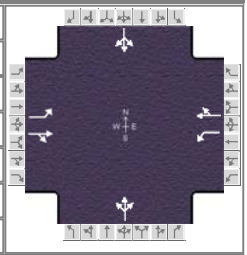
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	15	284		7	318			11			41	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1053	1853		1078	1811			1619			1514	
Queue Service Time (g_s), s	0.6	6.2		0.3	7.2			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	7.8	6.2		6.4	7.2			0.2			0.9	
Green Ratio (*g/C*)	0.43	0.43		0.43	0.43			0.40			0.40	
Capacity (*c*), veh/h	449	803		476	785			720			691	
Volume-to-Capacity Ratio (*X*)	0.033	0.354		0.015	0.405			0.015			0.060	
Back of Queue (*Q*), ft/ln (95 th percentile)	5.9	99.7		2.7	115.5			3.7			14.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	3.9		0.1	4.5			0.1			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.00		0.07	1.15			0.00			0.00	
Uniform Delay (d_1), s/veh	14.4	11.4		13.5	11.7			10.9			11.1	
Incremental Delay (d_2), s/veh	0.0	0.2		0.0	0.2			0.0			0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	14.4	11.6		13.5	11.9			10.9			11.1	
Level of Service (LOS)	B	B		B	B			B			B	
Approach Delay, s/veh / LOS	11.7	B		11.9	B		10.9	B		11.1	B	
Intersection Delay, s/veh / LOS	11.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	0.96	A	1.06	A	0.51	A	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

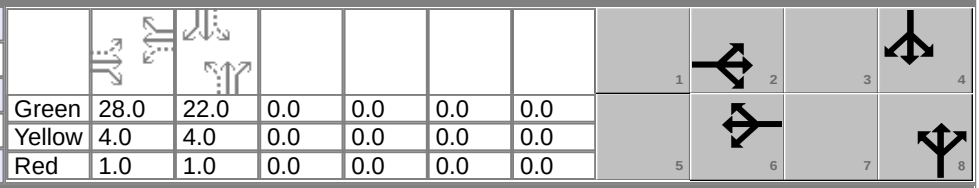
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	02.Avondale/McKinley St	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	405	8	10	447	30	4	2	13	31	2	25

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	28.0	22.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		33.0		33.0		27.0		27.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.8
Queue Clearance Time (g_s), s		16.6		15.1		2.5		3.4
Green Extension Time (g_e), s		2.7		2.8		0.2		0.2
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.16		0.12		0.00		0.00

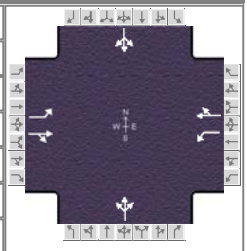
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	27	499		11	538			21			63	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	867	1864		899	1849			1594			1506	
Queue Service Time (g_s), s	1.4	11.7		0.6	13.1			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	14.6	11.7		12.3	13.1			0.5			1.4	
Green Ratio (*g/C*)	0.47	0.47		0.47	0.47			0.37			0.37	
Capacity (*c*), veh/h	335	870		364	863			657			644	
Volume-to-Capacity Ratio (*X*)	0.079	0.574		0.031	0.623			0.031			0.098	
Back of Queue (*Q*), ft/ln (95 th percentile)	12.1	180.1		4.8	203.8			7.6			23.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	7.1		0.2	8.0			0.3			0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00		0.12	2.04			0.00			0.00	
Uniform Delay (d_1), s/veh	17.5	11.7		16.1	12.0			12.2			12.5	
Incremental Delay (d_2), s/veh	0.1	0.6		0.0	1.1			0.0			0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	17.6	12.3		16.2	13.2			12.2			12.5	
Level of Service (LOS)	B	B		B	B			B			B	
Approach Delay, s/veh / LOS	12.6	B		13.2	B		12.2	B		12.5	B	
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.27	A	1.36	A	0.52	A	0.59	A

Copyright © 2018 University of Florida, All Rights Reserved.

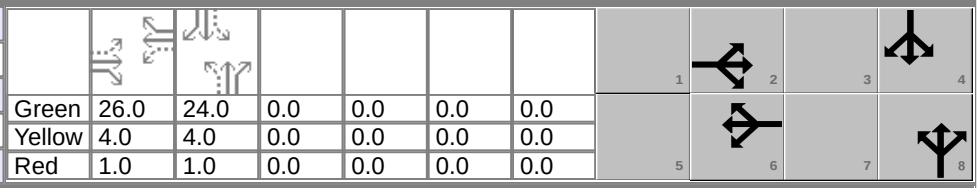
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	02.Avondale/McKinley St	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	272	2	7	310	30	2	2	6	17	2	22

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	26.0	24.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		31.0		31.0		29.0		29.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.9		3.9
Queue Clearance Time (g_s), s		10.8		10.1		2.2		3.0
Green Extension Time (g_e), s		1.7		1.7		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.01		0.00		0.00

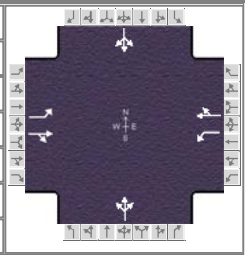
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	16	311		7	349			11			45	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1024	1853		1051	1812			1619			1514	
Queue Service Time (g_s), s	0.7	6.9		0.3	8.1			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	8.8	6.9		7.1	8.1			0.2			1.0	
Green Ratio (*g/C*)	0.43	0.43		0.43	0.43			0.40			0.40	
Capacity (*c*), veh/h	425	803		455	785			719			691	
Volume-to-Capacity Ratio (*X*)	0.037	0.388		0.016	0.445			0.015			0.065	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5	111.2		2.8	129.7			3.7			15.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	4.3		0.1	5.0			0.1			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00		0.07	1.30			0.00			0.00	
Uniform Delay (d_1), s/veh	15.0	11.6		14.0	11.9			10.9			11.1	
Incremental Delay (d_2), s/veh	0.0	0.2		0.0	0.3			0.0			0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	15.0	11.8		14.0	12.2			10.9			11.1	
Level of Service (LOS)	B	B		B	B			B			B	
Approach Delay, s/veh / LOS	11.9	B		12.2	B		10.9	B		11.1	B	
Intersection Delay, s/veh / LOS	12.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.89	B	1.89	B
Bicycle LOS Score / LOS	1.00	A	1.11	A	0.51	A	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

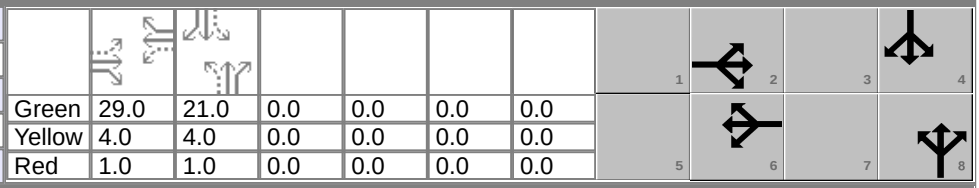
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	02.Avondale/McKinley St	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	445	8	10	483	32	4	2	14	34	2	27

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	29.0	21.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		34.0		34.0		26.0		26.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.8
Queue Clearance Time (g_s), s		17.8		16.2		2.5		3.6
Green Extension Time (g_e), s		3.0		3.1		0.2		0.2
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.21		0.15		0.00		0.00

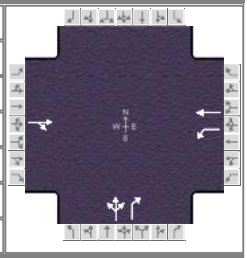
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	542		11	582			22			68	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	833	1864		864	1850			1596			1504	
Queue Service Time (g_s), s	1.6	12.7		0.6	14.2			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	15.8	12.7		13.3	14.2			0.5			1.6	
Green Ratio (*g/C*)	0.48	0.48		0.48	0.48			0.35			0.35	
Capacity (*c*), veh/h	325	901		355	894			631			619	
Volume-to-Capacity Ratio (*X*)	0.088	0.601		0.032	0.651			0.034			0.111	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.1	187.9		4.8	214.3			8.3			27.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	7.4		0.2	8.4			0.3			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.12	0.00		0.12	2.14			0.00			0.00	
Uniform Delay (d_1), s/veh	17.7	11.3		16.1	11.7			12.8			13.2	
Incremental Delay (d_2), s/veh	0.1	0.8		0.0	1.4			0.0			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	17.7	12.1		16.2	13.0			12.9			13.3	
Level of Service (LOS)	B	B		B	B			B			B	
Approach Delay, s/veh / LOS	12.3	B		13.1	B		12.9	B		13.3	B	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.34	A	1.43	A	0.52	A	0.60	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	03.Butler Street (Revers…	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		232	30	52	266		38	0	180			

Signal Information			
Cycle, s	47.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	4.1	20.0	8.3	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		11.0		
Phase Duration, s		25.0	9.1	34.1		13.3		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.2		
Queue Clearance Time (g_s), s		8.0	3.8	6.4		7.9		
Green Extension Time (g_e), s		1.5	0.1	1.5		0.8		
Phase Call Probability		1.00	0.51	1.00		0.96		
Max Out Probability		0.00	0.00	0.00		0.00		

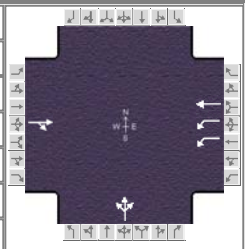
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		295		54	274			202	35			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1644		1344	1411			1599	1560			
Queue Service Time (g_s), s		6.0		1.8	4.4			5.9	0.9			
Cycle Queue Clearance Time (g_c), s		6.0		1.8	4.4			5.9	0.9			
Green Ratio (*g/C*)		0.42		0.09	0.61			0.18	0.18			
Capacity (*c*), veh/h		694		115	865			281	274			
Volume-to-Capacity Ratio (*X*)		0.425		0.465	0.317			0.717	0.128			
Back of Queue (*Q*), ft/ln (95 th percentile)		84.3		34.7	40.6			111.9	13.6			
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0		1.1	1.3			4.3	0.5			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.99		0.08	0.00			0.00	0.00			
Uniform Delay (d_1), s/veh		9.6		20.6	4.4			21.7	16.5			
Incremental Delay (d_2), s/veh		0.3		3.5	0.2			3.4	0.2			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0	0.0			
Control Delay (*d*), s/veh		10.0		24.1	4.6			25.1	16.7			
Level of Service (LOS)		A		C	A			C	B			
Approach Delay, s/veh / LOS	10.0	A		7.8	A		23.8	C		0.0		
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.33	A	1.93	B	1.71	B
Bicycle LOS Score / LOS	0.96	A	1.06	A	0.88	A		

Copyright © 2018 University of Florida, All Rights Reserved.

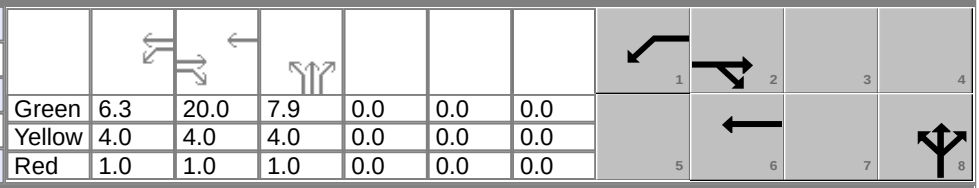
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	03.Butler Street (Revers…	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		385	32	93	314		56	0	127			

Signal Information			
Cycle, s	49.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.3	20.0	7.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		25.0	11.3	36.3		12.9		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.3		
Queue Clearance Time (g_s), s		11.3	3.4	6.6		7.8		
Green Extension Time (g_e), s		2.3	0.5	2.3		0.7		
Phase Call Probability		1.00	0.79	1.00		0.93		
Max Out Probability		0.00	0.00	0.00		0.00		

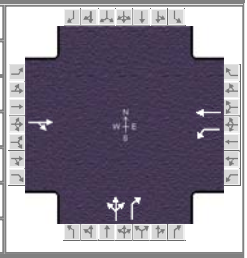
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		444		113	381			199				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1845		1730	1870			1627				
Queue Service Time (g_s), s		9.3		1.4	4.6			5.8				
Cycle Queue Clearance Time (g_c), s		9.3		1.4	4.6			5.8				
Green Ratio (*g/C*)		0.41		0.94	0.64			0.16				
Capacity (*c*), veh/h		750		443	1190			261				
Volume-to-Capacity Ratio (*X*)		0.592		0.255	0.320			0.761				
Back of Queue (*Q*), ft/ln (95 th percentile)		138.7		24.5	42.8			102.3				
Back of Queue (*Q*), veh/ln (95 th percentile)		5.5		1.0	1.7			4.0				
Queue Storage Ratio (*RQ*) (95 th percentile)		1.63		0.05	0.00			0.00				
Uniform Delay (d_1), s/veh		11.4		19.3	4.1			19.7				
Incremental Delay (d_2), s/veh		0.5		0.4	0.1			4.5				
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0				
Control Delay (*d*), s/veh		11.9		19.7	4.2			24.3				
Level of Service (LOS)		B		B	A			C				
Approach Delay, s/veh / LOS	11.9	B		7.7	A		24.3	C		0.0		
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.33	A	2.13	B	1.71	B
Bicycle LOS Score / LOS	1.24	A	1.22	A	0.82	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	03.Butler Street (Revers…	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		238	31	54	274		40	0	185			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	28.0	40.0	0.0	0.0	0.0				
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		11.0		
Phase Duration, s		33.0	12.0	45.0		45.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.2		
Queue Clearance Time (g_s), s		16.2	5.6	14.5		12.9		
Green Extension Time (g_e), s		1.3	0.0	1.4		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.03	1.00	0.01		0.00		

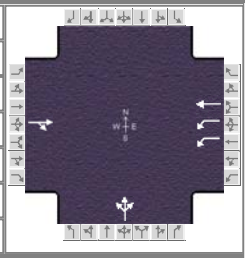
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		306		55	281			208	36			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1644		1344	1411			1600	1560			
Queue Service Time (g_s), s		14.2		3.6	12.5			10.9	1.2			
Cycle Queue Clearance Time (g_c), s		14.2		3.6	12.5			10.9	1.2			
Green Ratio (*g/C*)		0.31		0.08	0.44			0.44	0.44			
Capacity (*c*), veh/h		511		105	627			711	693			
Volume-to-Capacity Ratio (*X*)		0.598		0.531	0.449			0.293	0.052			
Back of Queue (*Q*), ft/ln (95 th percentile)		260.2		75	219.4			212.8	18.8			
Back of Queue (*Q*), veh/ln (95 th percentile)		9.3		2.4	6.9			8.2	0.7			
Queue Storage Ratio (*RQ*) (95 th percentile)		3.06		0.16	0.00			0.00	0.00			
Uniform Delay (d_1), s/veh		26.2		39.9	17.4			27.6	14.2			
Incremental Delay (d_2), s/veh		1.6		5.7	0.4			0.2	0.0			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0	0.0			
Control Delay (*d*), s/veh		27.8		45.6	17.7			27.9	14.2			
Level of Service (LOS)		C		D	B			C	B			
Approach Delay, s/veh / LOS	27.8	C		22.3	C		25.9	C		0.0		
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.39	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	0.97	A	1.08	A	0.89	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	03.Butler Street (Revers…	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		395	33	122	409		58	0	154			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	18.0	34.0	23.0	0.0	0.0	0.0				
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		39.0	23.0	62.0		28.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.3		
Queue Clearance Time (g_s), s		25.0	5.2	13.6		13.1		
Green Extension Time (g_e), s		2.3	0.5	2.9		0.6		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.26	0.00	0.01		0.03		

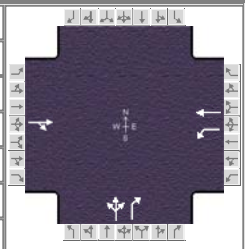
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		538		146	488			230				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1845		1730	1870			1621				
Queue Service Time (g_s), s		23.0		3.2	11.6			11.1				
Cycle Queue Clearance Time (g_c), s		23.0		3.2	11.6			11.1				
Green Ratio (*g/C*)		0.38		0.20	0.63			0.26				
Capacity (*c*), veh/h		697		692	1185			414				
Volume-to-Capacity Ratio (*X*)		0.771		0.210	0.412			0.556				
Back of Queue (*Q*), ft/ln (95 th percentile)		391.4		59.4	185.9			198.9				
Back of Queue (*Q*), veh/ln (95 th percentile)		15.4		2.3	7.3			7.8				
Queue Storage Ratio (*RQ*) (95 th percentile)		4.60		0.13	0.00			0.00				
Uniform Delay (d_1), s/veh		24.6		30.1	8.2			29.1				
Incremental Delay (d_2), s/veh		4.7		0.2	0.2			1.6				
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0				
Control Delay (*d*), s/veh		29.3		30.2	8.4			30.7				
Level of Service (LOS)		C		C	A			C				
Approach Delay, s/veh / LOS	29.3	C		13.4	B		30.7	C		0.0		
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.35	A	2.15	B	1.73	B
Bicycle LOS Score / LOS	1.26	A	1.44	A	0.87	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	03.Butler Street (Revers…	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		262	35	59	300		43	0	203			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	28.0	40.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		11.0		
Phase Duration, s		33.0	12.0	45.0		45.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.2		
Queue Clearance Time (g_s), s		17.8	5.9	16.1		14.0		
Green Extension Time (g_e), s		1.4	0.0	1.5		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.07	1.00	0.03		0.00		

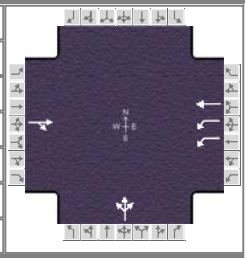
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		334		61	310			228	40			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1643		1344	1411			1600	1560			
Queue Service Time (g_s), s		15.8		3.9	14.1			12.0	1.3			
Cycle Queue Clearance Time (g_c), s		15.8		3.9	14.1			12.0	1.3			
Green Ratio (*g/C*)		0.31		0.08	0.44			0.44	0.44			
Capacity (*c*), veh/h		511		105	627			711	693			
Volume-to-Capacity Ratio (*X*)		0.653		0.583	0.494			0.320	0.057			
Back of Queue (*Q*), ft/ln (95 th percentile)		287.2		86.6	244.9			231.6	20.7			
Back of Queue (*Q*), veh/ln (95 th percentile)		10.3		2.7	7.8			9.0	0.8			
Queue Storage Ratio (*RQ*) (95 th percentile)		3.38		0.19	0.00			0.00	0.00			
Uniform Delay (d_1), s/veh		26.8		40.1	17.8			28.2	14.3			
Incremental Delay (d_2), s/veh		2.6		8.6	0.4			0.3	0.0			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0	0.0			
Control Delay (*d*), s/veh		29.4		48.7	18.2			28.4	14.3			
Level of Service (LOS)		C		D	B			C	B			
Approach Delay, s/veh / LOS	29.4	C		23.2	C		26.3	C		0.0		
Intersection Delay, s/veh / LOS	26.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.39	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.02	A	1.13	A	0.93	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	03.Butler Street (Revers…	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		434	36	131	441		63	0	166			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	16.0	35.0	24.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	2.0	4.0		12.0		
Phase Duration, s		40.0	21.0	61.0		29.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.3		
Queue Clearance Time (g_s), s		27.5	5.5	15.3		14.0		
Green Extension Time (g_e), s		2.3	0.5	3.2		0.7		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.41	0.01	0.03		0.04		

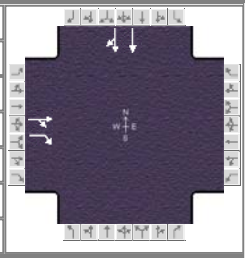
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3	8	18			
Adjusted Flow Rate (*v*), veh/h		585		156	526			249				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1845		1730	1870			1622				
Queue Service Time (g_s), s		25.5		3.5	13.3			12.0				
Cycle Queue Clearance Time (g_c), s		25.5		3.5	13.3			12.0				
Green Ratio (*g/C*)		0.39		0.61	0.62			0.27				
Capacity (*c*), veh/h		717		615	1164			432				
Volume-to-Capacity Ratio (*X*)		0.815		0.254	0.452			0.576				
Back of Queue (*Q*), ft/ln (95 th percentile)		431.4		66.2	208.5			211.3				
Back of Queue (*Q*), veh/ln (95 th percentile)		17.0		2.6	8.2			8.3				
Queue Storage Ratio (*RQ*) (95 th percentile)		5.07		0.14	0.00			0.00				
Uniform Delay (d_1), s/veh		24.6		31.9	8.9			28.6				
Incremental Delay (d_2), s/veh		6.3		0.3	0.2			1.9				
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0			0.0				
Control Delay (*d*), s/veh		30.9		32.1	9.1			30.5				
Level of Service (LOS)		C		C	A			C				
Approach Delay, s/veh / LOS	30.9	C		14.4	B		30.5	C		0.0		
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.36	A	2.15	B	1.73	B
Bicycle LOS Score / LOS	1.33	A	1.51	B	0.90	A		

Copyright © 2018 University of Florida, All Rights Reserved.

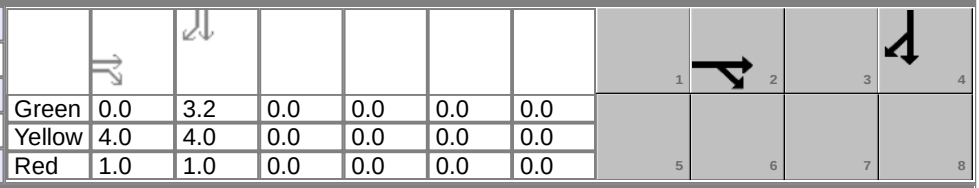
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	04.Butler Street	File Name	2018 EX AM_ERI-6_Milan Road (US 250) & Butle…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	110								376	35

Signal Information			
Cycle, s	8.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.0	3.2	0.0	0.0	0.0	0.0		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		0.0						8.2
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		0.0						3.1
Queue Clearance Time (g_s), s								2.7
Green Extension Time (g_e), s		0.0						0.7
Phase Call Probability								0.64
Max Out Probability								0.00

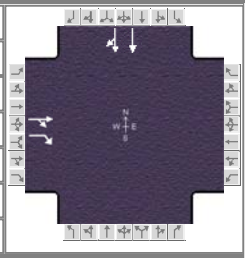
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	0								226	221
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1678	1422								1841	1785
Queue Service Time (g_s), s		0.0	0.0								0.7	0.7
Cycle Queue Clearance Time (g_c), s		0.0	0.0								0.7	0.7
Green Ratio (*g/C*)			0.00								0.39	0.39
Capacity (*c*), veh/h		20	17								721	700
Volume-to-Capacity Ratio (*X*)		0.000	0.000								0.313	0.316
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0								0.8	0.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (d_1), s/veh		0.0	0.0								1.7	1.7
Incremental Delay (d_2), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	0.0								1.8	1.8
Level of Service (LOS)											A	A
Approach Delay, s/veh / LOS	0.0			0.0			0.0			1.8		A
Intersection Delay, s/veh / LOS	1.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.67	B	1.38	A	1.67	B
Bicycle LOS Score / LOS	0.68	A					0.86	A

Copyright © 2018 University of Florida, All Rights Reserved.

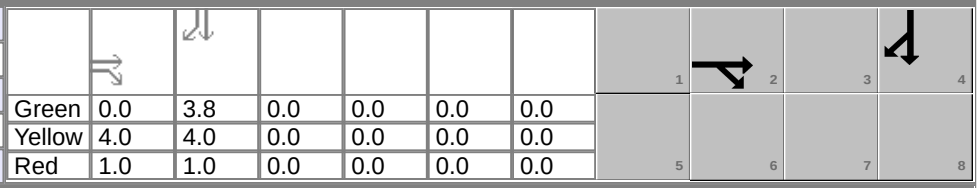
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	04.Butler Street	File Name	2018 EX PM_ERI-6_Milan Road (US 250) & Butle…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	163								498	45

Signal Information			
Cycle, s	8.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.0	3.8	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		0.0						8.8
Change Period, (*Y+R c*), s		5.0						5.0
Max Allow Headway (*MAH*), s		0.0						3.1
Queue Clearance Time (*g s*), s								3.0
Green Extension Time (*g e*), s		0.0						1.1
Phase Call Probability								0.77
Max Out Probability								0.00

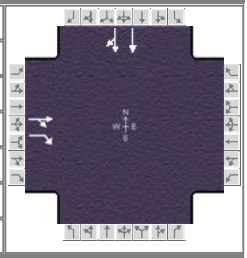
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	0								299	291
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1816
Queue Service Time (*g s*), s		0.0	0.0								1.0	1.0
Cycle Queue Clearance Time (*g c*), s		0.0	0.0								1.0	1.0
Green Ratio (*g/C*)			0.00								0.43	0.43
Capacity (*c*), veh/h		21	18								815	791
Volume-to-Capacity Ratio (*X*)		0.000	0.000								0.367	0.368
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0								1.1	1.1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								0.0	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (*d 1*), s/veh		0.0	0.0								1.7	1.7
Incremental Delay (*d 2*), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (*d 3*), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	0.0								1.8	1.8
Level of Service (LOS)											A	A
Approach Delay, s/veh / LOS	0.0			0.0			0.0			1.8		A
Intersection Delay, s/veh / LOS	1.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.67	B	1.38	A	1.67	B
Bicycle LOS Score / LOS	0.78	A					0.97	A

Copyright © 2018 University of Florida, All Rights Reserved.

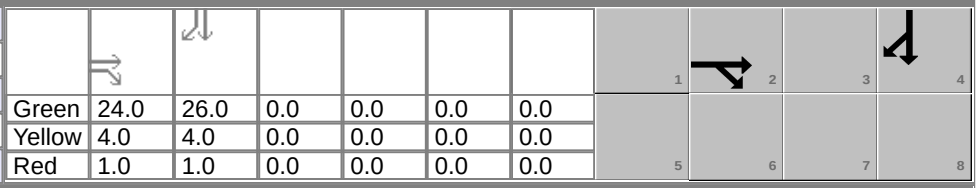
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	04.Butler Street	File Name	2023 No Build AM_ERI-6_Milan Road (US 250) &…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	114								385	36

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.0	26.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		29.0						31.0
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.1
Queue Clearance Time (g_s), s		2.0						6.8
Green Extension Time (g_e), s		0.0						0.8
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.00

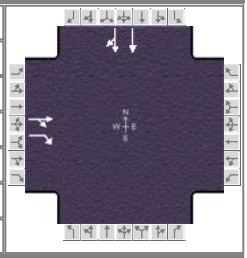
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	1								231	226
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1814
Queue Service Time (g_s), s		0.0	0.0								4.8	4.8
Cycle Queue Clearance Time (g_c), s		0.0	0.0								4.8	4.8
Green Ratio (*g/C*)		0.40	0.40								0.43	0.43
Capacity (*c*), veh/h		748	634								810	786
Volume-to-Capacity Ratio (*X*)		0.000	0.002								0.285	0.288
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.4								77.1	74.3
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								3.0	3.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (d_1), s/veh		0.0	10.8								11.0	11.0
Incremental Delay (d_2), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	10.8								11.1	11.1
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	10.8		B	0.0			0.0			11.1		B
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.69	A					0.87	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	04.Butler Street	File Name	2023 No Build PM_ERI-6_Milan Road (US 250) &...		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	168								527	48

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	23.0	27.0	0.0	0.0	0.0	0.0				
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		28.0						32.0
Change Period, (*Y+R c*), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.1
Queue Clearance Time (*g s*), s		2.0						8.8
Green Extension Time (*g e*), s		0.0						1.1
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.00

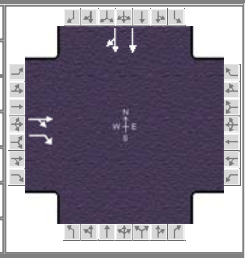
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	2								317	308
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1815
Queue Service Time (*g s*), s		0.0	0.0								6.7	6.8
Cycle Queue Clearance Time (*g c*), s		0.0	0.0								6.7	6.8
Green Ratio (*g/C*)		0.38	0.38								0.45	0.45
Capacity (*c*), veh/h		717	608								842	817
Volume-to-Capacity Ratio (*X*)		0.000	0.003								0.376	0.378
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.6								106.4	102.1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								4.2	4.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (*d 1*), s/veh		0.0	11.4								10.9	10.9
Incremental Delay (*d 2*), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (*d 3*), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	11.4								11.0	11.0
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	11.4		B	0.0			0.0			11.0		B
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.79	A					1.00	A

Copyright © 2018 University of Florida, All Rights Reserved.

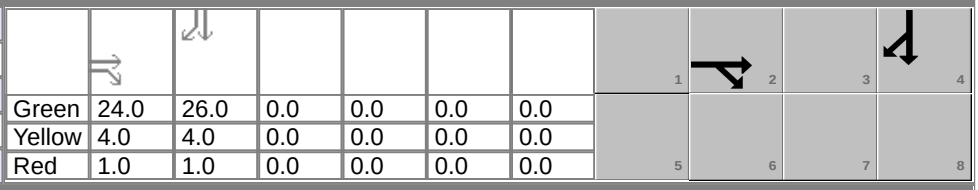
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	04.Butler Street	File Name	2043 No Build AM_ERI-6_Milan Road (US 250) &…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	125								424	40

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.0	26.0	0.0	0.0	0.0	0.0		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		29.0						31.0
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.1
Queue Clearance Time (g_s), s		2.0						7.4
Green Extension Time (g_e), s		0.0						0.9
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.00

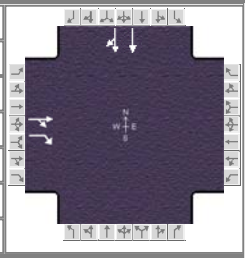
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	1								255	249
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1813
Queue Service Time (g_s), s		0.0	0.0								5.4	5.4
Cycle Queue Clearance Time (g_c), s		0.0	0.0								5.4	5.4
Green Ratio (*g/C*)		0.40	0.40								0.43	0.43
Capacity (*c*), veh/h		748	634								810	786
Volume-to-Capacity Ratio (*X*)		0.000	0.002								0.315	0.317
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.4								86.4	83.1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								3.4	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (d_1), s/veh		0.0	10.8								11.2	11.2
Incremental Delay (d_2), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	10.8								11.2	11.3
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	10.8		B	0.0			0.0			11.2		B
Intersection Delay, s/veh / LOS	11.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.71	A					0.90	A

Copyright © 2018 University of Florida, All Rights Reserved.

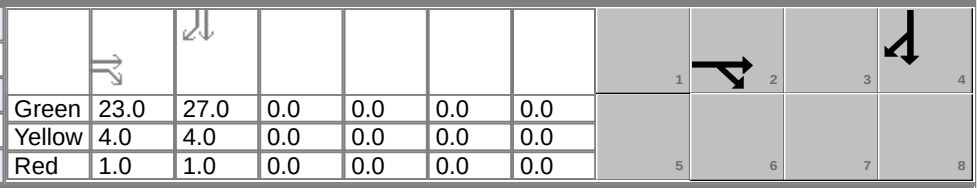
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	04.Butler Street	File Name	2043 No Build PM_ERI-6_Milan Road (US 250) &...		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	184								577	52

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	27.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		28.0						32.0
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.1
Queue Clearance Time (g_s), s		2.0						9.5
Green Extension Time (g_e), s		0.0						1.2
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.00

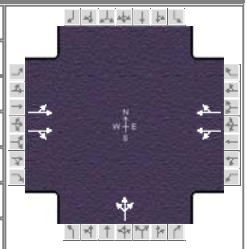
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	2								346	337
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1816
Queue Service Time (g_s), s		0.0	0.0								7.5	7.5
Cycle Queue Clearance Time (g_c), s		0.0	0.0								7.5	7.5
Green Ratio (*g/C*)		0.38	0.38								0.45	0.45
Capacity (*c*), veh/h		717	608								842	817
Volume-to-Capacity Ratio (*X*)		0.000	0.003								0.412	0.413
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.7								118.8	113.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								4.7	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (d_1), s/veh		0.0	11.4								11.1	11.1
Incremental Delay (d_2), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	11.4								11.3	11.3
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	11.4		B	0.0			0.0			11.3		B
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.82	A					1.05	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	05.Cowdery Street	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	440	20	11	320	1	13	1	8			

Signal Information			
Cycle, s	38.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	25.0	1.1	0.0	0.0	0.0	0.0					
Yellow	5.0	4.0	0.0	0.0	0.0	0.0		5	6	7	8
Red	2.0	1.0	0.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		32.0		32.0		6.1		
Change Period, ($Y+R_c$), s		7.0		7.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		4.0		3.4		2.5		
Green Extension Time (g_e), s		2.9		2.9		0.0		
Phase Call Probability		1.00		1.00		0.22		
Max Out Probability		0.00		0.00		0.00		

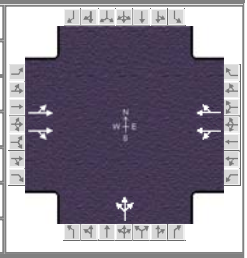
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	241		216	170		155		24				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1825		1635	1774		1646		1708				
Queue Service Time (g_s), s	0.0		2.0	0.0		1.4		0.5				
Cycle Queue Clearance Time (g_c), s	2.0		2.0	1.4		1.4		0.5				
Green Ratio (*g/C*)	0.66		0.66	0.66		0.66		0.03				
Capacity (*c*), veh/h	1292		1072	1264		1080		50				
Volume-to-Capacity Ratio (*X*)	0.186		0.202	0.134		0.144		0.476				
Back of Queue (*Q*), ft/ln (95 th percentile)	7.9		7.3	5.4		5.1		11.7				
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.3	0.2		0.2		0.5				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	2.6		2.6	2.5		2.5		18.2				
Incremental Delay (d_2), s/veh	0.1		0.1	0.0		0.1		5.1				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	2.7		2.7	2.5		2.6		23.3				
Level of Service (LOS)	A		A	A		A		C				
Approach Delay, s/veh / LOS	2.7		A	2.5		A	23.3		C	0.0		
Intersection Delay, s/veh / LOS	3.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.31	A	1.31	A	2.12	B	2.12	B
Bicycle LOS Score / LOS	0.90	A	0.79	A	0.53	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	05.Cowdery Street	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	527	20	12	412	1	24	1	14			

Signal Information			
Cycle, s	38.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	25.0	1.8	0.0	0.0	0.0	0.0	5	6	7	8	
Yellow	5.0	4.0	0.0	0.0	0.0	0.0					
Red	2.0	1.0	0.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		32.0		32.0		6.8		
Change Period, ($Y+R_c$), s		7.0		7.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		4.5		4.2		2.9		
Green Extension Time (g_e), s		4.0		4.0		0.1		
Phase Call Probability		1.00		1.00		0.37		
Max Out Probability		0.00		0.00		0.00		

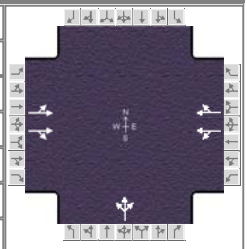
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	288		260	251		230		42				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1869		1679	1837		1701		1707				
Queue Service Time (g_s), s	0.0		2.5	0.0		2.2		0.9				
Cycle Queue Clearance Time (g_c), s	2.5		2.5	2.1		2.2		0.9				
Green Ratio (*g/C*)	0.64		0.64	0.64		0.64		0.05				
Capacity (*c*), veh/h	1296		1081	1280		1095		81				
Volume-to-Capacity Ratio (*X*)	0.223		0.240	0.196		0.211		0.525				
Back of Queue (*Q*), ft/ln (95 th percentile)	12.2		11.2	10.7		10		19.2				
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5		0.4	0.4		0.4		0.8				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	2.9		2.9	2.8		2.9		18.1				
Incremental Delay (d_2), s/veh	0.1		0.1	0.1		0.1		3.9				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	3.0		3.0	2.9		2.9		21.9				
Level of Service (LOS)	A		A	A		A		C				
Approach Delay, s/veh / LOS	3.0	A		2.9	A		21.9	C		0.0		
Intersection Delay, s/veh / LOS	3.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.32	A	1.32	A	2.12	B	2.12	B
Bicycle LOS Score / LOS	0.98	A	0.87	A	0.56	A		

Copyright © 2018 University of Florida, All Rights Reserved.

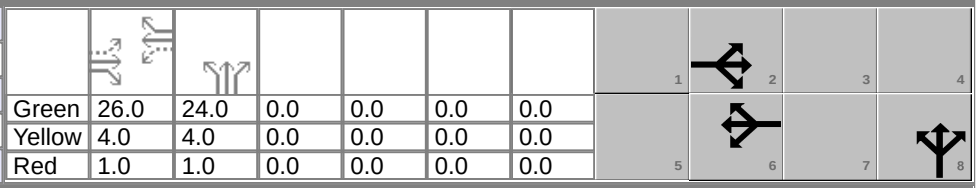
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	05.Cowdery Street	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	452	22	12	329	2	14	2	10			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	26.0	24.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		31.0		31.0		29.0		
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		7.4		5.7		2.6		
Green Extension Time (g_e), s		2.7		2.8		0.0		
Phase Call Probability		1.00		1.00		1.00		
Max Out Probability		0.02		0.01		0.00		

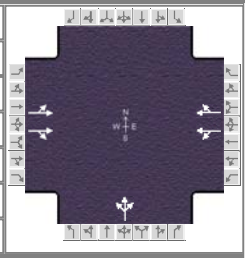
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	248		223	175		160		28				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1824		1633	1769		1644		1706				
Queue Service Time (g_s), s	0.0		5.4	0.0		3.7		0.6				
Cycle Queue Clearance Time (g_c), s	5.4		5.4	3.6		3.7		0.6				
Green Ratio (*g/C*)	0.43		0.43	0.43		0.43		0.40				
Capacity (*c*), veh/h	851		708	830		713		683				
Volume-to-Capacity Ratio (*X*)	0.292		0.315	0.211		0.225		0.041				
Back of Queue (*Q*), ft/ln (95 th percentile)	83.4		75.6	56.3		51.8		9.8				
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3		3.0	2.3		2.1		0.4				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	11.2		11.2	10.7		10.7		11.0				
Incremental Delay (d_2), s/veh	0.2		0.2	0.1		0.1		0.0				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	11.3		11.4	10.8		10.8		11.0				
Level of Service (LOS)	B		B	B		B		B				
Approach Delay, s/veh / LOS	11.3		B	10.8		B	11.0		B	0.0		
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.37	A	2.13	B	2.13	B
Bicycle LOS Score / LOS	0.91	A	0.80	A	0.53	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	05.Cowdery Street	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	3	541	21	16	536	3	25	2	18			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4
Green	27.0	23.0	0.0	0.0	0.0	0.0					
Yellow	4.0	4.0	0.0	0.0	0.0	0.0					
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		32.0		32.0		28.0		
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		9.6		9.1		3.1		
Green Extension Time (g_e), s		4.7		4.7		0.1		
Phase Call Probability		1.00		1.00		1.00		
Max Out Probability		0.14		0.13		0.00		

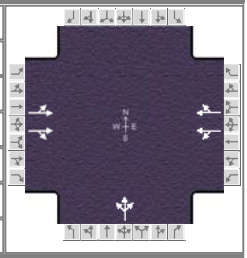
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	349		314	325		301		49				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1866		1678	1818		1699		1701				
Queue Service Time (g_s), s	0.0		7.6	0.0		7.1		1.1				
Cycle Queue Clearance Time (g_c), s	7.6		7.6	6.9		7.1		1.1				
Green Ratio (*g/C*)	0.45		0.45	0.45		0.45		0.38				
Capacity (*c*), veh/h	900		755	881		764		652				
Volume-to-Capacity Ratio (*X*)	0.388		0.416	0.368		0.394		0.075				
Back of Queue (*Q*), ft/ln (95 th percentile)	118.8		107.5	108.5		101.3		17.8				
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8		4.3	4.3		4.1		0.7				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	11.2		11.2	11.0		11.0		11.7				
Incremental Delay (d_2), s/veh	0.2		0.2	0.2		0.2		0.0				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	11.3		11.4	11.1		11.2		11.8				
Level of Service (LOS)	B		B	B		B		B				
Approach Delay, s/veh / LOS	11.4		B	11.2		B	11.8		B	0.0		
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.37	A	2.13	B	2.13	B
Bicycle LOS Score / LOS	0.99	A	0.99	A	0.57	A		

Copyright © 2018 University of Florida, All Rights Reserved.

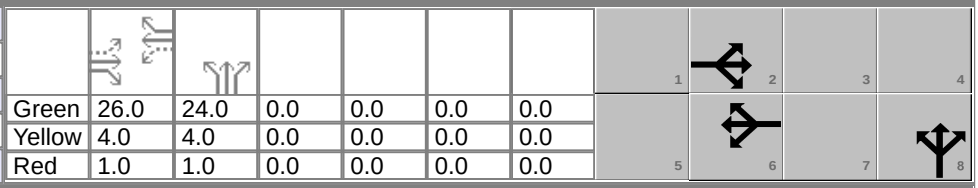
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	05.Cowdery Street	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	496	24	13	361	2	16	2	10			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	26.0	24.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		31.0		31.0		29.0		
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		8.0		6.1		2.7		
Green Extension Time (g_e), s		3.0		3.1		0.0		
Phase Call Probability		1.00		1.00		1.00		
Max Out Probability		0.04		0.02		0.00		

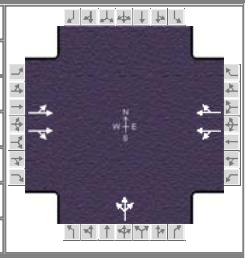
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	272		244	192		176		30				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1824		1633	1766		1645		1711				
Queue Service Time (g_s), s	0.0		6.0	0.0		4.1		0.7				
Cycle Queue Clearance Time (g_c), s	5.9		6.0	4.0		4.1		0.7				
Green Ratio (*g/C*)	0.43		0.43	0.43		0.43		0.40				
Capacity (*c*), veh/h	851		708	829		713		685				
Volume-to-Capacity Ratio (*X*)	0.319		0.345	0.231		0.247		0.044				
Back of Queue (*Q*), ft/ln (95 th percentile)	92.6		83.8	62.2		57.6		10.5				
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7		3.4	2.5		2.3		0.4				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	11.3		11.3	10.8		10.8		11.0				
Incremental Delay (d_2), s/veh	0.2		0.2	0.1		0.2		0.0				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	11.5		11.6	10.9		11.0		11.0				
Level of Service (LOS)	B		B	B		B		B				
Approach Delay, s/veh / LOS	11.5	B		10.9	B		11.0	B		0.0		
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.37	A	2.13	B	2.13	B
Bicycle LOS Score / LOS	0.96	A	0.82	A	0.54	A		

Copyright © 2018 University of Florida, All Rights Reserved.

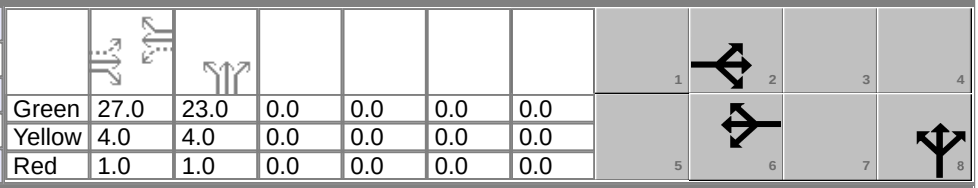
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	05.Cowdery Street	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	3	593	23	17	577	3	27	2	19			

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	27.0	23.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		
Case Number		8.0		8.0		12.0		
Phase Duration, s		32.0		32.0		28.0		
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		
Max Allow Headway (*MAH*), s		4.1		4.1		3.8		
Queue Clearance Time (g_s), s		10.4		9.8		3.2		
Green Extension Time (g_e), s		5.1		5.1		0.1		
Phase Call Probability		1.00		1.00		1.00		
Max Out Probability		0.20		0.18		0.00		

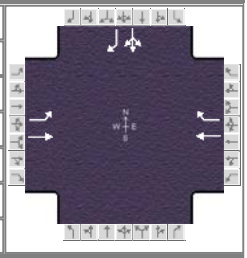
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18			
Adjusted Flow Rate (*v*), veh/h	379		341	349		325		52				
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1866		1678	1812		1699		1701				
Queue Service Time (g_s), s	0.0		8.4	0.0		7.8		1.2				
Cycle Queue Clearance Time (g_c), s	8.4		8.4	7.6		7.8		1.2				
Green Ratio (*g/C*)	0.45		0.45	0.45		0.45		0.38				
Capacity (*c*), veh/h	900		755	879		764		652				
Volume-to-Capacity Ratio (*X*)	0.421		0.452	0.397		0.425		0.080				
Back of Queue (*Q*), ft/ln (95 th percentile)	126		116.3	114.9		109.2		19				
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0		4.7	4.6		4.4		0.7				
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00	0.00		0.00		0.00				
Uniform Delay (d_1), s/veh	11.4		11.4	11.2		11.2		11.8				
Incremental Delay (d_2), s/veh	0.2		0.2	0.2		0.2		0.0				
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0				
Control Delay (*d*), s/veh	11.6		11.6	11.3		11.4		11.8				
Level of Service (LOS)	B		B	B		B		B				
Approach Delay, s/veh / LOS	11.6		B	11.4		B	11.8		B	0.0		
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.37	A	2.13	B	2.13	B
Bicycle LOS Score / LOS	1.04	A	1.02	A	0.57	A		

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	06.Cedar Point Drive (C…	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	336	206			227	671				206	0	97

Signal Information			
Cycle, s	72.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.0	28.6	13.8	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	20.0	53.5		33.6				18.8
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.0		5.0				4.7
Queue Clearance Time (g_s), s	12.9	4.5		23.6				12.1
Green Extension Time (g_e), s	1.4	6.3		4.9				1.6
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.16		0.26				0.00

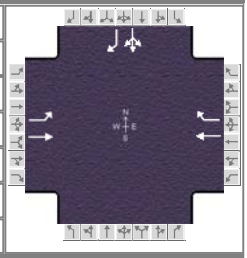
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	276	169			219	649					258	72
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1725	1811			1826	1547					1760	1434
Queue Service Time (g_s), s	10.9	2.5			6.0	21.6					10.1	2.3
Cycle Queue Clearance Time (g_c), s	10.9	2.5			6.0	21.6					10.1	2.3
Green Ratio (*g/C*)	0.21	0.67			0.40	0.59					0.19	0.40
Capacity (*c*), veh/h	356	1214			721	908					337	571
Volume-to-Capacity Ratio (*X*)	0.774	0.139			0.304	0.715					0.764	0.126
Back of Queue (*Q*), ft/ln (95 th percentile)	213.9	32.7			108.2	262.3					200.6	34.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	1.2			4.2	10.1					8.0	1.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	27.2	4.3			15.1	10.7					28.7	13.8
Incremental Delay (d_2), s/veh	4.3	0.1			0.3	1.6					4.3	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	31.4	4.4			15.3	12.2					33.0	13.9
Level of Service (LOS)	C	A			B	B					C	B
Approach Delay, s/veh / LOS	21.2	C		13.0	B		0.0			28.9	C	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.34	A	1.90	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.46	A	2.10	B			1.03	A

Copyright © 2018 University of Florida, All Rights Reserved.

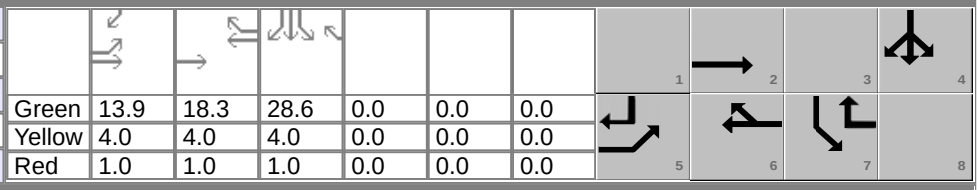
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	06.Cedar Point Drive (C…	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	112	379			322	273				488	0	144

Signal Information			
Cycle, s	75.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.9	18.3	28.6	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	18.9	42.2		23.3				33.6
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.2		5.2				4.7
Queue Clearance Time (g_s), s	6.6	13.2		14.1				24.5
Green Extension Time (g_e), s	0.6	4.9		4.1				4.0
Phase Call Probability	0.93	1.00		1.00				1.00
Max Out Probability	0.00	0.48		0.10				0.00

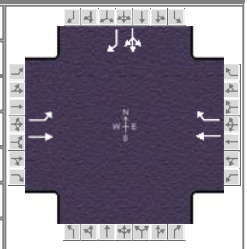
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	124	419			325	276					566	121
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870			1870	1585					1769	1585
Queue Service Time (g_s), s	4.6	11.2			12.1	6.1					22.5	2.7
Cycle Queue Clearance Time (g_c), s	4.6	11.2			12.1	6.1					22.5	2.7
Green Ratio (*g/C*)	0.18	0.49			0.24	0.62					0.38	0.56
Capacity (*c*), veh/h	327	918			452	982					668	889
Volume-to-Capacity Ratio (*X*)	0.379	0.456			0.718	0.281					0.848	0.136
Back of Queue (*Q*), ft/ln (95 th percentile)	89.6	195.3			232.5	77.2					366.3	37.7
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	7.7			9.2	3.0					14.4	1.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.30	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	27.3	12.7			26.5	6.7					22.6	7.9
Incremental Delay (d_2), s/veh	0.9	0.7			2.5	0.2					3.7	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	28.1	13.4			29.0	6.8					26.3	8.0
Level of Service (LOS)	C	B			C	A					C	A
Approach Delay, s/veh / LOS	16.8	B		18.8	B		0.0			23.1	C	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.37	A	1.92	B	1.95	B	1.95	B
Bicycle LOS Score / LOS	1.37	A	1.55	B			1.62	B

Copyright © 2018 University of Florida, All Rights Reserved.

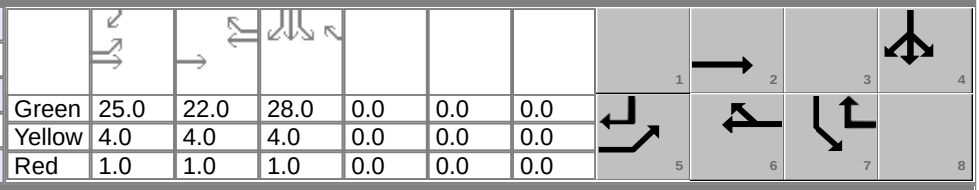
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	06.Cedar Point Drive (C…	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	344	212			233	688				212	0	101

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4		
Green	25.0	22.0	28.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	30.0	57.0		27.0				33.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.0		5.0				4.7
Queue Clearance Time (g_s), s	14.8	6.1		24.0				13.4
Green Extension Time (g_e), s	0.9	5.9		0.0				1.3
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.07	0.29		1.00				0.02

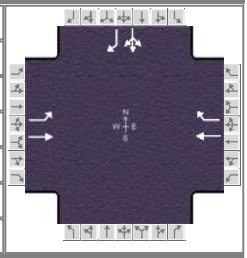
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	284	175			226	666					266	75
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1725	1811			1826	1547					1760	1434
Queue Service Time (g_s), s	12.8	4.1			9.6	22.0					11.4	2.0
Cycle Queue Clearance Time (g_c), s	12.8	4.1			9.6	22.0					11.4	2.0
Green Ratio (*g/C*)	0.28	0.58			0.24	0.56					0.31	0.59
Capacity (*c*), veh/h	479	1046			446	860					548	845
Volume-to-Capacity Ratio (*X*)	0.592	0.167			0.506	0.775					0.485	0.088
Back of Queue (*Q*), ft/ln (95 th percentile)	237.4	70.2			188.2	391.8					211.3	28.9
Back of Queue (*Q*), veh/ln (95 th percentile)	9.1	2.7			7.2	15.1					8.5	1.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.79	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	28.1	8.9			29.3	15.6					26.8	8.0
Incremental Delay (d_2), s/veh	2.1	0.2			0.9	3.9					0.8	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	30.2	9.0			30.2	19.5					27.6	8.1
Level of Service (LOS)	C	A			C	B					C	A
Approach Delay, s/veh / LOS	22.1	C		22.2	C		0.0			23.3	C	
Intersection Delay, s/veh / LOS	22.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.36	A	1.93	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.48	A	2.14	B			1.05	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	06.Cedar Point Drive (C…	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	389			448	379				590	0	148

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.0	25.0	40.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	15.0	45.0		30.0				45.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.2		5.2				4.7
Queue Clearance Time (g_s), s	9.4	20.6		23.5				33.3
Green Extension Time (g_e), s	0.0	3.0		1.1				2.4
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	1.00		1.00				0.69

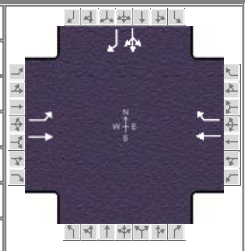
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	150	507			465	393					678	124
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870			1870	1585					1771	1585
Queue Service Time (g_s), s	7.4	18.6			21.5	8.2					31.3	3.4
Cycle Queue Clearance Time (g_c), s	7.4	18.6			21.5	8.2					31.3	3.4
Green Ratio (*g/C*)	0.11	0.44			0.28	0.72					0.44	0.56
Capacity (*c*), veh/h	198	831			520	1145					787	881
Volume-to-Capacity Ratio (*X*)	0.758	0.610			0.895	0.343					0.862	0.141
Back of Queue (*Q*), ft/ln (95 th percentile)	181.7	316.9			434.6	94.3					524.4	50.1
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	12.5			17.1	3.7					20.6	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	38.8	19.1			31.2	4.6					23.6	9.6
Incremental Delay (d_2), s/veh	15.4	1.9			17.0	0.2					9.8	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	54.2	20.9			48.3	4.8					33.4	9.7
Level of Service (LOS)	D	C			D	A					C	A
Approach Delay, s/veh / LOS	28.5	C		28.4	C		0.0			29.7	C	
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.39	A	1.92	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.39	A	1.97	B			1.81	B

Copyright © 2018 University of Florida, All Rights Reserved.

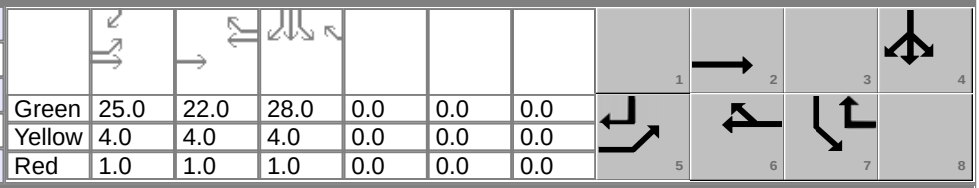
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	06.Cedar Point Drive (C…	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	378	233			256	755				233	0	110

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.0	22.0	28.0	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	30.0	57.0		27.0				33.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.0		5.0				4.7
Queue Clearance Time (g_s), s	16.2	6.5		24.0				14.7
Green Extension Time (g_e), s	0.9	6.5		0.0				1.4
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.15	0.37		1.00				0.03

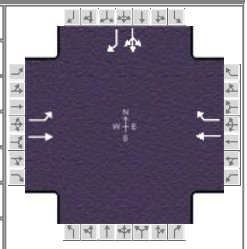
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	310	191			248	732					292	81
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1725	1811			1826	1547					1760	1434
Queue Service Time (g_s), s	14.2	4.5			10.7	22.0					12.7	2.2
Cycle Queue Clearance Time (g_c), s	14.2	4.5			10.7	22.0					12.7	2.2
Green Ratio (*g/C*)	0.28	0.58			0.24	0.56					0.31	0.59
Capacity (*c*), veh/h	479	1046			446	860					548	845
Volume-to-Capacity Ratio (*X*)	0.646	0.182			0.556	0.851					0.532	0.096
Back of Queue (*Q*), ft/ln (95 th percentile)	261.2	77.3			204.1	464.9					232.3	31.5
Back of Queue (*Q*), veh/ln (95 th percentile)	10.0	3.0			7.8	17.9					9.3	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.87	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	28.6	9.0			29.7	16.9					27.3	8.1
Incremental Delay (d_2), s/veh	3.1	0.2			1.4	6.7					1.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	31.7	9.1			31.1	23.6					28.4	8.1
Level of Service (LOS)	C	A			C	C					C	A
Approach Delay, s/veh / LOS	23.1	C		25.5	C		0.0			24.0	C	
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.36	A	1.93	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.58	B	2.30	B			1.10	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	06.Cedar Point Drive (C…	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	427			480	407				638	0	162

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	10.0	24.5	40.5	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		7.3				11.0
Phase Duration, s	15.0	44.5		29.5				45.5
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.2		5.2				4.7
Queue Clearance Time (g_s), s	10.0	23.1		25.8				37.3
Green Extension Time (g_e), s	0.0	1.1		0.0				1.5
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	1.00		1.00				1.00

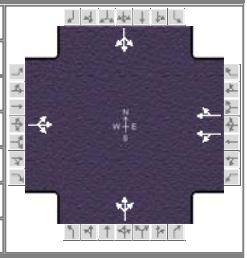
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h	162	550			498	422					734	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870			1870	1585					1770	1585
Queue Service Time (g_s), s	8.0	21.1			23.8	9.1					35.3	3.7
Cycle Queue Clearance Time (g_c), s	8.0	21.1			23.8	9.1					35.3	3.7
Green Ratio (*g/C*)	0.11	0.44			0.27	0.72					0.45	0.56
Capacity (*c*), veh/h	198	821			509	1145					797	889
Volume-to-Capacity Ratio (*X*)	0.821	0.670			0.978	0.369					0.921	0.152
Back of Queue (*Q*), ft/ln (95 th percentile)	206.3	355.3			530.1	104					613.9	54.3
Back of Queue (*Q*), veh/ln (95 th percentile)	8.1	14.0			20.9	4.1					24.2	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.69	0.00			0.00	0.00					0.00	0.00
Uniform Delay (d_1), s/veh	39.1	20.1			32.5	4.7					24.4	9.5
Incremental Delay (d_2), s/veh	22.7	2.7			32.5	0.2					16.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0					0.0	0.0
Control Delay (*d*), s/veh	61.8	22.8			65.0	5.0					40.4	9.6
Level of Service (LOS)	E	C			E	A					D	A
Approach Delay, s/veh / LOS	31.7	C		37.4	D		0.0			35.6	D	
Intersection Delay, s/veh / LOS	35.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.39	A	1.92	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.48	A	2.08	B			1.92	B

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	07.Harbour Parkway	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	18	340	1	1	727	5	2	1	1	13	1	37

Signal Information			
Cycle, s	27.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.0	2.2	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		20.0		20.0		7.2		7.2
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.9		3.9
Queue Clearance Time (g_s), s		5.3		5.9		2.1		3.0
Green Extension Time (g_e), s		7.0		7.0		0.1		0.1
Phase Call Probability		1.00		1.00		0.36		0.36
Max Out Probability		0.03		0.03		0.00		0.00

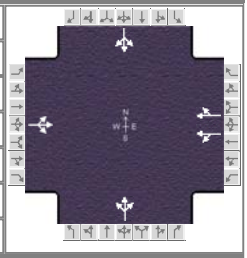
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		393		436		396		4			55	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1769		1796		1630		1550			1509	
Queue Service Time (g_s), s		0.0		0.0		3.9		0.0			0.9	
Cycle Queue Clearance Time (g_c), s		3.3		3.9		3.9		0.1			1.0	
Green Ratio (*g/C*)		0.55		0.55		0.55		0.08			0.08	
Capacity (*c*), veh/h		1115		1124		900		323			287	
Volume-to-Capacity Ratio (*X*)		0.352		0.388		0.440		0.013			0.193	
Back of Queue (*Q*), ft/ln (95 th percentile)		9.1		10.1		10.1		0.9			12.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.4		0.4		0.4		0.0			0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		3.5		3.6		3.6		11.5			11.9	
Incremental Delay (d_2), s/veh		0.2		0.2		0.3		0.0			0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		3.7		3.8		3.9		11.5			12.2	
Level of Service (LOS)		A		A		A		B			B	
Approach Delay, s/veh / LOS	3.7	A		3.9	A		11.5	B		12.2	B	
Intersection Delay, s/veh / LOS	4.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.61	B	1.61	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.13	A	1.14	A	0.49	A	0.58	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	07.Harbour Parkway	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	798	1	2	517	14	1	1	1	22	1	19

Signal Information			
Cycle, s	37.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	24.8	2.4	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		29.8		29.8		7.4		7.4
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.8		3.8
Queue Clearance Time (g_s), s		14.8		4.5		2.1		3.1
Green Extension Time (g_e), s		10.0		11.3		0.1		0.1
Phase Call Probability		1.00		1.00		0.40		0.40
Max Out Probability		0.25		0.13		0.00		0.00

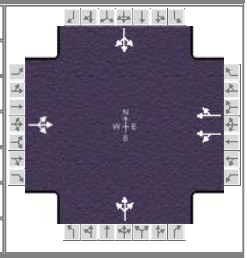
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		949		314		283		3			46	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1841		1867		1685		1640			1498	
Queue Service Time (g_s), s		0.0		0.0		2.5		0.0			1.1	
Cycle Queue Clearance Time (g_c), s		12.8		2.5		2.5		0.1			1.1	
Green Ratio (*g/C*)		0.67		0.67		0.67		0.06			0.06	
Capacity (*c*), veh/h		1328		1343		1125		234			244	
Volume-to-Capacity Ratio (*X*)		0.715		0.233		0.252		0.014			0.187	
Back of Queue (*Q*), ft/ln (95 th percentile)		39.6		7.1		6.8		1.1			15.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.6		0.3		0.3		0.0			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		4.2		2.5		2.5		16.3			16.8	
Incremental Delay (d_2), s/veh		0.6		0.1		0.1		0.0			0.3	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		4.8		2.6		2.6		16.4			17.1	
Level of Service (LOS)		A		A		A		B			B	
Approach Delay, s/veh / LOS	4.8	A		2.6	A		16.4	B		17.1	B	
Intersection Delay, s/veh / LOS	4.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.60	B	1.60	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.97	B	0.97	A	0.49	A	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

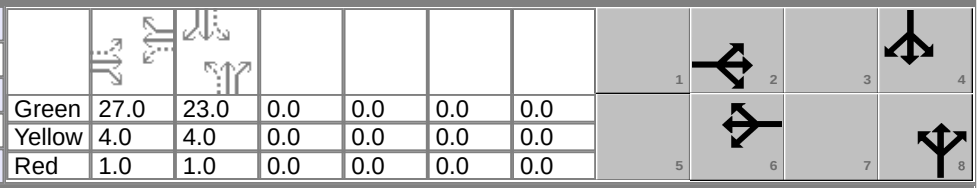
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	07.Harbour Parkway	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	19	349	2	2	746	6	4	2	2	14	2	38

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	27.0	23.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		32.0		32.0		28.0		28.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.9		3.9
Queue Clearance Time (g_s), s		11.4		13.0		2.2		3.4
Green Extension Time (g_e), s		5.7		5.4		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.30		0.35		0.00		0.00

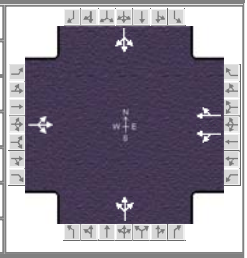
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		405		448		407		9			59	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1755		1795		1630		1543			1535	
Queue Service Time (g_s), s		0.0		0.0		11.0		0.0			0.0	
Cycle Queue Clearance Time (g_c), s		9.4		11.0		11.0		0.2			1.4	
Green Ratio (*g/C*)		0.45		0.45		0.45		0.38			0.38	
Capacity (*c*), veh/h		853		868		733		681			664	
Volume-to-Capacity Ratio (*X*)		0.475		0.517		0.555		0.013			0.088	
Back of Queue (*Q*), ft/ln (95 th percentile)		152.8		155.6		145.6		3.1			22	
Back of Queue (*Q*), veh/ln (95 th percentile)		5.9		6.2		5.8		0.1			0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		11.7		12.1		12.1		11.5			11.8	
Incremental Delay (d_2), s/veh		0.5		0.4		0.7		0.0			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		12.1		12.5		12.8		11.5			11.9	
Level of Service (LOS)		B		B		B		B			B	
Approach Delay, s/veh / LOS	12.1	B		12.6	B		11.5	B		11.9	B	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.15	A	1.16	A	0.50	A	0.58	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	07.Harbour Parkway	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26	818	2	4	746	21	2	2	2	27	2	20

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	39.0	11.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		44.0		44.0		16.0		16.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.8		3.8
Queue Clearance Time (g_s), s		37.9		8.7		2.2		3.5
Green Extension Time (g_e), s		1.0		16.4		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		0.44		0.00		0.01

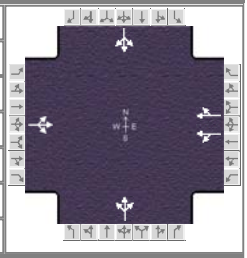
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		1148		453		409		7			53	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1817		1861		1685		1647			1530	
Queue Service Time (g_s), s		16.8		0.0		6.7		0.0			0.0	
Cycle Queue Clearance Time (g_c), s		35.9		6.7		6.7		0.2			1.5	
Green Ratio (*g/C*)		0.65		0.65		0.65		0.18			0.18	
Capacity (*c*), veh/h		1243		1271		1095		382			374	
Volume-to-Capacity Ratio (*X*)		0.924		0.356		0.374		0.017			0.143	
Back of Queue (*Q*), ft/ln (95 th percentile)		382.2		75.4		68.6		3.3			28.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		15.0		3.0		2.7		0.1			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		9.7		4.8		4.9		20.1			20.6	
Incremental Delay (d_2), s/veh		7.9		0.2		0.2		0.0			0.1	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		17.6		5.0		5.0		20.1			20.8	
Level of Service (LOS)		B		A		A		C			C	
Approach Delay, s/veh / LOS	17.6	B		5.0	A		20.1	C		20.8	C	
Intersection Delay, s/veh / LOS	12.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.62	B	1.62	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	2.00	B	1.18	A	0.50	A	0.58	A

Copyright © 2018 University of Florida, All Rights Reserved.

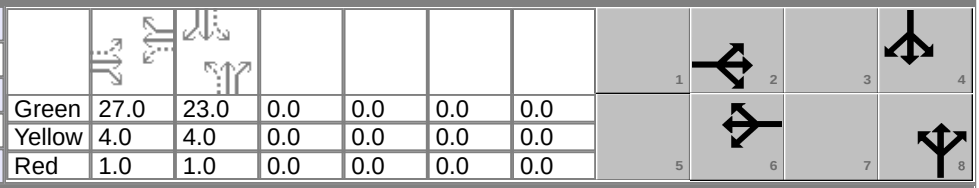
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	07.Harbour Parkway	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	383	2	2	818	6	4	2	2	16	2	42

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	27.0	23.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		32.0		32.0		28.0		28.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.9		3.9
Queue Clearance Time (g_s), s		12.6		14.5		2.2		3.6
Green Extension Time (g_e), s		6.1		5.7		0.2		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.40		0.48		0.00		0.00

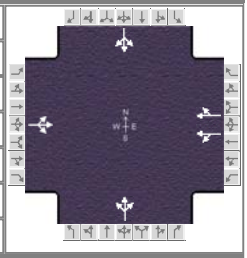
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		444		492		447		9			65	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1748		1795		1630		1540			1533	
Queue Service Time (g_s), s		0.0		0.0		12.5		0.0			0.0	
Cycle Queue Clearance Time (g_c), s		10.6		12.5		12.5		0.2			1.6	
Green Ratio (*g/C*)		0.45		0.45		0.45		0.38			0.38	
Capacity (*c*), veh/h		850		868		734		680			664	
Volume-to-Capacity Ratio (*X*)		0.523		0.567		0.609		0.013			0.098	
Back of Queue (*Q*), ft/ln (95 th percentile)		173.4		171.4		160.8		3.1			24.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		6.7		6.9		6.4		0.1			0.9	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		12.0		12.5		12.5		11.5			11.9	
Incremental Delay (d_2), s/veh		0.6		0.6		1.0		0.0			0.0	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		12.6		13.1		13.5		11.5			11.9	
Level of Service (LOS)		B		B		B		B			B	
Approach Delay, s/veh / LOS	12.6	B		13.3	B		11.5	B		11.9	B	
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.21	A	1.23	A	0.50	A	0.60	A

Copyright © 2018 University of Florida, All Rights Reserved.

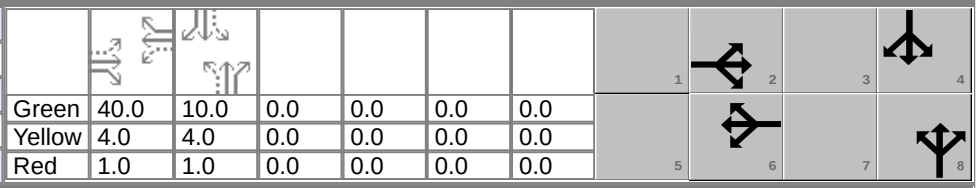
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	07.Harbour Parkway	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	898	2	4	798	22	2	2	2	29	2	22

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.0	10.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		45.0		45.0		15.0		15.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.6		4.6		3.8		3.8
Queue Clearance Time (g_s), s		42.0		9.0		2.2		3.7
Green Extension Time (g_e), s		0.0		19.0		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		0.54		0.01		0.05

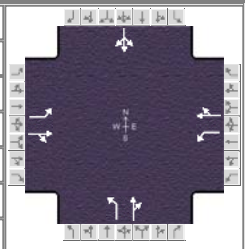
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		1244		484		438		7			58	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1809		1861		1685		1650			1534	
Queue Service Time (g_s), s		21.2		0.0		7.0		0.0			0.1	
Cycle Queue Clearance Time (g_c), s		40.0		7.0		7.0		0.2			1.7	
Green Ratio (*g/C*)		0.67		0.67		0.67		0.17			0.17	
Capacity (*c*), veh/h		1268		1301		1123		355			348	
Volume-to-Capacity Ratio (*X*)		0.981		0.372		0.390		0.018			0.165	
Back of Queue (*Q*), ft/ln (95 th percentile)		470.1		73.9		67.3		3.4			31.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		18.5		3.0		2.7		0.1			1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh		10.3		4.5		4.5		20.9			21.5	
Incremental Delay (d_2), s/veh		14.2		0.1		0.2		0.0			0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0		0.0		0.0			0.0	
Control Delay (*d*), s/veh		24.5		4.6		4.7		20.9			21.7	
Level of Service (LOS)		C		A		A		C			C	
Approach Delay, s/veh / LOS	24.5	C		4.7	A		20.9	C		21.7	C	
Intersection Delay, s/veh / LOS	16.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.62	B	1.62	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	2.15	B	1.23	A	0.50	A	0.58	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	08.Remington Avenue	File Name	2018 EX AM_ERI-6_Sycamore Line to Remington…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	253	101	40	620	8	122	26	47	13	47	24

Signal Information			
Cycle, s	49.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	30.0	9.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		35.0		35.0		14.6		14.6
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.1		3.1		3.9		3.9
Queue Clearance Time (g_s), s		14.2		13.8		8.9		4.2
Green Extension Time (g_e), s		2.3		2.3		0.8		0.8
Phase Call Probability		1.00		1.00		0.98		0.98
Max Out Probability		0.02		0.02		0.00		0.00

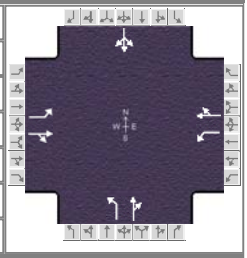
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	9	379		43	683		133	79			91	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	740	1737		980	1822		1312	1663			1703	
Queue Service Time (g_s), s	0.4	5.5		1.2	11.8		4.7	2.0			0.0	
Cycle Queue Clearance Time (g_c), s	12.2	5.5		6.7	11.8		6.9	2.0			2.2	
Green Ratio (*g/C*)	0.60	0.60		0.60	0.60		0.19	0.19			0.19	
Capacity (*c*), veh/h	416	1048		628	1100		343	325			416	
Volume-to-Capacity Ratio (*X*)	0.021	0.361		0.069	0.621		0.386	0.244			0.219	
Back of Queue (*Q*), ft/ln (95 th percentile)	2.8	66		10	159.3		63.8	33.6			38.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	2.5		0.4	6.1		2.5	1.3			1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.03	0.00		0.14	0.00		0.36	0.00			0.00	
Uniform Delay (d_1), s/veh	10.1	5.0		6.7	6.2		19.9	16.9			17.0	
Incremental Delay (d_2), s/veh	0.1	0.9		0.2	2.6		0.5	0.3			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	10.2	5.9		6.9	8.9		20.5	17.2			17.2	
Level of Service (LOS)	B	A		A	A		C	B			B	
Approach Delay, s/veh / LOS	6.0	A		8.8	A		19.2	B		17.2	B	
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.85	B	1.63	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.14	A	1.69	B	0.84	A	0.64	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	08.Remington Avenue	File Name	2018 EX PM_ERI-6_Sycamore Line to Remingto…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	576	173	56	354	14	162	45	122	10	33	33

Signal Information			
Cycle, s	51.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	30.0	11.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						
								5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		35.0		35.0		16.7		16.7
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.9		3.9
Queue Clearance Time (g_s), s		24.8		29.8		10.4		4.0
Green Extension Time (g_e), s		2.1		0.1		1.2		1.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.68		1.00		0.01		0.00

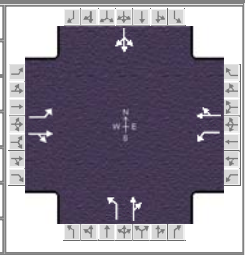
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	25	920		61	400		176	182			83	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	985	1796		608	1858		1329	1653			1677	
Queue Service Time (g_s), s	0.7	22.8		5.0	6.0		6.4	4.9			0.0	
Cycle Queue Clearance Time (g_c), s	6.7	22.8		27.8	6.0		8.4	4.9			2.0	
Green Ratio (*g/C*)	0.58	0.58		0.58	0.58		0.23	0.23			0.23	
Capacity (*c*), veh/h	597	1042		223	1078		389	375			459	
Volume-to-Capacity Ratio (*X*)	0.041	0.883		0.272	0.371		0.453	0.485			0.180	
Back of Queue (*Q*), ft/ln (95 th percentile)	5.9	278.8		37.2	82		86.4	82			34.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	11.0		1.5	3.2		3.4	3.2			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00		0.53	0.00		0.49	0.00			0.00	
Uniform Delay (d_1), s/veh	7.6	9.3		21.3	5.8		19.7	17.4			16.2	
Incremental Delay (d_2), s/veh	0.1	6.8		3.0	1.0		0.6	0.7			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	7.7	16.2		24.3	6.8		20.3	18.1			16.4	
Level of Service (LOS)	A	B		C	A		C	B			B	
Approach Delay, s/veh / LOS	15.9	B		9.1	A		19.2	B		16.4	B	
Intersection Delay, s/veh / LOS	14.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.63	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.87	B	1.25	A	1.08	A	0.62	A

Copyright © 2018 University of Florida, All Rights Reserved.

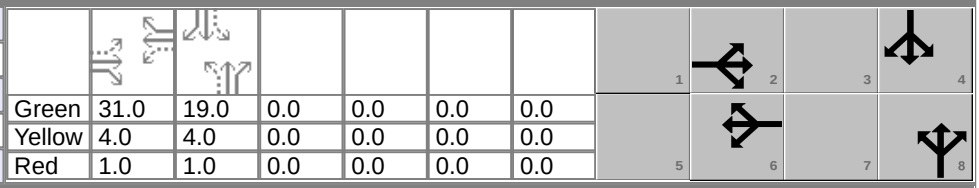
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	08.Remington Avenue	File Name	2023 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	260	104	41	636	10	126	28	48	14	48	25

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	31.0	19.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		36.0		36.0		24.0		24.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.1		3.1		3.9		3.9
Queue Clearance Time (g_s), s		20.9		20.2		9.4		4.3
Green Extension Time (g_e), s		2.1		2.2		0.7		0.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.14		0.12		0.03		0.00

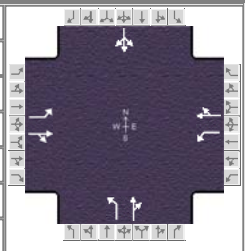
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	11	389		45	702		137	83			95	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	727	1737		971	1821		1309	1666			1691	
Queue Service Time (g_s), s	0.7	8.4		1.8	18.2		5.1	2.1			0.0	
Cycle Queue Clearance Time (g_c), s	18.9	8.4		10.2	18.2		7.4	2.1			2.3	
Green Ratio (*g/C*)	0.52	0.52		0.52	0.52		0.32	0.32			0.32	
Capacity (*c*), veh/h	275	897		486	941		483	528			605	
Volume-to-Capacity Ratio (*X*)	0.039	0.434		0.092	0.746		0.283	0.157			0.156	
Back of Queue (*Q*), ft/ln (95 th percentile)	5.9	131.4		18.2	296.2		67.5	35.6			41.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.1		0.7	11.4		2.6	1.4			1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00		0.26	0.00		0.39	0.00			0.00	
Uniform Delay (d_1), s/veh	18.8	9.0		12.2	11.4		17.5	14.7			14.8	
Incremental Delay (d_2), s/veh	0.2	1.3		0.4	5.4		0.2	0.1			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	19.1	10.4		12.6	16.8		17.7	14.8			14.9	
Level of Service (LOS)	B	B		B	B		B	B			B	
Approach Delay, s/veh / LOS	10.6	B		16.5	B		16.6	B		14.9	B	
Intersection Delay, s/veh / LOS	14.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.88	B	1.65	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.16	A	1.72	B	0.85	A	0.64	A

Copyright © 2018 University of Florida, All Rights Reserved.

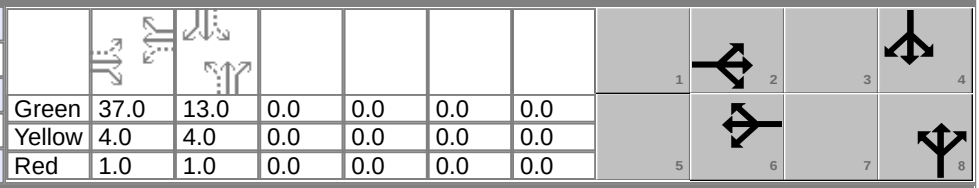
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	08.Remington Avenue	File Name	2023 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	591	178	95	592	24	167	47	148	13	34	34

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	37.0	13.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		42.0		42.0		18.0		18.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.9		3.9
Queue Clearance Time (g_s), s		39.0		39.0		12.4		4.5
Green Extension Time (g_e), s		0.0		0.0		0.1		1.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		1.00		1.00		0.13

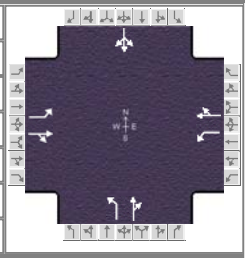
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	30	1112		103	670		182	212			88	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	768	1796		507	1857		1326	1646			1661	
Queue Service Time (g_s), s	1.5	37.0		0.0	13.0		7.9	6.9			0.0	
Cycle Queue Clearance Time (g_c), s	14.4	37.0		37.0	13.0		10.4	6.9			2.5	
Green Ratio (*g/C*)	0.62	0.62		0.62	0.62		0.22	0.22			0.22	
Capacity (*c*), veh/h	427	1107		120	1145		351	357			430	
Volume-to-Capacity Ratio (*X*)	0.071	1.004		0.860	0.585		0.517	0.594			0.205	
Back of Queue (*Q*), ft/ln (95 th percentile)	10.4	428.9		141.6	188.3		111.3	126			45.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	16.9		5.6	7.4		4.4	5.0			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00		2.02	0.00		0.64	0.00			0.00	
Uniform Delay (d_1), s/veh	11.2	11.5		30.0	6.9		23.7	21.1			19.4	
Incremental Delay (d_2), s/veh	0.1	14.2		51.0	2.2		1.0	2.3			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	11.3	25.7		81.0	9.1		24.7	23.5			19.6	
Level of Service (LOS)	B	F		F	A		C	C			B	
Approach Delay, s/veh / LOS	25.4	C		18.7	B		24.0	C		19.6	B	
Intersection Delay, s/veh / LOS	22.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.63	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.90	B	1.76	B	1.14	A	0.63	A

Copyright © 2018 University of Florida, All Rights Reserved.

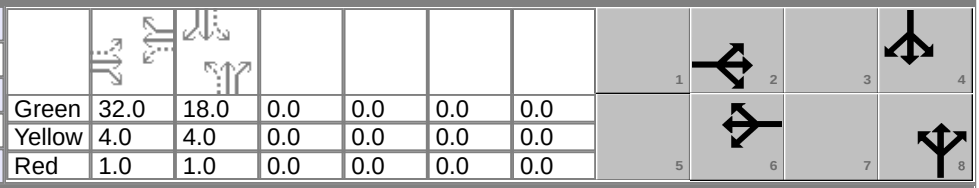
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	08.Remington Avenue	File Name	2043 No Build AM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	286	114	46	698	10	138	30	53	16	53	28

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	32.0	18.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		37.0		37.0		23.0		23.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.1		3.1		3.9		3.9
Queue Clearance Time (g_s), s		23.3		22.5		10.5		4.7
Green Extension Time (g_e), s		2.3		2.3		0.6		0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.25		0.21		0.13		0.00

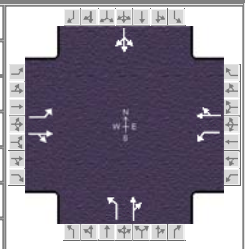
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	11	429		50	770		150	90			105	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	683	1737		936	1821		1299	1664			1689	
Queue Service Time (g_s), s	0.8	9.2		2.1	20.5		5.8	2.4			0.0	
Cycle Queue Clearance Time (g_c), s	21.3	9.2		11.3	20.5		8.5	2.4			2.7	
Green Ratio (*g/C*)	0.53	0.53		0.53	0.53		0.30	0.30			0.30	
Capacity (*c*), veh/h	251	926		476	971		451	499			577	
Volume-to-Capacity Ratio (*X*)	0.043	0.463		0.105	0.792		0.332	0.181			0.183	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.1	141.1		20.6	327.9		77.9	40.3			47.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	5.4		0.8	12.6		3.0	1.6			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00		0.29	0.00		0.44	0.00			0.00	
Uniform Delay (d_1), s/veh	19.9	8.7		12.2	11.3		18.8	15.5			15.6	
Incremental Delay (d_2), s/veh	0.3	1.4		0.4	6.6		0.3	0.1			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	20.2	10.1		12.6	17.9		19.1	15.7			15.8	
Level of Service (LOS)	C	B		B	B		B	B			B	
Approach Delay, s/veh / LOS	10.3	B		17.6	B		17.8	B		15.8	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.87	B	1.65	B	1.91	B	1.91	B
Bicycle LOS Score / LOS	1.22	A	1.84	B	0.88	A	0.66	A

Copyright © 2018 University of Florida, All Rights Reserved.

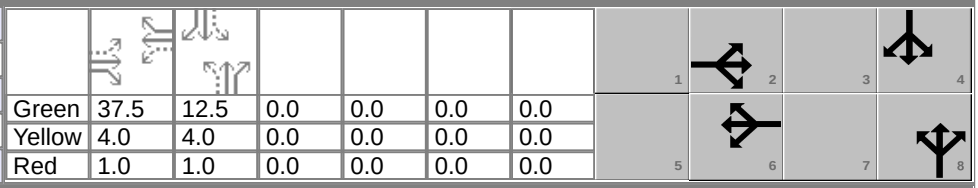
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	08.Remington Avenue	File Name	2043 No Build PM_ERI-6_Sycamore Line to Remi…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	648	195	100	628	25	183	51	160	14	38	38

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	37.5	12.5	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		6.0		8.0
Phase Duration, s		42.5		42.5		17.5		17.5
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.9		3.9
Queue Clearance Time (g_s), s		39.5		39.5		14.5		9.8
Green Extension Time (g_e), s		0.0		0.0		0.0		0.5
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		1.00		1.00		1.00

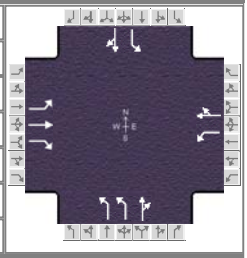
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	32	1186		109	710		199	229			98	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	739	1796		473	1858		1315	1646			1532	
Queue Service Time (g_s), s	1.7	37.5		0.0	13.9		4.7	7.7			0.1	
Cycle Queue Clearance Time (g_c), s	15.6	37.5		37.5	13.9		12.5	7.7			7.8	
Green Ratio (*g/C*)	0.62	0.62		0.62	0.62		0.21	0.21			0.21	
Capacity (*c*), veh/h	411	1122		120	1161		224	343			389	
Volume-to-Capacity Ratio (*X*)	0.079	1.056		0.906	0.611		0.888	0.669			0.252	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.1	552.7		158.4	197.9		211.6	148.1			51.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	21.8		6.2	7.8		8.3	5.8			2.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00		2.26	0.00		1.21	0.00			0.00	
Uniform Delay (d_1), s/veh	11.6	11.3		30.0	6.8		28.8	21.8			19.9	
Incremental Delay (d_2), s/veh	0.0	28.5		59.8	2.4		31.7	4.6			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	11.6	39.7		89.8	9.2		60.5	26.4			20.2	
Level of Service (LOS)	B	F		F	A		E	C			C	
Approach Delay, s/veh / LOS	39.0	D		19.9	B		42.2	D		20.2	C	
Intersection Delay, s/veh / LOS	32.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.86	B	1.63	B	1.92	B	1.92	B
Bicycle LOS Score / LOS	2.04	B	1.84	B	1.19	A	0.65	A

Copyright © 2018 University of Florida, All Rights Reserved.

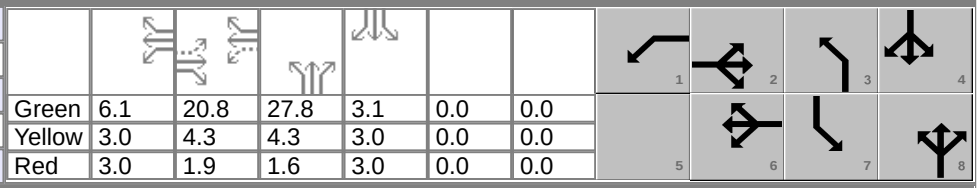
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	09.Rye Beach Rd	File Name	2018 EX AM_ERI-6_Rye Beach_E-W mainline Ph…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	140	318	121	199	2	935	14	64	7	13	19

Signal Information			
Cycle, s	81.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.1	20.8	27.8	3.1	0.0	0.0
Yellow	3.0	4.3	4.3	3.0	0.0	0.0
Red	3.0	1.9	1.6	3.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		27.0	12.1	39.1		33.7		9.1
Change Period, ($Y+R_c$), s		6.3	6.0	6.3		5.9		6.0
Max Allow Headway (*MAH*), s		4.1	4.1	4.1		3.0		4.3
Queue Clearance Time (g_s), s		19.4	6.2	8.5		25.1		3.7
Green Extension Time (g_e), s		1.3	0.2	2.7		2.6		0.1
Phase Call Probability		1.00	0.95	1.00		1.00		0.62
Max Out Probability		0.88	0.24	0.00		0.01		0.00

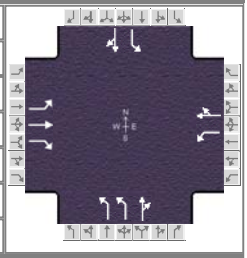
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	11	152	346	132	218		1016	85		8	35	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1144	1841	1560	1781	1867		1702	1604		1767	1676	
Queue Service Time (g_s), s	0.6	5.5	17.4	4.2	6.5		23.1	3.0		0.3	1.7	
Cycle Queue Clearance Time (g_c), s	0.6	5.5	17.4	4.2	6.5		23.1	3.0		0.3	1.7	
Green Ratio (*g/C*)	0.25	0.25	0.25	0.35	0.40		0.34	0.34		0.04	0.04	
Capacity (*c*), veh/h	378	467	395	451	749		1154	544		67	64	
Volume-to-Capacity Ratio (*X*)	0.029	0.326	0.874	0.292	0.292		0.880	0.156		0.114	0.547	
Back of Queue (*Q*), ft/ln (95 th percentile)	7	105.9	314.7	77.5	121.3		351.9	48.1		7.4	37.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	4.1	12.2	3.1	4.8		13.6	1.9		0.3	1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.04	0.00	0.00	0.62	0.00		0.00	0.00		0.09	0.00	
Uniform Delay (d_1), s/veh	23.1	24.9	29.4	19.0	16.7		25.5	18.9		38.1	38.8	
Incremental Delay (d_2), s/veh	0.0	0.4	15.4	0.4	0.2		2.8	0.0		0.7	7.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.1	25.3	44.8	19.3	16.9		28.4	19.0		38.9	45.9	
Level of Service (LOS)	C	C	D	B	B		C	B		D	D	
Approach Delay, s/veh / LOS	38.5	D		17.8	B		27.6	C		44.6	D	
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.11	B	1.91	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	1.33	A	1.07	A	2.30	B	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

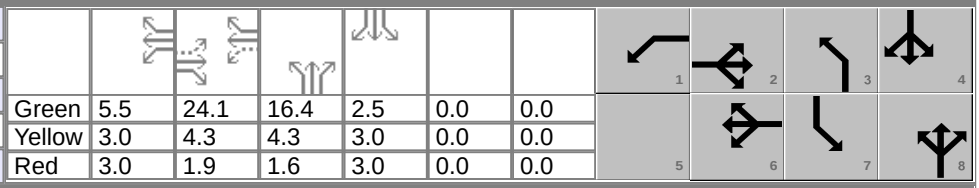
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	09.Rye Beach Rd	File Name	2018 EX PM_ERI-6_Rye Beach_E-W mainline P…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	276	648	131	172	5	576	28	181	1	17	14

Signal Information			
Cycle, s	72.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	24.1	16.4	2.5	0.0	0.0
Yellow	3.0	4.3	4.3	3.0	0.0	0.0
Red	3.0	1.9	1.6	3.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		30.3	11.5	41.8		22.3		8.5
Change Period, ($Y+R_c$), s		6.3	6.0	6.3		5.9		6.0
Max Allow Headway (*MAH*), s		4.2	4.1	4.2		3.1		4.3
Queue Clearance Time (g_s), s		26.0	5.6	6.3		14.4		3.4
Green Extension Time (g_e), s		0.0	0.2	5.6		2.0		0.1
Phase Call Probability		1.00	0.94	1.00		1.00		0.50
Max Out Probability		1.00	0.15	0.04		0.00		0.00

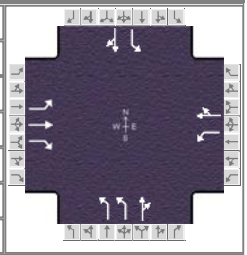
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	17	300	704	142	192		626	227		1	34	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1191	1870	1585	1781	1861		1730	1618		1781	1730	
Queue Service Time (g_s), s	0.7	9.3	24.0	3.6	4.3		12.4	9.2		0.0	1.4	
Cycle Queue Clearance Time (g_c), s	0.7	9.3	24.0	3.6	4.3		12.4	9.2		0.0	1.4	
Green Ratio (*g/C*)	0.33	0.33	0.33	0.43	0.49		0.23	0.23		0.03	0.03	
Capacity (*c*), veh/h	493	618	524	452	909		781	366		62	60	
Volume-to-Capacity Ratio (*X*)	0.035	0.485	1.344	0.315	0.212		0.801	0.622		0.018	0.560	
Back of Queue (*Q*), ft/ln (95 th percentile)	8.2	166.9	1241.8	60.9	71.9		208.9	148.4		0.9	32.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	6.6	48.9	2.4	2.8		8.2	5.8		0.0	1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.05	0.00	0.00	0.49	0.00		0.00	0.00		0.01	0.00	
Uniform Delay (d_1), s/veh	16.5	19.4	24.3	13.7	10.6		26.6	25.3		33.8	34.5	
Incremental Delay (d_2), s/veh	0.0	0.6	167.2	0.4	0.1		0.7	0.6		0.1	7.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	16.5	20.0	191.4	14.1	10.7		27.3	25.9		33.9	42.4	
Level of Service (LOS)	B	B	F	B	B		C	C		C	D	
Approach Delay, s/veh / LOS	138.1	F		12.1	B		26.9	C		42.1	D	
Intersection Delay, s/veh / LOS	75.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	1.89	B	1.95	B	2.30	B
Bicycle LOS Score / LOS	2.17	B	1.04	A	1.90	B	0.54	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	09.Rye Beach Rd	File Name	2023 No Build AM_ERI-6_Rye Beach_E-W mainli…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	144	326	125	205	4	959	16	66	8	14	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	34.0	41.0	18.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		39.0	12.0	51.0		46.0		23.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.1	4.1	4.1		3.0		4.3
Queue Clearance Time (g_s), s		27.3	8.4	12.3		36.9		4.3
Green Extension Time (g_e), s		1.7	0.0	2.8		1.4		0.1
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.50	1.00	0.01		0.69		0.00

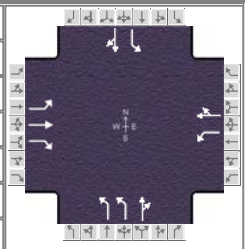
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	12	157	354	136	227		1042	89		9	37	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1135	1841	1560	1781	1864		1702	1608		1767	1678	
Queue Service Time (g_s), s	0.9	8.0	25.3	6.4	10.3		34.9	4.6		0.5	2.3	
Cycle Queue Clearance Time (g_c), s	0.9	8.0	25.3	6.4	10.3		34.9	4.6		0.5	2.3	
Green Ratio (*g/C*)	0.28	0.28	0.28	0.36	0.38		0.34	0.34		0.15	0.15	
Capacity (*c*), veh/h	382	522	442	430	715		1163	549		265	252	
Volume-to-Capacity Ratio (*X*)	0.031	0.300	0.802	0.316	0.318		0.896	0.162		0.033	0.147	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.6	163.7	410.3	125	205.1		559	80.8		10.5	45.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	6.3	15.9	4.9	8.1		21.7	3.1		0.4	1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	1.00	0.00		0.00	0.00		0.13	0.00	
Uniform Delay (d_1), s/veh	31.1	33.7	39.9	27.2	26.0		37.5	27.5		43.6	44.3	
Incremental Delay (d_2), s/veh	0.0	0.3	10.2	0.4	0.3		9.0	0.1		0.0	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	31.2	34.0	50.1	27.6	26.2		46.5	27.6		43.6	44.6	
Level of Service (LOS)	C	C	D	C	C		D	C		D	D	
Approach Delay, s/veh / LOS	44.8	D		26.8	C		45.0	D		44.4	D	
Intersection Delay, s/veh / LOS	41.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	1.92	B	1.97	B	2.31	B
Bicycle LOS Score / LOS	1.35	A	1.09	A	2.35	B	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	09.Rye Beach Rd	File Name	2023 No Build PM_ERI-6_Rye Beach_E-W mainli…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	344	808	135	220	6	760	29	186	2	18	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	56.5	26.5	10.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		61.5	12.0	73.5		31.5		15.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.2	4.1	4.2		3.1		4.3
Queue Clearance Time (g_s), s		58.5	6.9	9.8		28.5		4.6
Green Extension Time (g_e), s		0.0	0.0	8.6		0.0		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		1.00	1.00	0.02		1.00		0.28

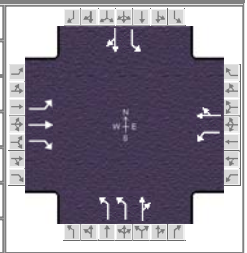
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	23	374	878	147	246		826	234		2	40	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1134	1870	1585	1781	1861		1730	1618		1781	1712	
Queue Service Time (g_s), s	1.3	15.9	56.5	4.9	7.8		26.5	15.8		0.1	2.6	
Cycle Queue Clearance Time (g_c), s	1.3	15.9	56.5	4.9	7.8		26.5	15.8		0.1	2.6	
Green Ratio (*g/C*)	0.47	0.47	0.47	0.55	0.57		0.22	0.22		0.08	0.08	
Capacity (*c*), veh/h	594	881	746	505	1063		764	357		148	143	
Volume-to-Capacity Ratio (*X*)	0.038	0.425	1.177	0.290	0.231		1.081	0.654		0.015	0.282	
Back of Queue (*Q*), ft/ln (95 th percentile)	15.2	276.5	1412.6	89.6	146.6		630.1	269.9		2.8	54.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	10.9	55.6	3.5	5.8		24.8	10.6		0.1	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.09	0.00	0.00	0.72	0.00		0.00	0.00		0.04	0.00	
Uniform Delay (d_1), s/veh	17.1	21.0	31.8	15.0	12.7		46.8	42.6		50.5	51.6	
Incremental Delay (d_2), s/veh	0.0	0.3	93.3	0.3	0.1		56.8	3.4		0.0	1.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	17.2	21.3	125.0	15.4	12.8		103.6	46.0		50.5	52.7	
Level of Service (LOS)	B	C	F	B	B		F	D		D	D	
Approach Delay, s/veh / LOS	92.7	F		13.8	B		90.9	F		52.6	D	
Intersection Delay, s/veh / LOS	80.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	1.89	B	1.97	B	2.31	B
Bicycle LOS Score / LOS	2.59	C	1.14	A	2.24	B	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	09.Rye Beach Rd	File Name	2043 No Build AM_ERI-6_Rye Beach_E-W mainli…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	158	359	137	224	4	1052	17	72	8	16	22

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	35.0	43.0	15.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		40.0	12.0	52.0		48.0		20.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.1	4.1	4.1		3.0		4.3
Queue Clearance Time (g_s), s		30.4	8.9	13.2		40.9		4.6
Green Extension Time (g_e), s		1.5	0.0	3.0		0.9		0.1
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.88	1.00	0.02		1.00		0.00

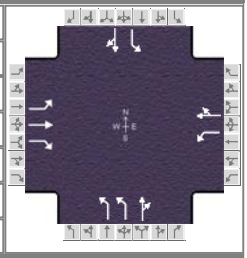
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	12	172	390	149	248		1143	97		9	41	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1114	1841	1560	1781	1864		1702	1607		1767	1680	
Queue Service Time (g_s), s	0.9	8.7	28.4	6.9	11.2		38.9	4.9		0.5	2.6	
Cycle Queue Clearance Time (g_c), s	0.9	8.7	28.4	6.9	11.2		38.9	4.9		0.5	2.6	
Green Ratio (*g/C*)	0.29	0.29	0.29	0.37	0.39		0.36	0.36		0.12	0.12	
Capacity (*c*), veh/h	385	537	455	429	730		1220	576		221	210	
Volume-to-Capacity Ratio (*X*)	0.031	0.320	0.858	0.347	0.339		0.937	0.168		0.039	0.197	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.4	178.7	466.5	136.1	218.9		631.3	85.6		10.9	52.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	6.9	18.1	5.4	8.6		24.5	3.3		0.4	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.07	0.00	0.00	1.09	0.00		0.00	0.00		0.14	0.00	
Uniform Delay (d_1), s/veh	30.4	33.2	40.1	26.8	25.6		37.2	26.3		46.2	47.1	
Incremental Delay (d_2), s/veh	0.0	0.3	15.0	0.5	0.3		13.3	0.1		0.1	0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	30.5	33.5	55.2	27.3	25.9		50.5	26.3		46.2	47.5	
Level of Service (LOS)	C	C	E	C	C		D	C		D	D	
Approach Delay, s/veh / LOS	48.2	D		26.4	C		48.6	D		47.3	D	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	1.92	B	1.97	B	2.31	B
Bicycle LOS Score / LOS	1.43	A	1.14	A	2.53	C	0.57	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

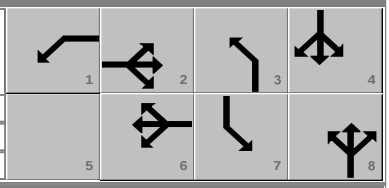
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	09.Rye Beach Rd	File Name	2043 No Build PM_ERI-6_Rye Beach_E-W mainli…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	372	872	148	237	6	817	32	204	2	20	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	56.5	26.5	10.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		61.5	12.0	73.5		31.5		15.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.2	4.1	4.2		3.1		4.3
Queue Clearance Time (g_s), s		58.5	7.4	10.5		28.5		4.9
Green Extension Time (g_e), s		0.0	0.0	9.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		1.00	1.00	0.04		1.00		0.38

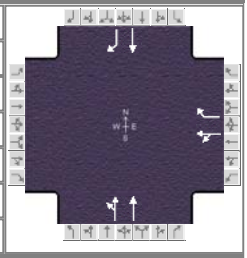
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	24	404	948	161	264		888	257		2	43	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1115	1870	1585	1781	1862		1730	1619		1781	1716	
Queue Service Time (g_s), s	1.4	17.5	56.5	5.4	8.5		26.5	17.6		0.1	2.9	
Cycle Queue Clearance Time (g_c), s	1.4	17.5	56.5	5.4	8.5		26.5	17.6		0.1	2.9	
Green Ratio (*g/C*)	0.47	0.47	0.47	0.55	0.57		0.22	0.22		0.08	0.08	
Capacity (*c*), veh/h	585	881	746	483	1063		764	357		148	143	
Volume-to-Capacity Ratio (*X*)	0.041	0.459	1.270	0.333	0.248		1.162	0.718		0.015	0.304	
Back of Queue (*Q*), ft/ln (95 th percentile)	16	299.2	1749.3	99.3	159.3		759.6	301.4		2.8	59	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	11.8	68.9	3.9	6.3		29.9	11.9		0.1	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.09	0.00	0.00	0.79	0.00		0.00	0.00		0.04	0.00	
Uniform Delay (d_1), s/veh	17.2	21.4	31.8	15.5	12.9		46.8	43.3		50.5	51.7	
Incremental Delay (d_2), s/veh	0.0	0.4	132.0	0.4	0.1		87.2	5.9		0.0	1.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	17.2	21.8	163.7	15.9	13.0		134.0	49.2		50.5	52.9	
Level of Service (LOS)	B	C	F	B	B		F	D		D	D	
Approach Delay, s/veh / LOS	119.5	F		14.1	B		115.0	F		52.8	D	
Intersection Delay, s/veh / LOS	101.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.10	B	1.89	B	1.97	B	2.31	B
Bicycle LOS Score / LOS	2.76	C	1.19	A	2.38	B	0.56	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	10.SR 2 WB Ramps	File Name	2018 EX AM_ERI-6_Rye Beach_N-S mainline Ph…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				60	1	886	54	161			358	95

Signal Information			
Cycle, s	103.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	31.0	60.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	2.0	2.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				66.0		37.0		37.0
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				6.5		5.2		5.2
Queue Clearance Time (g_s), s				62.0		27.5		21.3
Green Extension Time (g_e), s				0.0		3.5		4.1
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				1.00		0.27		0.09

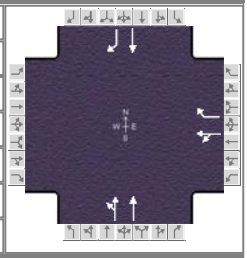
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					66	963	94	140			389	103
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1754	1560	496	1594			1841	1560
Queue Service Time (g_s), s					1.7	60.0	6.2	5.8			19.3	5.1
Cycle Queue Clearance Time (g_c), s					1.7	60.0	25.5	5.8			19.3	5.1
Green Ratio (*g/C*)					0.58	0.58	0.30	0.30			0.30	0.30
Capacity (*c*), veh/h					1021	908	206	480			555	470
Volume-to-Capacity Ratio (*X*)					0.065	1.060	0.456	0.291			0.701	0.220
Back of Queue (*Q*), ft/ln (95 th percentile)					30.5	1121.8	105.2	128.5			350.9	88.7
Back of Queue (*Q*), veh/ln (95 th percentile)					1.2	43.5	4.2	4.8			13.6	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	2.39	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					9.3	21.5	38.4	27.6			31.9	26.9
Incremental Delay (d_2), s/veh					0.1	47.2	2.1	0.5			2.8	0.3
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					9.4	68.7	40.6	28.0			34.7	27.3
Level of Service (LOS)					A	F	D	C			C	C
Approach Delay, s/veh / LOS	0.0			64.9		E	33.1		C	33.1		C
Intersection Delay, s/veh / LOS	51.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	2.15	B	1.70	B	1.41	A
Bicycle LOS Score / LOS			2.19	B	0.68	A	1.30	A

Copyright © 2018 University of Florida, All Rights Reserved.

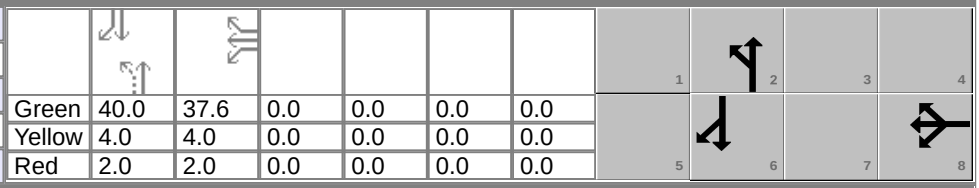
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	10.SR 2 WB Ramps	File Name	2018 EX PM_ERI-6_Rye Beach_N-S mainline Ph…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				64	1	517	82	326			692	106

Signal Information			
Cycle, s	89.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	40.0	37.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				43.6		46.0		46.0
Change Period, ($Y+R_c$), s				6.0		6.0		6.0
Max Allow Headway (*MAH*), s				6.5		5.2		5.2
Queue Clearance Time (g_s), s				30.6		42.0		35.4
Green Extension Time (g_e), s				7.1		0.0		3.1
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.06		1.00		1.00

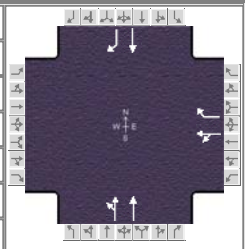
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					71	562	163	281			752	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1783	1585	238	1689			1870	1585
Queue Service Time (g_s), s					2.1	28.6	6.6	11.7			33.4	3.9
Cycle Queue Clearance Time (g_c), s					2.1	28.6	40.0	11.7			33.4	3.9
Green Ratio (*g/C*)					0.42	0.42	0.45	0.45			0.45	0.45
Capacity (*c*), veh/h					749	666	168	753			835	707
Volume-to-Capacity Ratio (*X*)					0.094	0.844	0.966	0.373			0.901	0.163
Back of Queue (*Q*), ft/ln (95 th percentile)					40.7	432.2	232.5	163			587.6	62.1
Back of Queue (*Q*), veh/ln (95 th percentile)					1.6	17.0	9.3	6.4			23.1	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.92	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					15.7	23.4	35.1	16.5			23.0	14.8
Incremental Delay (d_2), s/veh					0.1	6.6	50.1	0.3			13.1	0.2
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					15.8	30.0	85.2	16.8			36.1	15.0
Level of Service (LOS)					B	C	F	B			D	B
Approach Delay, s/veh / LOS	0.0			28.4		C	41.9		D	33.3		C
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	2.15	B	1.68	B	1.39	A
Bicycle LOS Score / LOS			1.53	B	0.85	A	1.92	B

Copyright © 2018 University of Florida, All Rights Reserved.

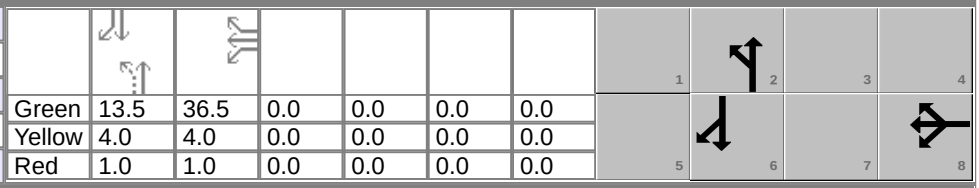
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	10.SR 2 WB Ramps	File Name	2023 No Build AM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				62	2	908	56	166			367	97

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	13.5	36.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				41.5		18.5		18.5
Change Period, (*Y+R c*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.5		5.2		5.2
Queue Clearance Time (*g s*), s				38.5		15.5		14.9
Green Extension Time (*g e*), s				0.0		0.0		0.0
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				1.00		1.00		1.00

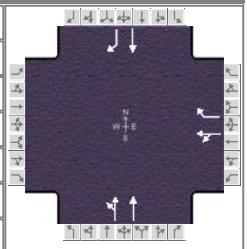
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					70	987	94	146			399	105
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1756	1560	194	1594			1841	1560
Queue Service Time (*g s*), s					1.0	36.5	0.6	3.9			12.9	3.4
Cycle Queue Clearance Time (*g c*), s					1.0	36.5	13.5	3.9			12.9	3.4
Green Ratio (*g/C*)					0.61	0.61	0.22	0.22			0.22	0.22
Capacity (*c*), veh/h					1068	949	142	359			414	351
Volume-to-Capacity Ratio (*X*)					0.065	1.040	0.658	0.408			0.963	0.300
Back of Queue (*Q*), ft/ln (95 th percentile)					13.7	725.2	77.9	81.8			358.8	54.5
Back of Queue (*Q*), veh/ln (95 th percentile)					0.5	28.1	3.1	3.0			13.9	2.1
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	1.54	0.00	0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh					4.8	11.8	25.6	19.8			23.0	19.3
Incremental Delay (*d 2*), s/veh					0.1	40.1	11.7	1.0			34.8	0.7
Initial Queue Delay (*d 3*), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					4.8	51.9	37.2	20.9			57.8	20.0
Level of Service (LOS)					A	F	D	C			E	C
Approach Delay, s/veh / LOS	0.0			48.8		D	27.3		C	49.9		D
Intersection Delay, s/veh / LOS	46.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.13	B	1.69	B	1.40	A
Bicycle LOS Score / LOS			2.23	B	0.69	A	1.32	A

Copyright © 2018 University of Florida, All Rights Reserved.

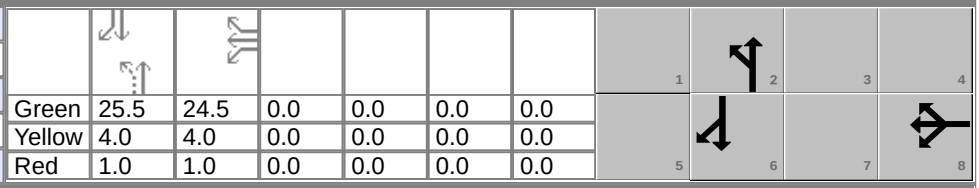
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	10.SR 2 WB Ramps	File Name	2023 No Build PM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				66	2	656	85	335			834	128

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.5	24.5	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				29.5		30.5		30.5
Change Period, (*Y+R c*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.5		5.2		5.2
Queue Clearance Time (*g s*), s				26.5		27.5		27.5
Green Extension Time (*g e*), s				0.0		0.0		0.0
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				1.00		1.00		1.00

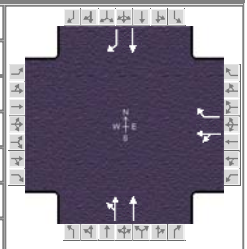
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					74	713	180	322			907	139
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1784	1585	113	1689			1870	1585
Queue Service Time (*g s*), s					1.5	24.5	0.0	6.0			25.5	3.3
Cycle Queue Clearance Time (*g c*), s					1.5	24.5	25.5	6.0			25.5	3.3
Green Ratio (*g/C*)					0.41	0.41	0.42	0.42			0.42	0.42
Capacity (*c*), veh/h					728	647	142	718			795	674
Volume-to-Capacity Ratio (*X*)					0.101	1.102	1.273	0.448			1.140	0.207
Back of Queue (*Q*), ft/ln (95 th percentile)					26.5	735.2	311	113.8			961.1	46.9
Back of Queue (*Q*), veh/ln (95 th percentile)					1.0	28.9	12.4	4.4			37.8	1.8
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	1.56	0.00	0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh					11.0	17.8	21.6	12.3			17.3	10.9
Incremental Delay (*d 2*), s/veh					0.1	66.5	146.2	0.3			78.1	0.2
Initial Queue Delay (*d 3*), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					11.1	84.2	167.9	12.5			95.3	11.1
Level of Service (LOS)					B	F	F	B			F	B
Approach Delay, s/veh / LOS	0.0			77.4		E	68.4		E	84.1		F
Intersection Delay, s/veh / LOS	78.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.13	B	1.66	B	1.37	A
Bicycle LOS Score / LOS			1.79	B	0.86	A	2.21	B

Copyright © 2018 University of Florida, All Rights Reserved.

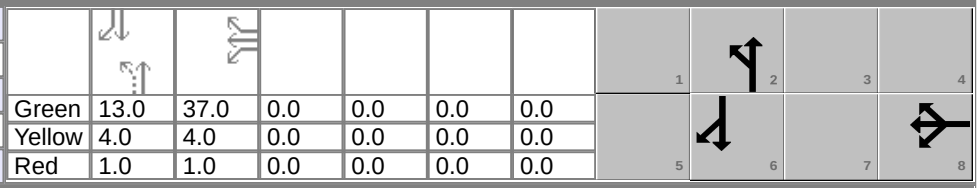
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	10.SR 2 WB Ramps	File Name	2043 No Build AM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				68	2	997	61	181			403	107

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.0	37.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				42.0		18.0		18.0
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.5		5.2		5.2
Queue Clearance Time (g_s), s				39.0		15.0		15.0
Green Extension Time (g_e), s				0.0		0.0		0.0
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				1.00		1.00		1.00

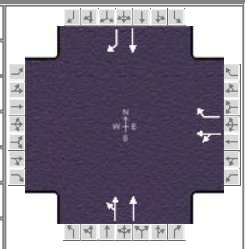
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					76	1084	103	160			438	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1755	1560	148	1594			1841	1560
Queue Service Time (g_s), s					1.0	37.0	0.0	4.3			13.0	3.8
Cycle Queue Clearance Time (g_c), s					1.0	37.0	13.0	4.3			13.0	3.8
Green Ratio (*g/C*)					0.62	0.62	0.22	0.22			0.22	0.22
Capacity (*c*), veh/h					1083	962	131	345			399	338
Volume-to-Capacity Ratio (*X*)					0.070	1.127	0.786	0.464			1.098	0.344
Back of Queue (*Q*), ft/ln (95 th percentile)					14.6	1044.1	106.8	92.4			522.2	61.7
Back of Queue (*Q*), veh/ln (95 th percentile)					0.6	40.5	4.3	3.4			20.2	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	2.22	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					4.6	11.5	26.1	20.5			23.5	19.9
Incremental Delay (d_2), s/veh					0.1	70.4	27.1	1.3			74.3	0.9
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					4.7	81.9	53.2	21.8			97.8	20.7
Level of Service (LOS)					A	F	D	C			F	C
Approach Delay, s/veh / LOS	0.0			76.9		E	34.1		C	81.6		F
Intersection Delay, s/veh / LOS	72.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.13	B	1.69	B	1.40	A
Bicycle LOS Score / LOS			2.40	B	0.70	A	1.40	A

Copyright © 2018 University of Florida, All Rights Reserved.

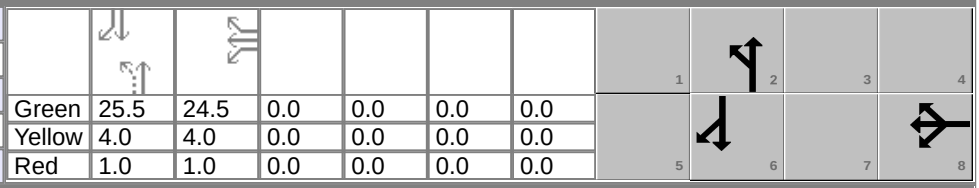
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	10.SR 2 WB Ramps	File Name	2043 No Build PM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				72	2	708	93	367			903	139

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	25.5	24.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		7.0
Phase Duration, s				29.5		30.5		30.5
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.5		5.3		5.3
Queue Clearance Time (g_s), s				26.5		27.5		27.5
Green Extension Time (g_e), s				0.0		0.0		0.0
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				1.00		1.00		1.00

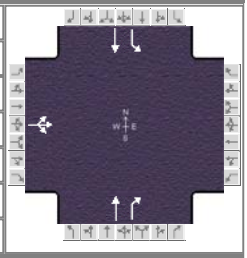
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					80	770	194	353			982	151
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1784	1585	110	1689			1870	1585
Queue Service Time (g_s), s					1.7	24.5	0.0	6.8			25.5	3.6
Cycle Queue Clearance Time (g_c), s					1.7	24.5	25.5	6.8			25.5	3.6
Green Ratio (*g/C*)					0.41	0.41	0.42	0.42			0.42	0.42
Capacity (*c*), veh/h					728	647	141	718			795	674
Volume-to-Capacity Ratio (*X*)					0.110	1.189	1.376	0.492			1.235	0.224
Back of Queue (*Q*), ft/ln (95 th percentile)					29	971.5	358.4	116.1			1293.5	51.3
Back of Queue (*Q*), veh/ln (95 th percentile)					1.1	38.2	14.3	4.5			50.9	2.0
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	2.07	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					11.0	17.8	21.8	12.5			17.3	11.0
Incremental Delay (d_2), s/veh					0.1	99.9	183.3	0.2			116.5	0.2
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					11.1	117.7	205.1	12.8			133.7	11.2
Level of Service (LOS)					B	F	F	B			F	B
Approach Delay, s/veh / LOS	0.0			107.6		F	80.9		F	117.4		F
Intersection Delay, s/veh / LOS	106.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	2.13	B	1.66	B	1.37	A
Bicycle LOS Score / LOS			1.89	B	0.90	A	2.36	B

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	11.SR 2 EB Ramps	File Name	2018 EX AM_ERI-6_Rye Beach_N-S mainline Ph…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1	40					138	62	275	143	

Signal Information					EB			WB			NB			SB		
Cycle, s	55.6	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	7.9	20.0	10.3	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	3.0	4.3	4.7	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.6	1.7	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		16.0				26.0	13.5	39.5
Change Period, ($Y+R_c$), s		5.7				6.0	5.6	6.0
Max Allow Headway (*MAH*), s		5.3				5.0	3.0	5.0
Queue Clearance Time (g_s), s		6.0				5.6	7.3	4.1
Green Extension Time (g_e), s		0.8				2.1	0.4	2.1
Phase Call Probability		0.86				1.00	0.99	1.00
Max Out Probability		0.00				0.00	0.00	0.00

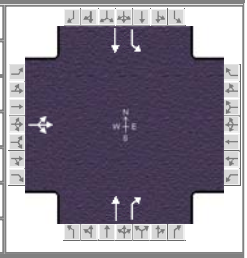
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		128						150	67	299	155	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1588						1633	1384	1739	1826	
Queue Service Time (g_s), s		4.0						3.6	1.8	5.3	2.1	
Cycle Queue Clearance Time (g_c), s		4.0						3.6	1.8	5.3	2.1	
Green Ratio (*g/C*)		0.19						0.36	0.36	0.54	0.60	
Capacity (*c*), veh/h		296						588	498	734	1101	
Volume-to-Capacity Ratio (*X*)		0.434						0.255	0.135	0.407	0.141	
Back of Queue (*Q*), ft/ln (95 th percentile)		73.4						60.2	25.9	60.8	21.3	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.7						2.1	0.9	2.3	0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	0.25	0.00	
Uniform Delay (d_1), s/veh		20.0						12.5	12.0	7.5	4.8	
Incremental Delay (d_2), s/veh		1.4						0.3	0.2	0.1	0.1	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		21.4						12.9	12.1	7.6	4.8	
Level of Service (LOS)		C						B	B	A	A	
Approach Delay, s/veh / LOS	21.4	C		0.0			12.6	B		6.7	A	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.38	A	1.34	A
Bicycle LOS Score / LOS	0.70	A			0.85	A	1.24	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	11.SR 2 EB Ramps	File Name	2018 EX PM_ERI-6_Rye Beach_N-S mainline Ph…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	1	60					231	173	598	158	

Signal Information			
Cycle, s	68.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	19.0	19.0	13.7	0.0	0.0	0.0				
Yellow	3.0	4.3	4.7	0.0	0.0	0.0				
Red	2.6	1.7	1.0	0.0	0.0	0.0	5	6	7	8

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		19.4				25.0	24.6	49.5
Change Period, ($Y+R_c$), s		5.7				6.0	5.6	6.0
Max Allow Headway (*MAH*), s		5.3				5.1	3.0	5.1
Queue Clearance Time (g_s), s		12.1				10.0	18.7	4.6
Green Extension Time (g_e), s		1.7				2.7	0.3	3.8
Phase Call Probability		0.99				1.00	1.00	1.00
Max Out Probability		0.00				0.00	1.00	0.00

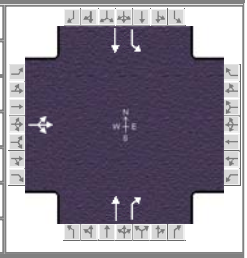
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		259						251	188	650	172	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1673						1826	1547	1781	1870	
Queue Service Time (g_s), s		10.1						8.0	6.9	16.7	2.6	
Cycle Queue Clearance Time (g_c), s		10.1						8.0	6.9	16.7	2.6	
Green Ratio (*g/C*)		0.20						0.28	0.28	0.58	0.63	
Capacity (*c*), veh/h		333						502	426	774	1181	
Volume-to-Capacity Ratio (*X*)		0.777						0.500	0.442	0.840	0.145	
Back of Queue (*Q*), ft/ln (95 th percentile)		205.1						154.4	113.7	198.2	30.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.8						5.9	4.4	7.8	1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	0.81	0.00	
Uniform Delay (d_1), s/veh		26.2						21.0	20.6	11.3	5.2	
Incremental Delay (d_2), s/veh		5.5						1.1	1.0	3.4	0.0	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		31.7						22.1	21.7	14.7	5.2	
Level of Service (LOS)		C						C	C	B	A	
Approach Delay, s/veh / LOS	31.7	C		0.0			21.9	C		12.7	B	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.40	A	1.34	A
Bicycle LOS Score / LOS	0.91	A			1.21	A	1.84	B

Copyright © 2018 University of Florida, All Rights Reserved.

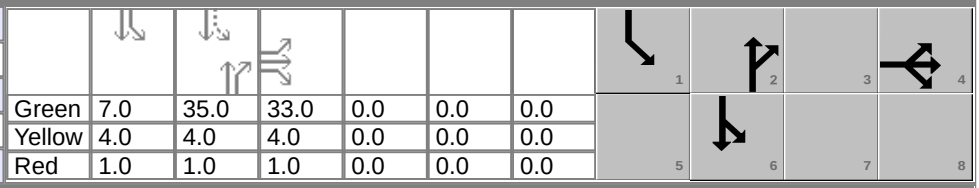
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	11.SR 2 EB Ramps	File Name	2023 No Build AM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	2	41					142	65	282	146	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	35.0	33.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		38.0				40.0	12.0	52.0
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.0	3.0	5.0
Queue Clearance Time (g_s), s		7.2				7.7	9.0	6.1
Green Extension Time (g_e), s		0.7				2.1	0.0	2.1
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.00				0.00	1.00	0.00

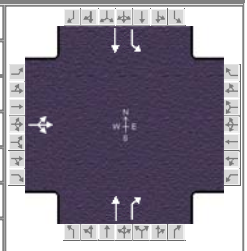
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		133						154	71	307	159	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589						1633	1384	1739	1826	
Queue Service Time (g_s), s		5.2						5.7	3.0	7.0	4.1	
Cycle Queue Clearance Time (g_c), s		5.2						5.7	3.0	7.0	4.1	
Green Ratio (*g/C*)		0.37						0.39	0.39	0.49	0.52	
Capacity (*c*), veh/h		583						635	538	606	954	
Volume-to-Capacity Ratio (*X*)		0.228						0.243	0.131	0.507	0.167	
Back of Queue (*Q*), ft/ln (95 th percentile)		95.5						109.1	47.8	45.9	69.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.5						3.8	1.7	1.8	2.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	0.19	0.00	
Uniform Delay (d_1), s/veh		19.7						18.6	17.7	16.4	11.3	
Incremental Delay (d_2), s/veh		0.3						0.3	0.2	0.2	0.1	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		20.0						18.8	17.9	16.6	11.3	
Level of Service (LOS)		B						B	B	B	B	
Approach Delay, s/veh / LOS	20.0	B		0.0			18.5	B		14.8	B	
Intersection Delay, s/veh / LOS	16.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.95	B	1.39	A	1.37	A
Bicycle LOS Score / LOS	0.71	A			0.86	A	1.26	A

Copyright © 2018 University of Florida, All Rights Reserved.

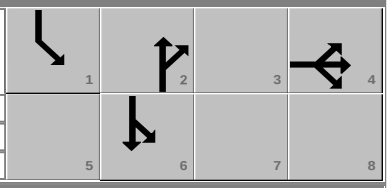
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	11.SR 2 EB Ramps	File Name	2023 No Build PM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225	2	62					237	178	737	162	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	24.5	27.5	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		32.5				29.5	28.0	57.5
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.1	3.0	5.1
Queue Clearance Time (g_s), s		16.4				12.8	25.0	5.4
Green Extension Time (g_e), s		1.4				2.7	0.0	3.3
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.12				0.22	1.00	0.04

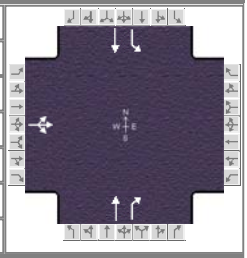
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		314						258	193	710	156	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1681						1826	1547	1781	1870	
Queue Service Time (g_s), s		14.4						10.8	9.4	23.0	3.4	
Cycle Queue Clearance Time (g_c), s		14.4						10.8	9.4	23.0	3.4	
Green Ratio (*g/C*)		0.31						0.27	0.27	0.55	0.58	
Capacity (*c*), veh/h		514						497	421	706	1091	
Volume-to-Capacity Ratio (*X*)		0.612						0.518	0.459	1.006	0.143	
Back of Queue (*Q*), ft/ln (95 th percentile)		263.5						214.7	162	329.9	43.2	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.1						8.3	6.2	13.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	1.35	0.00	
Uniform Delay (d_1), s/veh		26.7						27.7	27.2	18.8	8.5	
Incremental Delay (d_2), s/veh		2.5						1.3	1.1	11.6	0.0	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		29.2						29.0	28.4	30.4	8.5	
Level of Service (LOS)		C						C	C	F	A	
Approach Delay, s/veh / LOS	29.2	C		0.0			28.7	C		26.5	C	
Intersection Delay, s/veh / LOS	27.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.95	B	1.41	A	1.36	A
Bicycle LOS Score / LOS	1.01	A			1.23	A	2.10	B

Copyright © 2018 University of Florida, All Rights Reserved.

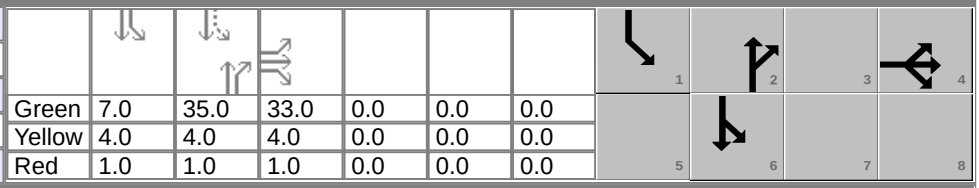
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	11.SR 2 EB Ramps	File Name	2043 No Build AM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	2	46					156	71	310	161	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	35.0	33.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		38.0				40.0	12.0	52.0
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.0	3.0	5.0
Queue Clearance Time (g_s), s		7.8				8.4	9.0	6.5
Green Extension Time (g_e), s		0.8				2.3	0.0	2.3
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.00				0.00	1.00	0.00

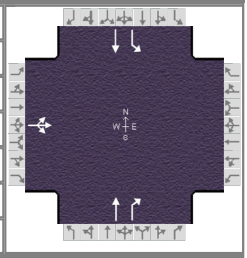
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		146						170	77	331	172	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1588						1633	1384	1739	1826	
Queue Service Time (g_s), s		5.8						6.4	3.2	7.0	4.5	
Cycle Queue Clearance Time (g_c), s		5.8						6.4	3.2	7.0	4.5	
Green Ratio (*g/C*)		0.37						0.39	0.39	0.49	0.52	
Capacity (*c*), veh/h		582						635	538	593	954	
Volume-to-Capacity Ratio (*X*)		0.250						0.267	0.143	0.559	0.180	
Back of Queue (*Q*), ft/ln (95 th percentile)		105.7						121.2	52.4	71.5	73.7	
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9						4.2	1.8	2.8	2.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	0.29	0.00	
Uniform Delay (d_1), s/veh		19.9						18.8	17.8	17.4	11.3	
Incremental Delay (d_2), s/veh		0.3						0.3	0.2	0.3	0.0	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		20.2						19.1	18.0	17.6	11.4	
Level of Service (LOS)		C						B	B	B	B	
Approach Delay, s/veh / LOS	20.2	C		0.0			18.7	B		15.5	B	
Intersection Delay, s/veh / LOS	17.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.95	B	1.39	A	1.37	A
Bicycle LOS Score / LOS	0.73	A			0.89	A	1.33	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

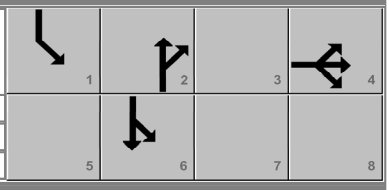
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	11.SR 2 EB Ramps	File Name	2043 No Build PM_ERI-6_Rye Beach_N-S mainli…		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	243	2	68					260	195	797	178	

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.5	22.5	27.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				7.3	1.0	4.0
Phase Duration, s		32.0				27.5	30.5	58.0
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.1	3.0	5.1
Queue Clearance Time (g_s), s		18.0				14.4	27.5	5.4
Green Extension Time (g_e), s		1.3				2.4	0.0	3.5
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.29				0.53	1.00	0.08

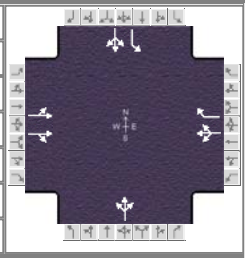
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		340						283	212	714	159	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1680						1826	1547	1781	1870	
Queue Service Time (g_s), s		16.0						12.4	10.7	25.5	3.4	
Cycle Queue Clearance Time (g_c), s		16.0						12.4	10.7	25.5	3.4	
Green Ratio (*g/C*)		0.30						0.25	0.25	0.56	0.59	
Capacity (*c*), veh/h		504						456	387	708	1101	
Volume-to-Capacity Ratio (*X*)		0.675						0.619	0.548	1.008	0.145	
Back of Queue (*Q*), ft/ln (95 th percentile)		292.9						246.7	190.2	330	43.3	
Back of Queue (*Q*), veh/ln (95 th percentile)		11.2						9.5	7.3	13.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00	0.00	1.35	0.00	
Uniform Delay (d_1), s/veh		27.6						29.9	29.3	17.6	8.3	
Incremental Delay (d_2), s/veh		4.0						3.0	2.1	12.1	0.0	
Initial Queue Delay (d_3), s/veh		0.0						0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh		31.6						32.9	31.4	29.7	8.3	
Level of Service (LOS)		C						C	C	F	A	
Approach Delay, s/veh / LOS	31.6	C		0.0			32.3	C		25.8	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.96	B	1.95	B	1.41	A	1.36	A
Bicycle LOS Score / LOS	1.05	A			1.30	A	2.24	B

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

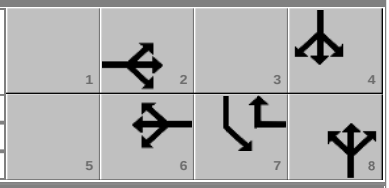
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2018	Analysis Period	1> 9:45
Intersection	12.Sycamore Line	File Name	2018 EX AM_ERI-6_Milan Road (US 250) & Syca…		
Project Description	2018 Existing AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	138	6	11	154	181	5	71	25	214	48	10

Signal Information			
Cycle, s	44.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	8.4	5.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		20.0		20.0		10.9		13.4
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.7		3.6
Queue Clearance Time (g_s), s		3.4		7.3		4.6		7.9
Green Extension Time (g_e), s		1.4		1.4		0.3		0.7
Phase Call Probability		1.00		1.00		0.74		0.97
Max Out Probability		0.00		0.00		0.00		0.00

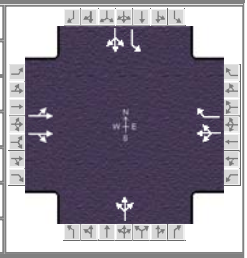
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	83		75		284	92		110		49	247	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1851		1663		1738	1572		1758		1753	1761	
Queue Service Time (g_s), s	0.0		1.4		0.0	1.3		2.6		1.0	5.9	
Cycle Queue Clearance Time (g_c), s	1.4		1.4		5.3	1.3		2.6		1.0	5.9	
Green Ratio (*g/C*)	0.34		0.34		0.34	0.53		0.13		0.19	0.19	
Capacity (*c*), veh/h	710		563		675	830		236		331	333	
Volume-to-Capacity Ratio (*X*)	0.117		0.134		0.420	0.111		0.466		0.147	0.741	
Back of Queue (*Q*), ft/ln (95 th percentile)	20.3		18.4		80.4	12.7		46.7		16.7	102.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.8		0.7		3.1	0.5		1.8		0.6	4.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	10.2		10.2		11.4	5.3		17.7		15.0	16.9	
Incremental Delay (d_2), s/veh	0.1		0.1		0.3	0.0		1.1		0.2	2.4	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	10.2		10.2		11.8	5.3		18.8		15.1	19.4	
Level of Service (LOS)	B		B		B	A		B		B	B	
Approach Delay, s/veh / LOS	10.2	B		10.2	B		18.8	B		18.7	B	
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.89	B	2.12	B	1.91	B
Bicycle LOS Score / LOS	0.62	A	1.11	A	0.67	A	0.98	A

Copyright © 2018 University of Florida, All Rights Reserved.

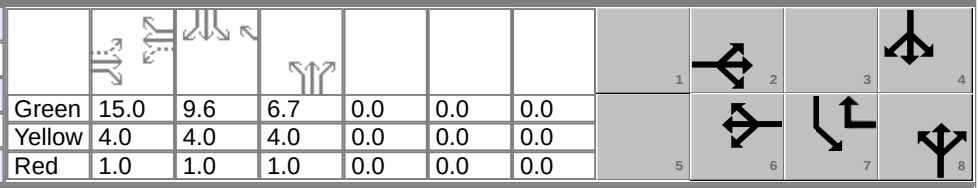
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	12.Sycamore Line	File Name	2018 EX PM_ERI-6_Milan Road (US 250) & Syca…		
Project Description	2018 Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	206	6	22	226	204	7	79	43	247	56	8

Signal Information			
Cycle, s	46.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	9.6	6.7	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		20.0		20.0		11.7		14.6
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.6
Queue Clearance Time (g_s), s		4.2		9.7		5.4		8.8
Green Extension Time (g_e), s		2.0		2.0		0.4		0.8
Phase Call Probability		1.00		1.00		0.83		0.99
Max Out Probability		0.00		0.00		0.00		0.00

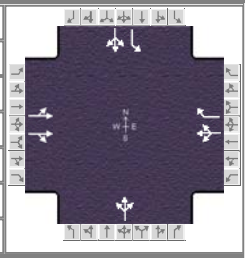
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	123		111		369	122		140		56	282	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1860		1684		1761	1585		1760		1781	1793	
Queue Service Time (g_s), s	0.0		2.2		0.0	1.8		3.4		1.2	6.8	
Cycle Queue Clearance Time (g_c), s	2.2		2.2		7.7	1.8		3.4		1.2	6.8	
Green Ratio (*g/C*)	0.32		0.32		0.32	0.53		0.14		0.21	0.21	
Capacity (*c*), veh/h	684		546		656	842		254		368	371	
Volume-to-Capacity Ratio (*X*)	0.180		0.204		0.563	0.145		0.551		0.153	0.759	
Back of Queue (*Q*), ft/ln (95 th percentile)	33.9		30.9		122	18.1		62.3		19.5	119.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4		1.2		4.8	0.7		2.5		0.8	4.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	11.3		11.3		13.2	5.5		18.4		15.0	17.3	
Incremental Delay (d_2), s/veh	0.1		0.1		0.6	0.1		1.4		0.1	2.4	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	11.4		11.4		13.7	5.6		19.8		15.2	19.7	
Level of Service (LOS)	B		B		B	A		B		B	B	
Approach Delay, s/veh / LOS	11.4		B	11.7		B	19.8		B	18.9		B
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.89	B	2.12	B	1.91	B
Bicycle LOS Score / LOS	0.68	A	1.30	A	0.72	A	1.05	A

Copyright © 2018 University of Florida, All Rights Reserved.

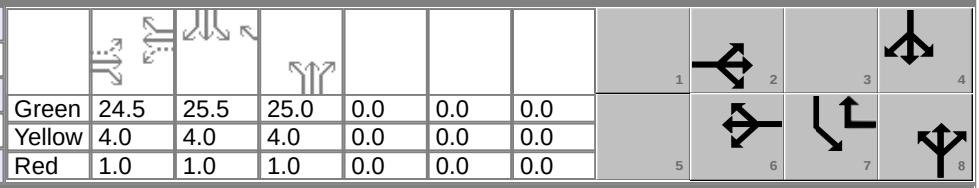
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2023	Analysis Period	1> 9:45
Intersection	12.Sycamore Line	File Name	2023 No Build AM_ERI-6_Milan Road (US 250) &…		
Project Description	2023 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	142	7	12	158	186	6	73	26	220	50	11

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	24.5	25.5	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		29.5		29.5		30.0		30.5
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.7		3.6
Queue Clearance Time (g_s), s		5.3		14.2		6.5		12.9
Green Extension Time (g_e), s		1.4		1.2		0.2		0.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.05		0.00		0.00

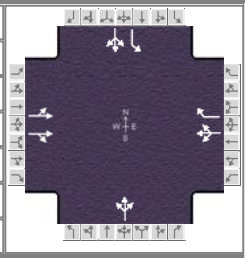
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	87		79		292	95		114		50	255	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1842		1660		1734	1572		1757		1753	1761	
Queue Service Time (g_s), s	0.0		3.3		0.0	2.6		4.5		1.9	10.9	
Cycle Queue Clearance Time (g_c), s	3.2		3.3		12.2	2.6		4.5		1.9	10.9	
Green Ratio (*g/C*)	0.27		0.27		0.27	0.56		0.28		0.28	0.28	
Capacity (*c*), veh/h	543		452		515	874		488		497	499	
Volume-to-Capacity Ratio (*X*)	0.161		0.175		0.567	0.109		0.234		0.101	0.512	
Back of Queue (*Q*), ft/ln (95 th percentile)	62.8		57		235.8	37.7		88.3		35.9	206.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5		2.3		9.2	1.5		3.4		1.4	8.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	25.0		25.0		28.3	9.5		25.1		23.8	27.0	
Incremental Delay (d_2), s/veh	0.1		0.1		1.2	0.0		0.2		0.1	0.7	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.1		25.2		29.5	9.5		25.3		23.9	27.7	
Level of Service (LOS)	C		C		C	A		C		C	C	
Approach Delay, s/veh / LOS	25.1	C		24.6	C		25.3	C		27.1	C	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.92	B	2.15	B	1.92	B
Bicycle LOS Score / LOS	0.62	A	1.13	A	0.68	A	0.99	A

Copyright © 2018 University of Florida, All Rights Reserved.

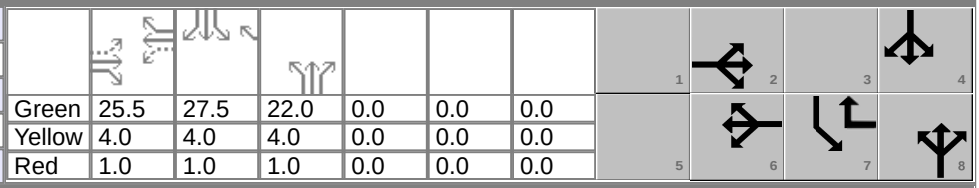
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	12.Sycamore Line	File Name	2023 No Build PM_ERI-6_Milan Road (US 250) &...		
Project Description	2023 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	212	7	23	232	223	8	86	45	271	62	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4		
Green	25.5	27.5	22.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		30.5		30.5		27.0		32.5
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.6
Queue Clearance Time (g_s), s		6.8		19.2		8.4		15.1
Green Extension Time (g_e), s		2.0		1.3		0.3		0.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		0.40		0.00		0.01

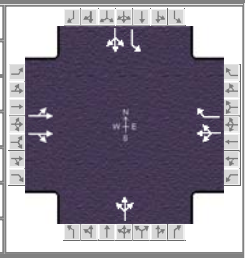
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128		116		386	133		151		62	310	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1857		1682		1750	1585		1763		1781	1793	
Queue Service Time (g_s), s	0.0		4.8		5.6	3.4		6.4		2.2	13.1	
Cycle Queue Clearance Time (g_c), s	4.7		4.8		17.2	3.4		6.4		2.2	13.1	
Green Ratio (*g/C*)	0.28		0.28		0.28	0.59		0.24		0.31	0.31	
Capacity (*c*), veh/h	568		477		539	933		431		544	548	
Volume-to-Capacity Ratio (*X*)	0.225		0.243		0.716	0.143		0.351		0.114	0.566	
Back of Queue (*Q*), ft/ln (95 th percentile)	92.4		83.9		316.4	48.2		124.4		42.2	237.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7		3.4		12.5	1.9		4.9		1.7	9.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	24.8		24.8		29.2	8.3		28.1		22.5	26.2	
Incremental Delay (d_2), s/veh	0.1		0.2		4.3	0.1		0.4		0.1	1.1	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.0		25.0		33.4	8.4		28.5		22.6	27.4	
Level of Service (LOS)	C		C		C	A		C		C	C	
Approach Delay, s/veh / LOS	25.0	C		27.0	C		28.5	C		26.6	C	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.92	B	2.15	B	1.93	B
Bicycle LOS Score / LOS	0.69	A	1.34	A	0.74	A	1.10	A

Copyright © 2018 University of Florida, All Rights Reserved.

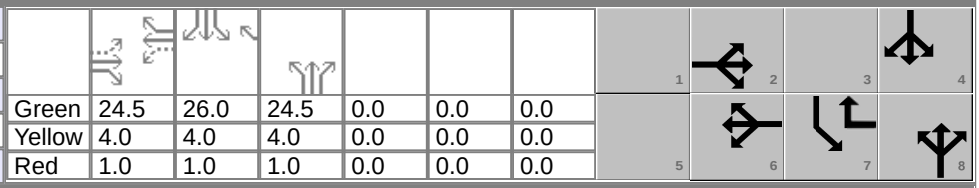
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	12.Sycamore Line	File Name	2043 No Build AM_ERI-6_Milan Road (US 250) &…		
Project Description	2043 No Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	156	7	13	173	204	6	80	29	241	55	11

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4		
Green	24.5	26.0	24.5	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		29.5		29.5		29.5		31.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.7		3.6
Queue Clearance Time (g_s), s		5.6		15.6		7.0		14.0
Green Extension Time (g_e), s		1.6		1.2		0.3		0.7
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.11		0.00		0.00

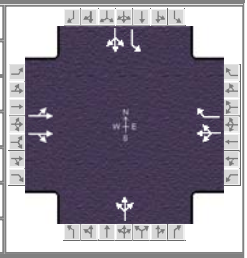
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	95		86		320	104		125		55	279	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1844		1662		1733	1572		1756		1753	1762	
Queue Service Time (g_s), s	0.0		3.6		0.0	2.8		5.0		2.1	12.0	
Cycle Queue Clearance Time (g_c), s	3.5		3.6		13.6	2.8		5.0		2.1	12.0	
Green Ratio (*g/C*)	0.27		0.27		0.27	0.56		0.27		0.29	0.29	
Capacity (*c*), veh/h	544		452		515	882		478		506	509	
Volume-to-Capacity Ratio (*X*)	0.175		0.190		0.621	0.118		0.261		0.109	0.548	
Back of Queue (*Q*), ft/ln (95 th percentile)	68.9		62.5		260.6	40.9		98.2		39.1	223.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8		2.5		10.2	1.6		3.8		1.5	8.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	25.1		25.1		28.8	9.3		25.7		23.5	27.0	
Incremental Delay (d_2), s/veh	0.1		0.1		2.1	0.0		0.2		0.1	1.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.2		25.3		30.9	9.3		25.9		23.6	28.1	
Level of Service (LOS)	C		C		C	A		C		C	C	
Approach Delay, s/veh / LOS	25.3	C		25.6	C		25.9	C		27.3	C	
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.92	B	2.15	B	1.92	B
Bicycle LOS Score / LOS	0.64	A	1.19	A	0.69	A	1.04	A

Copyright © 2018 University of Florida, All Rights Reserved.

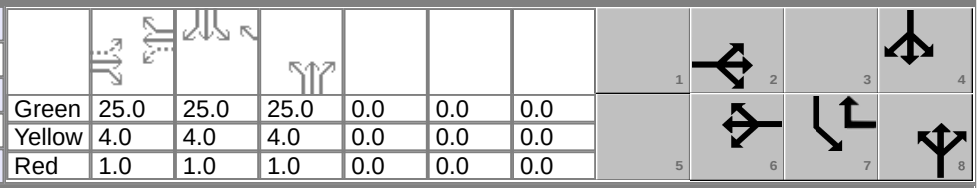
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	12.Sycamore Line	File Name	2043 No Build PM_ERI-6_Milan Road (US 250) &...		
Project Description	2043 No Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	232	7	25	255	243	8	94	49	295	67	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	25.0	25.0	25.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		30.0		30.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.6
Queue Clearance Time (g_s), s		7.3		21.7		8.7		17.0
Green Extension Time (g_e), s		2.2		1.0		0.4		0.7
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.01		1.00		0.00		0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	139		126		423	145		164		67	336	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1857		1684		1747	1585		1763		1781	1794	
Queue Service Time (g_s), s	0.0		5.3		8.8	4.0		6.7		2.6	15.0	
Cycle Queue Clearance Time (g_c), s	5.2		5.3		19.7	4.0		6.7		2.6	15.0	
Green Ratio (*g/C*)	0.28		0.28		0.28	0.56		0.28		0.28	0.28	
Capacity (*c*), veh/h	557		468		529	881		490		495	498	
Volume-to-Capacity Ratio (*X*)	0.250		0.269		0.800	0.165		0.335		0.136	0.674	
Back of Queue (*Q*), ft/ln (95 th percentile)	102.3		92.9		367.2	59.2		129		48.4	275.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1		3.7		14.5	2.3		5.1		1.9	10.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	25.4		25.4		30.4	9.8		25.9		24.4	28.9	
Incremental Delay (d_2), s/veh	0.2		0.2		8.3	0.1		0.3		0.1	3.3	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	25.5		25.6		38.7	9.9		26.2		24.5	32.2	
Level of Service (LOS)	C		C		D	A		C		C	C	
Approach Delay, s/veh / LOS	25.6	C		31.3	C		26.2	C		30.9	C	
Intersection Delay, s/veh / LOS	29.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.92	B	2.15	B	1.92	B
Bicycle LOS Score / LOS	0.71	A	1.43	A	0.76	A	1.15	A

Copyright © 2018 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

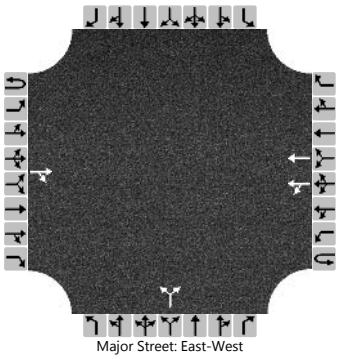
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			344	71		16	715			118		12				
Percent Heavy Vehicles (%)						3				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					141					
Capacity, c (veh/h)						1099					315					
v/c Ratio						0.02					0.45					
95% Queue Length, Q_{95} (veh)						0.0					2.2					
Control Delay (s/veh)						8.3					25.4					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					0.3				25.4							
Approach LOS									D							

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

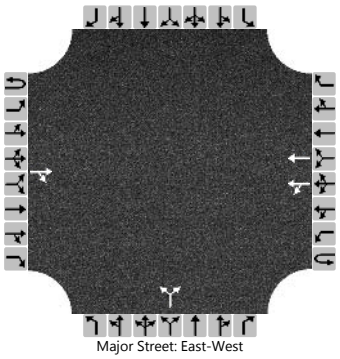
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			759	117		15	571			51		11				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						16					67					
Capacity, c (veh/h)						717					179					
v/c Ratio						0.02					0.38					
95% Queue Length, Q_{95} (veh)						0.1					1.6					
Control Delay (s/veh)						10.1					36.8					
Level of Service (LOS)						B					E					
Approach Delay (s/veh)						0.4				36.8						
Approach LOS										E						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

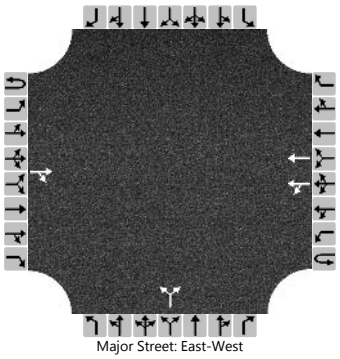
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			354	73		17	733			121		13				
Percent Heavy Vehicles (%)						3				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18					146					
Capacity, c (veh/h)						1086					305					
v/c Ratio						0.02					0.48					
95% Queue Length, Q_{95} (veh)						0.1					2.4					
Control Delay (s/veh)						8.4					27.1					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)					0.3				27.1							
Approach LOS									D							

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

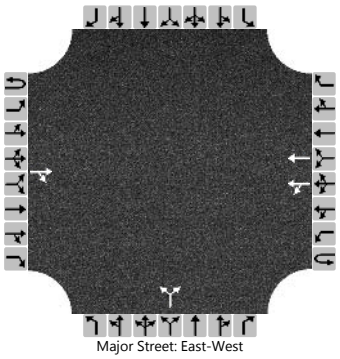
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			778	120		22	809			53		14				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						24					73					
Capacity, c (veh/h)						702					143					
v/c Ratio						0.03					0.51					
95% Queue Length, Q_{95} (veh)						0.1					2.4					
Control Delay (s/veh)						10.3					53.5					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)					0.6				53.5							
Approach LOS									F							

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

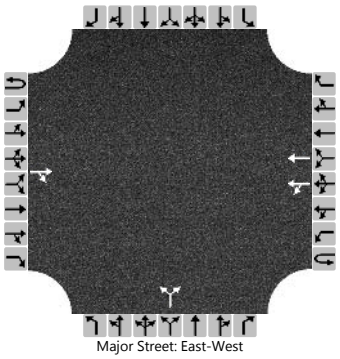
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			388	80		18	805			133		14				
Percent Heavy Vehicles (%)						3				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20					160					
Capacity, c (veh/h)						1046					270					
v/c Ratio						0.02					0.59					
95% Queue Length, Q_{95} (veh)						0.1					3.5					
Control Delay (s/veh)						8.5					35.9					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.3				35.9							
Approach LOS									E							

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

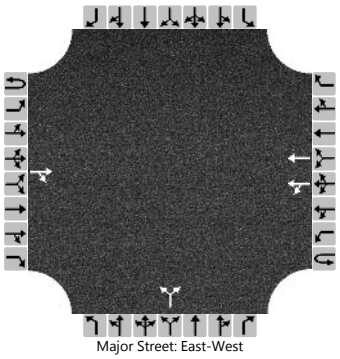
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	2	0		0	1	0		0	0	0
Configuration				TR		LT	T				LR					
Volume (veh/h)			854	132		23	866			58		15				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25					79					
Capacity, c (veh/h)						646					119					
v/c Ratio						0.04					0.67					
95% Queue Length, Q_{95} (veh)						0.1					3.5					
Control Delay (s/veh)						10.8					81.7					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						0.7				81.7						
Approach LOS										F						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

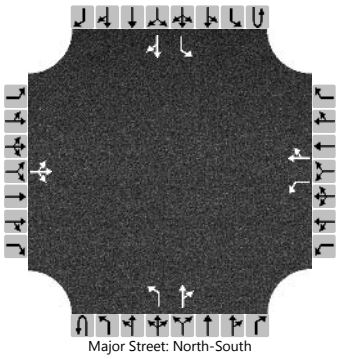
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		4	2	0		7	0	38		2	121	2		64	131	5
Percent Heavy Vehicles (%)		50	50	50		16	16	16		9				12		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.60	7.00	6.70		7.26	6.66	6.36		4.19				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.95	4.45	3.75		3.64	4.14	3.44		2.28				2.31		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			7			8		41		2				70		
Capacity, c (veh/h)			420			496		881		1392				1391		
v/c Ratio			0.02			0.02		0.05		0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.0			0.0		0.1		0.0				0.2		
Control Delay (s/veh)			13.7			12.4		9.3		7.6				7.7		
Level of Service (LOS)			B			B		A		A				A		
Approach Delay (s/veh)	13.7				9.8				0.1				2.5			
Approach LOS	B				A											

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

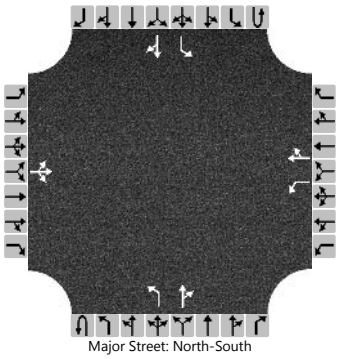
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		1	0	0		13	0	130		0	199	10		45	99	0
Percent Heavy Vehicles (%)		2	2	2		8	8	8		2				15		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.18	6.58	6.28		4.12				4.25		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.57	4.07	3.37		2.22				2.34		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1			14		141		0				49		
Capacity, c (veh/h)			386			512		803		1483				1268		
v/c Ratio			0.00			0.03		0.18		0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.0			0.1		0.6		0.0				0.1		
Control Delay (s/veh)			14.3			12.2		10.4		7.4				8.0		
Level of Service (LOS)			B			B		B		A				A		
Approach Delay (s/veh)		14.3				10.6				0.0				2.5		
Approach LOS		B				B										

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

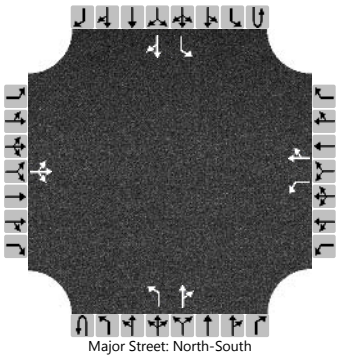
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		5	3	0		8	0	40		3	125	4		66	134	6
Percent Heavy Vehicles (%)		50	50	50		16	16	16		9				12		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.60	7.00	6.70		7.26	6.66	6.36		4.19				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.95	4.45	3.75		3.64	4.14	3.44		2.28				2.31		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9			9		43		3				72		
Capacity, c (veh/h)			409			481		874		1387				1384		
v/c Ratio			0.02			0.02		0.05		0.00				0.05		
95% Queue Length, Q_{95} (veh)			0.1			0.1		0.2		0.0				0.2		
Control Delay (s/veh)			14.0			12.6		9.3		7.6				7.7		
Level of Service (LOS)			B			B		A		A				A		
Approach Delay (s/veh)	14.0				9.9				0.2				2.5			
Approach LOS	B				A											

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

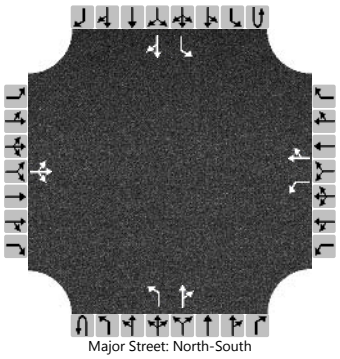
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		2	0	0		14	0	134		0	204	11		47	102	0
Percent Heavy Vehicles (%)		50	50	50		16	16	16		9				12		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.60	7.00	6.70		7.26	6.66	6.36		4.19				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.95	4.45	3.75		3.64	4.14	3.44		2.28				2.31		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2			15		146		0				51		
Capacity, c (veh/h)			318			488		778		1436				1277		
v/c Ratio			0.01			0.03		0.19		0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.0			0.1		0.7		0.0				0.1		
Control Delay (s/veh)			16.4			12.6		10.7		7.5				7.9		
Level of Service (LOS)			C			B		B		A				A		
Approach Delay (s/veh)		16.4				10.9				0.0				2.5		
Approach LOS		C				B										

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

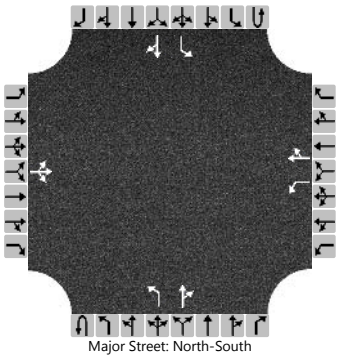
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		5	3	0		8	0	43		3	137	4		72	148	6
Percent Heavy Vehicles (%)		50	50	50		16	16	16		9				12		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.60	7.00	6.70		7.26	6.66	6.36		4.19				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.95	4.45	3.75		3.64	4.14	3.44		2.28				2.31		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9			9		47		3				78		
Capacity, c (veh/h)			380			450		860		1369				1368		
v/c Ratio			0.02			0.02		0.05		0.00				0.06		
95% Queue Length, Q_{95} (veh)			0.1			0.1		0.2		0.0				0.2		
Control Delay (s/veh)			14.7			13.2		9.4		7.6				7.8		
Level of Service (LOS)			B			B		A		A				A		
Approach Delay (s/veh)	14.7				10.0				0.2				2.5			
Approach LOS	B				B											

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

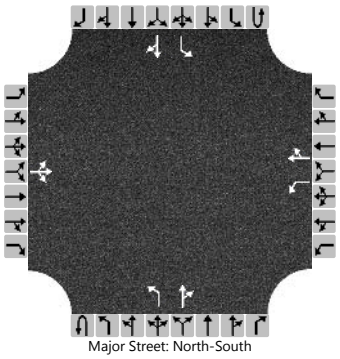
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	North-South
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	Rye Beach & Sawmill Pkwy
Jurisdiction	City of Huron/Twp, OH
East/West Street	Sawmill Pkwy
North/South Street	Rye Beach Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		1	1	0	0	1	1	0	0	1	1	0
Configuration			LTR			L		TR		L		TR		L		TR
Volume (veh/h)		2	0	0		15	0	147		0	224	12		51	112	0
Percent Heavy Vehicles (%)		50	50	50		16	16	16		9				12		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.60	7.00	6.70		7.26	6.66	6.36		4.19				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.95	4.45	3.75		3.64	4.14	3.44		2.28				2.31		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2			16		160		0				55		
Capacity, c (veh/h)			284			456		756		1423				1252		
v/c Ratio			0.01			0.04		0.21		0.00				0.04		
95% Queue Length, Q_{95} (veh)			0.0			0.1		0.8		0.0				0.1		
Control Delay (s/veh)			17.8			13.2		11.0		7.5				8.0		
Level of Service (LOS)			C			B		B		A				A		
Approach Delay (s/veh)	17.8				11.2				0.0				2.5			
Approach LOS	C				B											

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

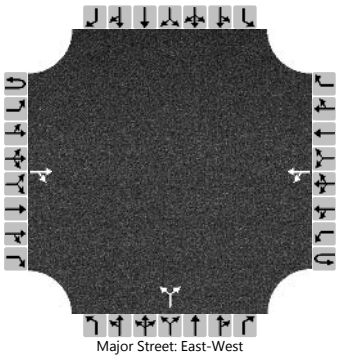
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			250	94		182	670			24		151				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						198					190					
Capacity, c (veh/h)						1185					428					
v/c Ratio						0.17					0.44					
95% Queue Length, Q_{95} (veh)						0.6					2.2					
Control Delay (s/veh)						8.6					20.0					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					3.8				20.0							
Approach LOS									C							

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

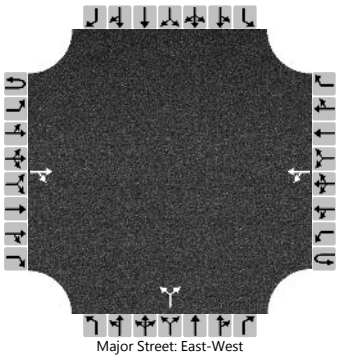
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			599	48		154	347			11		198				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						167					227					
Capacity, c (veh/h)						894					399					
v/c Ratio						0.19					0.57					
95% Queue Length, Q_{95} (veh)						0.7					3.4					
Control Delay (s/veh)						9.9					25.3					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)						4.7				25.3						
Approach LOS										D						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

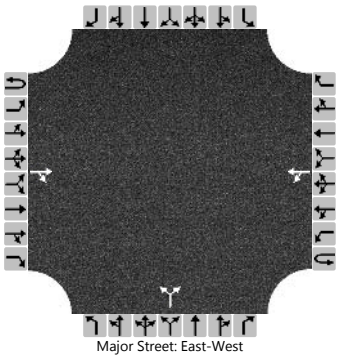
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			257	96		187	686			25		156				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

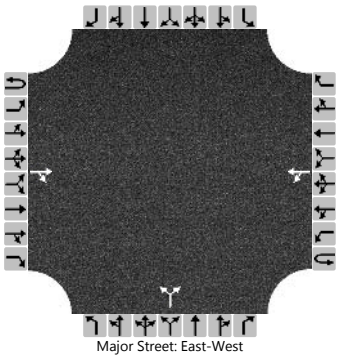
Flow Rate, v (veh/h)						203					197					
Capacity, c (veh/h)						1175					412					
v/c Ratio						0.17					0.48					
95% Queue Length, Q_{95} (veh)						0.6					2.5					
Control Delay (s/veh)						8.7					21.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)						3.9				21.5						
Approach LOS										C						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	SS	Intersection	US 6 & Perkins Ave
Agency/Co.	TranSystems	Jurisdiction	Huron Township, OH
Date Performed	6/29/2018	East/West Street	Cleveland Road (US 6)
Analysis Year	2023	North/South Street	Perkins Ave
Time Analyzed	No Build PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 6 Corridor Planning Study		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			845	69		158	356			15		203				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						172					237					
Capacity, c (veh/h)						696					259					
v/c Ratio						0.25					0.91					
95% Queue Length, Q_{95} (veh)						1.0					8.1					
Control Delay (s/veh)						11.9					77.8					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						6.2				77.8						
Approach LOS										F						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

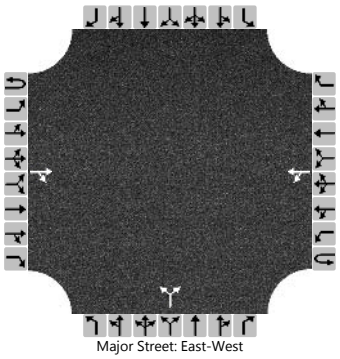
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			281	106		205	754			28		170				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						223					215					
Capacity, c (veh/h)						1138					354					
v/c Ratio						0.20					0.61					
95% Queue Length, Q_{95} (veh)						0.7					3.8					
Control Delay (s/veh)						8.9					29.8					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)						4.4				29.8						
Approach LOS										D						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

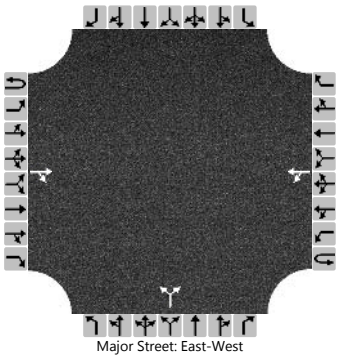
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			905	73		174	391			16		223				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						189					260					
Capacity, c (veh/h)						655					228					
v/c Ratio						0.29					1.14					
95% Queue Length, Q_{95} (veh)						1.2					12.0					
Control Delay (s/veh)						12.7					146.5					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						7.2				146.5						
Approach LOS										F						

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

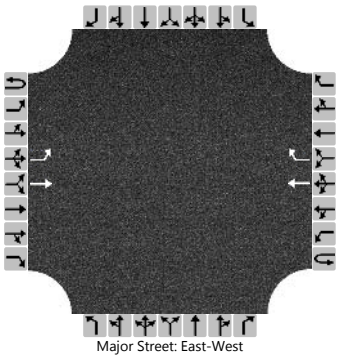
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		25	442				816	292								
Percent Heavy Vehicles (%)		6														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.16														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.25														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27														
Capacity, c (veh/h)		747														
v/c Ratio		0.04														
95% Queue Length, Q_{95} (veh)		0.1														
Control Delay (s/veh)		10.0														
Level of Service (LOS)		B														
Approach Delay (s/veh)		0.5														
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

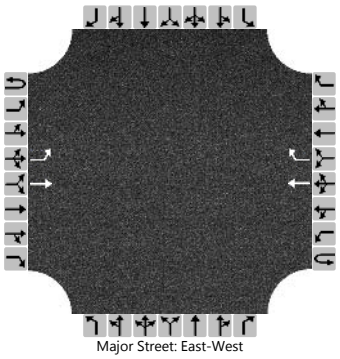
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		34	920				491	77								
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.12														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.22														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37														
Capacity, c (veh/h)		1034														
v/c Ratio		0.04														
95% Queue Length, Q_{95} (veh)		0.1														
Control Delay (s/veh)		8.6														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.3															
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

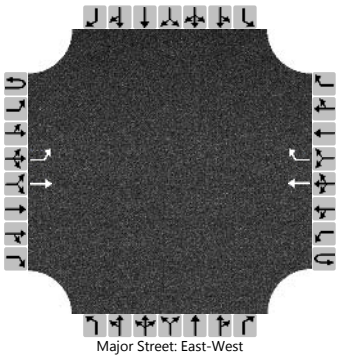
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		26	454				836	300								
Percent Heavy Vehicles (%)		6														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.16														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.25														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28														
Capacity, c (veh/h)		733														
v/c Ratio		0.04														
95% Queue Length, Q_{95} (veh)		0.1														
Control Delay (s/veh)		10.1														
Level of Service (LOS)		B														
Approach Delay (s/veh)	0.5															
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

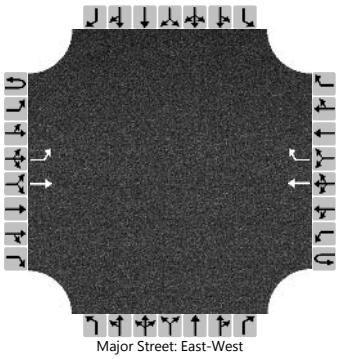
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		44	1166				504	79								
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.12														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.22														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48														
Capacity, c (veh/h)		1022														
v/c Ratio		0.05														
95% Queue Length, Q_{95} (veh)		0.1														
Control Delay (s/veh)		8.7														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.3															
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

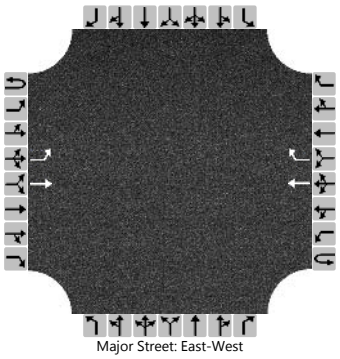
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		29	498				918	329								
Percent Heavy Vehicles (%)		6														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.16														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.25														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32														
Capacity, c (veh/h)		678														
v/c Ratio		0.05														
95% Queue Length, Q_{95} (veh)		0.1														
Control Delay (s/veh)		10.6														
Level of Service (LOS)		B														
Approach Delay (s/veh)	0.6															
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

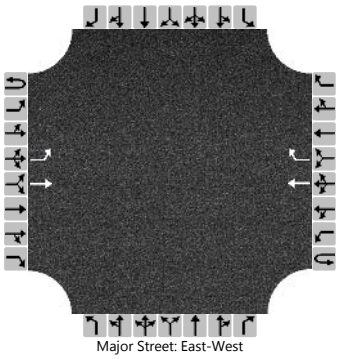
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (In)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Inbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	0	0
Configuration		L	T				T	R								
Volume (veh/h)		48	1258				553	87								
Percent Heavy Vehicles (%)		2														
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized							Yes									
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														
Critical Headway (sec)		4.12														
Base Follow-Up Headway (sec)		2.2														
Follow-Up Headway (sec)		2.22														

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		52														
Capacity, c (veh/h)		976														
v/c Ratio		0.05														
95% Queue Length, Q_{95} (veh)		0.2														
Control Delay (s/veh)		8.9														
Level of Service (LOS)		A														
Approach Delay (s/veh)	0.3															
Approach LOS																

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

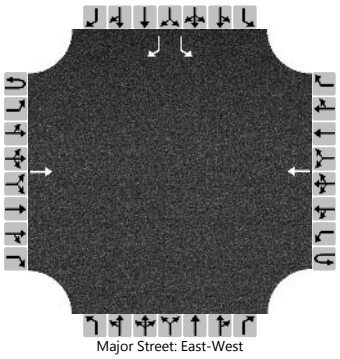
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			436				816							31		37
Percent Heavy Vehicles (%)														2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.42		6.22
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														34		40
Capacity, c (veh/h)														163		343
v/c Ratio														0.21		0.12
95% Queue Length, Q_{95} (veh)														0.7		0.4
Control Delay (s/veh)														32.7		16.9
Level of Service (LOS)														D		C
Approach Delay (s/veh)													24.1			
Approach LOS													C			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

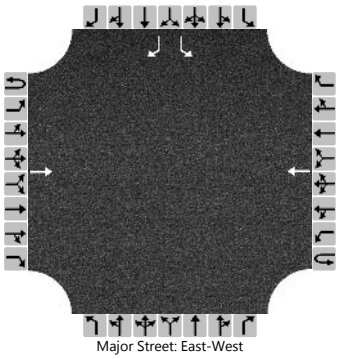
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			877				491							77		22
Percent Heavy Vehicles (%)														4		4
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.44		6.24
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.54		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														84		24
Capacity, c (veh/h)														135		542
v/c Ratio														0.62		0.04
95% Queue Length, Q_{95} (veh)														3.2		0.1
Control Delay (s/veh)														67.2		11.9
Level of Service (LOS)														F		B
Approach Delay (s/veh)													54.9			
Approach LOS													F			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

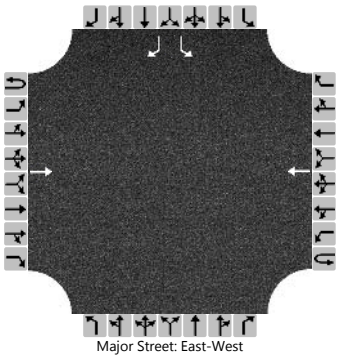
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			448				836							32		38
Percent Heavy Vehicles (%)														2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.42		6.22
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														35		41
Capacity, c (veh/h)														156		333
v/c Ratio														0.22		0.12
95% Queue Length, Q_{95} (veh)														0.8		0.4
Control Delay (s/veh)														34.7		17.3
Level of Service (LOS)														D		C
Approach Delay (s/veh)													25.3			
Approach LOS													D			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

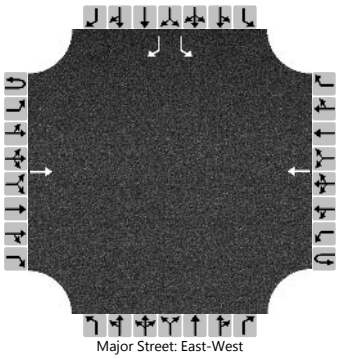
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			1131				504							79		23
Percent Heavy Vehicles (%)														4		4
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.44		6.24
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.54		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														86		25
Capacity, c (veh/h)														90		532
v/c Ratio														0.96		0.05
95% Queue Length, Q_{95} (veh)														5.4		0.1
Control Delay (s/veh)														167.7		12.1
Level of Service (LOS)														F		B
Approach Delay (s/veh)													132.7			
Approach LOS													F			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

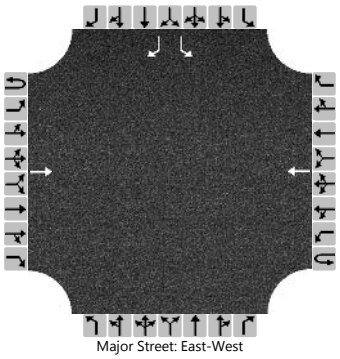
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			491				918							36		42
Percent Heavy Vehicles (%)														2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.42		6.22
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														39		46
Capacity, c (veh/h)														129		296
v/c Ratio														0.30		0.15
95% Queue Length, Q_{95} (veh)														1.2		0.5
Control Delay (s/veh)														44.8		19.4
Level of Service (LOS)														E		C
Approach Delay (s/veh)													31.1			
Approach LOS													D			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

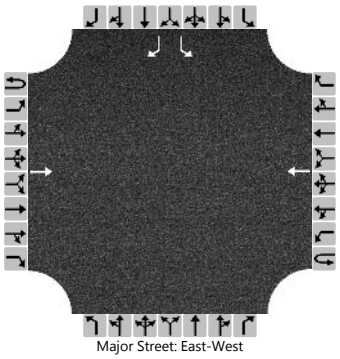
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Cedar Pt Rd (Out)
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Cedar Point Rd (Outbound)
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		1	0	1
Configuration			T				T							L		R
Volume (veh/h)			1219				553							87		25
Percent Heavy Vehicles (%)														4		4
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														7.1		6.2
Critical Headway (sec)														6.44		6.24
Base Follow-Up Headway (sec)														3.5		3.3
Follow-Up Headway (sec)														3.54		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														95		27
Capacity, c (veh/h)														72		497
v/c Ratio														1.31		0.05
95% Queue Length, Q_{95} (veh)														7.5		0.2
Control Delay (s/veh)														308.6		12.7
Level of Service (LOS)														F		B
Approach Delay (s/veh)													242.5			
Approach LOS													F			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

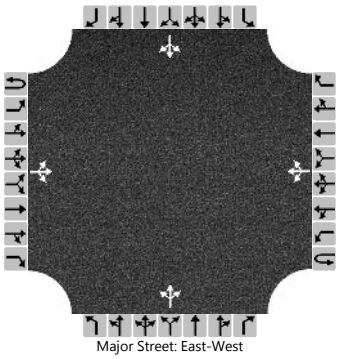
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Ex AM (w/Seasonal Factor)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	379	32		102	1056	0		42	0	86		0	2	7
Percent Heavy Vehicles (%)		5				2				7	7	7		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.15				4.12				7.17	6.57	6.27		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.25				2.22				3.56	4.06	3.36		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				111					139				10	
Capacity, c (veh/h)		598				1114					116				139	
v/c Ratio		0.01				0.10					1.20				0.07	
95% Queue Length, Q_{95} (veh)		0.0				0.3					8.8				0.2	
Control Delay (s/veh)		11.1		0.1		8.6		2.4			218.5				32.9	
Level of Service (LOS)		B		A		A		A			F				D	
Approach Delay (s/veh)	0.2				2.9				218.5				32.9			
Approach LOS									F				D			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

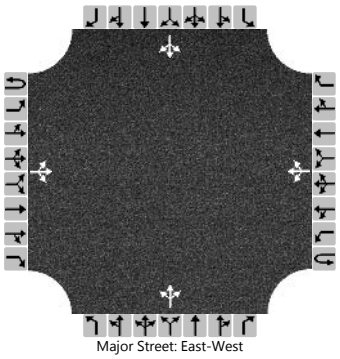
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2018
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	787	53		105	539	0		26	0	110		0	1	7
Percent Heavy Vehicles (%)		2				2				3	3	3		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.13	6.53	6.23		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.53	4.03	3.33		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				114					148				9	
Capacity, c (veh/h)		989				746					175				281	
v/c Ratio		0.00				0.15					0.84				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.5					5.9				0.1	
Control Delay (s/veh)		8.6		0.0		10.7		2.4			85.1				18.2	
Level of Service (LOS)		A		A		B		A			F				C	
Approach Delay (s/veh)	0.1				3.8				85.1				18.2			
Approach LOS									F				C			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

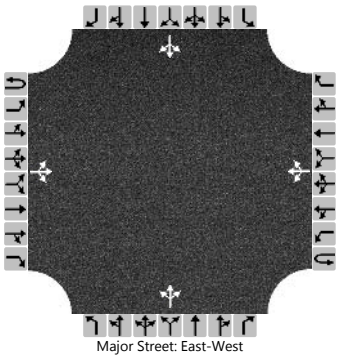
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	389	34		106	1082	0		43	0	89		0	3	8
Percent Heavy Vehicles (%)		5				2				7	7	7		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.15				4.12				7.17	6.57	6.27		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.25				2.22				3.56	4.06	3.36		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				115					143				12	
Capacity, c (veh/h)		583				1101					103				116	
v/c Ratio		0.01				0.10					1.40				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.3					10.3				0.3	
Control Delay (s/veh)		11.2		0.1		8.7		2.6			302.2				39.6	
Level of Service (LOS)		B		A		A		A			F				E	
Approach Delay (s/veh)	0.2				3.2				302.2				39.6			
Approach LOS									F				E			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

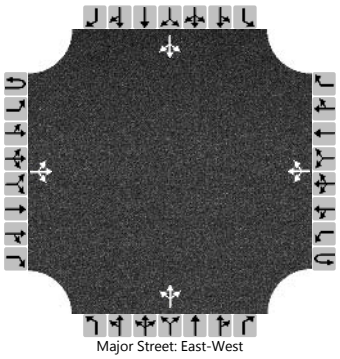
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2023
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	1015	69		108	553	0		33	0	113		0	2	8
Percent Heavy Vehicles (%)		2				2				3	3	3		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.13	6.53	6.23		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.53	4.03	3.33		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				117					159				11	
Capacity, c (veh/h)		976				593					99				153	
v/c Ratio		0.00				0.20					1.61				0.07	
95% Queue Length, Q_{95} (veh)		0.0				0.7					12.3				0.2	
Control Delay (s/veh)		8.7		0.1		12.6		3.7			389.3				30.4	
Level of Service (LOS)		A		A		B		A			F				D	
Approach Delay (s/veh)	0.1				5.2				389.3				30.4			
Approach LOS									F				D			

Copyright © 2018 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

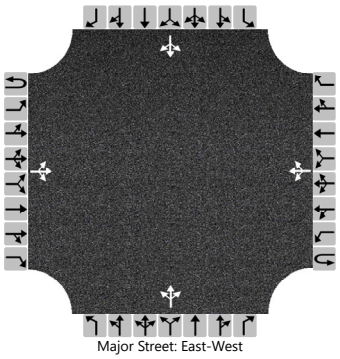
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	427	37		115	1188	0		48	0	97		0	3	8
Percent Heavy Vehicles (%)		5				2				7	7	7		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.15				4.12				7.17	6.57	6.27		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.25				2.22				3.56	4.06	3.36		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				125					158				12	
Capacity, c (veh/h)		527				1060					67				82	
v/c Ratio		0.01				0.12					2.36				0.15	
95% Queue Length, Q_{95} (veh)		0.0				0.4					15.2				0.5	
Control Delay (s/veh)		11.9		0.1		8.8		3.7			752.3				56.3	
Level of Service (LOS)		B		A		A		A			F				F	
Approach Delay (s/veh)	0.2				4.1				752.3				56.3			
Approach LOS									F				F			

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

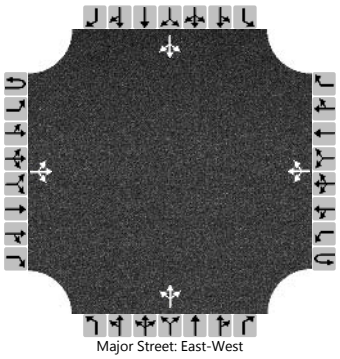
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	No Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	1094	74		119	607	0		36	0	124		0	2	8
Percent Heavy Vehicles (%)		2				2				3	3	3		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.13	6.53	6.23		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.53	4.03	3.33		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				129					174				11	
Capacity, c (veh/h)		928				547					73				113	
v/c Ratio		0.00				0.24					2.39				0.10	
95% Queue Length, Q_{95} (veh)		0.0				0.9					16.6				0.3	
Control Delay (s/veh)		8.9		0.1		13.6		5.1			753.7				40.4	
Level of Service (LOS)		A		A		B		A			F				E	
Approach Delay (s/veh)	0.1				6.5				753.7				40.4			
Approach LOS									F				E			

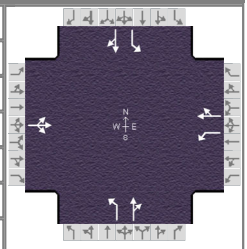
Copyright © 2018 University of Florida. All Rights Reserved.

Appendix J

Capacity Analysis: HCS 7 Reports BUILD

HCS7 Signalized Intersection Results Summary

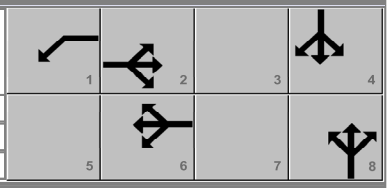
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	01.Sycamore Line (US 2…	File Name	2043 Close Butler AM_ERI-6_Sycamore Line to R…		
Project Description	2043 Build AM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	173	65	184	209	37	40	124	324	50	136	6

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	30.0	38.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		35.0	12.0	47.0		43.0		43.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.4		4.4
Queue Clearance Time (g_s), s		12.7	6.6	7.9		23.9		28.7
Green Extension Time (g_e), s		1.1	0.0	1.2		2.8		2.3
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.00	1.00	0.00		0.09		0.30

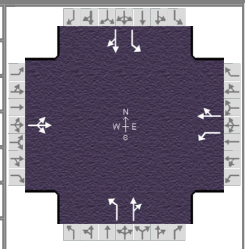
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		261		148	198		43	487		54	154	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1725		1781	1821		1223	1642		895	1827	
Queue Service Time (g_s), s		0.0		4.6	5.9		2.1	21.9		4.8	4.8	
Cycle Queue Clearance Time (g_c), s		10.7		4.6	5.9		6.9	21.9		26.7	4.8	
Green Ratio (*g/C*)		0.33		0.43	0.47		0.42	0.42		0.42	0.42	
Capacity (*c*), veh/h		615		459	850		531	693		240	771	
Volume-to-Capacity Ratio (*X*)		0.424		0.322	0.233		0.082	0.702		0.227	0.200	
Back of Queue (*Q*), ft/ln (95 th percentile)		199.3		82.9	104.9		26.7	338.7		49.5	93.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		7.6		3.3	4.1		1.0	13.2		1.9	3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.41	0.00		0.22	0.00		0.43	0.00	
Uniform Delay (d_1), s/veh		23.6		16.8	14.4		18.6	21.4		32.3	16.4	
Incremental Delay (d_2), s/veh		0.3		0.3	0.1		0.1	3.2		0.5	0.1	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		23.9		17.1	14.5		18.6	24.6		32.8	16.5	
Level of Service (LOS)		C		B	B		B	C		C	B	
Approach Delay, s/veh / LOS	23.9	C		15.6	B		24.1	C		20.8	C	
Intersection Delay, s/veh / LOS	21.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.90	B	1.91	B	1.68	B
Bicycle LOS Score / LOS	0.92	A	1.26	A	1.36	A	0.83	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

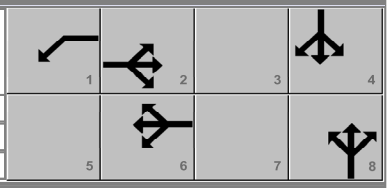
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	01.Sycamore Line (US 2…	File Name	2043 Close Butler PM_ERI-6_Sycamore Line to…		
Project Description	2043 Build PM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	308	57	308	295	68	56	126	359	87	184	3

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	25.5	39.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		8.3	1.0	4.0		6.0		6.0
Phase Duration, s		30.5	15.0	45.5		44.5		44.5
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6	3.6	3.6		4.4		4.4
Queue Clearance Time (g_s), s		20.3	11.3	12.5		25.7		34.7
Green Extension Time (g_e), s		1.1	0.0	1.8		3.5		1.9
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		0.56	1.00	0.03		0.16		0.93

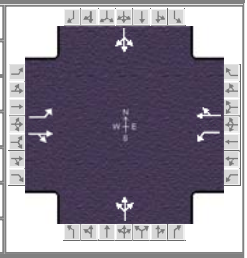
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		399		268	316		61	527		95	203	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1804		1781	1809		1179	1650		876	1865	
Queue Service Time (g_s), s		0.0		9.3	10.5		3.1	23.7		9.0	6.2	
Cycle Queue Clearance Time (g_c), s		18.3		9.3	10.5		9.3	23.7		32.7	6.2	
Green Ratio (*g/C*)		0.28		0.42	0.45		0.44	0.44		0.44	0.44	
Capacity (*c*), veh/h		551		357	814		516	724		234	819	
Volume-to-Capacity Ratio (*X*)		0.724		0.752	0.389		0.118	0.728		0.405	0.248	
Back of Queue (*Q*), ft/ln (95 th percentile)		332.4		185.7	180.3		37.7	359.8		90.4	120.1	
Back of Queue (*Q*), veh/ln (95 th percentile)		13.0		7.3	7.1		1.5	14.2		3.6	4.7	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.93	0.00		0.31	0.00		0.79	0.00	
Uniform Delay (d_1), s/veh		29.7		21.2	16.5		18.8	20.8		34.3	15.9	
Incremental Delay (d_2), s/veh		4.4		6.7	0.2		0.1	3.7		1.1	0.2	
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		34.1		27.9	16.7		18.9	24.5		35.4	16.1	
Level of Service (LOS)		C		C	B		B	C		D	B	
Approach Delay, s/veh / LOS	34.1	C		21.8	C		23.9	C		22.2	C	
Intersection Delay, s/veh / LOS	25.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.90	B	1.90	B	1.68	B
Bicycle LOS Score / LOS	1.15	A	1.69	B	1.46	A	0.98	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	02.Avondale/McKinley St	File Name	2043 Close Butler AM_ERI-6_Sycamore Line to R…		
Project Description	2043 Build AM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	440	2	7	325	30	2	2	6	17	2	22

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	29.0	21.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		34.0		34.0		26.0		26.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.9		3.9
Queue Clearance Time (g_s), s		16.0		16.4		2.3		3.1
Green Extension Time (g_e), s		2.5		2.4		0.1		0.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.08		0.09		0.00		0.00

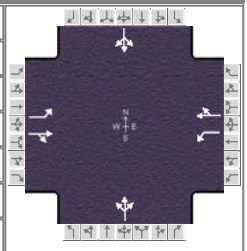
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	18	576		7	349			11			45	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1023	1854		824	1813			1622			1517	
Queue Service Time (g_s), s	0.7	14.0		0.4	7.4			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	8.1	14.0		14.4	7.4			0.3			1.1	
Green Ratio (*g/C*)	0.48	0.48		0.48	0.48			0.35			0.35	
Capacity (*c*), veh/h	488	896		326	876			640			616	
Volume-to-Capacity Ratio (*X*)	0.037	0.643		0.021	0.399			0.017			0.072	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6	203.4		3.1	112.7			4.1			17.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	7.9		0.1	4.4			0.2			0.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.06	0.00		0.08	0.28			0.00			0.00	
Uniform Delay (d_1), s/veh	12.5	11.6		17.0	9.9			12.8			13.0	
Incremental Delay (d_2), s/veh	0.0	1.1		0.0	0.2			0.0			0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	12.5	12.7		17.0	10.1			12.8			13.1	
Level of Service (LOS)	B	B		B	B			B			B	
Approach Delay, s/veh / LOS	12.7	B		10.3	B		12.8	B		13.1	B	
Intersection Delay, s/veh / LOS	11.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.31	A	1.14	A	0.51	A	0.56	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	02.Avondale/McKinley St	File Name	2043 Close Butler PM_ERI-6_Sycamore Line to…		
Project Description	2043 Build PM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	638	8	10	551	32	4	2	14	34	2	27

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	31.5	18.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		6.0		8.0		8.0
Phase Duration, s		36.5		36.5		23.5		23.5
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.8
Queue Clearance Time (g_s), s		22.9		23.7		2.6		3.7
Green Extension Time (g_e), s		3.3		3.2		0.2		0.2
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.47		0.52		0.00		0.00

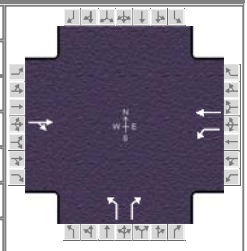
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	790		10	583			22			68	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	832	1866		686	1852			1599			1507	
Queue Service Time (g_s), s	1.5	20.9		0.7	13.1			0.0			0.0	
Cycle Queue Clearance Time (g_c), s	14.6	20.9		21.7	13.1			0.6			1.7	
Green Ratio (*g/C*)	0.52	0.52		0.52	0.52			0.31			0.31	
Capacity (*c*), veh/h	375	980		241	972			565			557	
Volume-to-Capacity Ratio (*X*)	0.078	0.807		0.042	0.600			0.038			0.123	
Back of Queue (*Q*), ft/ln (95 th percentile)	11.9	264.1		5.1	190.3			9.1			29.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	10.4		0.2	7.5			0.4			1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.11	0.00		0.13	0.48			0.00			0.00	
Uniform Delay (d_1), s/veh	14.9	11.7		20.7	9.9			14.5			14.9	
Incremental Delay (d_2), s/veh	0.0	2.5		0.0	0.8			0.0			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay (*d*), s/veh	15.0	14.3		20.7	10.7			14.6			15.0	
Level of Service (LOS)	B	B		C	B			B			B	
Approach Delay, s/veh / LOS	14.3	B		10.8	B		14.6	B		15.0	B	
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.65	B	1.90	B	1.90	B
Bicycle LOS Score / LOS	1.69	B	1.55	B	0.52	A	0.60	A

Copyright © 2019 University of Florida, All Rights Reserved.

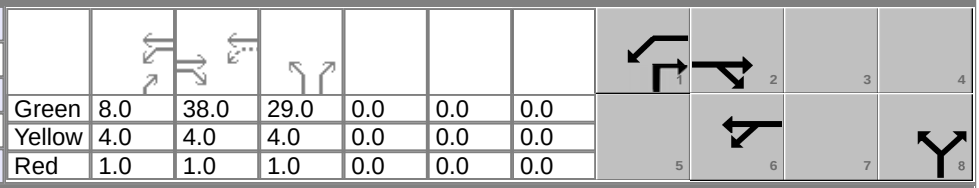
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	03.Butler Street (No Rev…	File Name	2043 Build AM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		262	35	59	300		43		203			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	38.0	29.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		43.0	13.0	56.0		34.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.3		
Queue Clearance Time (g_s), s		15.3	4.0	13.0		10.7		
Green Extension Time (g_e), s		1.7	0.0	1.7		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	1.00	0.00		0.00		

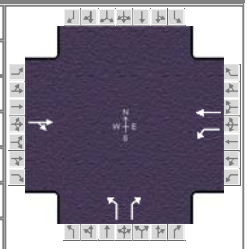
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		334		61	310		47		221			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1643		1344	1411		1753		1560			
Queue Service Time (g_s), s		13.3		2.0	11.0		1.7		8.7			
Cycle Queue Clearance Time (g_c), s		13.3		2.0	11.0		1.7		8.7			
Green Ratio (*g/C*)		0.42		0.53	0.57		0.32		0.41			
Capacity (*c*), veh/h		694		416	800		565		641			
Volume-to-Capacity Ratio (*X*)		0.482		0.146	0.387		0.083		0.344			
Back of Queue (*Q*), ft/ln (95 th percentile)		232.7		32.1	177.4		31.3		141			
Back of Queue (*Q*), veh/ln (95 th percentile)		8.3		1.0	5.6		1.2		5.5			
Queue Storage Ratio (*RQ*) (95 th percentile)		2.74		0.07	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		18.9		11.7	10.8		21.2		18.2			
Incremental Delay (d_2), s/veh		0.4		0.2	0.2		0.1		0.3			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		19.2		11.9	11.0		21.3		18.5			
Level of Service (LOS)		B		B	B		C		B			
Approach Delay, s/veh / LOS	19.2	B		11.2	B		19.0	B		0.0		
Intersection Delay, s/veh / LOS	16.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.69	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.02	A	1.13	A		F		

Copyright © 2019 University of Florida, All Rights Reserved.

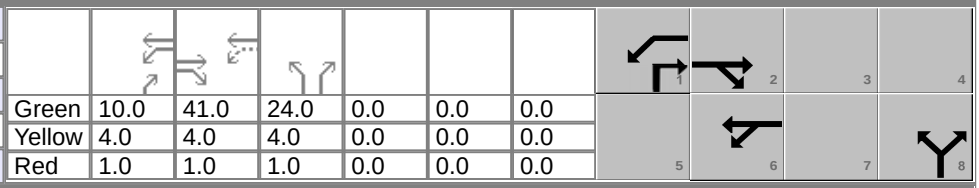
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	03.Butler Street (No Rev…	File Name	2043 Build PM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		434	36	131	441		63		166			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	41.0	24.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.3	1.0	4.0		9.0		
Phase Duration, s		46.0	15.0	61.0		29.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.5	4.6	3.5		4.3		
Queue Clearance Time (g_s), s		24.7	5.5	15.3		9.3		
Green Extension Time (g_e), s		3.1	0.2	3.4		0.8		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.06	1.00	0.01		0.00		

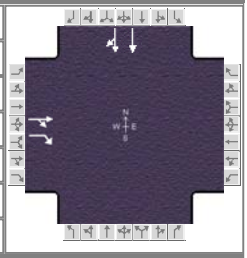
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		585		156	525		68		180			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1845		1781	1870		1767		1572			
Queue Service Time (g_s), s		22.7		3.5	13.3		2.7		7.3			
Cycle Queue Clearance Time (g_c), s		22.7		3.5	13.3		2.7		7.3			
Green Ratio (*g/C*)		0.46		0.59	0.62		0.27		0.38			
Capacity (*c*), veh/h		840		447	1164		471		594			
Volume-to-Capacity Ratio (*X*)		0.695		0.349	0.451		0.145		0.304			
Back of Queue (*Q*), ft/ln (95 th percentile)		354.7		58.6	205.8		50.8		119			
Back of Queue (*Q*), veh/ln (95 th percentile)		14.0		2.3	8.1		2.0		4.6			
Queue Storage Ratio (*RQ*) (95 th percentile)		4.17		0.13	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		19.5		12.5	8.9		25.2		19.7			
Incremental Delay (d_2), s/veh		1.9		0.5	0.2		0.1		0.3			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		21.4		13.0	9.1		25.3		20.0			
Level of Service (LOS)		C		B	A		C		B			
Approach Delay, s/veh / LOS	21.4	C		10.0	B		21.4	C		0.0		
Intersection Delay, s/veh / LOS	16.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	0.67	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.33	A	1.51	B		F		

Copyright © 2019 University of Florida, All Rights Reserved.

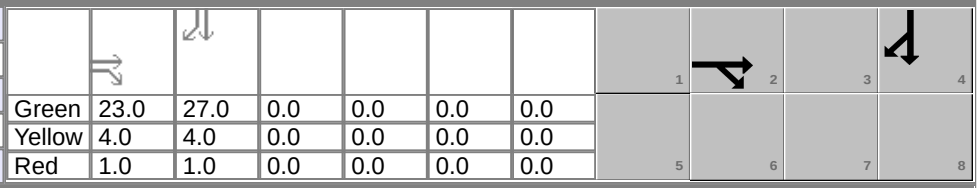
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	04.Butler Street	File Name	2043 Close Butler AM_ERI-6_Milan Road (US 25…		
Project Description	2043 Build AM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	125								517	40

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	27.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		28.0						32.0
Change Period, ($Y+R_c$), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.1
Queue Clearance Time (g_s), s		2.0						8.5
Green Extension Time (g_e), s		0.0						1.1
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.00

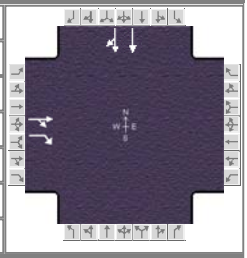
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	1								306	299
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1823
Queue Service Time (g_s), s		0.0	0.0								6.5	6.5
Cycle Queue Clearance Time (g_c), s		0.0	0.0								6.5	6.5
Green Ratio (*g/C*)		0.38	0.38								0.45	0.45
Capacity (*c*), veh/h		717	608								842	820
Volume-to-Capacity Ratio (*X*)		0.000	0.002								0.364	0.365
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.4								102.1	98.3
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								4.0	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (d_1), s/veh		0.0	11.4								10.9	10.9
Incremental Delay (d_2), s/veh		0.0	0.0								0.1	0.1
Initial Queue Delay (d_3), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	11.4								10.9	11.0
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	11.4		B	0.0			0.0			11.0		B
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.71	A					0.99	A

Copyright © 2019 University of Florida, All Rights Reserved.

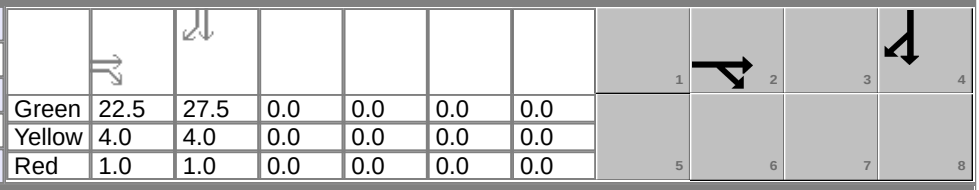
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	04.Butler Street	File Name	2043 Close Butler PM_ERI-6_Milan Road (US 25…		
Project Description	2043 Build PM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		0	184								724	52

Signal Information			
Cycle, s	60.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	22.5	27.5	0.0	0.0	0.0	0.0		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2						4
Case Number		7.0						12.0
Phase Duration, s		27.5						32.5
Change Period, (*Y+R c*), s		5.0						5.0
Max Allow Headway (*MAH*), s		3.4						3.0
Queue Clearance Time (*g s*), s		2.0						11.6
Green Extension Time (*g e*), s		0.0						1.5
Phase Call Probability		1.00						1.00
Max Out Probability		0.00						0.01

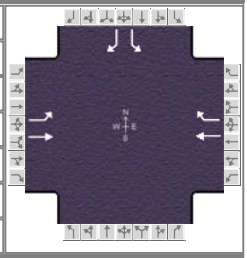
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12								4	14
Adjusted Flow Rate (*v*), veh/h		0	2								427	417
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1870	1585								1870	1826
Queue Service Time (*g s*), s		0.0	0.0								9.6	9.6
Cycle Queue Clearance Time (*g c*), s		0.0	0.0								9.6	9.6
Green Ratio (*g/C*)		0.38	0.38								0.46	0.46
Capacity (*c*), veh/h		701	594								857	837
Volume-to-Capacity Ratio (*X*)		0.000	0.003								0.498	0.498
Back of Queue (*Q*), ft/ln (95 th percentile)		0	0.7								150.9	145.6
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.0								5.9	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00								0.00	0.00
Uniform Delay (*d 1*), s/veh		0.0	11.7								11.4	11.4
Incremental Delay (*d 2*), s/veh		0.0	0.0								0.2	0.2
Initial Queue Delay (*d 3*), s/veh		0.0	0.0								0.0	0.0
Control Delay (*d*), s/veh		0.0	11.7								11.6	11.6
Level of Service (LOS)			B								B	B
Approach Delay, s/veh / LOS	11.7		B	0.0			0.0			11.6		B
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.71	B	1.42	A	1.72	B
Bicycle LOS Score / LOS	0.82	A					1.18	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	06.Cedar Point Drive (C…	File Name	2043 Build AM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build AM Cedar Point 1 LT/1 RT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	378	233			256	755				233		110

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	15.0	23.0	37.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	20.0	48.0		28.0				42.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.0		5.0				4.7
Queue Clearance Time (g_s), s	12.9	7.5		25.0				10.6
Green Extension Time (g_e), s	0.3	6.5		0.0				1.8
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	0.37		1.00				0.00

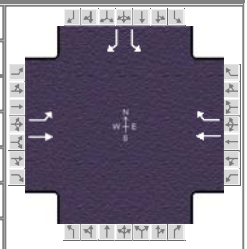
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	310	191			248	732				253		120
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1725	1811			1826	1547				1810		1434
Queue Service Time (g_s), s	10.9	5.5			10.5	23.0				8.6		4.8
Cycle Queue Clearance Time (g_c), s	10.9	5.5			10.5	23.0				8.6		4.8
Green Ratio (*g/C*)	0.44	0.48			0.26	0.67				0.41		0.41
Capacity (*c*), veh/h	519	865			467	1032				744		590
Volume-to-Capacity Ratio (*X*)	0.596	0.221			0.532	0.709				0.340		0.203
Back of Queue (*Q*), ft/ln (95 th percentile)	200.7	103.2			200.1	307.7				156.9		77.4
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	3.9			7.7	11.8				6.3		2.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	18.1	13.7			28.9	9.5				18.1		17.0
Incremental Delay (d_2), s/veh	1.9	0.3			1.1	1.9				0.3		0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	20.1	14.0			29.9	11.4				18.5		17.2
Level of Service (LOS)	C	B			C	B				B		B
Approach Delay, s/veh / LOS	17.8	B		16.1	B		0.0			18.1	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.70	A	1.93	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.58	B	2.30	B				F

Copyright © 2019 University of Florida, All Rights Reserved.

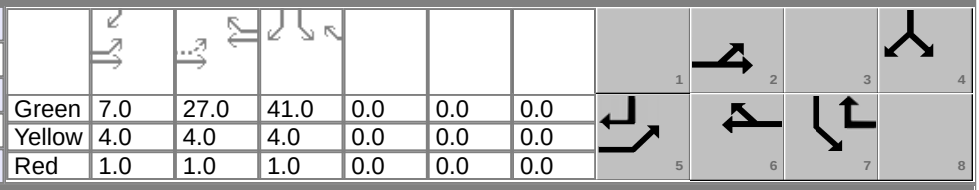
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	06.Cedar Point Drive (C…	File Name	2043 Build PM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build PM Cedar Point 1 LT/1 RT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	126	427			480	407				638		162

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	27.0	41.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	12.0	44.0		32.0				46.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	4.6	5.2		5.2				4.7
Queue Clearance Time (g_s), s	7.4	23.2		24.8				32.4
Green Extension Time (g_e), s	0.0	2.8		1.6				3.1
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	1.00		1.00				0.53

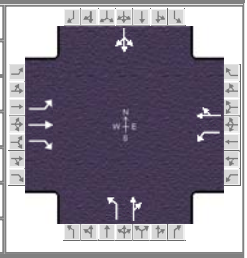
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	162	549			498	422				693		176
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870			1870	1585				1810		1585
Queue Service Time (g_s), s	5.4	21.2			22.8	8.0				30.4		5.2
Cycle Queue Clearance Time (g_c), s	5.4	21.2			22.8	8.0				30.4		5.2
Green Ratio (*g/C*)	0.40	0.43			0.30	0.76				0.46		0.53
Capacity (*c*), veh/h	260	810			561	1198				824		845
Volume-to-Capacity Ratio (*X*)	0.623	0.677			0.887	0.352				0.841		0.208
Back of Queue (*Q*), ft/ln (95 th percentile)	111.1	353.6			446.9	81.8				491.6		78.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	13.9			17.6	3.2				19.7		3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.37	0.00			0.00	0.00				0.00		0.00
Uniform Delay (d_1), s/veh	22.0	20.4			30.0	3.7				21.6		11.0
Incremental Delay (d_2), s/veh	4.4	2.7			15.1	0.2				8.0		0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay (*d*), s/veh	26.4	23.1			45.1	3.9				29.6		11.2
Level of Service (LOS)	C	C			D	A				C		B
Approach Delay, s/veh / LOS	23.9	C		26.2	C		0.0			25.9	C	
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.71	A	1.92	B	1.95	B	1.96	B
Bicycle LOS Score / LOS	1.48	A	2.08	B				F

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	08.Remington Avenue	File Name	2043 Build AM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	286	114	46	698	10	138	30	53	16	53	28

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	33.0	7.0	23.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6	3	8		4
Case Number		5.3	1.0	4.0	1.0	4.0		8.3
Phase Duration, s		38.0	12.0	50.0	12.0	40.0		28.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.1	3.1	3.1	3.3	3.8		3.8
Queue Clearance Time (g_s), s		24.2	3.4	34.9	7.4	5.2		6.3
Green Extension Time (g_e), s		2.1	0.0	0.0	0.0	0.5		0.5
Phase Call Probability		1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability		0.21	0.47	1.00	1.00	0.00		0.00

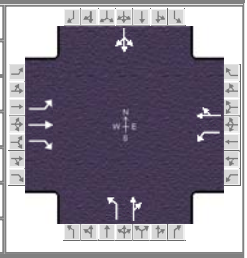
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	11	307	122	50	770		150	90			105	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	683	1826	1610	1739	1821		1767	1664			1682	
Queue Service Time (g_s), s	1.2	11.5	4.7	1.4	32.9		5.4	3.2			0.0	
Cycle Queue Clearance Time (g_c), s	22.2	11.5	4.7	1.4	32.9		5.4	3.2			4.3	
Green Ratio (*g/C*)	0.37	0.37	0.37	0.47	0.50		0.36	0.39			0.26	
Capacity (*c*), veh/h	171	669	590	465	911		487	647			476	
Volume-to-Capacity Ratio (*X*)	0.063	0.458	0.207	0.107	0.845		0.308	0.139			0.221	
Back of Queue (*Q*), ft/ln (95 th percentile)	9.6	207.2	76	24.7	533.7		102	56.1			84.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	8.0	3.0	1.0	20.5		4.0	2.2			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00	0.00	0.35	0.00		0.58	0.00			0.00	
Uniform Delay (d_1), s/veh	34.3	21.7	19.5	14.2	19.5		20.7	17.8			26.5	
Incremental Delay (d_2), s/veh	0.0	0.2	0.1	0.0	7.0		0.1	0.1			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	34.3	21.8	19.6	14.3	26.5		20.8	17.8			26.7	
Level of Service (LOS)	C	C	B	B	C		C	B			C	
Approach Delay, s/veh / LOS	21.5	C		25.7	C		19.7	B		26.7	C	
Intersection Delay, s/veh / LOS	23.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.67	B	1.91	B	2.12	B
Bicycle LOS Score / LOS	1.22	A	1.84	B	0.88	A	0.66	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	08.Remington Avenue	File Name	2043 Build PM_ERI-6_Sycamore Line to Remingt…		
Project Description	2043 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	23	648	195	100	628	25	183	51	160	14	38	38

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	44.0	7.0	12.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	4.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6	3	8		4
Case Number		5.3	1.0	4.0	1.0	4.0		8.3
Phase Duration, s		49.0	12.0	61.0	12.0	29.0		17.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.1	3.1	3.1	3.3	3.9		3.9
Queue Clearance Time (g_s), s		45.7	4.4	23.0	9.0	12.7		6.7
Green Extension Time (g_e), s		0.0	0.0	4.9	0.0	0.0		0.5
Phase Call Probability		1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability		1.00	1.00	0.09	1.00	1.00		0.45

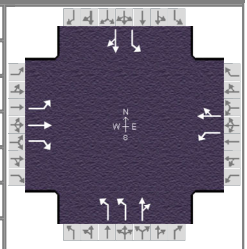
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	32	911	274	109	710		199	229			98	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	739	1870	1610	1781	1858		1781	1646			1647	
Queue Service Time (g_s), s	2.5	43.7	9.4	2.4	21.0		7.0	10.7			0.0	
Cycle Queue Clearance Time (g_c), s	11.6	43.7	9.4	2.4	21.0		7.0	10.7			4.7	
Green Ratio (*g/C*)	0.49	0.49	0.49	0.59	0.62		0.23	0.27			0.13	
Capacity (*c*), veh/h	367	914	787	220	1156		325	439			266	
Volume-to-Capacity Ratio (*X*)	0.088	0.997	0.348	0.493	0.614		0.611	0.523			0.368	
Back of Queue (*Q*), ft/ln (95 th percentile)	18.9	558.2	104.6	49.8	305.4		41	195.1			93.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	22.0	4.2	2.0	12.0		1.6	7.7			3.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.19	0.00	0.00	0.71	0.00		0.23	0.00			0.00	
Uniform Delay (d_1), s/veh	17.6	22.9	14.2	19.9	10.4		31.3	28.1			35.8	
Incremental Delay (d_2), s/veh	0.0	9.3	0.0	0.6	0.7		2.5	0.9			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Control Delay (*d*), s/veh	17.6	32.2	14.2	20.5	11.1		33.7	29.0			36.5	
Level of Service (LOS)	B	C	B	C	B		C	C			D	
Approach Delay, s/veh / LOS	27.8	C		12.4	B		31.2	C		36.5	D	
Intersection Delay, s/veh / LOS	23.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.65	B	1.93	B	2.13	B
Bicycle LOS Score / LOS	2.04	B	1.84	B	1.19	A	0.65	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

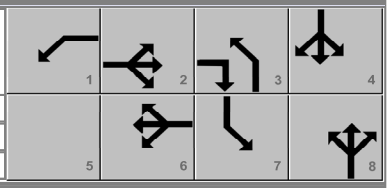
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	09.Rye Beach Rd	File Name	2043 Build AM_ERI-6_Rye Beach_E-W mainline…		
Project Description	2043 Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	158	359	137	224	4	1052	17	72	8	16	22

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	22.0	47.5	23.5	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		27.0	12.0	39.0		52.5		28.5
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.1	4.1	4.1		3.0		4.3
Queue Clearance Time (g_s), s		18.8	9.0	15.2		38.7		4.4
Green Extension Time (g_e), s		1.1	0.0	1.9		2.5		0.1
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		1.00	1.00	0.52		0.17		0.00

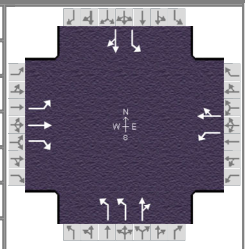
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	12	172	390	149	248		1143	97		9	41	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1114	1841	1560	1781	1864		1702	1607		1767	1680	
Queue Service Time (g_s), s	1.1	10.1	16.8	7.0	13.2		36.7	4.6		0.5	2.4	
Cycle Queue Clearance Time (g_c), s	2.3	10.1	16.8	7.0	13.2		36.7	4.6		0.5	2.4	
Green Ratio (*g/C*)	0.18	0.18	0.58	0.26	0.28		0.40	0.40		0.20	0.20	
Capacity (*c*), veh/h	253	337	903	284	528		1348	636		346	329	
Volume-to-Capacity Ratio (*X*)	0.047	0.509	0.432	0.524	0.469		0.849	0.152		0.025	0.126	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.7	209.4	241.9	34.6	255.7		557.2	79.6		9.8	47.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	8.1	9.4	1.4	10.1		21.6	3.1		0.4	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.08	0.00	0.00	0.28	0.00		0.00	0.00		0.12	0.00	
Uniform Delay (d_1), s/veh	41.4	44.1	14.2	38.1	35.5		33.0	23.3		39.0	39.8	
Incremental Delay (d_2), s/veh	0.1	1.3	0.3	1.7	0.6		5.0	0.0		0.0	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	41.5	45.4	14.5	39.9	36.2		38.0	23.3		39.0	39.9	
Level of Service (LOS)	D	D	B	D	D		D	C		D	D	
Approach Delay, s/veh / LOS	24.3	C		37.6	D		36.9	D		39.8	D	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.14	B	1.93	B	1.97	B	2.30	B
Bicycle LOS Score / LOS	1.43	A	1.14	A	2.53	C	0.57	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

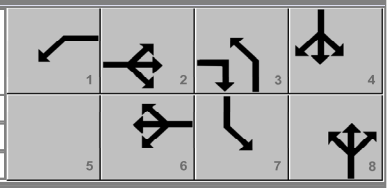
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	7/6/2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Cleveland Rd (US 6)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	09.Rye Beach Rd	File Name	2043 Build PM_ERI-6_Rye Beach_E-W mainline…		
Project Description	2043 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	372	872	148	237	6	817	32	204	2	20	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	37.5	36.5	19.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	4.0		10.0		10.0
Phase Duration, s		42.5	12.0	54.5		41.5		24.0
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		5.0
Max Allow Headway (*MAH*), s		4.2	4.1	4.2		3.1		4.3
Queue Clearance Time (g_s), s		39.5	9.0	13.7		30.8		4.6
Green Extension Time (g_e), s		0.0	0.0	8.6		1.7		0.1
Phase Call Probability		1.00	1.00	1.00		1.00		1.00
Max Out Probability		1.00	1.00	0.21		0.42		0.00

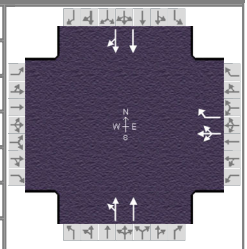
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	24	404	948	161	264		888	257		2	43	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1115	1870	1585	1781	1862		1730	1619		1781	1716	
Queue Service Time (g_s), s	1.8	22.8	37.5	7.0	11.7		28.8	15.7		0.1	2.6	
Cycle Queue Clearance Time (g_c), s	1.8	22.8	37.5	7.0	11.7		28.8	15.7		0.1	2.6	
Green Ratio (*g/C*)	0.31	0.31	0.62	0.39	0.41		0.30	0.30		0.16	0.16	
Capacity (*c*), veh/h	408	584	977	284	768		1052	492		282	272	
Volume-to-Capacity Ratio (*X*)	0.059	0.692	0.970	0.566	0.344		0.844	0.521		0.008	0.160	
Back of Queue (*Q*), ft/ln (95 th percentile)	22	402.9	920.1	148.9	224.8		468.4	255.9		2.6	52.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	15.9	36.2	5.9	8.8		18.4	10.1		0.1	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.13	0.00	0.00	1.19	0.00		0.00	0.00		0.03	0.00	
Uniform Delay (d_1), s/veh	29.0	36.2	21.9	28.5	24.1		39.1	34.5		42.6	43.6	
Incremental Delay (d_2), s/veh	0.1	3.5	21.7	2.6	0.3		6.1	0.5		0.0	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	29.0	39.7	43.6	31.1	24.4		45.2	35.0		42.6	43.9	
Level of Service (LOS)	C	D	D	C	C		D	C		D	D	
Approach Delay, s/veh / LOS	42.2	D		26.9	C		42.9	D		43.8	D	
Intersection Delay, s/veh / LOS	40.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	1.92	B	1.97	B	2.31	B
Bicycle LOS Score / LOS	2.76	C	1.19	A	2.38	B	0.56	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

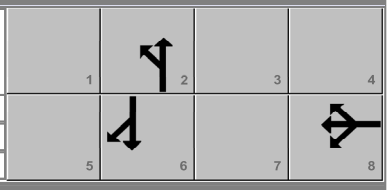
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Rye Beach Road	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	10.SR 2 WB Ramps	File Name	2043 Build AM_ERI-6_Rye Beach_N-S mainline…		
Project Description	2043 Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				68	2	997	61	181			403	107

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	48.0	62.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				67.0		53.0		53.0
Change Period, (*Y+R c*), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.4		5.2		5.2
Queue Clearance Time (*g s*), s				37.9		23.3		15.4
Green Extension Time (*g e*), s				12.3		5.1		5.4
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.42		0.05		0.01

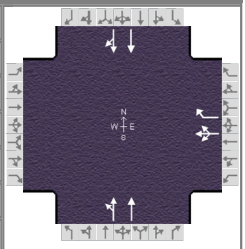
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					564	596	115	148			286	269
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1586	1560	800	1594			1841	1708
Queue Service Time (*g s*), s					32.0	35.9	7.8	6.8			13.2	13.4
Cycle Queue Clearance Time (*g c*), s					32.0	35.9	21.3	6.8			13.2	13.4
Green Ratio (*g/C*)					0.52	0.52	0.40	0.40			0.40	0.40
Capacity (*c*), veh/h					820	806	367	638			736	683
Volume-to-Capacity Ratio (*X*)					0.688	0.740	0.312	0.233			0.388	0.393
Back of Queue (*Q*), ft/ln (95 th percentile)					470.8	517.9	117.7	136.3			251.7	240.4
Back of Queue (*Q*), veh/ln (95 th percentile)					18.2	20.1	4.7	5.0			9.8	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	1.10	0.00	0.00			0.00	0.00
Uniform Delay (*d 1*), s/veh					21.7	22.7	30.1	23.8			25.6	25.6
Incremental Delay (*d 2*), s/veh					3.1	4.4	0.6	0.2			0.5	0.5
Initial Queue Delay (*d 3*), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					24.9	27.1	30.7	24.1			26.0	26.2
Level of Service (LOS)					C	C	C	C			C	C
Approach Delay, s/veh / LOS	0.0			26.0		C	27.0		C	26.1		C
Intersection Delay, s/veh / LOS	26.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.16	B	1.70	B	1.40	A
Bicycle LOS Score / LOS			2.40	B	0.70	A	0.94	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

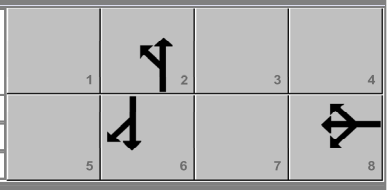
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Rye Beach Rd	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	10.SR 2 WB Ramps	File Name	2043 Build PM_ERI-6_Rye Beach_N-S mainline…		
Project Description	2043 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				72	2	708	93	367			903	139

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.5	54.5	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2		6
Case Number				11.0		8.0		8.0
Phase Duration, s				59.5		60.5		60.5
Change Period, ($Y+R_c$), s				5.0		5.0		5.0
Max Allow Headway (*MAH*), s				6.4		5.3		5.3
Queue Clearance Time (g_s), s				25.9		57.5		31.0
Green Extension Time (g_e), s				9.1		0.0		13.1
Phase Call Probability				1.00		1.00		1.00
Max Out Probability				0.14		1.00		0.46

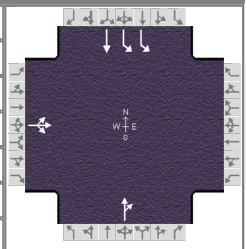
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3	8	18	5	2			6	16
Adjusted Flow Rate (*v*), veh/h					427	423	173	374			580	553
Adjusted Saturation Flow Rate (*s*), veh/h/ln					1622	1585	358	1689			1870	1783
Queue Service Time (g_s), s					23.4	23.9	26.5	13.1			28.8	29.0
Cycle Queue Clearance Time (g_c), s					23.4	23.9	55.5	13.1			28.8	29.0
Green Ratio (*g/C*)					0.45	0.45	0.46	0.46			0.46	0.46
Capacity (*c*), veh/h					737	720	215	781			865	825
Volume-to-Capacity Ratio (*X*)					0.579	0.588	0.805	0.479			0.670	0.671
Back of Queue (*Q*), ft/ln (95 th percentile)					365.1	364.9	210.2	260.6			479.5	461.8
Back of Queue (*Q*), veh/ln (95 th percentile)					14.4	14.4	8.4	10.2			18.9	18.2
Queue Storage Ratio (*RQ*) (95 th percentile)					0.00	0.78	0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh					24.3	24.4	43.1	22.3			25.1	25.1
Incremental Delay (d_2), s/veh					1.8	2.0	10.5	0.3			2.3	2.4
Initial Queue Delay (d_3), s/veh					0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh					26.1	26.4	53.7	22.6			27.4	27.5
Level of Service (LOS)					C	C	D	C			C	C
Approach Delay, s/veh / LOS	0.0			26.2		C	32.4		C	27.4		C
Intersection Delay, s/veh / LOS	28.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.16	B	1.69	B	1.40	A
Bicycle LOS Score / LOS			1.89	B	0.90	A	1.42	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

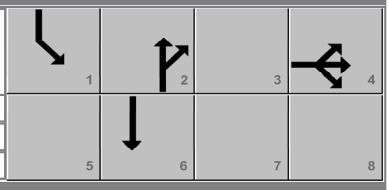
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Rye Beach Road	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	11.SR 2 EB Ramps	File Name	2043 Build AM_ERI-6_Rye Beach_N-S mainline…		
Project Description	2043 Build AM (w/20% seasonal factor)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	2	46					156	71	310	161	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	32.0	38.0	35.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	2.0	4.0
Phase Duration, s		40.0				43.0	37.0	80.0
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.0	3.0	5.0
Queue Clearance Time (g_s), s		10.6				17.6	11.8	6.8
Green Extension Time (g_e), s		0.8				2.2	0.7	2.2
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.00				0.01	0.00	0.01

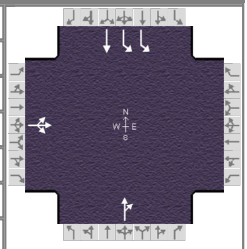
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		146						247		337	175	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1588						1546		1689	1826	
Queue Service Time (g_s), s		8.6						15.6		9.8	4.8	
Cycle Queue Clearance Time (g_c), s		8.6						15.6		9.8	4.8	
Green Ratio (*g/C*)		0.29						0.32		0.27	0.62	
Capacity (*c*), veh/h		463						490		901	1141	
Volume-to-Capacity Ratio (*X*)		0.314						0.504		0.374	0.153	
Back of Queue (*Q*), ft/ln (95 th percentile)		167.9						283.8		183.4	82.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		6.2						9.9		7.1	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00		0.75	0.00	
Uniform Delay (d_1), s/veh		33.1						33.3		35.8	9.3	
Incremental Delay (d_2), s/veh		0.5						1.2		0.1	0.1	
Initial Queue Delay (d_3), s/veh		0.0						0.0		0.0	0.0	
Control Delay (*d*), s/veh		33.7						34.5		35.9	9.4	
Level of Service (LOS)		C						C		D	A	
Approach Delay, s/veh / LOS	33.7	C		0.0			34.5	C		26.9	C	
Intersection Delay, s/veh / LOS	30.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	2.16	B	1.71	B	1.37	A
Bicycle LOS Score / LOS	0.73	A			0.89	A	1.33	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

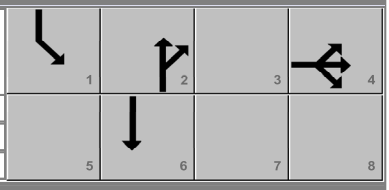
General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Huron/Twp, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Rye Beach Rd	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	11.SR 2 EB Ramps	File Name	2043 Build PM_ERI-6_Rye Beach_N-S mainline…		
Project Description	2043 Build PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	243	2	68					260	195	797	178	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	33.0	40.5	31.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2	1	6
Case Number		12.0				8.3	2.0	4.0
Phase Duration, s		36.5				45.5	38.0	83.5
Change Period, ($Y+R_c$), s		5.0				5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3				5.1	3.0	5.1
Queue Clearance Time (g_s), s		24.5				34.7	31.1	6.8
Green Extension Time (g_e), s		1.1				2.0	0.6	4.4
Phase Call Probability		1.00				1.00	1.00	1.00
Max Out Probability		0.56				0.89	1.00	0.02

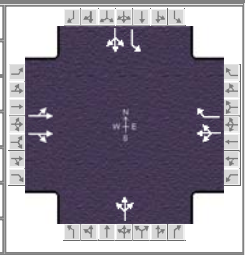
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14					2	12	1	6	
Adjusted Flow Rate (*v*), veh/h		340						495		866	193	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1680						1695		1730	1870	
Queue Service Time (g_s), s		22.5						32.7		29.1	4.8	
Cycle Queue Clearance Time (g_c), s		22.5						32.7		29.1	4.8	
Green Ratio (*g/C*)		0.26						0.34		0.28	0.65	
Capacity (*c*), veh/h		441						572		951	1223	
Volume-to-Capacity Ratio (*X*)		0.771						0.864		0.911	0.158	
Back of Queue (*Q*), ft/ln (95 th percentile)		411.4						566.7		463.9	79.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		15.7						21.8		18.3	3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00						0.00		1.89	0.00	
Uniform Delay (d_1), s/veh		40.9						37.2		42.1	8.0	
Incremental Delay (d_2), s/veh		8.7						13.4		9.6	0.1	
Initial Queue Delay (d_3), s/veh		0.0						0.0		0.0	0.0	
Control Delay (*d*), s/veh		49.6						50.6		51.7	8.1	
Level of Service (LOS)		D						D		D	A	
Approach Delay, s/veh / LOS	49.6	D		0.0			50.6	D		43.7	D	
Intersection Delay, s/veh / LOS	46.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	2.16	B	1.70	B	1.36	A
Bicycle LOS Score / LOS	1.05	A			1.30	A	2.24	B

Copyright © 2019 University of Florida, All Rights Reserved.

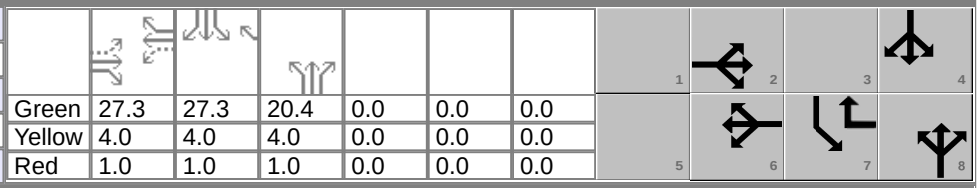
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	AM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 9:45
Intersection	12.Sycamore Line	File Name	2043 Close Butler AM_ERI-6_Milan Road (US 25…		
Project Description	2043 Build AM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	156	7	13	173	450	6	80	29	335	55	11

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4		
Green	27.3	27.3	20.4	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		32.3		32.3		25.4		32.3
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.7		3.6
Queue Clearance Time (g_s), s		5.4		23.0		7.3		18.1
Green Extension Time (g_e), s		2.5		1.2		0.2		0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.82		0.00		0.05

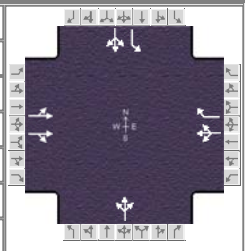
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	95		86		461	230		125		76	359	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1843		1662		1684	1572		1756		1753	1760	
Queue Service Time (g_s), s	0.0		3.4		5.0	6.1		5.3		2.9	16.1	
Cycle Queue Clearance Time (g_c), s	3.4		3.4		21.0	6.1		5.3		2.9	16.1	
Green Ratio (*g/C*)	0.30		0.30		0.30	0.61		0.23		0.30	0.30	
Capacity (*c*), veh/h	601		504		554	954		398		532	534	
Volume-to-Capacity Ratio (*X*)	0.159		0.171		0.833	0.241		0.314		0.144	0.673	
Back of Queue (*Q*), ft/ln (95 th percentile)	65.3		59.3		400.5	84.2		106		53.7	289.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6		2.4		15.6	3.3		4.1		2.1	11.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	23.0		23.0		29.1	8.2		29.0		22.8	27.4	
Incremental Delay (d_2), s/veh	0.1		0.1		10.3	0.1		0.3		0.1	3.1	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	23.1		23.2		39.4	8.3		29.3		22.9	30.5	
Level of Service (LOS)	C		C		D	A		C		C	C	
Approach Delay, s/veh / LOS	23.1	C		29.0	C		29.3	C		29.2	C	
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.70	B	1.92	B	2.15	B	1.93	B
Bicycle LOS Score / LOS	0.64	A	1.63	B	0.69	A	1.21	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	TranSystems			Duration, h	0.25
Analyst	SS	Analysis Date	Jun 26, 2018	Area Type	Other
Jurisdiction	City of Sandusky, OH	Time Period	PM Peak	PHF	0.92
Urban Street	Milan Road (US 250)	Analysis Year	2043	Analysis Period	1> 16:30
Intersection	12.Sycamore Line	File Name	2043 Close Butler PM_ERI-6_Milan Road (US 25…		
Project Description	2043 Build PM Close Butler				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	232	7	25	255	472	8	94	49	462	67	9

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	28.7	29.7	16.6	0.0	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
Red	1.0	1.0	1.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		7.0		12.0		10.0
Phase Duration, s		33.7		33.7		21.6		34.7
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.6		3.6		3.8		3.6
Queue Clearance Time (g_s), s		7.0		27.6		9.5		24.1
Green Extension Time (g_e), s		3.2		0.5		0.2		0.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.02		1.00		0.06		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	139		126		535	282		164		105	479	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1857		1684		1714	1585		1763		1781	1790	
Queue Service Time (g_s), s	0.0		5.0		12.9	6.8		7.5		3.8	22.1	
Cycle Queue Clearance Time (g_c), s	4.9		5.0		25.6	6.8		7.5		3.8	22.1	
Green Ratio (*g/C*)	0.32		0.32		0.32	0.65		0.18		0.33	0.33	
Capacity (*c*), veh/h	634		537		590	1029		325		588	591	
Volume-to-Capacity Ratio (*X*)	0.220		0.235		0.907	0.274		0.505		0.179	0.811	
Back of Queue (*Q*), ft/ln (95 th percentile)	95.3		86.5		493.9	90.3		150.4		70.7	394.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8		3.5		19.4	3.6		5.9		2.8	15.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00		0.00	0.00		0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	22.6		22.6		29.4	6.7		33.0		21.5	27.6	
Incremental Delay (d_2), s/veh	0.1		0.2		17.7	0.1		0.9		0.1	8.2	
Initial Queue Delay (d_3), s/veh	0.0		0.0		0.0	0.0		0.0		0.0	0.0	
Control Delay (*d*), s/veh	22.7		22.7		47.1	6.9		34.0		21.6	35.8	
Level of Service (LOS)	C		C		D	A		C		C	D	
Approach Delay, s/veh / LOS	22.7	C		33.2	C		34.0	C		33.2	C	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.69	B	1.92	B	2.15	B	1.93	B
Bicycle LOS Score / LOS	0.71	A	1.84	B	0.76	A	1.45	A

Copyright © 2019 University of Florida, All Rights Reserved.

HCS7 Two-Way Stop-Control Report

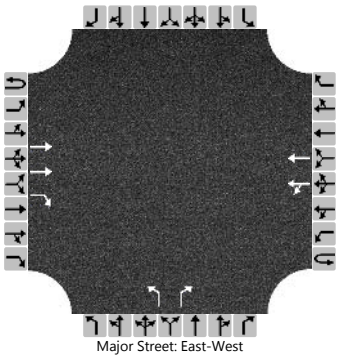
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	NoBuild AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		1	0	1		0	0	0
Configuration			T	R		LT	T			L		R				
Volume (veh/h)			388	80		18	805			133		14				
Percent Heavy Vehicles (%)						3				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						20				145		15				
Capacity, c (veh/h)						1046				274		795				
v/c Ratio						0.02				0.53		0.02				
95% Queue Length, Q_{95} (veh)						0.1				2.9		0.1				
Control Delay (s/veh)						8.5				32.0		9.6				
Level of Service (LOS)						A				D		A				
Approach Delay (s/veh)						0.3				29.9						
Approach LOS										D						

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

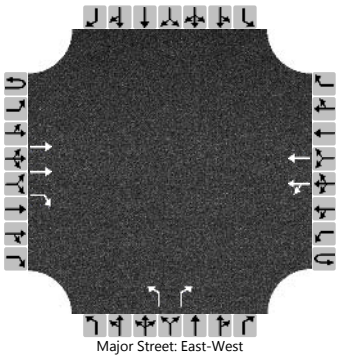
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Pipe St
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Pipe St
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	0		1	0	1		0	0	0
Configuration			T	R		LT	T			L		R				
Volume (veh/h)			854	132		23	866			58		15				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.14				6.84		6.94				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						25				63		16				
Capacity, c (veh/h)						646				117		545				
v/c Ratio						0.04				0.54		0.03				
95% Queue Length, Q_{95} (veh)						0.1				2.5		0.1				
Control Delay (s/veh)						10.8				66.8		11.8				
Level of Service (LOS)						B				F		B				
Approach Delay (s/veh)						0.7				55.5						
Approach LOS										F						

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

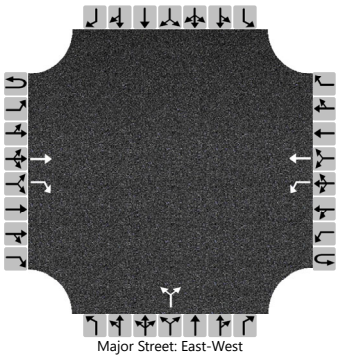
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	Build AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			281	106		205	754			28		170				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No													
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						223					215					
Capacity, c (veh/h)						1138					382					
v/c Ratio						0.20					0.56					
95% Queue Length, Q_{95} (veh)						0.7					3.3					
Control Delay (s/veh)						8.9					25.9					
Level of Service (LOS)						A					D					
Approach Delay (s/veh)						1.9				25.9						
Approach LOS										D						

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

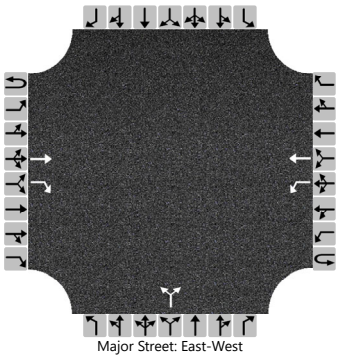
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Perkins Ave
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Perkins Ave
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			905	73		174	391			16		223				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No													
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						189					260					
Capacity, c (veh/h)						655					241					
v/c Ratio						0.29					1.08					
95% Queue Length, Q_{95} (veh)						1.2					11.1					
Control Delay (s/veh)						12.7					124.1					
Level of Service (LOS)						B					F					
Approach Delay (s/veh)						3.9					124.1					
Approach LOS											F					

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

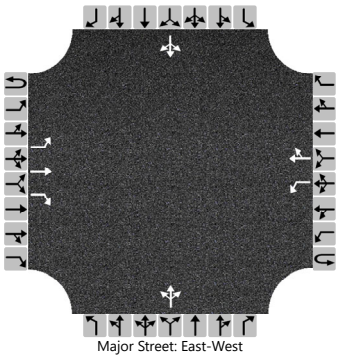
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	Build AM (w/Seasonal F)
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L		TR			LTR				LTR	
Volume (veh/h)		4	427	37		115	1188	0		48	0	97		0	3	8
Percent Heavy Vehicles (%)		5				2				7	7	7		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.15				4.12				7.17	6.57	6.27		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.25				2.22				3.56	4.06	3.36		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				125					158				12	
Capacity, c (veh/h)		527				1060					93				108	
v/c Ratio		0.01				0.12					1.70				0.11	
95% Queue Length, Q_{95} (veh)		0.0				0.4					12.7				0.4	
Control Delay (s/veh)		11.9				8.8					434.5				42.5	
Level of Service (LOS)		B				A					F				E	
Approach Delay (s/veh)		0.1				0.8				434.5				42.5		
Approach LOS										F				E		

Copyright © 2019 University of Florida. All Rights Reserved.

HCS7 Two-Way Stop-Control Report

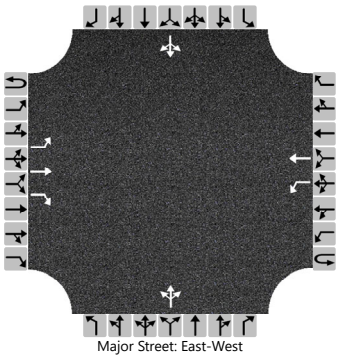
General Information

Analyst	SS
Agency/Co.	TranSystems
Date Performed	6/29/2018
Analysis Year	2043
Time Analyzed	Build PM Peak Hour
Intersection Orientation	East-West
Project Description	US 6 Corridor Planning Study

Site Information

Intersection	US 6 & Camp Rd
Jurisdiction	Huron Township, OH
East/West Street	Cleveland Road (US 6)
North/South Street	Camp Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	1	0	1	1	0		0	1	0		0	1	0
Configuration		L	T	R		L	T				LTR				LTR	
Volume (veh/h)		3	1094	74		119	607			36	0	124		0	2	8
Percent Heavy Vehicles (%)		2				2				3	3	3		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No														
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.13	6.53	6.23		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.53	4.03	3.33		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				129					174				11	
Capacity, c (veh/h)		928				547					87				132	
v/c Ratio		0.00				0.24					2.00				0.08	
95% Queue Length, Q_{95} (veh)		0.0				0.9					15.2				0.3	
Control Delay (s/veh)		8.9				13.6					567.6				34.6	
Level of Service (LOS)		A				B					F				D	
Approach Delay (s/veh)		0.0				2.2				567.6				34.6		
Approach LOS										F				D		

Copyright © 2019 University of Florida. All Rights Reserved.

Appendix J

Capacity Analysis: Sidra Reports

BUILD

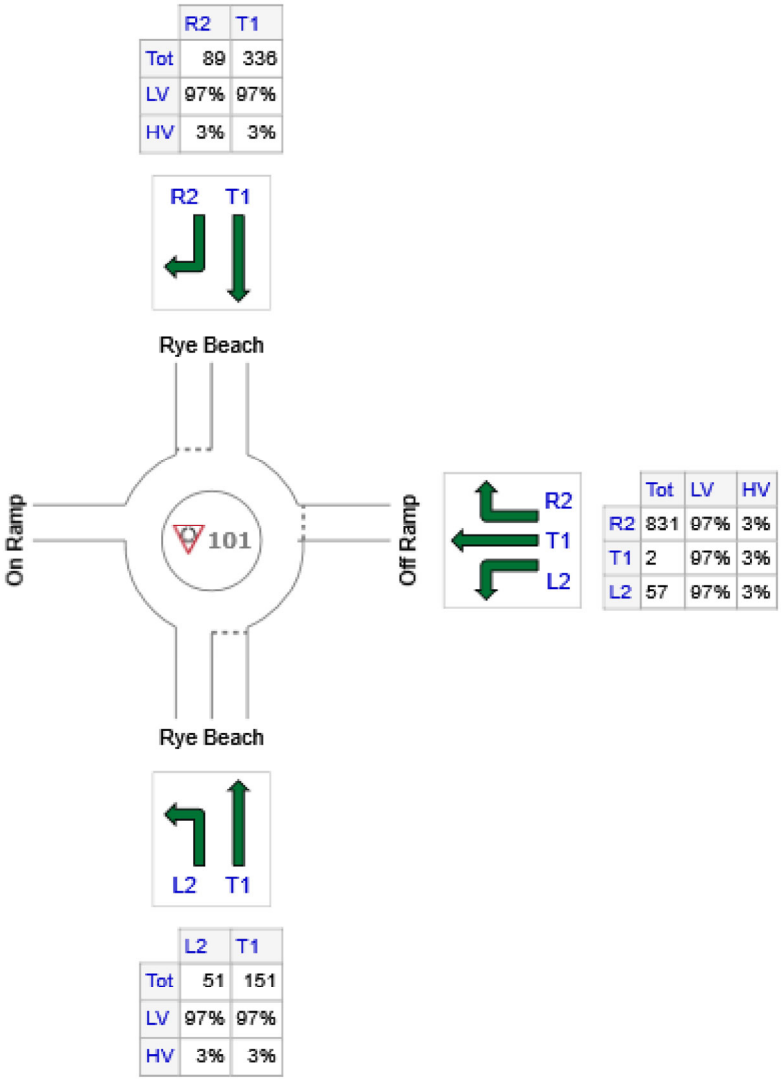
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach	202	196	6
E: Off Ramp	890	863	27
N: Rye Beach	425	412	13
Total	1517	1471	46

INTERSECTION SUMMARY

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	35.7	mph	35.7	mph
Travel Distance (Total)	872.4	veh-mi/h	1046.9	pers-mi/h
Travel Time (Total)	24.4	veh-h/h	29.3	pers-h/h
Demand Flows (Total)	1649	veh/h	1979	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.585			
Practical Spare Capacity	45.2	%		
Effective Intersection Capacity	2817	veh/h		
Control Delay (Total)	2.27	veh-h/h	2.72	pers-h/h
Control Delay (Average)	5.0	sec	5.0	sec
Control Delay (Worst Lane)	10.8	sec		
Control Delay (Worst Movement)	11.0	sec	11.0	sec
Geometric Delay (Average)	4.1	sec		
Stop-Line Delay (Average)	0.9	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	4.6	veh		
95% Back of Queue - Distance (Worst Lane)	116.9	ft		
Queue Storage Ratio (Worst Lane)	0.06			
Total Effective Stops	828	veh/h	993	pers/h
Effective Stop Rate	0.50		0.50	
Proportion Queued	0.37		0.37	
Performance Index	34.2		34.2	
Cost (Total)	339.66	$/h	339.66	$/h
Fuel Consumption (Total)	36.3	gal/h		
Carbon Dioxide (Total)	325.2	kg/h		
Hydrocarbons (Total)	0.028	kg/h		
Carbon Monoxide (Total)	0.399	kg/h		
NOx (Total)	0.523	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 0.3 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.4% 0.3%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	791,478	veh/y	949,774	pers/y
Delay	1,089	veh-h/y	1,307	pers-h/y
Effective Stops	397,334	veh/y	476,801	pers/y
Travel Distance	418,756	veh-mi/y	502,507	pers-mi/y
Travel Time	11,715	veh-h/y	14,058	pers-h/y

Cost	163,039	$/y	163,039 $/y
Fuel Consumption	17,403	gal/y	
Carbon Dioxide	156,078	kg/y	
Hydrocarbons	13	kg/y	
Carbon Monoxide	191	kg/y	
NOx	251	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

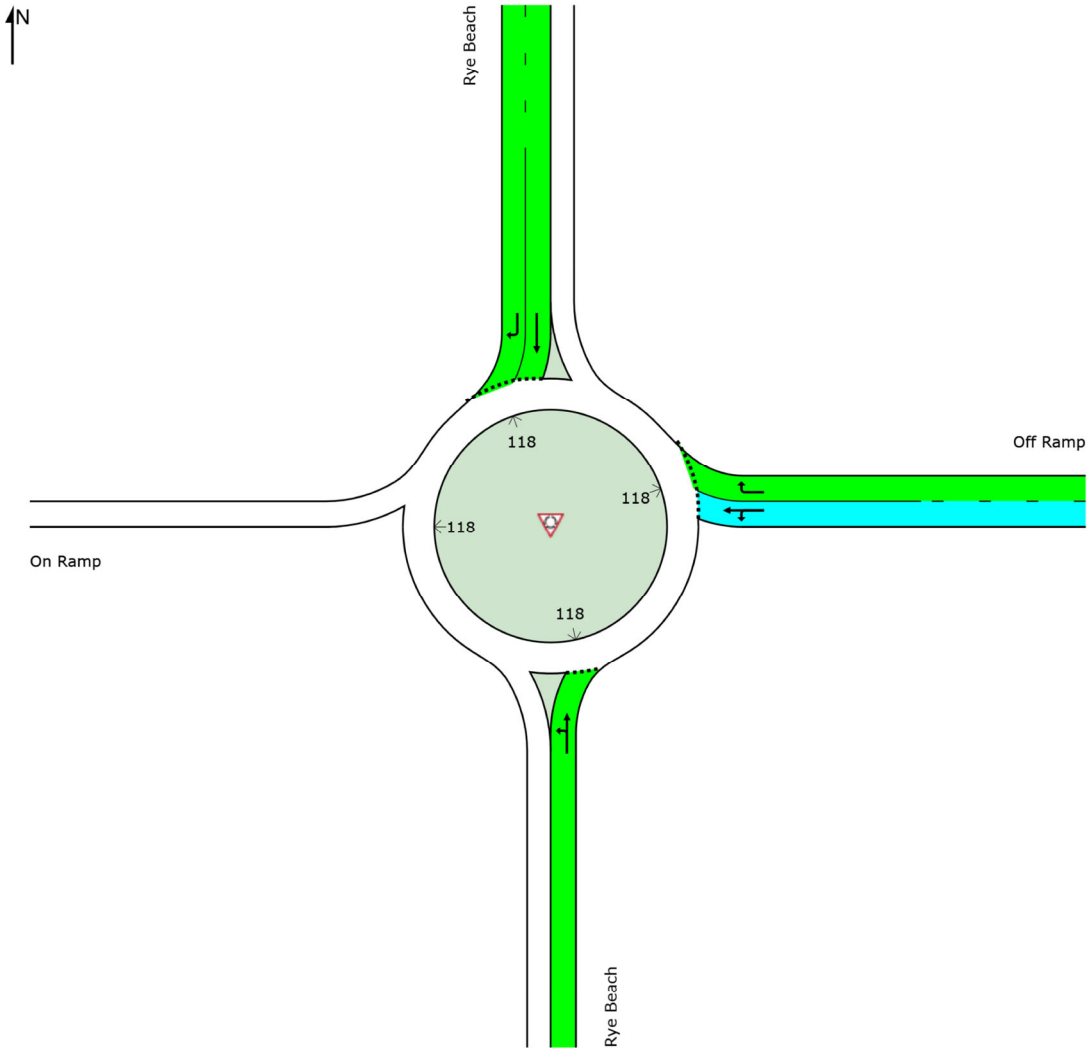
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

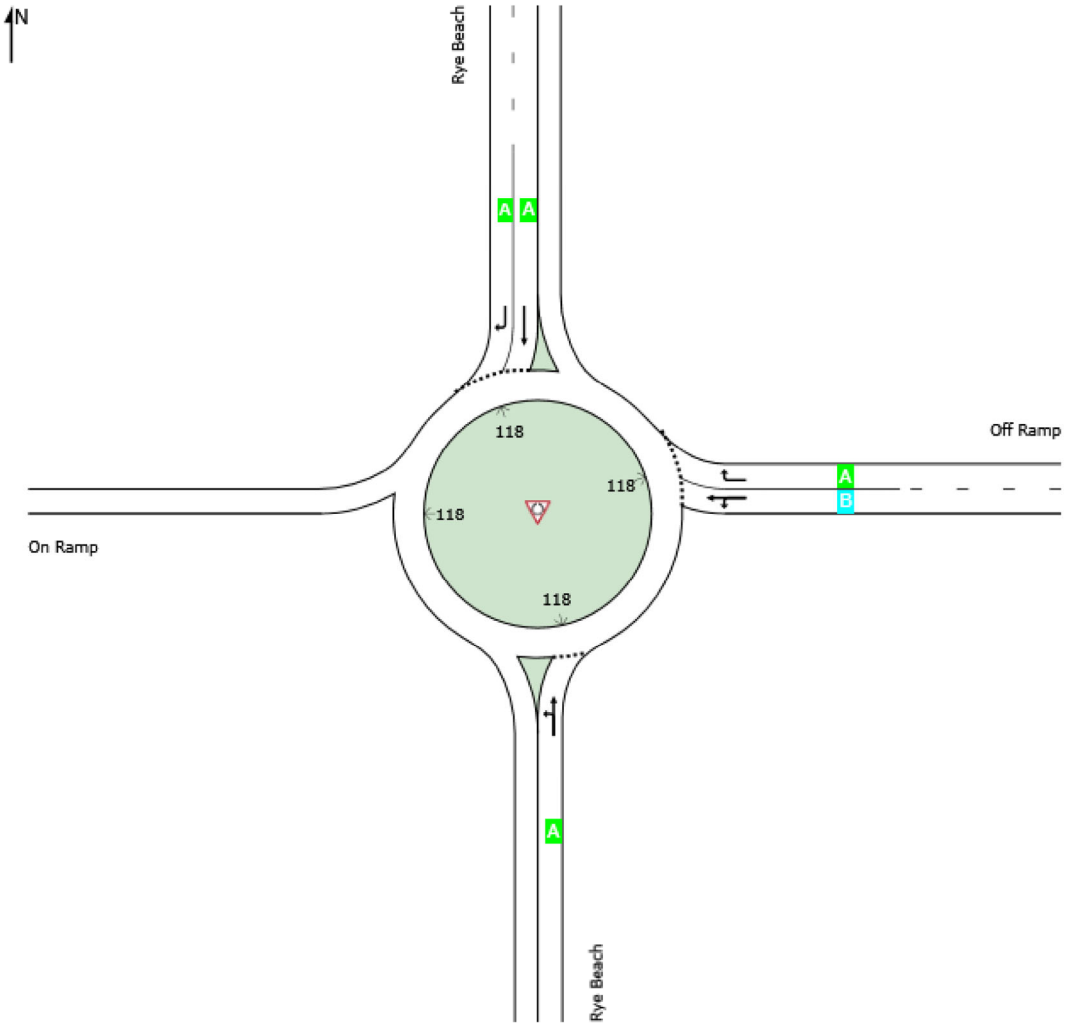
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach												
3	L2	55	3.0	0.125	9.9	LOS A	0.0	0.0	0.00	0.45	0.00	37.4
8	T1	164	3.0	0.125	3.2	LOS A	0.0	0.0	0.00	0.45	0.00	37.8
Approach		220	3.0	0.125	4.9	LOS A	0.0	0.0	0.00	0.45	0.00	37.7
East: Off Ramp												
1	L2	62	3.0	0.060	11.0	LOS B	0.3	6.8	0.35	0.63	0.35	33.0
6	T1	2	3.0	0.060	4.3	LOS A	0.3	6.8	0.35	0.63	0.35	31.9
16	R2	903	3.0	0.585	5.1	LOS A	4.6	116.9	0.50	0.56	0.50	34.4
Approach		967	3.0	0.585	5.5	LOS A	4.6	116.9	0.49	0.56	0.49	34.3
North: Rye Beach												
4	T1	365	3.0	0.227	3.7	LOS A	1.3	33.4	0.28	0.38	0.28	37.8
14	R2	97	3.0	0.086	4.5	LOS A	0.4	10.7	0.29	0.47	0.29	35.4
Approach		462	3.0	0.227	3.8	LOS A	1.3	33.4	0.28	0.40	0.28	37.3
All Vehicles		1649	3.0	0.585	5.0	LOS A	4.6	116.9	0.37	0.50	0.37	35.7

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [RyeBeachRamps_North AM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
East	Off Ramp	118.00	16.00	150.0	120.0	30.0	1	2	14.00	800.0	NA[5]	0.0[1]
North	Rye Beach	118.00	16.00	150.0	90.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
North	T1	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
East: Off Ramp Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Subdom.	220	226	2.00	0.240	No	No	1.000	1.03	4.86	2.72
West	T1	1	Subdom.	220	226	2.00	0.240	No	No	1.000	1.03	4.86	2.72
North	R2	2	Dominant	220	226	2.00	0.240	No	Yes[10]	1.000	1.03	3.54	1.98
North: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	T1	1	Dominant	120	123	2.00	0.139	No	Yes[10]	0.993	1.03	3.80	2.03
West	R2	2	Subdom.	120	123	2.00	0.139	No	No	0.993	1.03	5.26	2.80

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach			
Lane 1	0	0	0.0
Approach	0	0	
East: Off Ramp			
Lane 1	220	226	100.0
Approach	220	226	
North: Rye Beach			
Lane 1	120	123	100.0
Approach	120	123	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach					
1	36001.84	0.00	36001.84	1.000	0.0
East: Off Ramp					
1	24.49	4.82	19.68	0.803	0.9
2	22.78	3.48	19.31	0.847	0.5
North: Rye Beach					
1	36.19	3.54	32.65	0.902	0.3
2	37.90	4.86	33.03	0.872	0.5

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach							
West	L2	1	36001.84	0.00	36001.84	1.000	0.0
North	T1	1	36001.84	0.00	36001.84	1.000	0.0
East: Off Ramp							
South	L2	1	24.49	4.82	19.68	0.803	0.9
West	T1	1	24.49	4.82	19.68	0.803	0.9
North	R2	2	22.78	3.48	19.31	0.847	0.5
North: Rye Beach							
South	T1	1	36.19	3.54	32.65	0.902	0.3
West	R2	2	37.90	4.86	33.03	0.872	0.5

Roundabout Capacity Model: SIDRA Standard

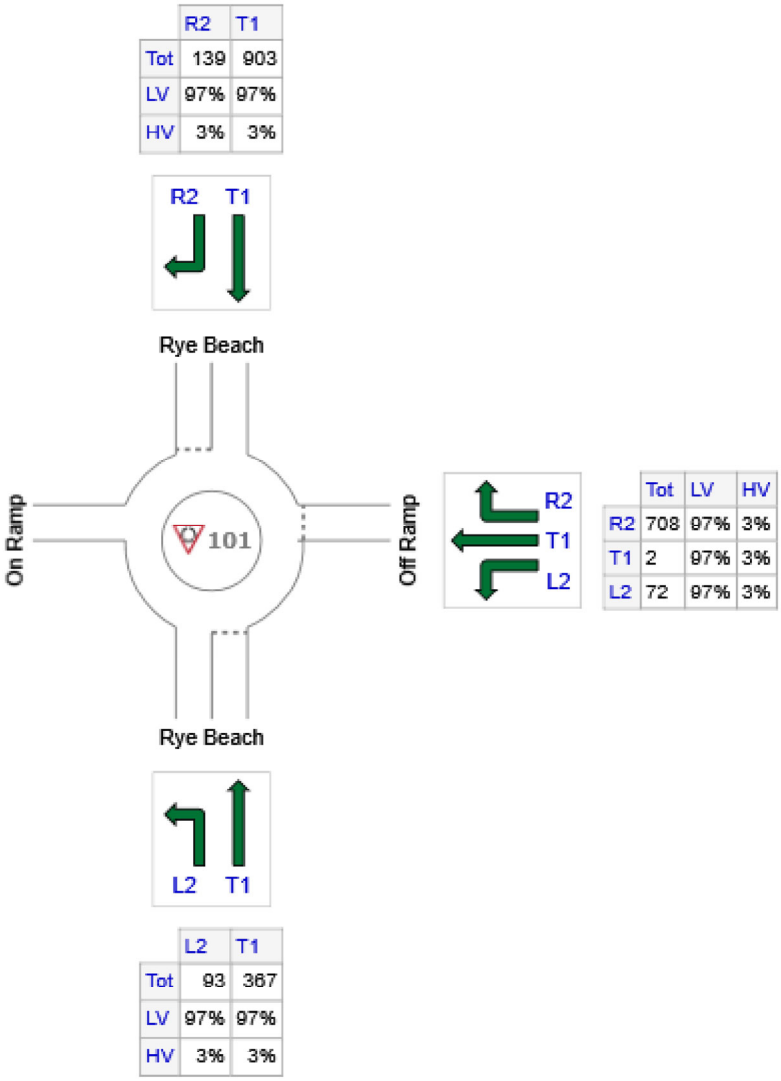
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach	460	446	14
E: Off Ramp	782	759	23
N: Rye Beach	1042	1011	31
Total	2284	2215	69

INTERSECTION SUMMARY

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	35.9	mph	35.9	mph
Travel Distance (Total)	1413.5	veh-mi/h	1696.2	pers-mi/h
Travel Time (Total)	39.4	veh-h/h	47.3	pers-h/h
Demand Flows (Total)	2483	veh/h	2979	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.632			
Practical Spare Capacity	34.6	%		
Effective Intersection Capacity	3930	veh/h		
Control Delay (Total)	3.92	veh-h/h	4.70	pers-h/h
Control Delay (Average)	5.7	sec	5.7	sec
Control Delay (Worst Lane)	12.3	sec		
Control Delay (Worst Movement)	12.5	sec	12.5	sec
Geometric Delay (Average)	4.0	sec		
Stop-Line Delay (Average)	1.7	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	5.9	veh		
95% Back of Queue - Distance (Worst Lane)	150.5	ft		
Queue Storage Ratio (Worst Lane)	0.07			
Total Effective Stops	1386	veh/h	1663	pers/h
Effective Stop Rate	0.56		0.56	
Proportion Queued	0.47		0.47	
Performance Index	57.1		57.1	
Cost (Total)	562.97	$/h	562.97	$/h
Fuel Consumption (Total)	57.5	gal/h		
Carbon Dioxide (Total)	515.8	kg/h		
Hydrocarbons (Total)	0.044	kg/h		
Carbon Monoxide (Total)	0.636	kg/h		
NOx (Total)	0.820	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 0.6 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 90.8% 0.6%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,191,652	veh/y	1,429,983	pers/y
Delay	1,881	veh-h/y	2,257	pers-h/y
Effective Stops	665,230	veh/y	798,276	pers/y
Travel Distance	678,479	veh-mi/y	814,175	pers-mi/y
Travel Time	18,903	veh-h/y	22,683	pers-h/y

Cost	270,225	$/y	270,225 $/y
Fuel Consumption	27,611	gal/y	
Carbon Dioxide	247,571	kg/y	
Hydrocarbons	21	kg/y	
Carbon Monoxide	305	kg/y	
NOx	393	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

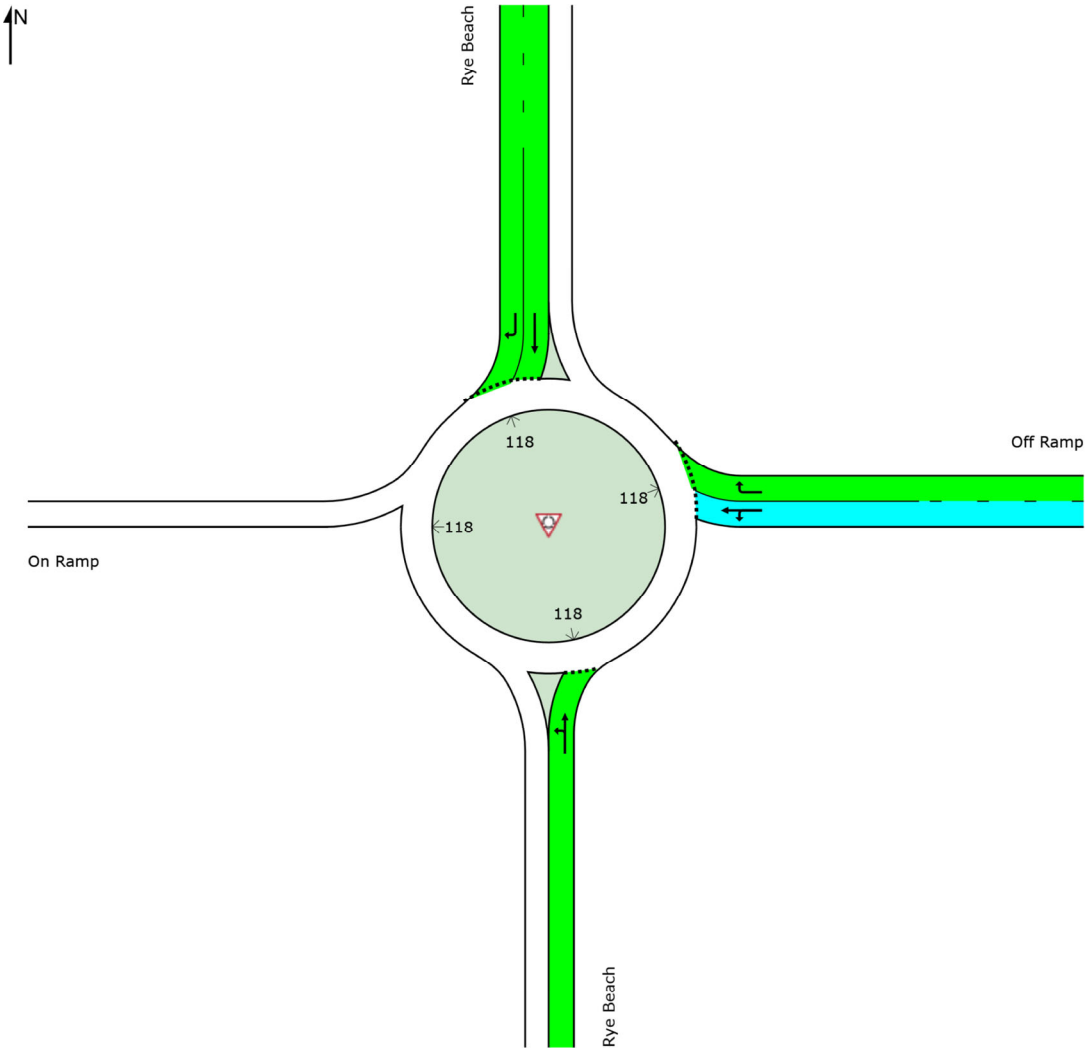
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

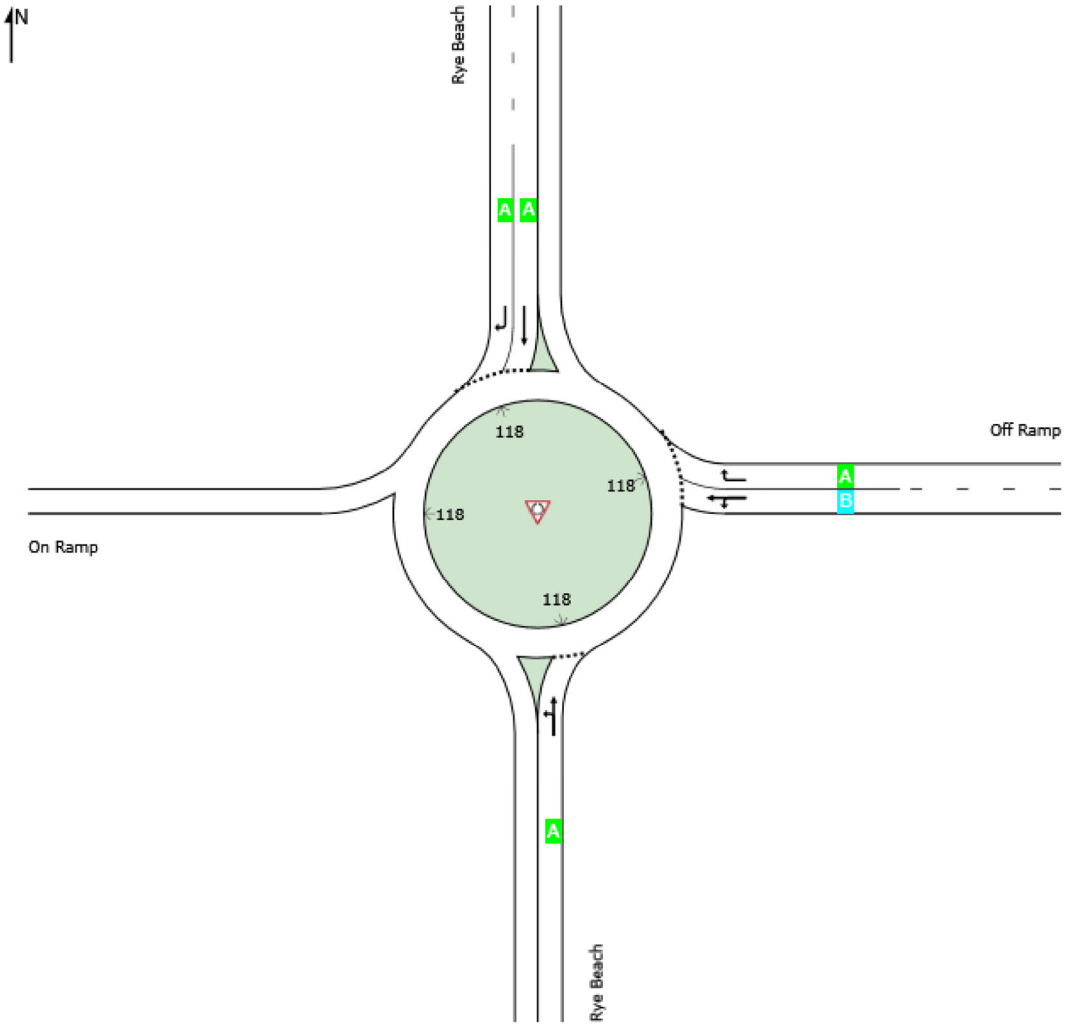
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach												
3	L2	101	3.0	0.285	9.9	LOS A	0.0	0.0	0.00	0.43	0.00	37.7
8	T1	399	3.0	0.285	3.2	LOS A	0.0	0.0	0.00	0.43	0.00	38.0
Approach		500	3.0	0.285	4.6	LOS A	0.0	0.0	0.00	0.43	0.00	38.0
East: Off Ramp												
1	L2	78	3.0	0.087	12.5	LOS B	0.4	10.9	0.53	0.71	0.53	32.5
6	T1	2	3.0	0.087	5.8	LOS A	0.4	10.9	0.53	0.71	0.53	31.3
16	R2	770	3.0	0.584	7.4	LOS A	5.2	132.6	0.71	0.76	0.79	33.5
Approach		850	3.0	0.584	7.9	LOS A	5.2	132.6	0.69	0.75	0.77	33.4
North: Rye Beach												
4	T1	982	3.0	0.632	4.4	LOS A	5.9	150.5	0.54	0.46	0.54	36.7
14	R2	151	3.0	0.143	4.9	LOS A	0.7	18.8	0.38	0.51	0.38	35.2
Approach		1133	3.0	0.632	4.5	LOS A	5.9	150.5	0.52	0.47	0.52	36.5
All Vehicles		2483	3.0	0.632	5.7	LOS A	5.9	150.5	0.47	0.56	0.50	35.9

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [RyeBeachRamps_North PM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
East	Off Ramp	118.00	16.00	150.0	120.0	30.0	1	2	14.00	800.0	NA[5]	0.0[1]
North	Rye Beach	118.00	16.00	150.0	90.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
North	T1	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
East: Off Ramp Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Subdom.	500	515	2.00	0.469	No	Yes[10]	1.000	1.03	4.23	2.49
West	T1	1	Subdom.	500	515	2.00	0.469	No	Yes[10]	1.000	1.03	4.23	2.49
North	R2	2	Dominant	500	515	2.00	0.469	No	Yes[10]	1.000	1.03	3.21	1.89
North: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	T1	1	Dominant	182	187	2.00	0.203	No	Yes[10]	0.988	1.03	3.70	2.00
West	R2	2	Subdom.	182	187	2.00	0.203	No	No	0.988	1.03	5.17	2.79

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach			
Lane 1	0	0	0.0
Approach	0	0	
East: Off Ramp			
Lane 1	500	515	100.0
Approach	500	515	
North: Rye Beach			
Lane 1	182	187	100.0
Approach	182	187	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach					
1	36001.84	0.00	36001.84	1.000	0.0
East: Off Ramp					
1	16.68	6.05	10.64	0.637	2.1
2	14.96	4.62	10.33	0.691	1.4
North: Rye Beach					
1	26.45	3.79	22.65	0.857	0.4
2	28.30	5.25	23.05	0.814	0.8

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach							
West	L2	1	36001.84	0.00	36001.84	1.000	0.0
North	T1	1	36001.84	0.00	36001.84	1.000	0.0
East: Off Ramp							
South	L2	1	16.68	6.05	10.64	0.637	2.1
West	T1	1	16.68	6.05	10.64	0.637	2.1
North	R2	2	14.96	4.62	10.33	0.691	1.4
North: Rye Beach							
South	T1	1	26.45	3.79	22.65	0.857	0.4
West	R2	2	28.30	5.25	23.05	0.814	0.8

Roundabout Capacity Model: SIDRA Standard

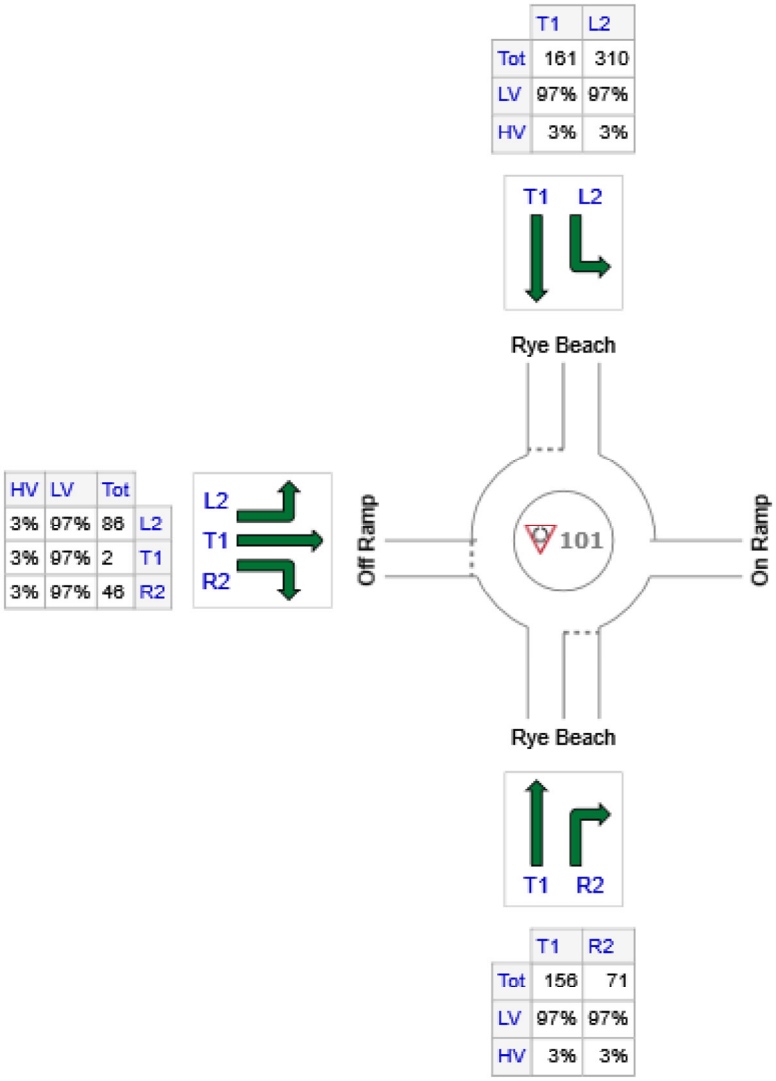
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach	227	220	7
N: Rye Beach	471	457	14
W: Off Ramp	134	130	4
Total	832	807	25

INTERSECTION SUMMARY

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	35.5	mph	35.5	mph
Travel Distance (Total)	505.9	veh-mi/h	607.0	pers-mi/h
Travel Time (Total)	14.2	veh-h/h	17.1	pers-h/h
Demand Flows (Total)	904	veh/h	1085	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.292			
Practical Spare Capacity	190.8	%		
Effective Intersection Capacity	3094	veh/h		
Control Delay (Total)	1.85	veh-h/h	2.22	pers-h/h
Control Delay (Average)	7.4	sec	7.4	sec
Control Delay (Worst Lane)	10.1	sec		
Control Delay (Worst Movement)	12.4	sec	12.4	sec
Geometric Delay (Average)	6.5	sec		
Stop-Line Delay (Average)	0.9	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	0.7	veh		
95% Back of Queue - Distance (Worst Lane)	18.8	ft		
Queue Storage Ratio (Worst Lane)	0.01			
Total Effective Stops	537	veh/h	645	pers/h
Effective Stop Rate	0.59		0.59	
Proportion Queued	0.23		0.23	
Performance Index	20.1		20.1	
Cost (Total)	228.76	$/h	228.76	$/h
Fuel Consumption (Total)	20.7	gal/h		
Carbon Dioxide (Total)	185.6	kg/h		
Hydrocarbons (Total)	0.016	kg/h		
Carbon Monoxide (Total)	0.226	kg/h		
NOx (Total)	0.283	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 0.7 %
Number of Iterations: 3 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 89.8% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	434,087	veh/y	520,904	pers/y
Delay	889	veh-h/y	1,067	pers-h/y
Effective Stops	257,833	veh/y	309,400	pers/y
Travel Distance	242,818	veh-mi/y	291,381	pers-mi/y
Travel Time	6,836	veh-h/y	8,204	pers-h/y

Cost	109,805	$/y	109,805 $/y
Fuel Consumption	9,942	gal/y	
Carbon Dioxide	89,070	kg/y	
Hydrocarbons	8	kg/y	
Carbon Monoxide	108	kg/y	
NOx	136	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

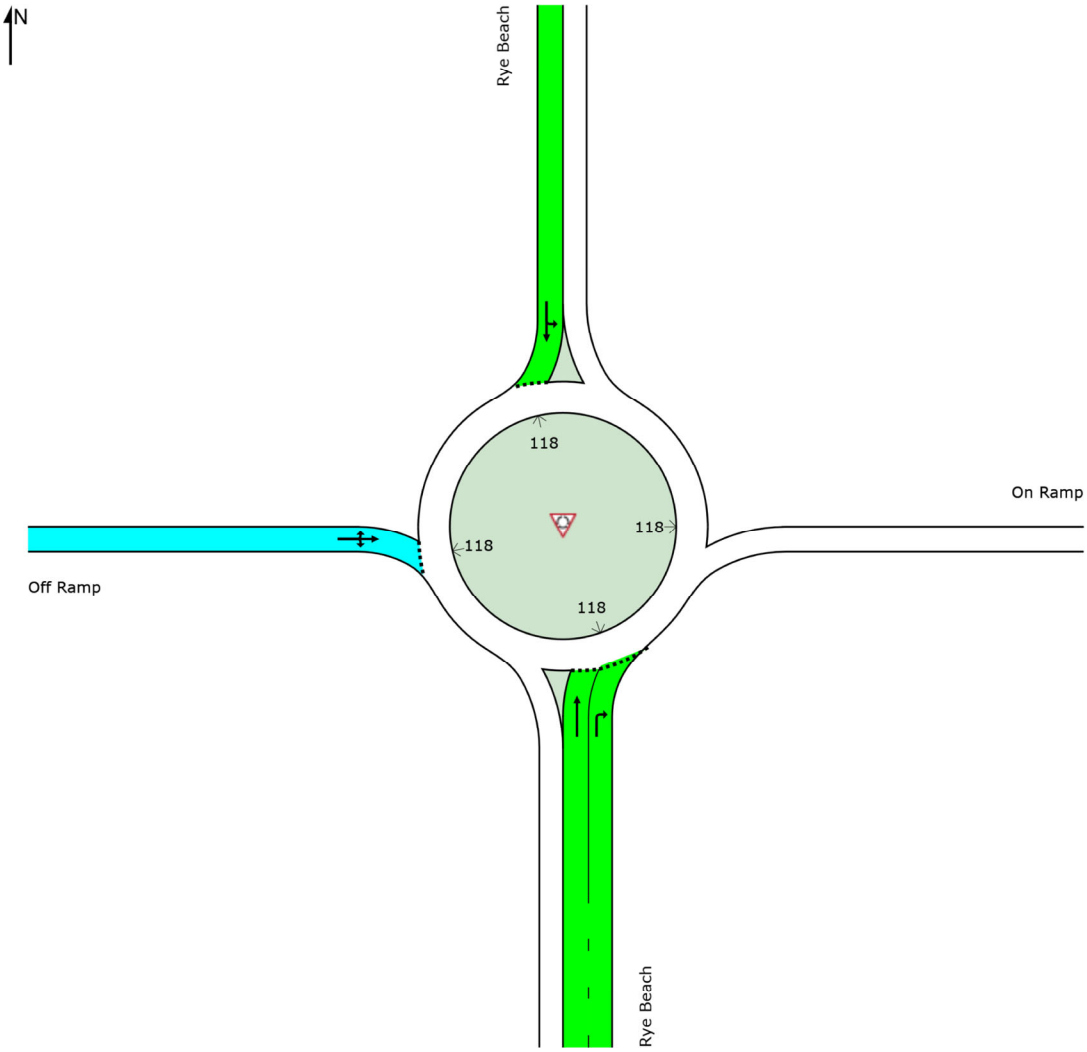
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	B	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

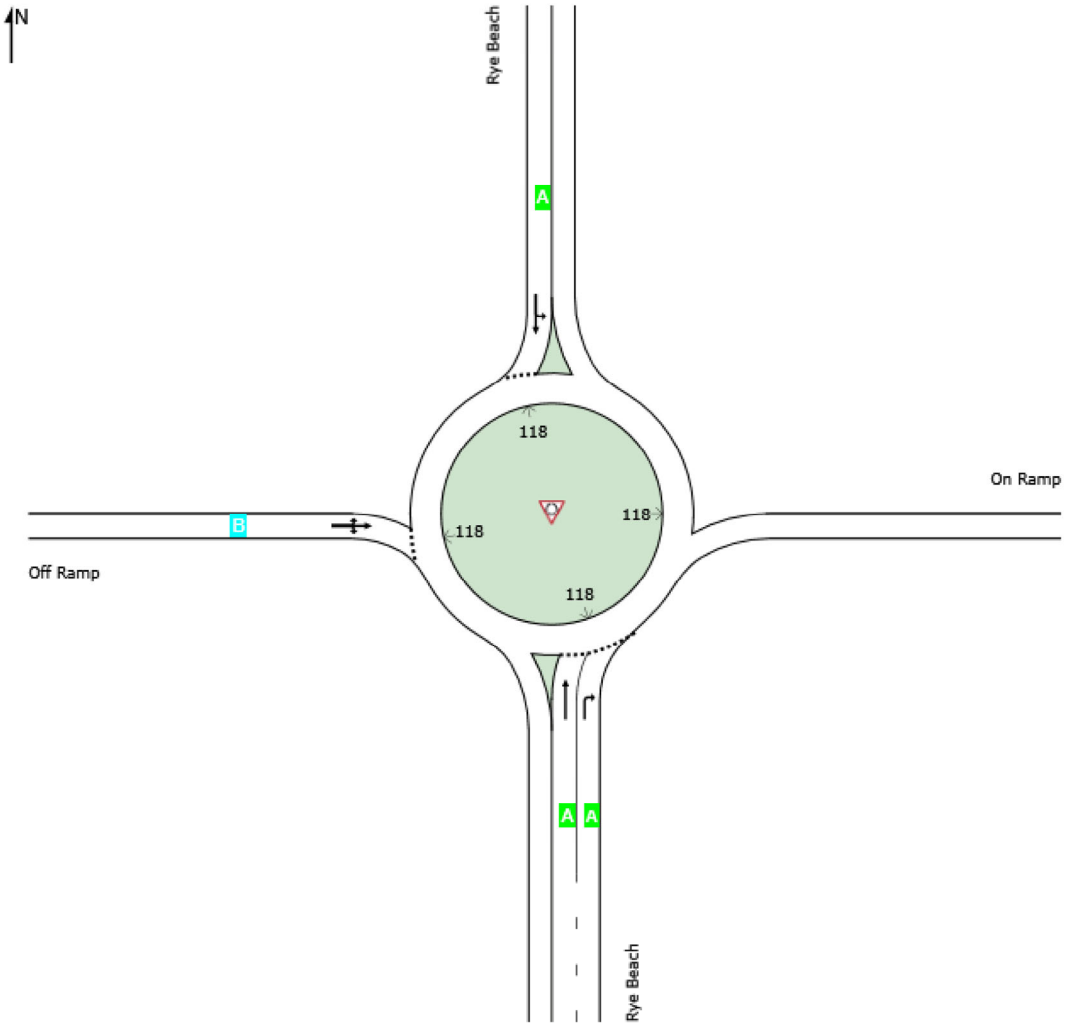
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	B	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach												
8	T1	170	3.0	0.126	4.8	LOS A	0.7	18.3	0.50	0.50	0.50	36.9
18	R2	77	3.0	0.076	5.9	LOS A	0.4	10.0	0.51	0.58	0.51	34.2
Approach		247	3.0	0.126	5.1	LOS A	0.7	18.3	0.50	0.53	0.50	36.2
North: Rye Beach												
7	L2	337	3.0	0.292	9.9	LOS A	0.0	0.0	0.00	0.60	0.00	35.3
4	T1	175	3.0	0.292	3.2	LOS A	0.0	0.0	0.00	0.60	0.00	36.3
Approach		512	3.0	0.292	7.7	LOS A	0.0	0.0	0.00	0.60	0.00	35.7
West: Off Ramp												
5	L2	93	3.0	0.141	12.4	LOS B	0.7	18.8	0.54	0.70	0.54	34.4
2	T1	2	3.0	0.141	5.7	LOS A	0.7	18.8	0.54	0.70	0.54	32.4
12	R2	50	3.0	0.141	6.1	LOS A	0.7	18.8	0.54	0.70	0.54	33.1
Approach		146	3.0	0.141	10.1	LOS B	0.7	18.8	0.54	0.70	0.54	33.9
All Vehicles		904	3.0	0.292	7.4	LOS A	0.7	18.8	0.23	0.59	0.23	35.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [RyeBeachRamps_South AM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam	Circ Width	Insc Diam	Entry Radius	Entry Angle	Circ Lanes	Entry Lanes	Av.Entry Lane Width	App. Dist	Prop Queued Upstr Signal	Extra Bunching
		ft	ft	ft	ft	°			ft	ft		%
South	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]
North	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
West	Off Ramp	118.00	16.00	150.0	100.0	30.0	1	1	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow	Opng Flow	In-Bunch Headway	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap	Follow-up Headway
				veh/h	pcu/h	sec						sec	sec
South: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
North	T1	1	Dominant	433	446	2.00	0.420	No	Yes[10]	0.986	1.03	3.39	1.91
East	R2	2	Subdom.	433	446	2.00	0.420	No	Yes[10]	0.986	1.03	4.24	2.40
North: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
South	T1	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
West: Off Ramp Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Dominant	512	527	2.00	0.477	No	Yes[10]	1.000	1.03	3.85	2.27
East	T1	1	Dominant	512	527	2.00	0.477	No	Yes[10]	1.000	1.03	3.85	2.27
South	R2	1	Dominant	512	527	2.00	0.477	No	Yes[10]	1.000	1.03	3.85	2.27

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach			
Lane 1	433	446	100.0
Approach	433	446	
North: Rye Beach			
Lane 1	0	0	0.0
Approach	0	0	
West: Off Ramp			
Lane 1	512	527	100.0
Approach	512	527	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach					
1	16.13	4.69	11.44	0.709	1.2
2	17.50	5.82	11.68	0.667	1.7
North: Rye Beach					
1	36001.84	0.00	36001.84	1.000	0.0
West: Off Ramp					
1	15.94	5.58	10.36	0.650	1.9

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach							
North	T1	1	16.13	4.69	11.44	0.709	1.2
East	R2	2	17.50	5.82	11.68	0.667	1.7
North: Rye Beach							
East	L2	1	36001.84	0.00	36001.84	1.000	0.0
South	T1	1	36001.84	0.00	36001.84	1.000	0.0
West: Off Ramp							
North	L2	1	15.94	5.58	10.36	0.650	1.9
East	T1	1	15.94	5.58	10.36	0.650	1.9
South	R2	1	15.94	5.58	10.36	0.650	1.9

Roundabout Capacity Model: SIDRA Standard

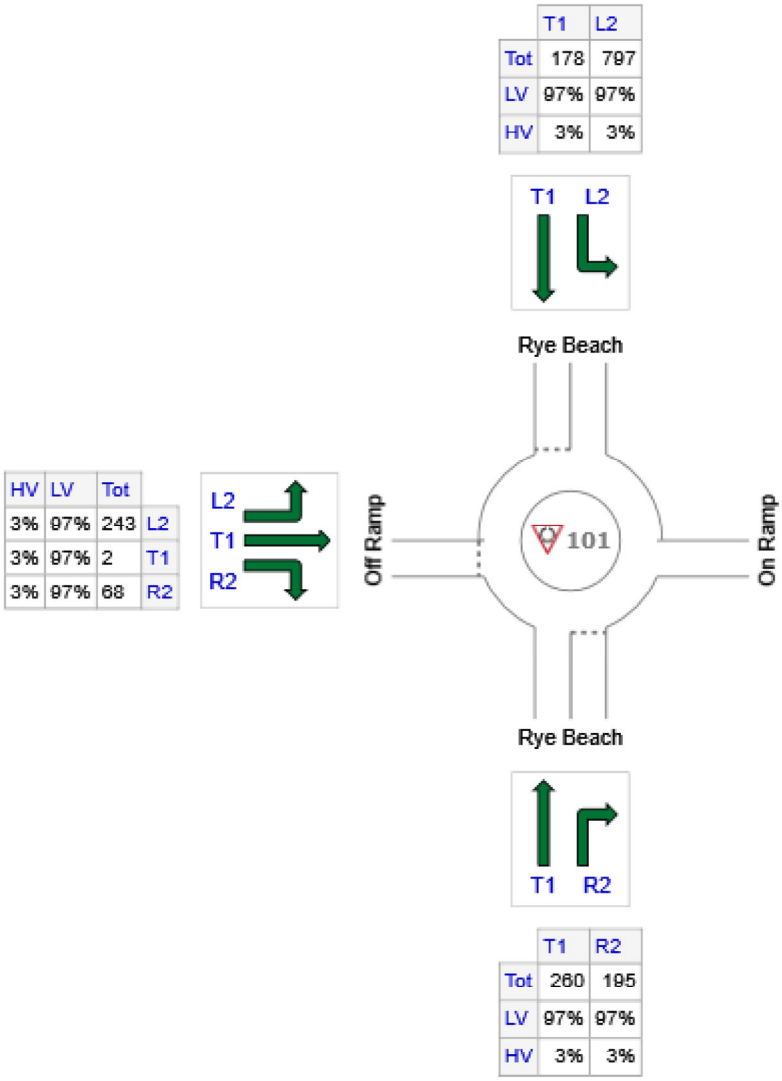
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach	455	441	14
N: Rye Beach	975	946	29
W: Off Ramp	313	304	9
Total	1743	1691	52

INTERSECTION SUMMARY

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	32.3	mph	32.3	mph
Travel Distance (Total)	1030.1	veh-mi/h	1236.1	pers-mi/h
Travel Time (Total)	31.9	veh-h/h	38.3	pers-h/h
Demand Flows (Total)	1895	veh/h	2273	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.605			
Practical Spare Capacity	40.5	%		
Effective Intersection Capacity	3131	veh/h		
Control Delay (Total)	6.85	veh-h/h	8.22	pers-h/h
Control Delay (Average)	13.0	sec	13.0	sec
Control Delay (Worst Lane)	22.8	sec		
Control Delay (Worst Movement)	24.2	sec	24.2	sec
Geometric Delay (Average)	7.3	sec		
Stop-Line Delay (Average)	5.7	sec		
Idling Time (Average)	3.0	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	4.8	veh		
95% Back of Queue - Distance (Worst Lane)	123.6	ft		
Queue Storage Ratio (Worst Lane)	0.04			
Total Effective Stops	1530	veh/h	1836	pers/h
Effective Stop Rate	0.81		0.81	
Proportion Queued	0.43		0.43	
Performance Index	58.3		58.3	
Cost (Total)	541.99	$/h	541.99	$/h
Fuel Consumption (Total)	45.6	gal/h		
Carbon Dioxide (Total)	408.5	kg/h		
Hydrocarbons (Total)	0.036	kg/h		
Carbon Monoxide (Total)	0.486	kg/h		
NOx (Total)	0.626	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 2.4 %
Number of Iterations: 6 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.6% 1.3% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	909,391	veh/y	1,091,270	pers/y
Delay	3,288	veh-h/y	3,945	pers-h/y
Effective Stops	734,509	veh/y	881,411	pers/y
Travel Distance	494,425	veh-mi/y	593,310	pers-mi/y
Travel Time	15,312	veh-h/y	18,375	pers-h/y

Cost	260,153	$/y	260,153 $/y
Fuel Consumption	21,895	gal/y	
Carbon Dioxide	196,069	kg/y	
Hydrocarbons	17	kg/y	
Carbon Monoxide	233	kg/y	
NOx	301	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

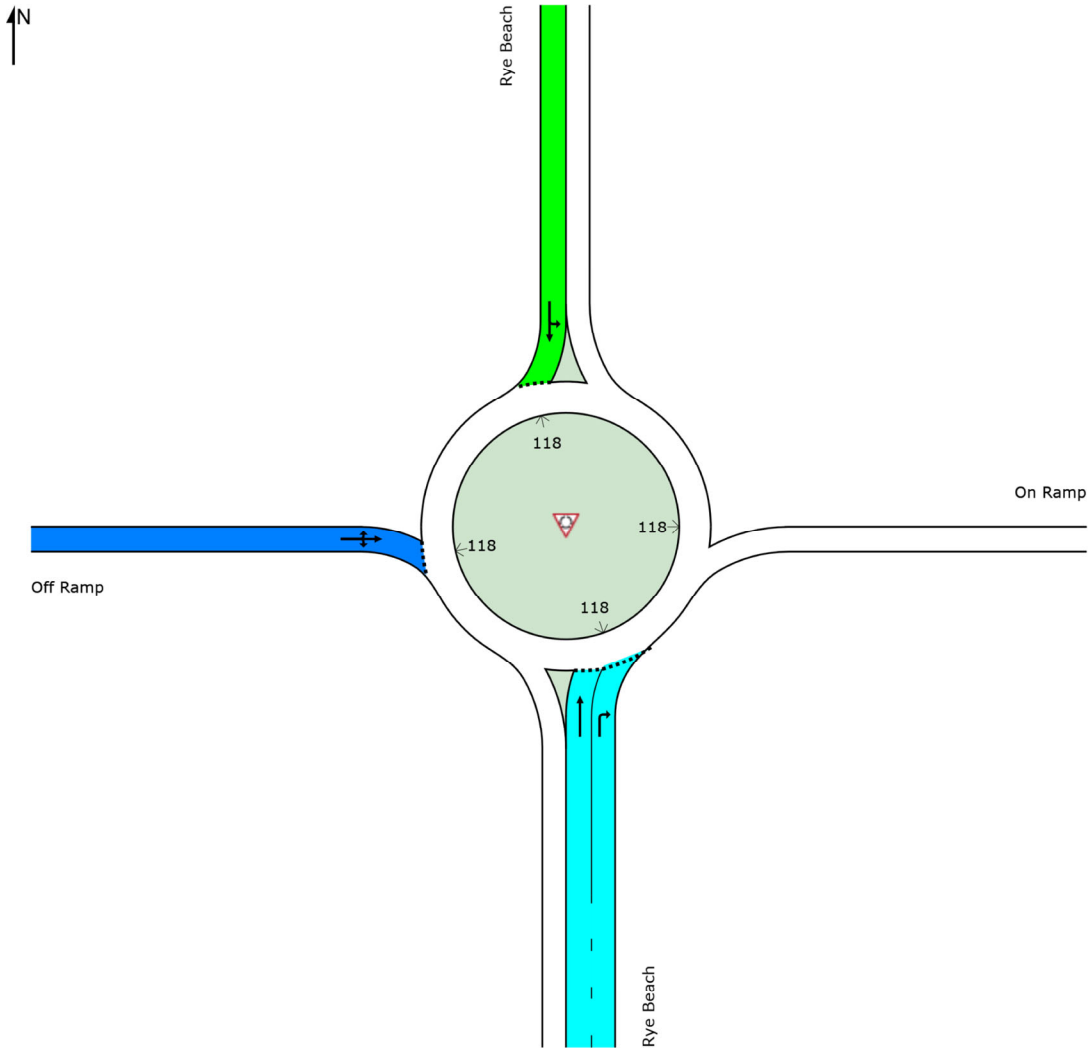
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	North	West	
LOS	B	A	C	B



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

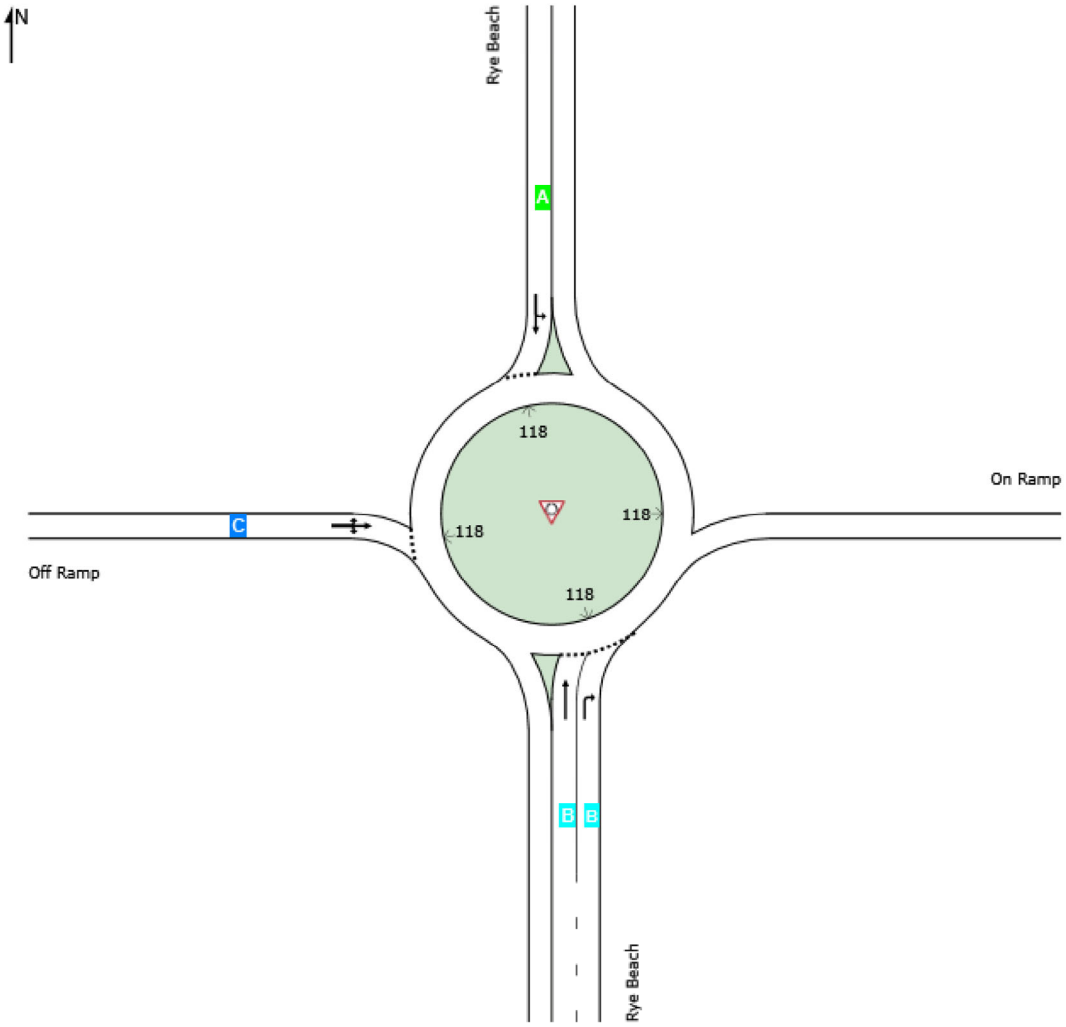
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	North	West	
LOS	B	A	C	B



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach												
8	T1	283	3.0	0.393	13.1	LOS B	3.4	87.9	1.00	0.91	1.00	33.3
18	R2	212	3.0	0.428	18.7	LOS B	3.5	89.0	0.97	1.05	1.14	27.3
Approach		495	3.0	0.428	15.5	LOS B	3.5	89.0	0.99	0.97	1.06	30.9
North: Rye Beach												
7	L2	866	3.0	0.605	9.9	LOS A	0.0	0.0	0.00	0.64	0.00	34.6
4	T1	193	3.0	0.605	3.2	LOS A	0.0	0.0	0.00	0.64	0.00	35.7
Approach		1060	3.0	0.605	8.7	LOS A	0.0	0.0	0.00	0.64	0.00	34.8
West: Off Ramp												
5	L2	264	3.0	0.518	24.2	LOS C	4.8	123.6	0.93	1.11	1.28	28.5
2	T1	2	3.0	0.518	17.5	LOS B	4.8	123.6	0.93	1.11	1.28	25.5
12	R2	74	3.0	0.518	17.9	LOS B	4.8	123.6	0.93	1.11	1.28	27.5
Approach		340	3.0	0.518	22.8	LOS C	4.8	123.6	0.93	1.11	1.28	28.2
All Vehicles		1895	3.0	0.605	13.0	LOS B	4.8	123.6	0.43	0.81	0.51	32.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [RyeBeachRamps_South PM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]
North	Rye Beach	118.00	16.00	150.0	120.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
West	Off Ramp	118.00	16.00	150.0	100.0	30.0	1	1	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
North	T1	1	Dominant	1133	1167	2.00	0.802	No	Yes[10]	0.902	1.03	2.64	1.64
East	R2	2	Subdom.	1133	1167	2.00	0.802	No	Yes[10]	0.902	1.03	3.44	2.13
North: Rye Beach Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
South	T1	1	Dominant	0	0	2.00	0.000	No	Yes[10]	1.000	1.03	3.84	2.06
West: Off Ramp Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Dominant	1060	1092	2.00	0.772	No	Yes[10]	1.000	1.03	3.23	2.05
East	T1	1	Dominant	1060	1092	2.00	0.772	No	Yes[10]	1.000	1.03	3.23	2.05
South	R2	1	Dominant	1060	1092	2.00	0.772	No	Yes[10]	1.000	1.03	3.23	2.05

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach			
Lane 1	1133	1167	100.0
Approach	1133	1167	
North: Rye Beach			
Lane 1	0	0	0.0
Approach	0	0	
West: Off Ramp			
Lane 1	1060	1092	100.0
Approach	1060	1092	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach					
1	19.42	13.12	6.30	0.325	7.2
2	22.49	15.94	6.55	0.291	9.1
North: Rye Beach					
1	36001.84	0.00	36001.84	1.000	0.0
West: Off Ramp					
1	17.96	11.23	6.72	0.374	7.0

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach							
North	T1	1	19.42	13.12	6.30	0.325	7.2
East	R2	2	22.49	15.94	6.55	0.291	9.1
North: Rye Beach							
East	L2	1	36001.84	0.00	36001.84	1.000	0.0
South	T1	1	36001.84	0.00	36001.84	1.000	0.0
West: Off Ramp							
North	L2	1	17.96	11.23	6.72	0.374	7.0
East	T1	1	17.96	11.23	6.72	0.374	7.0
South	R2	1	17.96	11.23	6.72	0.374	7.0

Roundabout Capacity Model: SIDRA Standard

INPUT VOLUMES

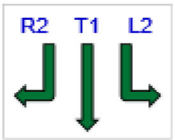
Vehicles and pedestrians per 60 minutes

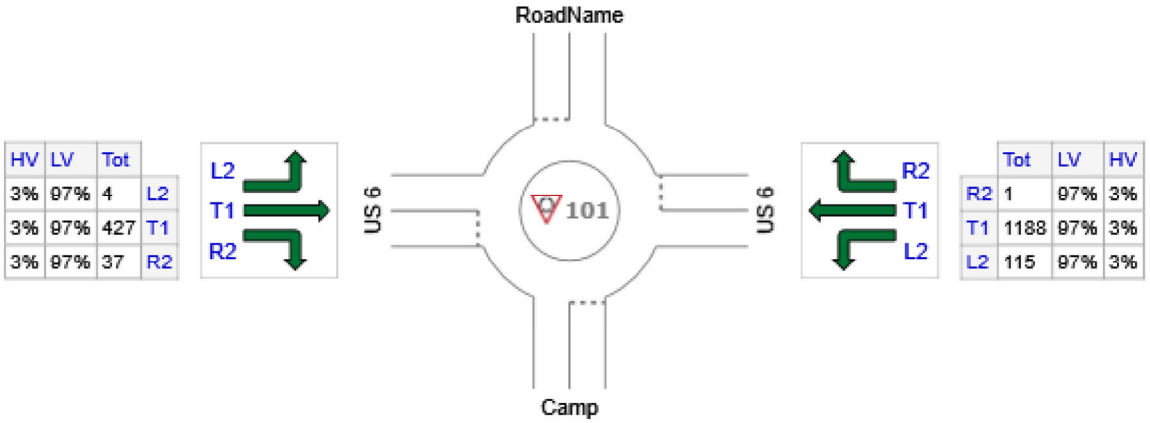
Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %

	R2	T1	L2
Tot	8	3	1
LV	97%	97%	97%
HV	3%	3%	3%





HV	LV	Tot	
3%	97%	4	L2
3%	97%	427	T1
3%	97%	37	R2

	Tot	LV	HV
R2	1	97%	3%
T1	1188	97%	3%
L2	115	97%	3%

	L2	T1	R2
Tot	48	1	97
LV	97%	97%	97%
HV	3%	3%	3%

	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Camp	146	142	4
E: US 6	1304	1265	39
N: RoadName	12	12	0
W: US 6	468	454	14
Total	1930	1872	58

INTERSECTION SUMMARY

Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	36.0	mph	36.0	mph
Travel Distance (Total)	889.7	veh-mi/h	1067.7	pers-mi/h
Travel Time (Total)	24.7	veh-h/h	29.7	pers-h/h
Demand Flows (Total)	2098	veh/h	2517	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.618			
Practical Spare Capacity	37.6	%		
Effective Intersection Capacity	3396	veh/h		
Control Delay (Total)	2.65	veh-h/h	3.17	pers-h/h
Control Delay (Average)	4.5	sec	4.5	sec
Control Delay (Worst Lane)	8.8	sec		
Control Delay (Worst Movement)	14.3	sec	14.3	sec
Geometric Delay (Average)	4.0	sec		
Stop-Line Delay (Average)	0.6	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	6.3	veh		
95% Back of Queue - Distance (Worst Lane)	161.1	ft		
Queue Storage Ratio (Worst Lane)	0.08			
Total Effective Stops	869	veh/h	1043	pers/h
Effective Stop Rate	0.41		0.41	
Proportion Queued	0.32		0.32	
Performance Index	45.2		45.2	
Cost (Total)	382.84	$/h	382.84	$/h
Fuel Consumption (Total)	38.3	gal/h		
Carbon Dioxide (Total)	343.3	kg/h		
Hydrocarbons (Total)	0.030	kg/h		
Carbon Monoxide (Total)	0.409	kg/h		
NOx (Total)	0.561	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 3.3 %
Number of Iterations: 7 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.7% 1.5% 0.8%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,006,956	veh/y	1,208,348	pers/y
Delay	1,270	veh-h/y	1,524	pers-h/y
Effective Stops	417,288	veh/y	500,746	pers/y
Travel Distance	427,080	veh-mi/y	512,496	pers-mi/y
Travel Time	11,863	veh-h/y	14,235	pers-h/y

Cost	183,766	$/y	183,766 $/y
Fuel Consumption	18,387	gal/y	
Carbon Dioxide	164,808	kg/y	
Hydrocarbons	14	kg/y	
Carbon Monoxide	196	kg/y	
NOx	269	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

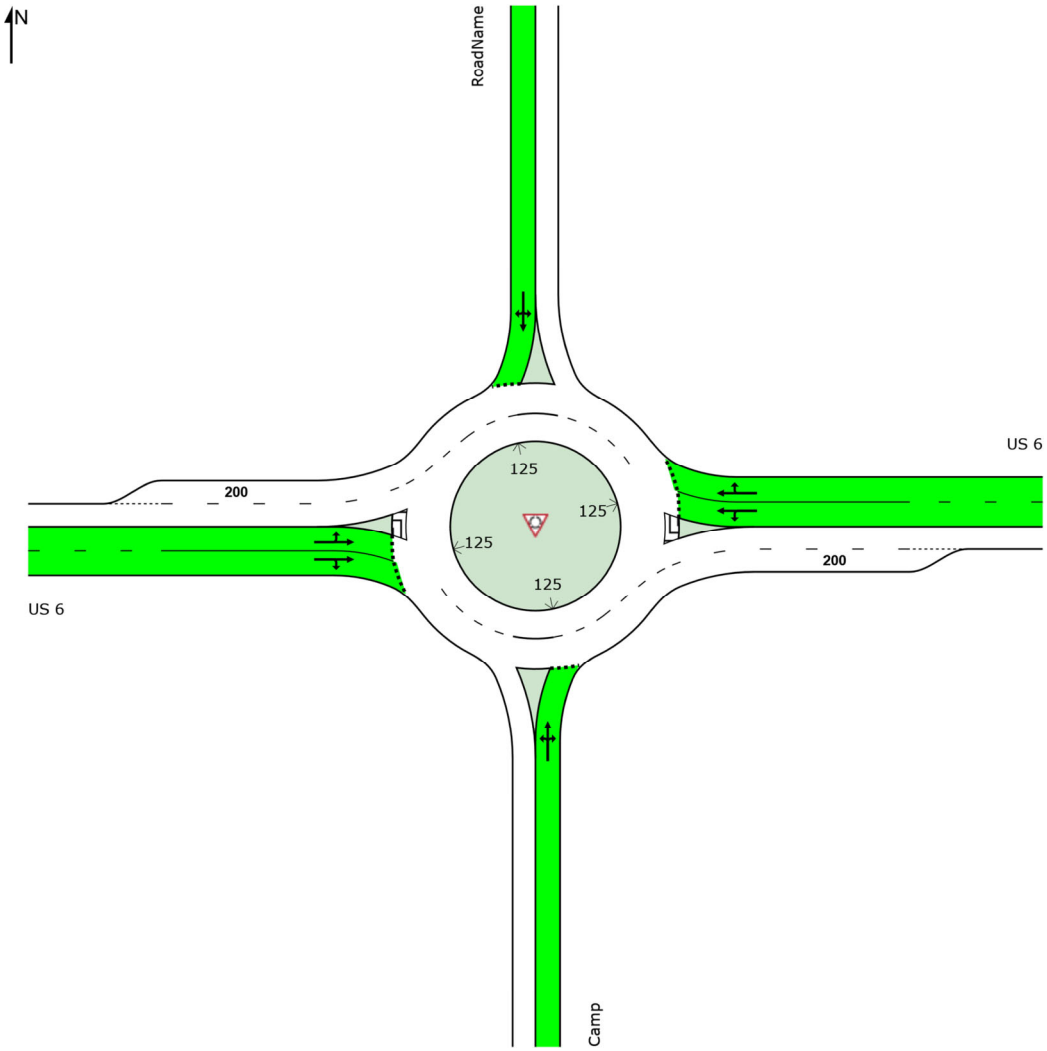
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

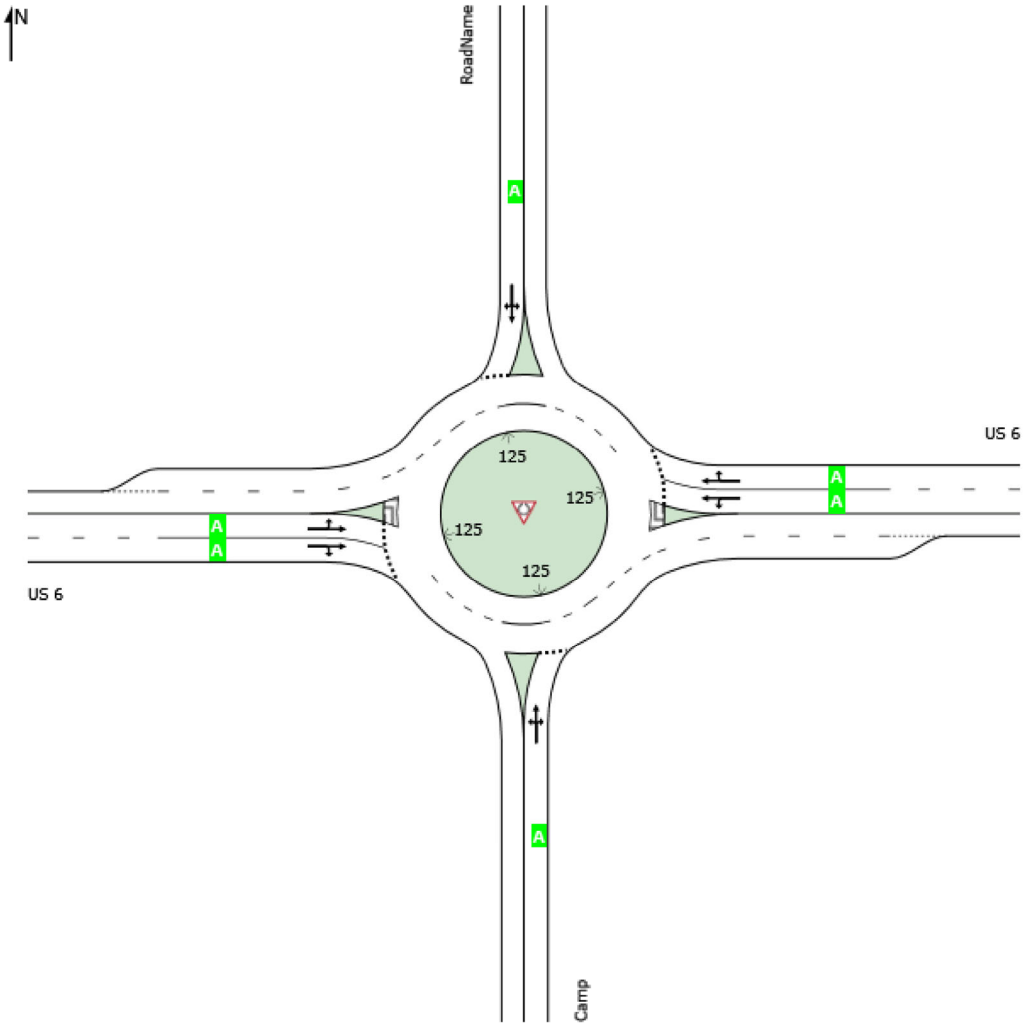
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Camp												
3	L2	52	3.0	0.181	12.0	LOS B	0.7	18.7	0.47	0.68	0.47	35.8
8	T1	1	3.0	0.181	5.2	LOS A	0.7	18.7	0.47	0.68	0.47	26.6
18	R2	105	3.0	0.181	5.5	LOS A	0.7	18.7	0.47	0.68	0.47	33.5
Approach		159	3.0	0.181	7.6	LOS A	0.7	18.7	0.47	0.68	0.47	34.3
East: US 6												
1	L2	125	3.0	0.618	10.4	LOS B	6.3	161.1	0.33	0.40	0.33	36.8
6	T1	1291	3.0	0.618	3.8	LOS A	6.3	161.1	0.30	0.39	0.30	36.2
16	R2	1	3.0	0.323	4.1	LOS A	2.1	53.6	0.25	0.36	0.25	30.0
Approach		1417	3.0	0.618	4.3	LOS A	6.3	161.1	0.31	0.39	0.31	36.3
North: RoadName												
7	L2	1	3.0	0.027	14.3	LOS B	0.1	3.0	0.71	0.75	0.71	29.3
4	T1	3	3.0	0.027	8.4	LOS A	0.1	3.0	0.71	0.75	0.71	32.9
14	R2	9	3.0	0.027	8.3	LOS A	0.1	3.0	0.71	0.75	0.71	29.3
Approach		13	3.0	0.027	8.8	LOS A	0.1	3.0	0.71	0.75	0.71	30.3
West: US 6												
5	L2	4	3.0	0.247	10.6	LOS B	1.4	36.9	0.31	0.39	0.31	25.8
2	T1	464	3.0	0.247	3.9	LOS A	1.4	36.9	0.31	0.39	0.31	36.2
12	R2	40	3.0	0.129	4.5	LOS A	0.7	16.7	0.31	0.42	0.31	35.8
Approach		509	3.0	0.247	4.0	LOS A	1.4	36.9	0.31	0.40	0.31	36.1
All Vehicles		2098	3.0	0.618	4.5	LOS A	6.3	161.1	0.32	0.41	0.32	36.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Camp AM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av. Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Camp	125.00	28.00	181.0	100.0	30.0	2	1	14.00	1600.0	NA[5]	0.0[1]
East	US 6	125.00	16.00	157.0	120.0	30.0	1	2	14.00	800.0	NA[5]	0.0[1]
North	RoadName	125.00	28.00	181.0	65.0	30.0	2	1	14.00	150.0	NA[5]	0.0[1]
West	US 6	125.00	16.00	157.0	120.0	30.0	1	2	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Camp Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	470	484	1.40	0.337	No	Yes[10]	0.967	1.03	4.00	2.80
North	T1	1	Dominant	470	484	1.40	0.337	No	Yes[10]	0.967	1.03	4.00	2.80
East	R2	1	Dominant	470	484	1.40	0.337	No	Yes[10]	0.967	1.03	4.00	2.80
East: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Dominant	58	59	2.00	0.070	No	Yes[10]	0.992	1.03	3.84	2.08
West	T1	1	Dominant	58	59	2.00	0.070	No	Yes[10]	0.992	1.03	3.84	2.08
West	T1	2	Subdom.	58	59	2.00	0.070	No	No	0.992	1.03	4.99	2.70
North	R2	2	Subdom.	58	59	2.00	0.070	No	No	0.992	1.03	4.99	2.70
North: RoadName Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	1468	1513	1.32	0.733	No	Yes[10]	0.875	1.03	3.06	2.46
South	T1	1	Dominant	1468	1513	1.32	0.733	No	Yes[10]	0.875	1.03	3.06	2.46
West	R2	1	Dominant	1468	1513	1.32	0.733	No	Yes[10]	0.875	1.03	3.06	2.46
West: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Dominant	129	133	2.00	0.150	No	Yes[10]	0.988	1.03	3.94	2.16
East	T1	1	Dominant	129	133	2.00	0.150	No	Yes[10]	0.988	1.03	3.94	2.16
East	T1	2	Subdom.	129	133	2.00	0.150	No	No	0.988	1.03	5.12	2.82
South	R2	2	Subdom.	129	133	2.00	0.150	No	No	0.988	1.03	5.12	2.82

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Camp			
Lane 1	366	377	78.0
Lane 2	103	106	22.0
Approach	469	483	
East: US 6			
Lane 1	58	59	100.0
Approach	58	59	
North: RoadName			
Lane 1	1065	1097	72.5
Lane 2	403	415	27.5
Approach	1468	1512	
West: US 6			
Lane 1	129	133	100.0
Approach	129	133	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Camp					
1	15.45	4.93	10.52	0.681	1.4
East: US 6					
1	67.72	3.61	64.11	0.947	0.1
2	68.97	4.55	64.42	0.934	0.2
North: RoadName					
1	15.78	10.58	5.20	0.329	5.5
West: US 6					
1	34.35	3.84	30.50	0.888	0.3
2	35.76	4.93	30.83	0.862	0.5

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Camp							
West	L2	1	15.45	4.93	10.52	0.681	1.4
North	T1	1	15.45	4.93	10.52	0.681	1.4
East	R2	1	15.45	4.93	10.52	0.681	1.4
East: US 6							
South	L2	1	67.72	3.61	64.11	0.947	0.1
West	T1	1	67.72	3.61	64.11	0.947	0.1
West	T1	2	68.97	4.55	64.42	0.934	0.2
North	R2	2	68.97	4.55	64.42	0.934	0.2
North: RoadName							

East	L2	1	15.78	10.58	5.20	0.329	5.5
South	T1	1	15.78	10.58	5.20	0.329	5.5
West	R2	1	15.78	10.58	5.20	0.329	5.5
West: US 6							
North	L2	1	34.35	3.84	30.50	0.888	0.3
East	T1	1	34.35	3.84	30.50	0.888	0.3
East	T1	2	35.76	4.93	30.83	0.862	0.5
South	R2	2	35.76	4.93	30.83	0.862	0.5

Roundabout Capacity Model: SIDRA Standard

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

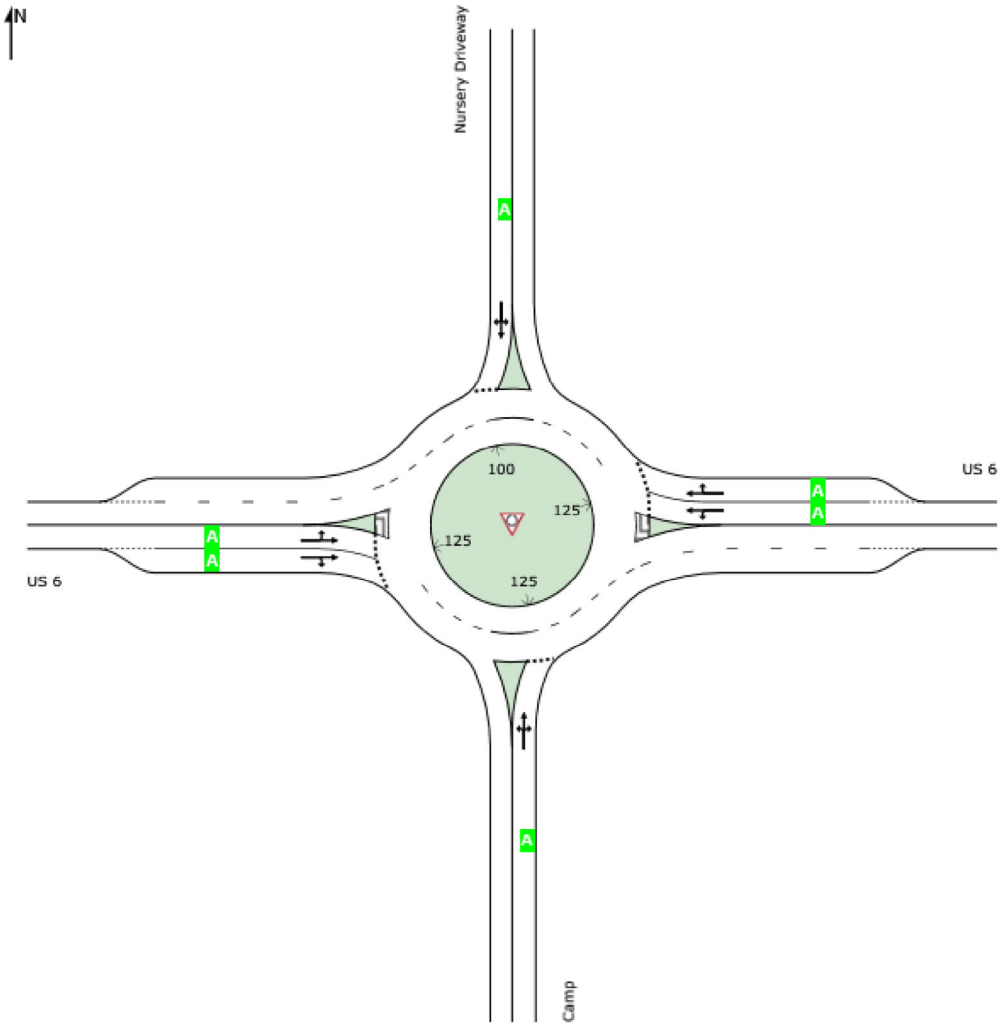
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Camp PM]

Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	A	A	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [US 6 at Camp PM]

Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Camp												
3	L2	39	3.0	0.243	13.6	LOS B	1.1	28.1	0.68	0.84	0.68	35.1
8	T1	1	3.0	0.243	7.0	LOS A	1.1	28.1	0.68	0.84	0.68	25.9
18	R2	135	3.0	0.243	7.2	LOS A	1.1	28.1	0.68	0.84	0.68	33.0
Approach		175	3.0	0.243	8.6	LOS A	1.1	28.1	0.68	0.84	0.68	33.5
East: US 6												
1	L2	129	3.0	0.296	10.1	LOS B	2.1	53.4	0.19	0.44	0.19	36.4
6	T1	660	3.0	0.296	3.8	LOS A	2.1	53.4	0.19	0.41	0.19	36.0
16	R2	1	3.0	0.195	4.0	LOS A	1.2	30.2	0.19	0.36	0.19	30.1
Approach		790	3.0	0.296	4.9	LOS A	2.1	53.4	0.19	0.41	0.19	36.0
North: Nursery Driveway												
7	L2	1	3.0	0.021	11.4	LOS B	0.1	1.9	0.56	0.66	0.56	31.9
4	T1	2	3.0	0.021	5.9	LOS A	0.1	1.9	0.56	0.66	0.56	34.7
14	R2	9	3.0	0.021	5.6	LOS A	0.1	1.9	0.56	0.66	0.56	30.6
Approach		12	3.0	0.021	6.2	LOS A	0.1	1.9	0.56	0.66	0.56	31.5
West: US 6												
5	L2	3	3.0	0.495	10.8	LOS B	3.7	94.2	0.39	0.40	0.39	25.4
2	T1	1189	3.0	0.495	4.1	LOS A	3.7	94.2	0.39	0.41	0.39	35.9
12	R2	80	3.0	0.415	4.6	LOS A	2.7	70.3	0.38	0.43	0.38	35.5
Approach		1273	3.0	0.495	4.2	LOS A	3.7	94.2	0.39	0.41	0.39	35.8
All Vehicles		2250	3.0	0.495	4.8	LOS A	3.7	94.2	0.34	0.45	0.34	35.6

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

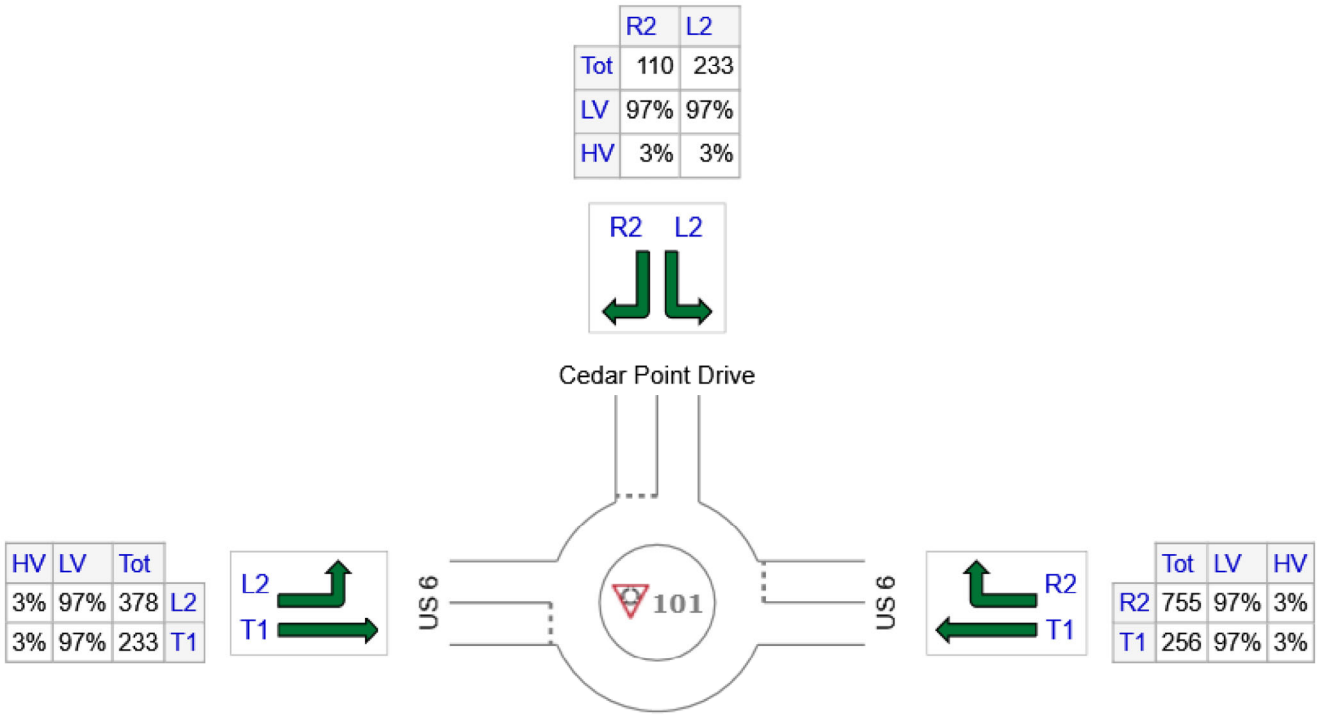
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: US 6	1011	981	30
N: Cedar Point Drive	343	333	10
W: US 6	611	593	18
Total	1965	1906	59

INTERSECTION SUMMARY

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	29.0	mph	29.0	mph
Travel Distance (Total)	779.9	veh-mi/h	935.9	pers-mi/h
Travel Time (Total)	26.9	veh-h/h	32.3	pers-h/h
Demand Flows (Total)	2136	veh/h	2563	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.814			
Practical Spare Capacity	4.4	%		
Effective Intersection Capacity	2623	veh/h		
Control Delay (Total)	5.39	veh-h/h	6.46	pers-h/h
Control Delay (Average)	9.1	sec	9.1	sec
Control Delay (Worst Lane)	11.7	sec		
Control Delay (Worst Movement)	11.7	sec	11.7	sec
Geometric Delay (Average)	5.2	sec		
Stop-Line Delay (Average)	3.9	sec		
Idling Time (Average)	0.3	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	11.4	veh		
95% Back of Queue - Distance (Worst Lane)	292.6	ft		
Queue Storage Ratio (Worst Lane)	0.15			
Total Effective Stops	1638	veh/h	1966	pers/h
Effective Stop Rate	0.77		0.77	
Proportion Queued	0.67		0.67	
Performance Index	51.3		51.3	
Cost (Total)	464.08	$/h	464.08	$/h
Fuel Consumption (Total)	39.8	gal/h		
Carbon Dioxide (Total)	356.2	kg/h		
Hydrocarbons (Total)	0.032	kg/h		
Carbon Monoxide (Total)	0.381	kg/h		
NOx (Total)	0.572	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 1.5 %
Number of Iterations: 5 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.3% 1.5% 0.8%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,025,217	veh/y	1,230,261	pers/y
Delay	2,586	veh-h/y	3,103	pers-h/y
Effective Stops	786,392	veh/y	943,671	pers/y
Travel Distance	374,355	veh-mi/y	449,226	pers-mi/y
Travel Time	12,901	veh-h/y	15,482	pers-h/y

Cost	222,759	$/y	222,759	$/y
Fuel Consumption	19,091	gal/y		
Carbon Dioxide	170,967	kg/y		
Hydrocarbons	15	kg/y		
Carbon Monoxide	183	kg/y		
NOx	274	kg/y		

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

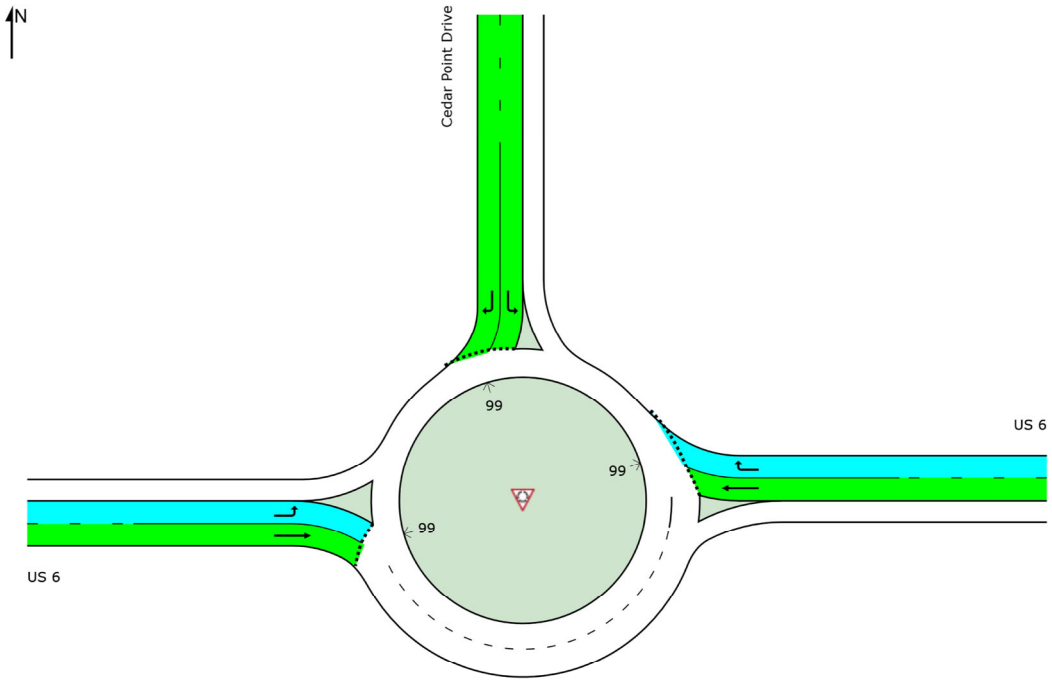
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	B	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

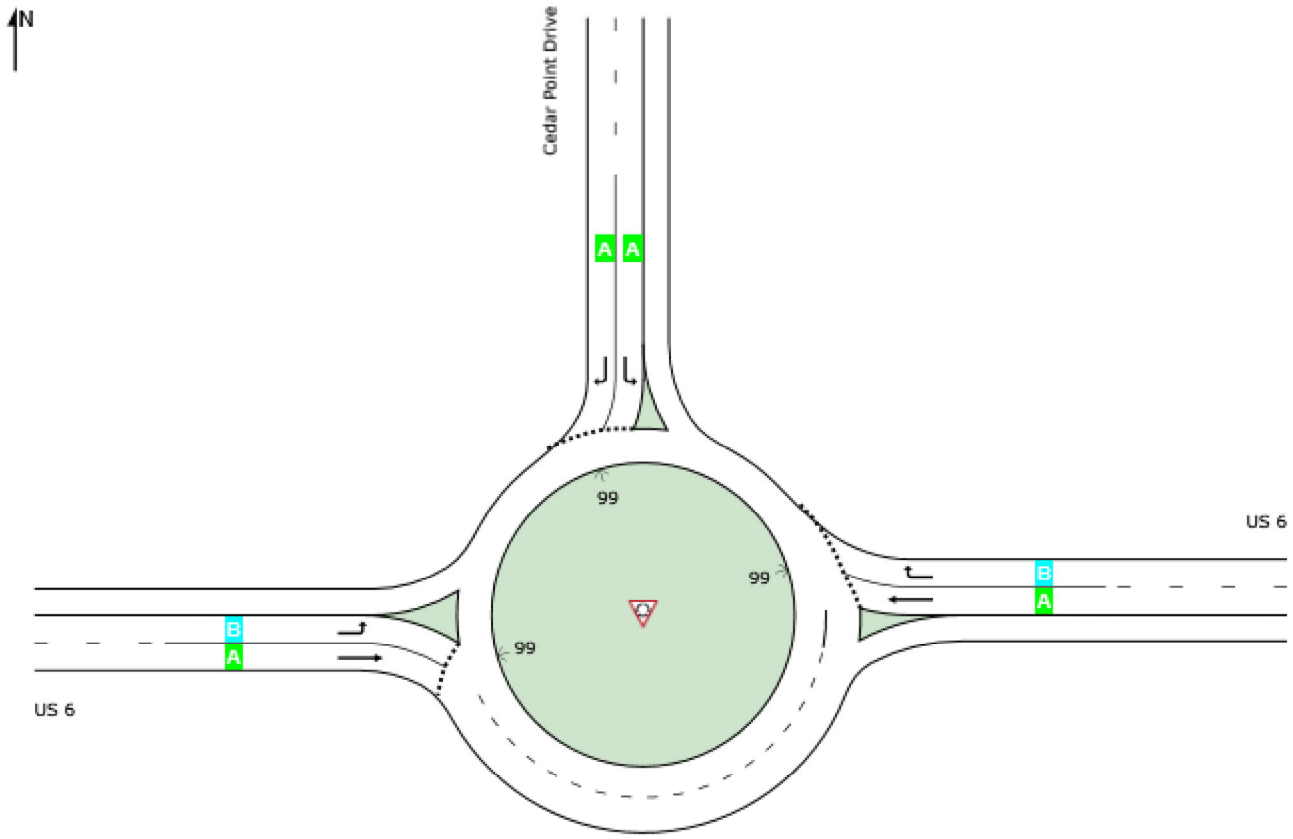
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	B	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

MOVEMENT SUMMARY

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: US 6												
6	T1	278	3.0	0.413	7.6	LOS A	2.2	57.3	0.63	0.74	0.64	33.2
16	R2	821	3.0	0.814	11.7	LOS B	11.4	292.6	0.91	1.01	1.24	27.4
Approach		1099	3.0	0.814	10.6	LOS B	11.4	292.6	0.84	0.94	1.09	29.0
North: Cedar Point Drive												
7	L2	253	3.0	0.210	6.5	LOS A	1.3	32.6	0.48	0.59	0.48	24.0
14	R2	120	3.0	0.127	2.9	LOS A	0.7	17.3	0.48	0.45	0.48	24.0
Approach		373	3.0	0.210	5.4	LOS A	1.3	32.6	0.48	0.55	0.48	24.0
West: US 6												
5	L2	411	3.0	0.319	10.9	LOS B	2.1	52.9	0.48	0.67	0.48	31.0
2	T1	253	3.0	0.240	4.8	LOS A	1.4	35.4	0.48	0.50	0.48	35.0
Approach		664	3.0	0.319	8.6	LOS A	2.1	52.9	0.48	0.60	0.48	32.4
All Vehicles		2136	3.0	0.814	9.1	LOS A	11.4	292.6	0.67	0.77	0.80	29.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Cedar Point Drive AM - EB Left]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
East	US 6	99.00	28.00	143.0	100.0	30.0	2	2	14.00	800.0	NA[5]	0.0[1]
North	Cedar Point Drive	99.00	16.00	131.0	120.0	30.0	1	2	14.00	800.0	NA[5]	0.0[1]
West	US 6	99.00	16.00	143.0	120.0	30.0	1	2	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
East: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
West	T1	1	Subdom.	411	423	2.00	0.403	No	Yes[10]	0.947	1.03	4.98	3.44
North	R2	2	Dominant	411	423	2.00	0.403	No	Yes[10]	0.947	1.03	3.62	2.51
North: Cedar Point Drive Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	278	287	2.00	0.294	No	Yes[10]	0.955	1.03	4.01	2.27
West	R2	2	Subdom.	278	287	2.00	0.294	No	No	0.955	1.03	4.90	2.77
West: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Dominant	253	261	2.00	0.272	No	Yes[10]	0.968	1.03	3.92	2.21
East	T1	2	Subdom.	253	261	2.00	0.272	No	No	0.968	1.03	4.63	2.61

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates

Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
East: US 6			
Lane 1	0	0	0.0
Lane 2	411	423	100.0
Approach	411	423	
North: Cedar Point Drive			
Lane 1	278	287	100.0
Approach	278	287	
West: US 6			

Lane 1	253	261	100.0
Approach	253	261	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
East: US 6					
1	19.78	7.16	12.63	0.638	2.1
2	17.47	5.32	12.16	0.696	1.2
North: Cedar Point Drive					
1	21.31	5.21	16.09	0.755	0.8
2	22.62	6.27	16.35	0.723	1.2
West: US 6					
1	22.03	4.73	17.30	0.785	0.7
2	23.02	5.51	17.50	0.760	1.0

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
East: US 6							
West	T1	1	19.78	7.16	12.63	0.638	2.1
North	R2	2	17.47	5.32	12.16	0.696	1.2
North: Cedar Point Drive							
East	L2	1	21.31	5.21	16.09	0.755	0.8
West	R2	2	22.62	6.27	16.35	0.723	1.2
West: US 6							
North	L2	1	22.03	4.73	17.30	0.785	0.7
East	T1	2	23.02	5.51	17.50	0.760	1.0

Roundabout Capacity Model: SIDRA Standard

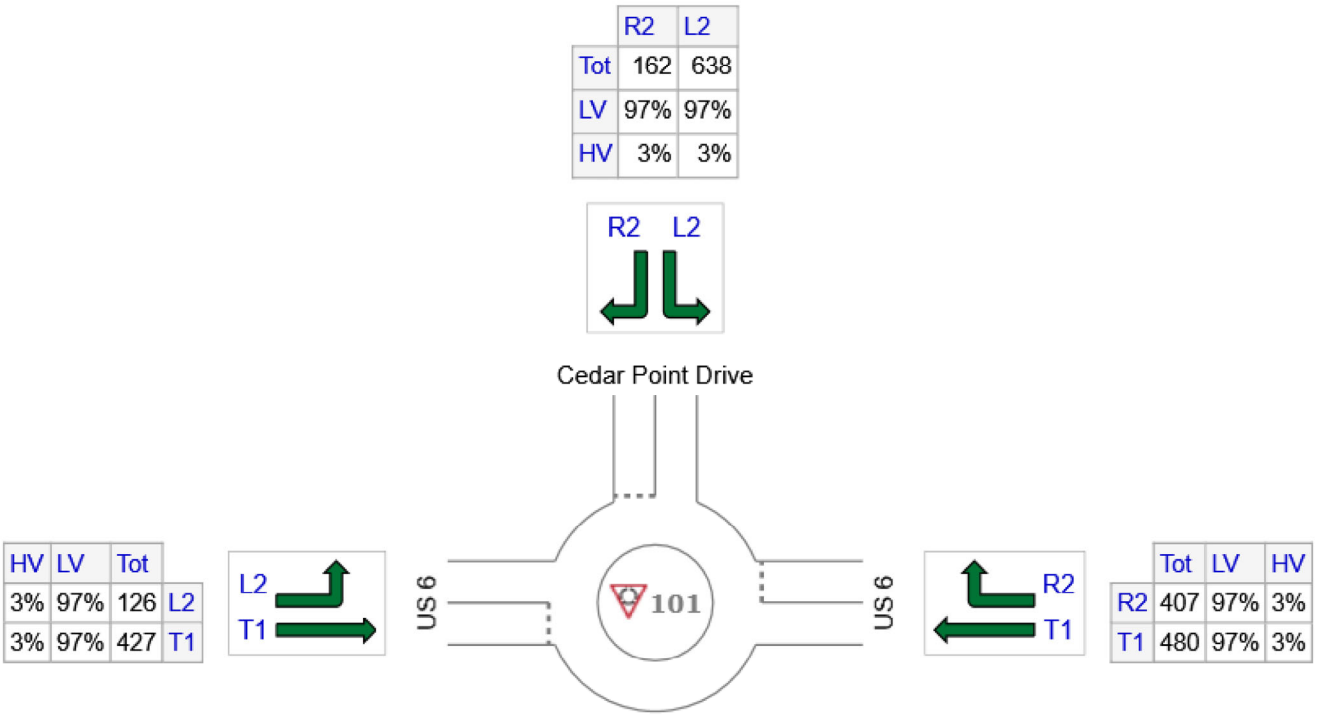
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
E: US 6	887	860	27
N: Cedar Point Drive	800	776	24
W: US 6	553	536	17
Total	2240	2173	67

INTERSECTION SUMMARY

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	28.3	mph	28.3	mph
Travel Distance (Total)	904.0	veh-mi/h	1084.8	pers-mi/h
Travel Time (Total)	32.0	veh-h/h	38.4	pers-h/h
Demand Flows (Total)	2435	veh/h	2922	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.678			
Practical Spare Capacity	25.4	%		
Effective Intersection Capacity	3593	veh/h		
Control Delay (Total)	5.63	veh-h/h	6.76	pers-h/h
Control Delay (Average)	8.3	sec	8.3	sec
Control Delay (Worst Lane)	15.0	sec		
Control Delay (Worst Movement)	15.0	sec	15.0	sec
Geometric Delay (Average)	4.4	sec		
Stop-Line Delay (Average)	3.9	sec		
Idling Time (Average)	0.4	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	7.7	veh		
95% Back of Queue - Distance (Worst Lane)	197.8	ft		
Queue Storage Ratio (Worst Lane)	0.10			
Total Effective Stops	1854	veh/h	2225	pers/h
Effective Stop Rate	0.76		0.76	
Proportion Queued	0.68		0.68	
Performance Index	60.8		60.8	
Cost (Total)	538.70	$/h	538.70	$/h
Fuel Consumption (Total)	45.0	gal/h		
Carbon Dioxide (Total)	402.7	kg/h		
Hydrocarbons (Total)	0.035	kg/h		
Carbon Monoxide (Total)	0.397	kg/h		
NOx (Total)	0.630	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 4.2 %
Number of Iterations: 7 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.3% 1.8% 0.9%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,168,696	veh/y	1,402,435	pers/y
Delay	2,703	veh-h/y	3,243	pers-h/y
Effective Stops	889,900	veh/y	1,067,879	pers/y
Travel Distance	433,909	veh-mi/y	520,691	pers-mi/y
Travel Time	15,358	veh-h/y	18,429	pers-h/y

Cost	258,576	$/y	258,576	$/y
Fuel Consumption	21,579	gal/y		
Carbon Dioxide	193,296	kg/y		
Hydrocarbons	17	kg/y		
Carbon Monoxide	191	kg/y		
NOx	302	kg/y		

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

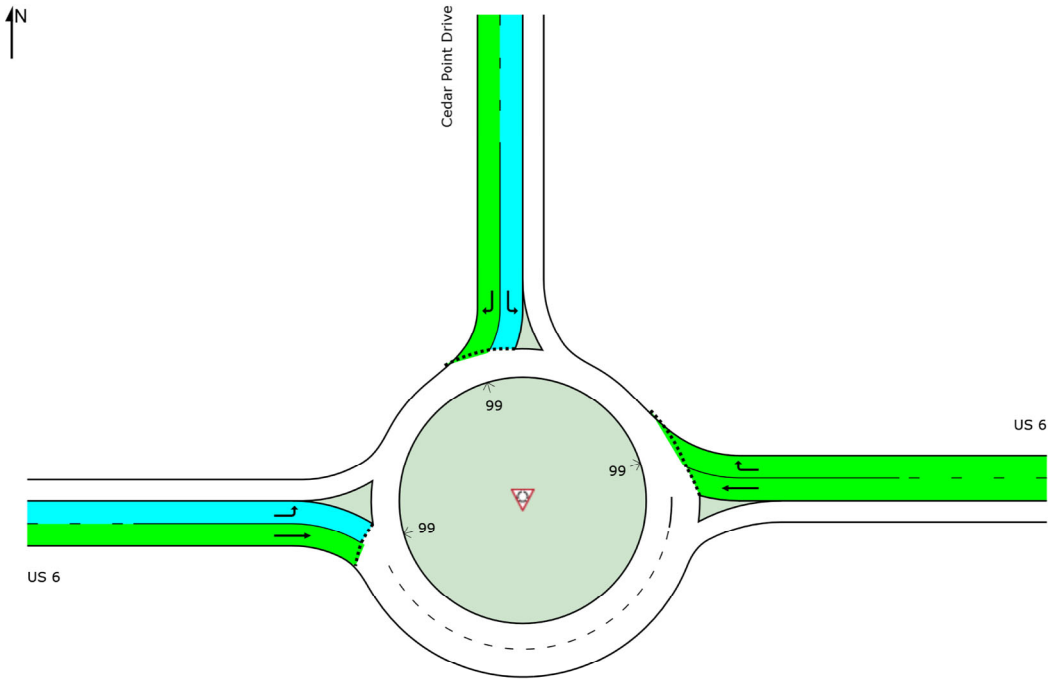
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	B	B	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

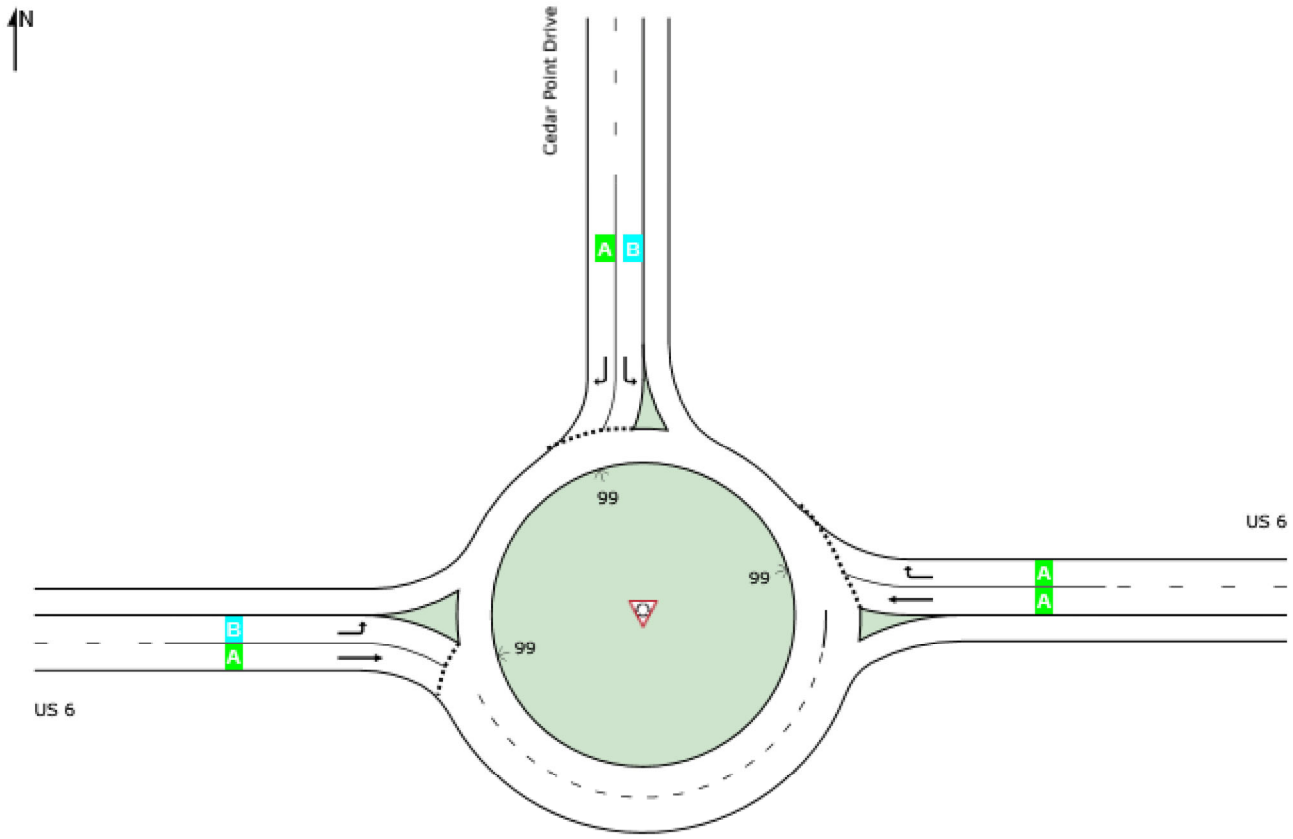
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	East	North	West	
LOS	A	B	B	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

MOVEMENT SUMMARY

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
East: US 6												
6	T1	522	3.0	0.417	4.7	LOS A	2.8	70.6	0.39	0.45	0.39	34.4
16	R2	442	3.0	0.381	5.0	LOS A	2.4	60.6	0.38	0.53	0.38	31.8
Approach		964	3.0	0.417	4.8	LOS A	2.8	70.6	0.39	0.49	0.39	33.3
North: Cedar Point Drive												
7	L2	693	3.0	0.678	11.5	LOS B	7.7	197.8	0.87	0.99	1.10	22.4
14	R2	176	3.0	0.274	5.7	LOS A	1.5	38.6	0.68	0.70	0.68	23.1
Approach		870	3.0	0.678	10.4	LOS B	7.7	197.8	0.83	0.93	1.01	22.5
West: US 6												
5	L2	137	3.0	0.253	15.0	LOS B	1.6	41.1	0.81	0.89	0.81	29.3
2	T1	464	3.0	0.575	9.8	LOS A	5.9	151.4	0.96	0.97	1.13	32.3
Approach		601	3.0	0.575	11.0	LOS B	5.9	151.4	0.93	0.95	1.06	31.5
All Vehicles		2435	3.0	0.678	8.3	LOS A	7.7	197.8	0.68	0.76	0.78	28.3

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Cedar Point Drive PM - EB Left]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
East	US 6	99.00	28.00	143.0	100.0	30.0	2	2	14.00	800.0	NA[5]	0.0[1]
North	Cedar Point Drive	99.00	16.00	131.0	120.0	30.0	1	2	14.00	800.0	NA[5]	0.0[1]
West	US 6	99.00	16.00	143.0	120.0	30.0	1	2	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
East: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
West	T1	1	Dominant	137	141	2.00	0.158	No	Yes[10]	0.968	1.03	3.87	2.51
North	R2	2	Subdom.	137	141	2.00	0.158	No	Yes[10]	0.968	1.03	4.13	2.69
North: Cedar Point Drive Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	522	537	2.00	0.484	No	Yes[10]	0.941	1.03	3.67	2.17
West	R2	2	Subdom.	522	537	2.00	0.484	No	No	0.941	1.03	5.18	3.06
West: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Subdom.	693	714	2.00	0.591	No	Yes[10]	0.798	1.03	4.50	2.73
East	T1	2	Dominant	693	714	2.00	0.591	No	Yes[10]	0.798	1.03	3.38	2.05

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates

Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
East: US 6			
Lane 1	0	0	0.0
Lane 2	137	141	100.0
Approach	137	141	
North: Cedar Point Drive			
Lane 1	522	537	100.0
Approach	522	537	
West: US 6			

Lane 1	693	714	100.0
Approach	693	714	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
East: US 6					
1	33.46	4.29	29.18	0.872	0.3
2	33.78	4.52	29.26	0.866	0.4
North: Cedar Point Drive					
1	16.57	6.38	10.18	0.615	1.8
2	19.54	8.92	10.63	0.544	3.1
West: US 6					
1	21.62	12.82	8.80	0.407	4.0
2	18.60	10.13	8.46	0.455	2.7

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
East: US 6							
West	T1	1	33.46	4.29	29.18	0.872	0.3
North	R2	2	33.78	4.52	29.26	0.866	0.4
North: Cedar Point Drive							
East	L2	1	16.57	6.38	10.18	0.615	1.8
West	R2	2	19.54	8.92	10.63	0.544	3.1
West: US 6							
North	L2	1	21.62	12.82	8.80	0.407	4.0
East	T1	2	18.60	10.13	8.46	0.455	2.7

Roundabout Capacity Model: SIDRA Standard

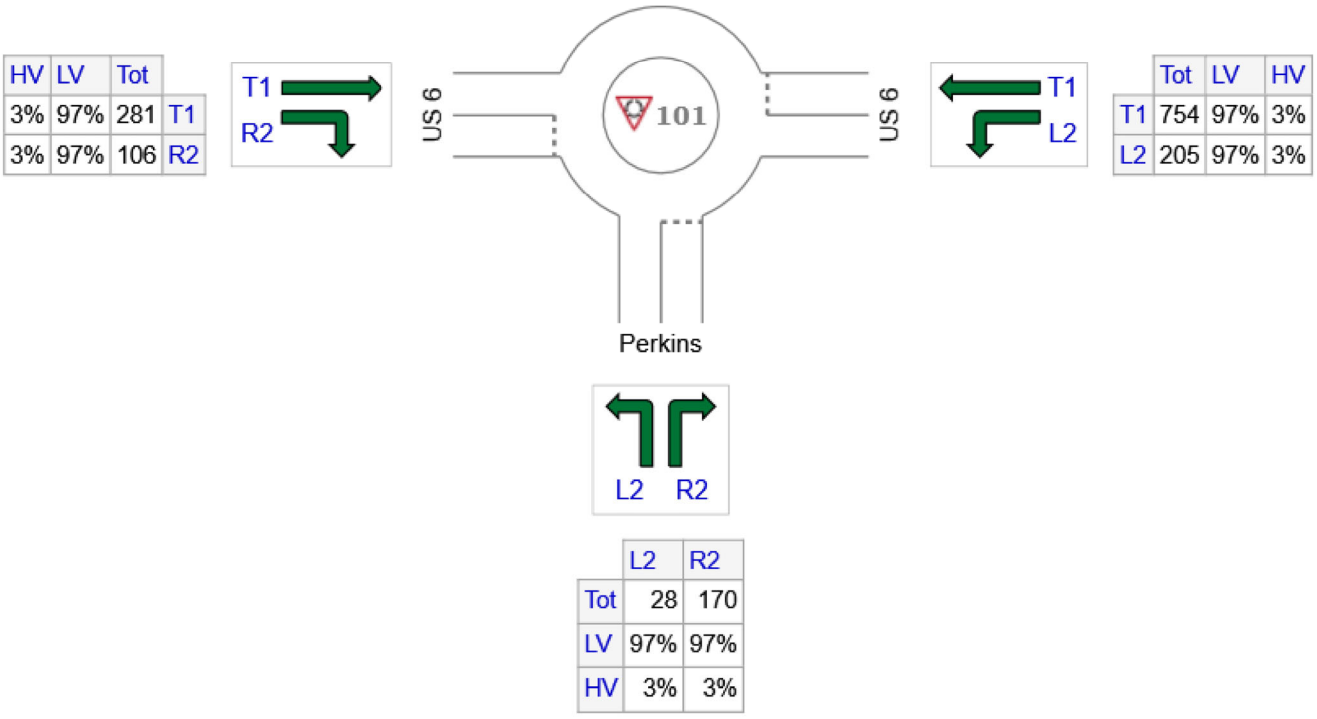
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	L2	R2
Tot	28	170
LV	97%	97%
HV	3%	3%

	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Perkins	198	192	6
E: US 6	959	930	29
W: US 6	387	375	12
Total	1544	1498	46

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: TRANSYSTEMS CORPORATION | Created: Monday, July 1, 2019 6:34:04 PM
Project: H:\Sidra8\Erie-06\Erie6-1.sip8

INTERSECTION SUMMARY

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	35.4	mph	35.4	mph
Travel Distance (Total)	734.0	veh-mi/h	880.7	pers-mi/h
Travel Time (Total)	20.7	veh-h/h	24.9	pers-h/h
Demand Flows (Total)	1678	veh/h	2014	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.639			
Practical Spare Capacity	32.9	%		
Effective Intersection Capacity	2625	veh/h		
Control Delay (Total)	2.34	veh-h/h	2.80	pers-h/h
Control Delay (Average)	5.0	sec	5.0	sec
Control Delay (Worst Lane)	6.0	sec		
Control Delay (Worst Movement)	11.3	sec	11.3	sec
Geometric Delay (Average)	4.4	sec		
Stop-Line Delay (Average)	0.6	sec		
Idling Time (Average)	0.0	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	7.2	veh		
95% Back of Queue - Distance (Worst Lane)	183.5	ft		
Queue Storage Ratio (Worst Lane)	0.09			
Total Effective Stops	764	veh/h	917	pers/h
Effective Stop Rate	0.46		0.46	
Proportion Queued	0.33		0.33	
Performance Index	41.5		41.5	
Cost (Total)	320.91	$/h	320.91	$/h
Fuel Consumption (Total)	32.0	gal/h		
Carbon Dioxide (Total)	287.2	kg/h		
Hydrocarbons (Total)	0.025	kg/h		
Carbon Monoxide (Total)	0.343	kg/h		
NOx (Total)	0.470	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 1.3 %
Number of Iterations: 4 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 88.3% 1.7% 0.9%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	805,565	veh/y	966,678	pers/y
Delay	1,122	veh-h/y	1,346	pers-h/y
Effective Stops	366,834	veh/y	440,200	pers/y
Travel Distance	352,300	veh-mi/y	422,760	pers-mi/y
Travel Time	9,945	veh-h/y	11,934	pers-h/y

Cost	154,035	$/y	154,035 $/y
Fuel Consumption	15,379	gal/y	
Carbon Dioxide	137,841	kg/y	
Hydrocarbons	12	kg/y	
Carbon Monoxide	165	kg/y	
NOx	226	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

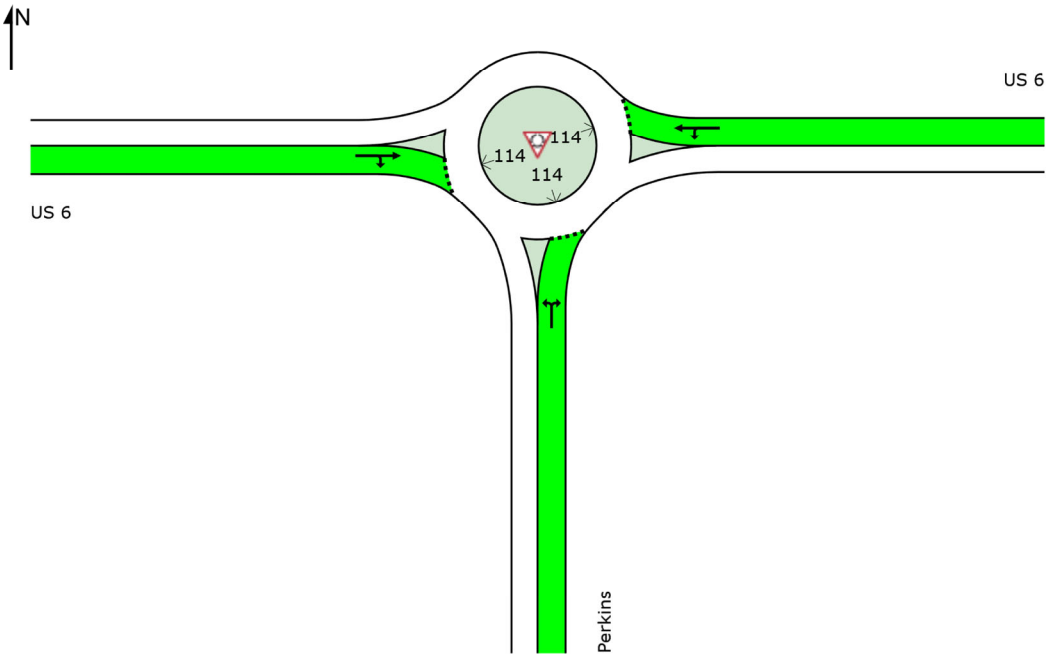
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

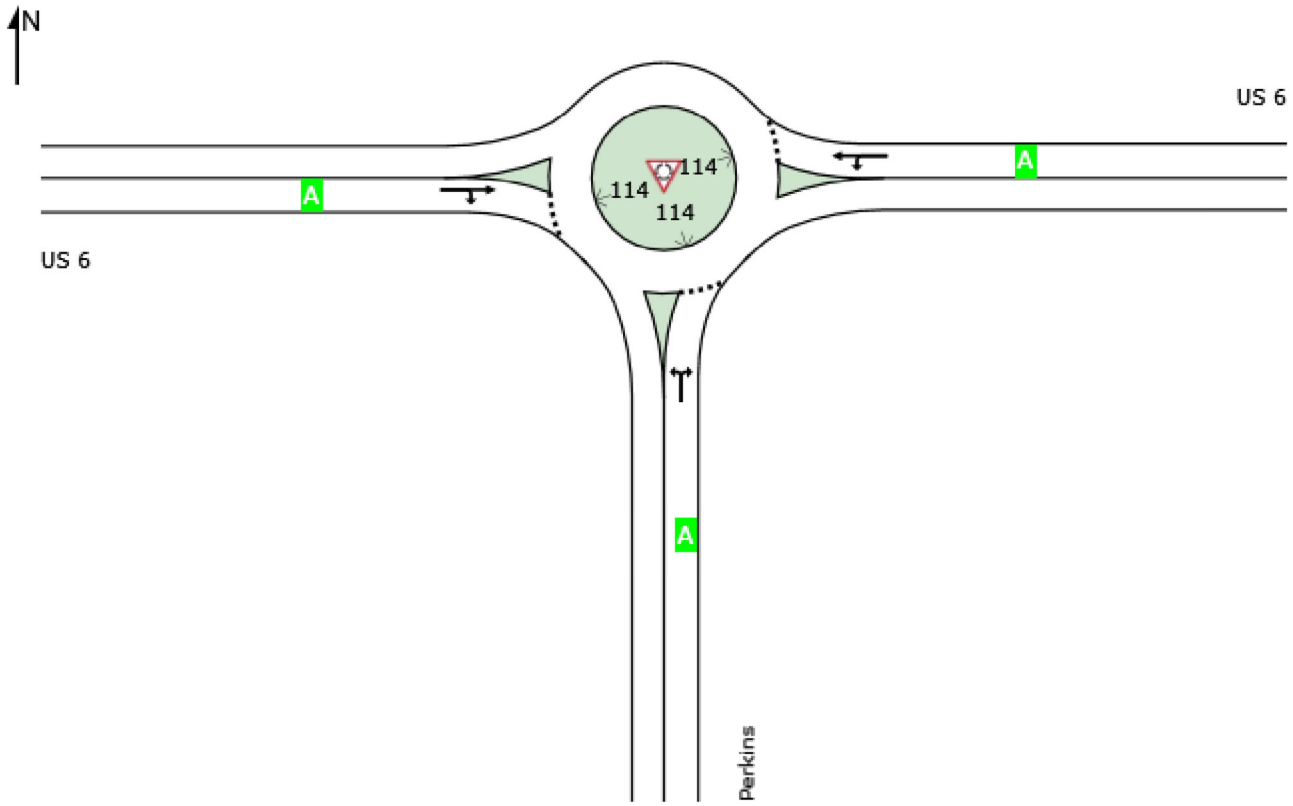
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

MOVEMENT SUMMARY

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Perkins												
3	L2	30	3.0	0.189	11.3	LOS B	1.1	27.5	0.48	0.59	0.48	36.1
18	R2	185	3.0	0.189	5.1	LOS A	1.1	27.5	0.48	0.59	0.48	34.0
Approach		215	3.0	0.189	6.0	LOS A	1.1	27.5	0.48	0.59	0.48	34.3
East: US 6												
1	L2	223	3.0	0.639	10.1	LOS B	7.2	183.5	0.25	0.41	0.25	36.4
6	T1	820	3.0	0.639	3.6	LOS A	7.2	183.5	0.25	0.41	0.25	35.6
Approach		1042	3.0	0.639	5.0	LOS A	7.2	183.5	0.25	0.41	0.25	35.8
West: US 6												
2	T1	305	3.0	0.336	4.5	LOS A	2.1	52.9	0.45	0.49	0.45	35.3
12	R2	115	3.0	0.336	4.9	LOS A	2.1	52.9	0.45	0.49	0.45	35.3
Approach		421	3.0	0.336	4.6	LOS A	2.1	52.9	0.45	0.49	0.45	35.3
All Vehicles		1678	3.0	0.639	5.0	LOS A	7.2	183.5	0.33	0.46	0.33	35.4

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Perkins AM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Perkins	114.00	16.00	146.0	110.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
East	US 6	114.00	16.00	146.0	120.0	30.0	1	1	14.00	800.0	NA[5]	0.0[1]
West	US 6	114.00	16.00	146.0	120.0	30.0	1	1	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Perkins Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	305	315	2.00	0.318	No	Yes[10]	0.965	1.03	4.15	2.36
East	R2	1	Dominant	305	315	2.00	0.318	No	Yes[10]	0.965	1.03	4.15	2.36
East: US 6 Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Dominant	30	31	2.00	0.038	No	Yes[10]	0.995	1.03	3.98	2.14
West	T1	1	Dominant	30	31	2.00	0.038	No	Yes[10]	0.995	1.03	3.98	2.14
West: US 6 Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
East	T1	1	Dominant	223	230	2.00	0.243	No	Yes[10]	0.985	1.03	4.19	2.34
South	R2	1	Dominant	223	230	2.00	0.243	No	Yes[10]	0.985	1.03	4.19	2.34

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates

Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Perkins			
Lane 1	305	315	100.0
Approach	305	315	
East: US 6			
Lane 1	30	31	100.0
Approach	30	31	
West: US 6			
Lane 1	223	230	100.0

Approach	223	230

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Perkins					
1	20.30	5.28	15.02	0.740	1.0
East: US 6					
1	122.00	3.68	118.31	0.970	0.1
West: US 6					
1	23.75	4.49	19.26	0.811	0.7

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Perkins							
West	L2	1	20.30	5.28	15.02	0.740	1.0
East	R2	1	20.30	5.28	15.02	0.740	1.0
East: US 6							
South	L2	1	122.00	3.68	118.31	0.970	0.1
West	T1	1	122.00	3.68	118.31	0.970	0.1
West: US 6							
East	T1	1	23.75	4.49	19.26	0.811	0.7
South	R2	1	23.75	4.49	19.26	0.811	0.7

Roundabout Capacity Model: SIDRA Standard

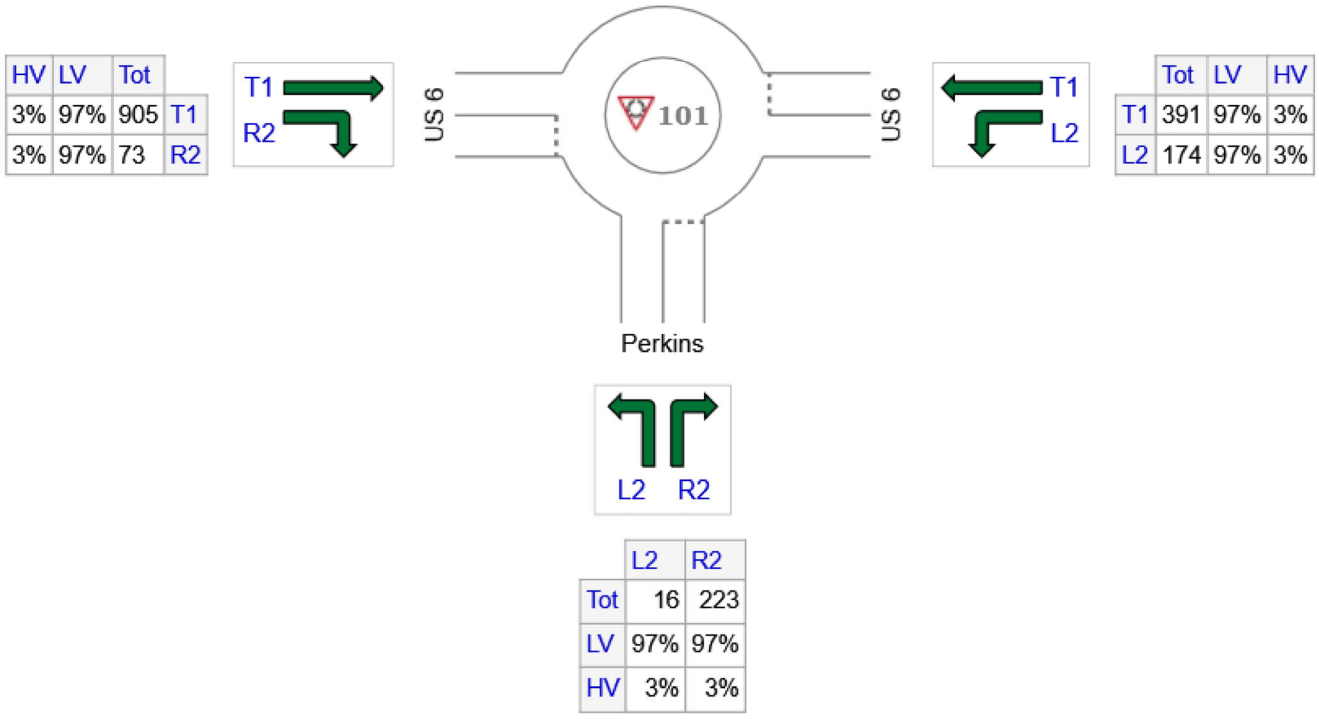
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	L2	R2
Tot	16	223
LV	97%	97%
HV	3%	3%

	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Perkins	239	232	7
E: US 6	565	548	17
W: US 6	978	949	29
Total	1782	1729	53

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com
Organisation: TRANSYSTEMS CORPORATION | Created: Monday, July 1, 2019 6:34:39 PM
Project: H:\Sidra8\Erie-06\Erie6-1.sip8

INTERSECTION SUMMARY

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	33.6	mph	33.6	mph
Travel Distance (Total)	832.0	veh-mi/h	998.4	pers-mi/h
Travel Time (Total)	24.8	veh-h/h	29.7	pers-h/h
Demand Flows (Total)	1937	veh/h	2324	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.792			
Practical Spare Capacity	7.4	%		
Effective Intersection Capacity	2447	veh/h		
Control Delay (Total)	3.90	veh-h/h	4.68	pers-h/h
Control Delay (Average)	7.2	sec	7.2	sec
Control Delay (Worst Lane)	15.5	sec		
Control Delay (Worst Movement)	21.3	sec	21.3	sec
Geometric Delay (Average)	4.1	sec		
Stop-Line Delay (Average)	3.1	sec		
Idling Time (Average)	0.8	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	10.5	veh		
95% Back of Queue - Distance (Worst Lane)	269.0	ft		
Queue Storage Ratio (Worst Lane)	0.09			
Total Effective Stops	1213	veh/h	1456	pers/h
Effective Stop Rate	0.63		0.63	
Proportion Queued	0.59		0.59	
Performance Index	61.2		61.2	
Cost (Total)	412.46	$/h	412.46	$/h
Fuel Consumption (Total)	38.0	gal/h		
Carbon Dioxide (Total)	340.4	kg/h		
Hydrocarbons (Total)	0.030	kg/h		
Carbon Monoxide (Total)	0.405	kg/h		
NOx (Total)	0.557	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 5.2 %
Number of Iterations: 8 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.5% 1.3% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	929,739	veh/y	1,115,687	pers/y
Delay	1,870	veh-h/y	2,245	pers-h/y
Effective Stops	582,460	veh/y	698,952	pers/y
Travel Distance	399,352	veh-mi/y	479,223	pers-mi/y
Travel Time	11,885	veh-h/y	14,262	pers-h/y

Cost	197,981	$/y	197,981 $/y
Fuel Consumption	18,240	gal/y	
Carbon Dioxide	163,382	kg/y	
Hydrocarbons	15	kg/y	
Carbon Monoxide	194	kg/y	
NOx	268	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

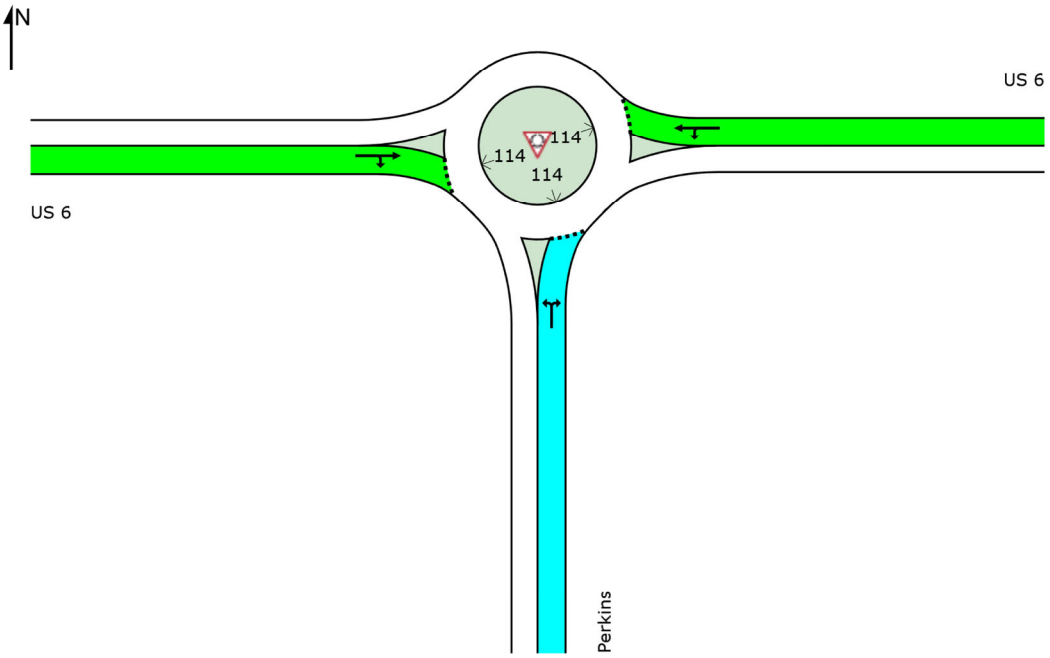
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	B	A	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

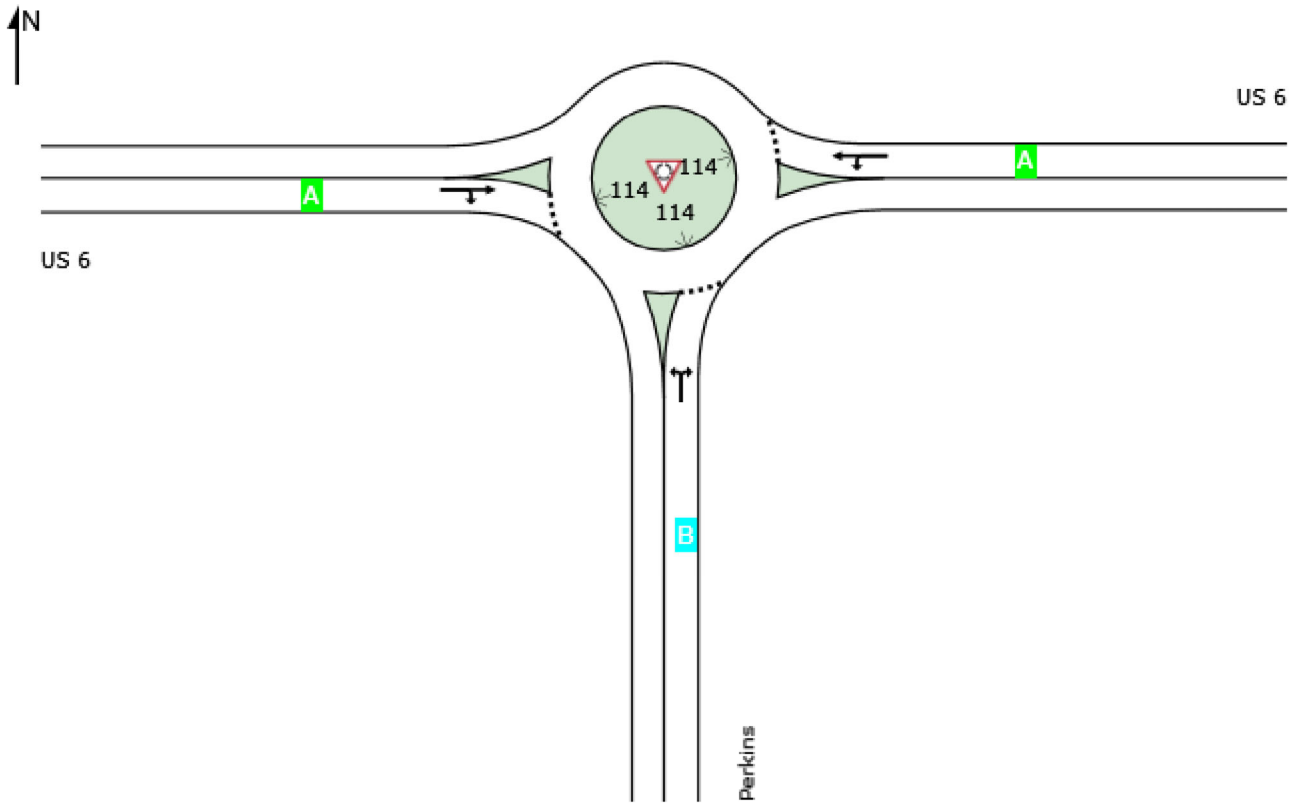
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

	Approaches			Intersection
	South	East	West	
LOS	B	A	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

MOVEMENT SUMMARY

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Perkins												
3	L2	17	3.0	0.509	21.3	LOS C	4.7	120.7	1.00	1.07	1.21	31.0
18	R2	242	3.0	0.509	15.1	LOS B	4.7	120.7	1.00	1.07	1.21	28.8
Approach		260	3.0	0.509	15.5	LOS B	4.7	120.7	1.00	1.07	1.21	28.9
East: US 6												
1	L2	189	3.0	0.373	10.0	LOS A	3.3	83.4	0.15	0.45	0.15	36.4
6	T1	425	3.0	0.373	3.4	LOS A	3.3	83.4	0.15	0.45	0.15	35.6
Approach		614	3.0	0.373	5.4	LOS A	3.3	83.4	0.15	0.45	0.15	35.9
West: US 6												
2	T1	984	3.0	0.792	6.2	LOS A	10.5	269.0	0.74	0.62	0.79	33.8
12	R2	79	3.0	0.792	6.6	LOS A	10.5	269.0	0.74	0.62	0.79	34.2
Approach		1063	3.0	0.792	6.3	LOS A	10.5	269.0	0.74	0.62	0.79	33.8
All Vehicles		1937	3.0	0.792	7.2	LOS A	10.5	269.0	0.59	0.63	0.64	33.6

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Perkins PM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Perkins	114.00	16.00	146.0	110.0	30.0	1	1	14.00	1600.0	NA[5]	0.0[1]
East	US 6	114.00	16.00	146.0	120.0	30.0	1	1	14.00	800.0	NA[5]	0.0[1]
West	US 6	114.00	16.00	146.0	120.0	30.0	1	1	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Perkins Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	984	1013	2.00	0.739	No	Yes[10]	0.714	1.03	3.31	2.09
East	R2	1	Dominant	984	1013	2.00	0.739	No	Yes[10]	0.714	1.03	3.31	2.09
East: US 6 Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Dominant	17	18	2.00	0.022	No	Yes[10]	0.994	1.03	3.99	2.14
West	T1	1	Dominant	17	18	2.00	0.022	No	Yes[10]	0.994	1.03	3.99	2.14
West: US 6 Environment Factor: 1.00 Entry/Circ Flow Adjustment: Medium													
East	T1	1	Dominant	189	195	2.00	0.211	No	Yes[10]	0.993	1.03	4.08	2.27
South	R2	1	Dominant	189	195	2.00	0.211	No	Yes[10]	0.993	1.03	4.08	2.27

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates

Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Perkins			
Lane 1	984	1013	100.0
Approach	984	1013	
East: US 6			
Lane 1	17	18	100.0
Approach	17	18	
West: US 6			
Lane 1	189	195	100.0

Approach	189	195

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)

Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Perkins					
1	23.78	16.78	7.00	0.294	5.8
East: US 6					
1	208.79	4.35	204.44	0.979	0.0
West: US 6					
1	26.06	4.04	22.01	0.845	0.5

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)

To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Perkins							
West	L2	1	23.78	16.78	7.00	0.294	5.8
East	R2	1	23.78	16.78	7.00	0.294	5.8
East: US 6							
South	L2	1	208.79	4.35	204.44	0.979	0.0
West	T1	1	208.79	4.35	204.44	0.979	0.0
West: US 6							
East	T1	1	26.06	4.04	22.01	0.845	0.5
South	R2	1	26.06	4.04	22.01	0.845	0.5

Roundabout Capacity Model: SIDRA Standard

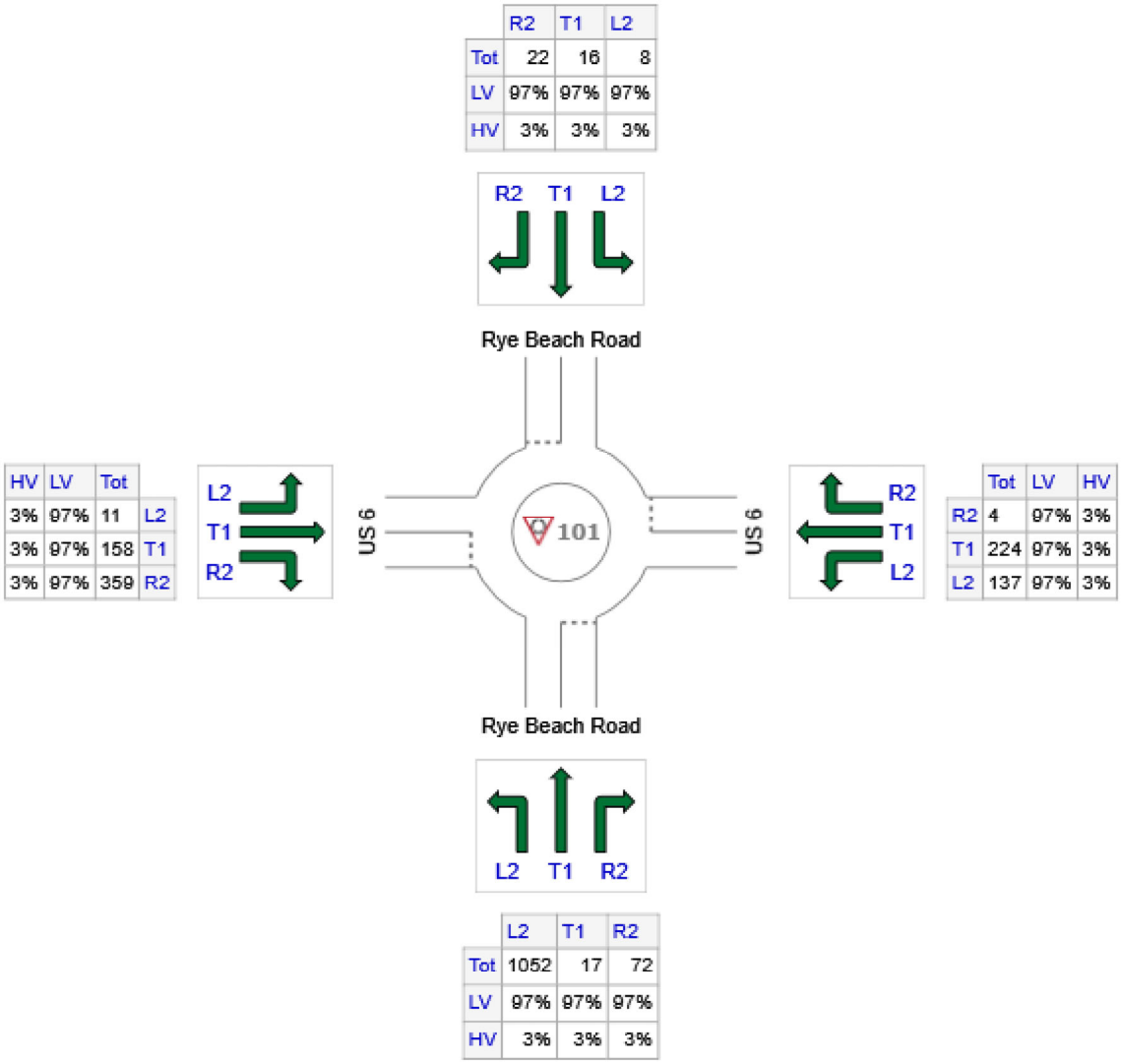
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach Road	1141	1107	34
E: US 6	365	354	11
N: Rye Beach Road	46	45	1
W: US 6	528	512	16
Total	2080	2018	62

INTERSECTION SUMMARY

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	32.0	mph	32.0	mph
Travel Distance (Total)	1184.2	veh-mi/h	1421.1	pers-mi/h
Travel Time (Total)	37.0	veh-h/h	44.4	pers-h/h
Demand Flows (Total)	2261	veh/h	2713	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.812			
Practical Spare Capacity	4.7	%		
Effective Intersection Capacity	2786	veh/h		
Control Delay (Total)	7.15	veh-h/h	8.59	pers-h/h
Control Delay (Average)	11.4	sec	11.4	sec
Control Delay (Worst Lane)	20.8	sec		
Control Delay (Worst Movement)	20.8	sec	20.8	sec
Geometric Delay (Average)	7.3	sec		
Stop-Line Delay (Average)	4.1	sec		
Idling Time (Average)	1.0	sec		
Intersection Level of Service (LOS)	LOS B			
95% Back of Queue - Vehicles (Worst Lane)	12.1	veh		
95% Back of Queue - Distance (Worst Lane)	310.4	ft		
Queue Storage Ratio (Worst Lane)	0.08			
Total Effective Stops	1592	veh/h	1910	pers/h
Effective Stop Rate	0.70		0.70	
Proportion Queued	0.72		0.72	
Performance Index	71.6		71.6	
Cost (Total)	665.25	$/h	665.25	$/h
Fuel Consumption (Total)	57.7	gal/h		
Carbon Dioxide (Total)	516.8	kg/h		
Hydrocarbons (Total)	0.046	kg/h		
Carbon Monoxide (Total)	0.598	kg/h		
NOx (Total)	0.822	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 6.2 %
Number of Iterations: 8 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 3.3% 1.7% 0.9%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,085,217	veh/y	1,302,261	pers/y
Delay	3,434	veh-h/y	4,121	pers-h/y
Effective Stops	763,952	veh/y	916,743	pers/y
Travel Distance	568,438	veh-mi/y	682,126	pers-mi/y
Travel Time	17,762	veh-h/y	21,315	pers-h/y

Cost	319,321	$/y	319,321 $/y
Fuel Consumption	27,699	gal/y	
Carbon Dioxide	248,072	kg/y	
Hydrocarbons	22	kg/y	
Carbon Monoxide	287	kg/y	
NOx	395	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

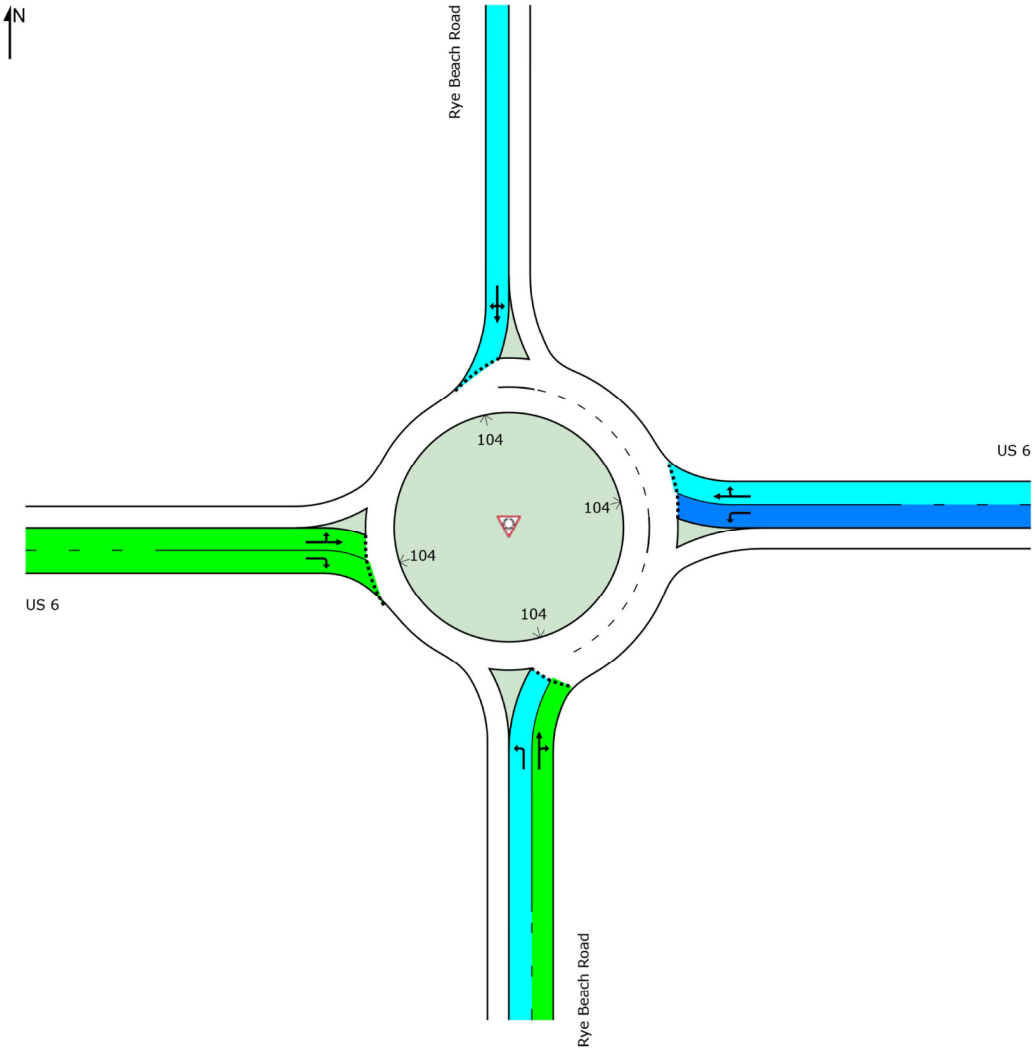
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	B	B	B	A	B



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

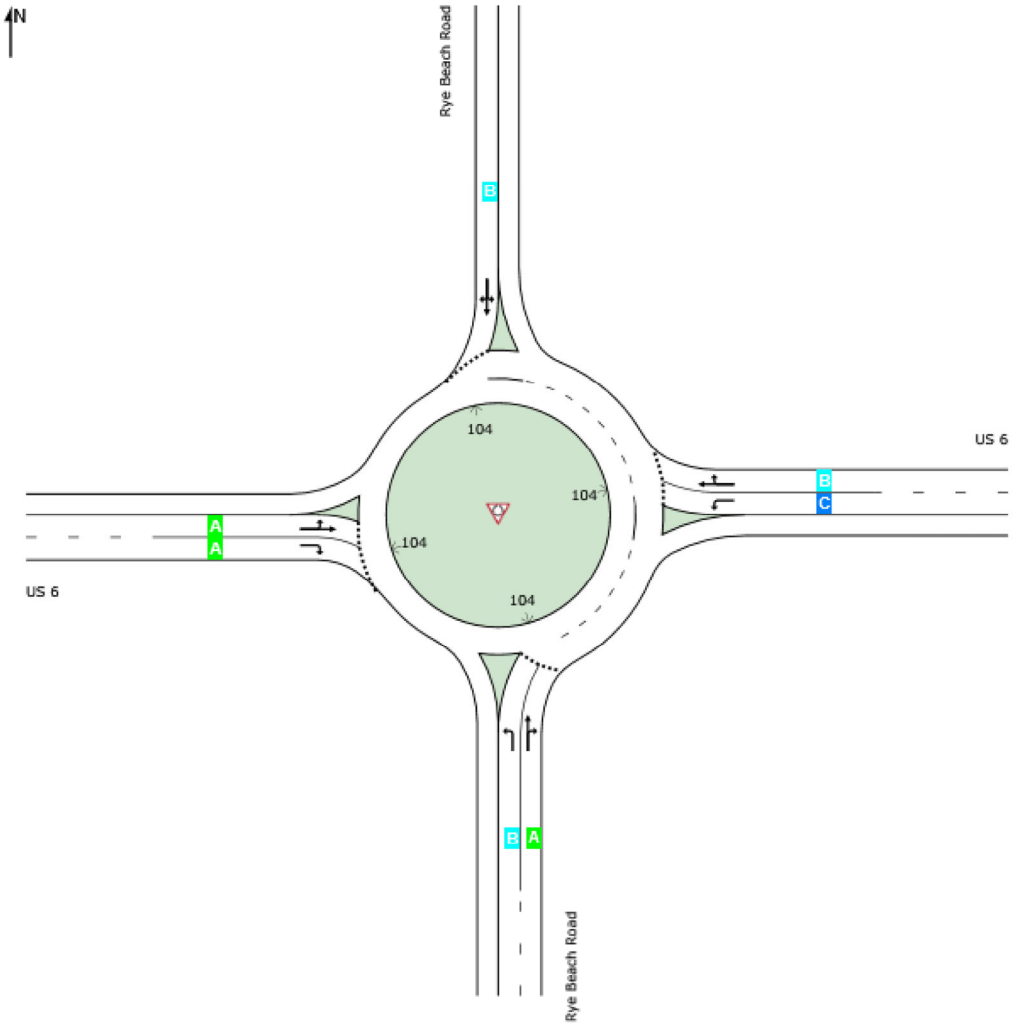
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	B	B	B	A	B



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach Road												
3	L2	1143	3.0	0.812	12.8	LOS B	12.1	310.4	0.80	0.69	0.85	32.1
8	T1	18	3.0	0.110	5.3	LOS A	0.6	14.1	0.41	0.52	0.41	36.0
18	R2	78	3.0	0.110	5.2	LOS A	0.6	14.1	0.41	0.52	0.41	34.5
Approach		1240	3.0	0.812	12.2	LOS B	12.1	310.4	0.77	0.68	0.82	32.3
East: US 6												
1	L2	149	3.0	0.421	20.8	LOS C	2.8	70.9	0.92	1.02	1.06	27.9
6	T1	243	3.0	0.555	16.7	LOS B	4.6	118.5	0.99	1.09	1.26	27.8
16	R2	4	3.0	0.555	16.7	LOS B	4.6	118.5	0.99	1.09	1.26	25.0
Approach		397	3.0	0.555	18.3	LOS B	4.6	118.5	0.96	1.06	1.19	27.8
North: Rye Beach Road												
7	L2	9	3.0	0.175	19.8	LOS B	1.0	24.8	0.89	0.93	0.89	22.6
4	T1	17	3.0	0.175	14.1	LOS B	1.0	24.8	0.89	0.93	0.89	27.7
14	R2	24	3.0	0.175	14.9	LOS B	1.0	24.8	0.89	0.93	0.89	21.4
Approach		50	3.0	0.175	15.5	LOS B	1.0	24.8	0.89	0.93	0.89	23.7
West: US 6												
5	L2	12	3.0	0.173	10.9	LOS B	1.0	25.5	0.41	0.45	0.41	35.5
2	T1	172	3.0	0.173	4.2	LOS A	1.0	25.5	0.41	0.45	0.41	35.4
12	R2	390	3.0	0.285	4.6	LOS A	1.9	49.4	0.42	0.51	0.42	35.4
Approach		574	3.0	0.285	4.6	LOS A	1.9	49.4	0.42	0.49	0.42	35.4
All Vehicles		2261	3.0	0.812	11.4	LOS B	12.1	310.4	0.72	0.70	0.78	32.0

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Rye Beach AM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Rye Beach Road	104.00	16.00	152.0	100.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]
East	US 6	104.00	32.00	152.0	150.0	30.0	2	2	14.00	800.0	NA[5]	0.0[1]
North	Rye Beach Road	104.00	32.00	152.0	150.0	30.0	2	1	14.00	800.0	NA[5]	0.0[1]
West	US 6	104.00	16.00	152.0	100.0	30.0	1	2	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Rye Beach Road Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	192	198	2.00	0.214	No	Yes[10]	0.980	1.03	3.94	2.13
North	T1	2	Subdom.	192	198	2.00	0.214	No	No	0.980	1.03	5.88	3.18
East	R2	2	Subdom.	192	198	2.00	0.214	No	No	0.980	1.03	5.88	3.18
East: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Subdom.	1174	1209	1.77	0.762	No	Yes[10]	0.667	1.03	3.30	2.59
West	T1	2	Dominant	1174	1209	1.77	0.762	No	Yes[10]	0.667	1.03	2.80	2.19
North	R2	2	Dominant	1174	1209	1.77	0.762	No	Yes[10]	0.667	1.03	2.80	2.19
North: Rye Beach Road Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	1536	1582	1.59	0.836	No	Yes[10]	0.700	1.03	3.04	2.46
South	T1	1	Dominant	1536	1582	1.59	0.836	No	Yes[10]	0.700	1.03	3.04	2.46
West	R2	1	Dominant	1536	1582	1.59	0.836	No	Yes[10]	0.700	1.03	3.04	2.46
West: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Subdom.	175	180	2.00	0.197	No	No	0.962	1.03	4.93	2.73
East	T1	1	Subdom.	175	180	2.00	0.197	No	No	0.962	1.03	4.93	2.73
South	R2	2	Dominant	175	180	2.00	0.197	No	Yes[10]	0.962	1.03	3.95	2.19

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach Road			
Lane 1	192	198	100.0
Approach	192	198	
East: US 6			
Lane 1	1143	1178	97.4
Lane 2	30	31	2.6
Approach	1173	1209	
North: Rye Beach Road			
Lane 1	149	153	9.7
Lane 2	1387	1429	90.3
Approach	1536	1582	
West: US 6			
Lane 1	175	180	100.0
Approach	175	180	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach Road					
1	25.93	4.30	21.63	0.834	0.5
2	28.49	6.33	22.16	0.778	1.1
East: US 6					
1	25.37	18.98	6.39	0.252	6.8
2	22.97	16.77	6.19	0.270	5.7
North: Rye Beach Road					
1	28.06	22.65	5.41	0.193	10.5
West: US 6					
1	29.45	5.72	23.74	0.806	0.7
2	28.19	4.73	23.47	0.832	0.5

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach Road							
West	L2	1	25.93	4.30	21.63	0.834	0.5
North	T1	2	28.49	6.33	22.16	0.778	1.1
East	R2	2	28.49	6.33	22.16	0.778	1.1
East: US 6							
South	L2	1	25.37	18.98	6.39	0.252	6.8
West	T1	2	22.97	16.77	6.19	0.270	5.7
North	R2	2	22.97	16.77	6.19	0.270	5.7
North: Rye Beach Road							

East	L2	1	28.06	22.65	5.41	0.193	10.5
South	T1	1	28.06	22.65	5.41	0.193	10.5
West	R2	1	28.06	22.65	5.41	0.193	10.5
West: US 6							
North	L2	1	29.45	5.72	23.74	0.806	0.7
East	T1	1	29.45	5.72	23.74	0.806	0.7
South	R2	2	28.19	4.73	23.47	0.832	0.5

Roundabout Capacity Model: SIDRA Standard

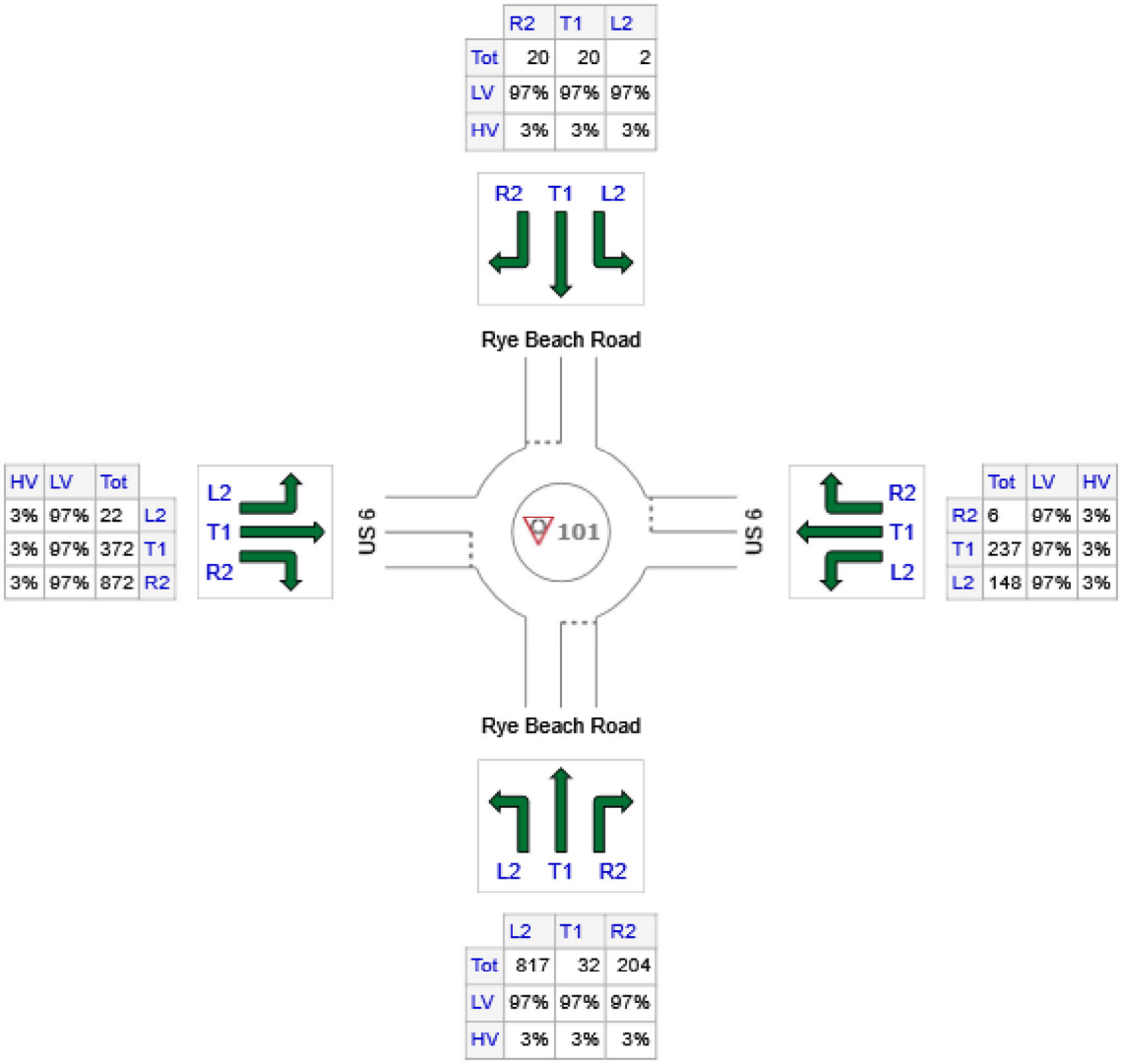
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Rye Beach Road	1053	1021	32
E: US 6	391	379	12
N: Rye Beach Road	42	41	1
W: US 6	1266	1228	38
Total	2752	2669	83

INTERSECTION SUMMARY

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

Intersection Performance - Hourly Values				
Performance Measure	**Vehicles**		**Persons**	
Travel Speed (Average)	32.6	mph	32.6	mph
Travel Distance (Total)	1525.0	veh-mi/h	1830.0	pers-mi/h
Travel Time (Total)	46.8	veh-h/h	56.1	pers-h/h
Demand Flows (Total)	2991	veh/h	3590	pers/h
Percent Heavy Vehicles (Demand)	3.0	%		
Degree of Saturation	0.786			
Practical Spare Capacity	8.2	%		
Effective Intersection Capacity	3808	veh/h		
Control Delay (Total)	8.18	veh-h/h	9.82	pers-h/h
Control Delay (Average)	9.8	sec	9.8	sec
Control Delay (Worst Lane)	17.0	sec		
Control Delay (Worst Movement)	17.0	sec	17.0	sec
Geometric Delay (Average)	5.9	sec		
Stop-Line Delay (Average)	3.9	sec		
Idling Time (Average)	0.2	sec		
Intersection Level of Service (LOS)	LOS A			
95% Back of Queue - Vehicles (Worst Lane)	12.0	veh		
95% Back of Queue - Distance (Worst Lane)	306.2	ft		
Queue Storage Ratio (Worst Lane)	0.08			
Total Effective Stops	2259	veh/h	2710	pers/h
Effective Stop Rate	0.76		0.76	
Proportion Queued	0.75		0.75	
Performance Index	90.1		90.1	
Cost (Total)	810.33	$/h	810.33	$/h
Fuel Consumption (Total)	72.9	gal/h		
Carbon Dioxide (Total)	653.0	kg/h		
Hydrocarbons (Total)	0.058	kg/h		
Carbon Monoxide (Total)	0.766	kg/h		
NOx (Total)	1.051	kg/h		

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Intersection LOS value for Vehicles is based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Site Model Variability Index (Iterations 3 to N): 5.3 %
Number of Iterations: 8 (Maximum: 10)
Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 2.8% 1.5% 0.7%

Intersection Performance - Annual Values				
Performance Measure	**Vehicles**		**Persons**	
Demand Flows (Total)	1,435,826	veh/y	1,722,991	pers/y
Delay	3,928	veh-h/y	4,714	pers-h/y
Effective Stops	1,084,108	veh/y	1,300,929	pers/y
Travel Distance	732,006	veh-mi/y	878,408	pers-mi/y
Travel Time	22,449	veh-h/y	26,938	pers-h/y

Cost	388,959	$/y	388,959 $/y
Fuel Consumption	34,994	gal/y	
Carbon Dioxide	313,460	kg/y	
Hydrocarbons	28	kg/y	
Carbon Monoxide	368	kg/y	
NOx	504	kg/y	

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

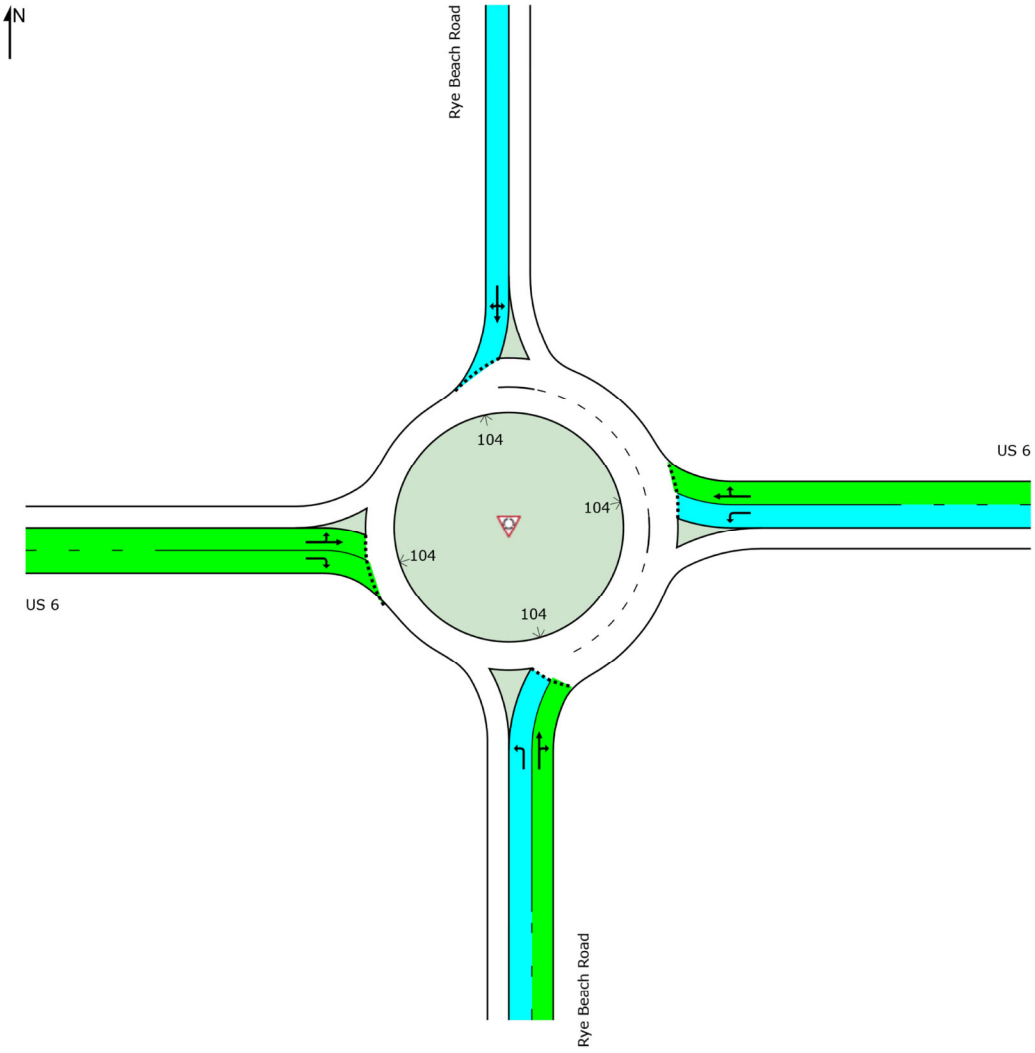
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	B	B	B	A	A



Colour code based on Level of Service

LOS A | LOS B | LOS C | LOS D | LOS E | LOS F

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

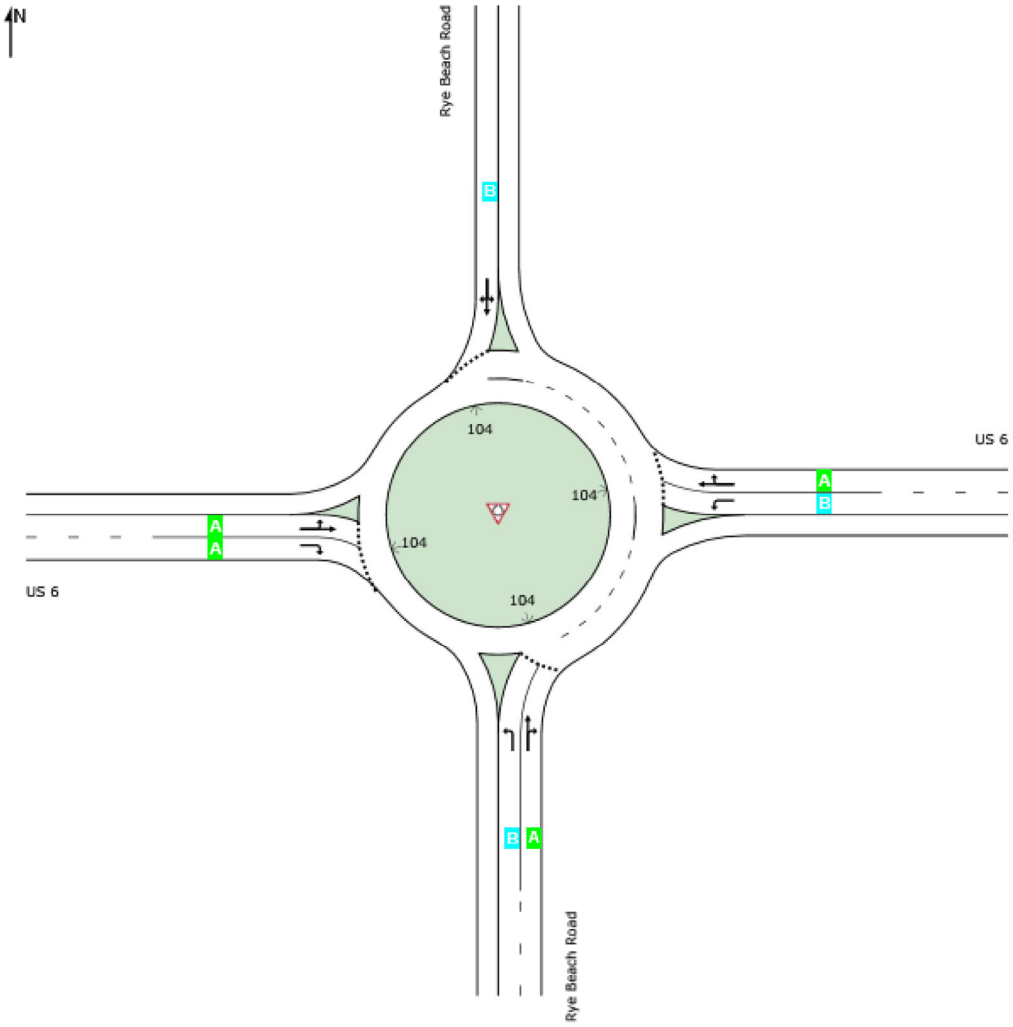
LANE LEVEL OF SERVICE

Lane Level of Service

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

	Approaches				Intersection
	South	East	North	West	
LOS	B	B	B	A	A



Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used).
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

MOVEMENT SUMMARY

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Rye Beach Road												
3	L2	888	3.0	0.786	17.0	LOS B	12.0	306.2	0.94	0.98	1.25	30.5
8	T1	35	3.0	0.341	7.4	LOS A	2.1	53.2	0.67	0.73	0.67	34.8
18	R2	222	3.0	0.341	7.3	LOS A	2.1	53.2	0.67	0.73	0.67	33.4
Approach		1145	3.0	0.786	14.9	LOS B	12.0	306.2	0.88	0.93	1.12	31.1
East: US 6												
1	L2	161	3.0	0.327	15.1	LOS B	1.9	47.5	0.82	0.94	0.82	30.7
6	T1	258	3.0	0.433	9.6	LOS A	3.0	76.5	0.87	0.93	0.95	31.9
16	R2	7	3.0	0.433	9.6	LOS A	3.0	76.5	0.87	0.93	0.95	29.1
Approach		425	3.0	0.433	11.7	LOS B	3.0	76.5	0.85	0.93	0.90	31.4
North: Rye Beach Road												
7	L2	2	3.0	0.120	15.2	LOS B	0.6	15.9	0.82	0.88	0.82	25.9
4	T1	22	3.0	0.120	9.4	LOS A	0.6	15.9	0.82	0.88	0.82	31.0
14	R2	22	3.0	0.120	10.1	LOS B	0.6	15.9	0.82	0.88	0.82	23.7
Approach		46	3.0	0.120	10.0	LOS B	0.6	15.9	0.82	0.88	0.82	27.1
West: US 6												
5	L2	24	3.0	0.401	11.2	LOS B	2.8	72.1	0.51	0.49	0.51	35.0
2	T1	404	3.0	0.401	4.5	LOS A	2.8	72.1	0.51	0.49	0.51	35.0
12	R2	948	3.0	0.679	5.2	LOS A	7.2	185.2	0.66	0.58	0.66	34.7
Approach		1376	3.0	0.679	5.1	LOS A	7.2	185.2	0.61	0.55	0.61	34.8
All Vehicles		2991	3.0	0.786	9.8	LOS A	12.0	306.2	0.75	0.76	0.85	32.6

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ROUNDABOUT ANALYSIS

Site: 101 [US 6 at Rye Beach PM]

New Site
Site Category: (None)
Roundabout

Roundabout Basic Parameters

Location	Name	Central Island Diam ft	Circ Width ft	Insc Diam ft	Entry Radius ft	Entry Angle °	Circ Lanes	Entry Lanes	Av.Entry Lane Width ft	App. Dist ft	Prop Queued Upstr Signal	Extra Bunching %
South	Rye Beach Road	104.00	16.00	152.0	100.0	30.0	1	2	13.50	1600.0	NA[5]	0.0[1]
East	US 6	104.00	32.00	152.0	150.0	30.0	2	2	14.00	800.0	NA[5]	0.0[1]
North	Rye Beach Road	104.00	32.00	152.0	150.0	30.0	2	1	14.00	800.0	NA[5]	0.0[1]
West	US 6	104.00	16.00	152.0	100.0	30.0	1	2	14.00	1200.0	NA[5]	0.0[1]

Roundabout Capacity Model: SIDRA Standard

1 Program option resulted in zero value (single Site analysis or unconnected Site in Network analysis).
5 Not Applicable (single Site analysis or unconnected Site in Network analysis).

Roundabout Entry and Circulating / Exiting Stream Parameters

To Approach	Turn	Lane No	Lane Type	Opng Flow veh/h	Opng Flow pcu/h	In-Bunch Headway sec	Prop. Bunched	Cap Const Effect	Priority Sharing	OD Factor	HVE for Entry	Critical Gap sec	Follow-up Headway sec
South: Rye Beach Road Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
West	L2	1	Dominant	430	443	2.00	0.418	No	Yes[10]	0.941	1.03	3.74	2.11
North	T1	2	Subdom.	430	443	2.00	0.418	No	No	0.941	1.03	5.10	2.88
East	R2	2	Subdom.	430	443	2.00	0.418	No	No	0.941	1.03	5.10	2.88
East: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
South	L2	1	Subdom.	947	975	1.66	0.643	No	Yes[10]	0.736	1.03	3.49	2.66
West	T1	2	Dominant	947	975	1.66	0.643	No	Yes[10]	0.736	1.03	3.00	2.28
North	R2	2	Dominant	947	975	1.66	0.643	No	Yes[10]	0.736	1.03	3.00	2.28
North: Rye Beach Road Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
East	L2	1	Dominant	1307	1346	1.54	0.750	No	Yes[10]	0.710	1.03	3.21	2.55
South	T1	1	Dominant	1307	1346	1.54	0.750	No	Yes[10]	0.710	1.03	3.21	2.55
West	R2	1	Dominant	1307	1346	1.54	0.750	No	Yes[10]	0.710	1.03	3.21	2.55
West: US 6 Environment Factor: 1.10 Entry/Circ Flow Adjustment: Medium													
North	L2	1	Subdom.	185	190	2.00	0.206	No	No	0.964	1.03	4.87	2.71
East	T1	1	Subdom.	185	190	2.00	0.206	No	No	0.964	1.03	4.87	2.71
South	R2	2	Dominant	185	190	2.00	0.206	No	Yes[10]	0.964	1.03	3.86	2.14

Roundabout Capacity Model: SIDRA Standard

10 Priority sharing means Follow-up Headway plus Intra-bunch Headway is larger than the Critical Gap.

Circulating Lane Flow Rates			
Lane No	Circulating Flow Rate veh/h	pcu/h	Percent
South: Rye Beach Road			
Lane 1	430	443	100.0
Approach	430	443	
East: US 6			
Lane 1	888	915	93.8
Lane 2	59	60	6.2
Approach	947	975	
North: Rye Beach Road			
Lane 1	161	166	12.3
Lane 2	1146	1180	87.7
Approach	1307	1346	
West: US 6			
Lane 1	185	190	100.0
Approach	185	190	

Roundabout Capacity Model: The SIDRA Standard roundabout capacity model option is in use. This model takes into account the total circulating flow as well as the effect of flow distribution in circulating lanes on the entry capacity results.

Gap Acceptance Cycle Parameters (Lanes)					
Opposed Lane	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach Road					
1	17.49	5.92	11.57	0.662	1.4
2	19.92	7.96	11.96	0.601	2.3
East: US 6					
1	19.41	12.39	7.02	0.362	3.8
2	17.78	10.96	6.83	0.384	3.1
North: Rye Beach Road					
1	21.78	15.98	5.80	0.266	6.2
West: US 6					
1	28.29	5.62	22.67	0.801	0.7
2	26.97	4.59	22.39	0.830	0.5

Roundabout Capacity Model: SIDRA Standard

Gap Acceptance Cycle Parameters (Movements)							
To Approach	Turn	Lane No	Cycle Time sec	Blocked Time sec	Unblocked Time sec	Unblocked Time Ratio	Minimum Delay sec
South: Rye Beach Road							
West	L2	1	17.49	5.92	11.57	0.662	1.4
North	T1	2	19.92	7.96	11.96	0.601	2.3
East	R2	2	19.92	7.96	11.96	0.601	2.3
East: US 6							
South	L2	1	19.41	12.39	7.02	0.362	3.8
West	T1	2	17.78	10.96	6.83	0.384	3.1
North	R2	2	17.78	10.96	6.83	0.384	3.1
North: Rye Beach Road							

East	L2	1	21.78	15.98	5.80	0.266	6.2
South	T1	1	21.78	15.98	5.80	0.266	6.2
West	R2	1	21.78	15.98	5.80	0.266	6.2
West: US 6							
North	L2	1	28.29	5.62	22.67	0.801	0.7
East	T1	1	28.29	5.62	22.67	0.801	0.7
South	R2	2	26.97	4.59	22.39	0.830	0.5

Roundabout Capacity Model: SIDRA Standard

SIDRA INTERSECTION 8.0 | Copyright © 2000-2018 Akcelik and Associates Pty Ltd | sidrasolutions.com

Appendix K

Signal Warrant Analysis
(PC Warrants)

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **01-Cleveland Rd (US 6) & Sycamore Line**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **1,921**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **2,577**

Minor Street Approaches

Northbound: **Sycamore Line**
Number of Lanes: **2**
Total Approach Volume: **1,549**

Southbound: **Sycamore Line**
Number of Lanes: **1**
Total Approach Volume: **1,400**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 6 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 7 hours, 8 are needed
Required 1B volumes reached for 3 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (19) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

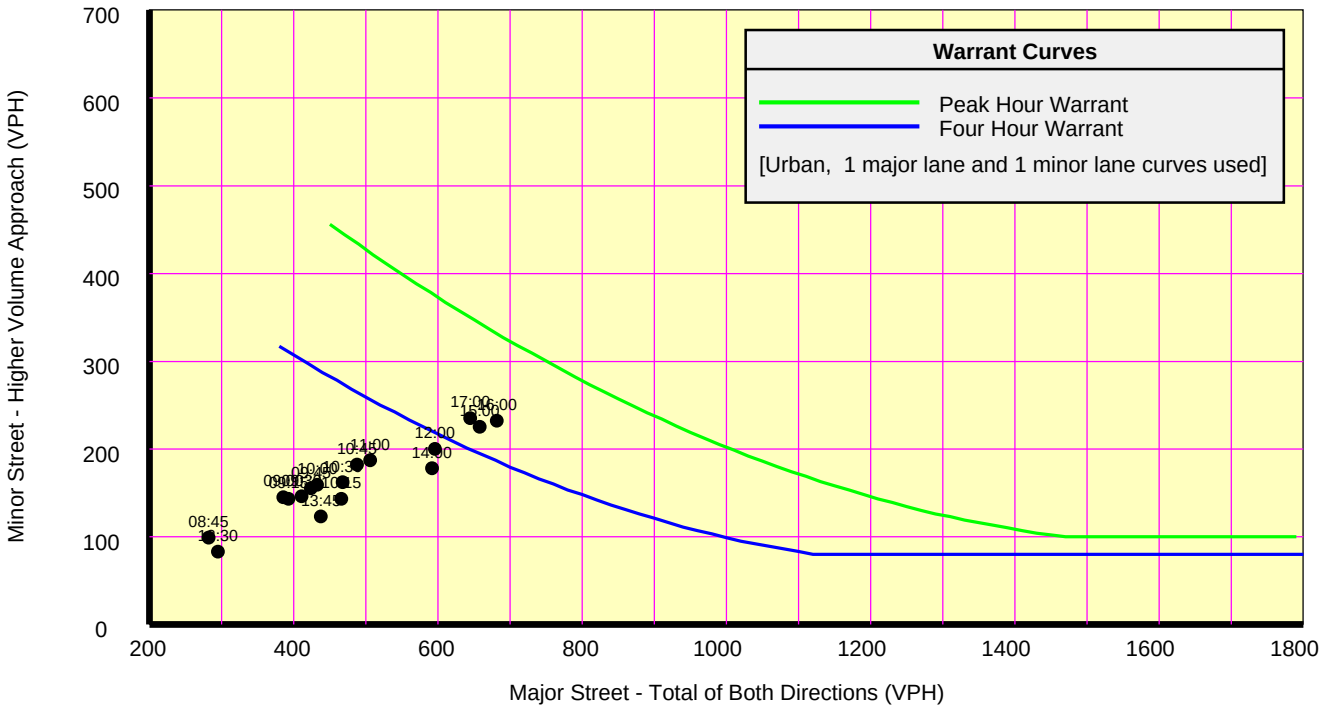
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **01-Cleveland Rd (US 6) & Sycamore Line**
Study Date : **07/13/18**
Page No. : **2**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 500	Min 150
16:00	682	232	NB	Yes	Yes
15:00	658	225	NB	Yes	Yes
17:00	645	235	NB	Yes	Yes
12:00	596	200	NB	Yes	Yes
14:00	592	178	NB	Yes	Yes
11:00	506	187	NB	Yes	Yes
10:45	488	182	NB	No	Yes
10:30	468	162	NB	No	Yes
10:15	466	143	NB	No	No
13:45	438	123	NB	No	No
10:00	433	159	NB	No	Yes
09:45	424	155	NB	No	Yes
09:30	411	146	NB	No	No
09:15	393	143	NB	No	No
09:00	386	145	SB	No	No
13:30	295	83	NB	No	No
08:45	282	99	SB	No	No
08:30	184	67	NB	No	No
13:15	155	44	NB	No	No
08:15	87	32	NB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 750	Min 75
16:15	710	229	NB	No	Yes
15:30	703	256	NB	No	Yes
15:45	689	232	SB	No	Yes
16:00	682	232	NB	No	Yes
16:30	660	231	SB	No	Yes
15:00	658	225	NB	No	Yes
15:15	648	240	NB	No	Yes
17:00	645	235	NB	No	Yes
16:45	644	233	NB	No	Yes
14:45	634	225	NB	No	Yes
14:30	611	196	NB	No	Yes
14:15	611	185	NB	No	Yes
12:00	596	200	NB	No	Yes
11:45	578	200	NB	No	Yes
14:00	592	178	NB	No	Yes
11:30	562	213	NB	No	Yes
11:15	532	216	NB	No	Yes
11:00	506	187	NB	No	Yes
10:45	488	182	NB	No	Yes
10:15	466	143	NB	No	Yes
17:15	453	172	NB	No	Yes
12:15	443	145	NB	No	Yes
10:00	433	159	NB	No	Yes
09:45	424	155	NB	No	Yes
09:15	393	143	NB	No	Yes
09:00	386	145	SB	No	Yes
17:30	308	114	NB	No	Yes

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:15	710	229	NB	-	Yes
15:45	689	232	SB	Yes	-
15:15	648	240	NB	-	Yes
16:45	644	233	NB	Yes	-
14:45	634	225	NB	Yes	-
14:15	611	185	NB	-	Yes
11:30	562	213	NB	Yes	No
10:30	468	162	NB	Yes	No
13:45	438	123	NB	Yes	No
09:30	411	146	NB	Yes	No
12:00	596	200	NB	-	No
14:00	592	178	NB	-	No
11:45	578	200	NB	-	No
11:15	532	216	NB	-	No
11:00	506	187	NB	-	No
10:45	488	182	NB	-	No
10:15	466	143	NB	-	No
17:15	453	172	NB	-	No
12:15	443	145	NB	-	No
10:00	433	159	NB	-	No
09:45	424	155	NB	-	No
09:15	393	143	NB	No	No
09:00	386	145	SB	No	No
17:30	308	114	NB	-	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **1,921**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,577**

Minor Street Approaches

Northbound: **Sycamore Line**
Number of Lanes: **2**
Total Approach Volume: **1,549**

Southbound: **Sycamore Line**
Number of Lanes: **1**
Total Approach Volume: **1,400**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 5 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 8 hours, 8 are needed
Required 1B volumes reached for 7 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (19) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

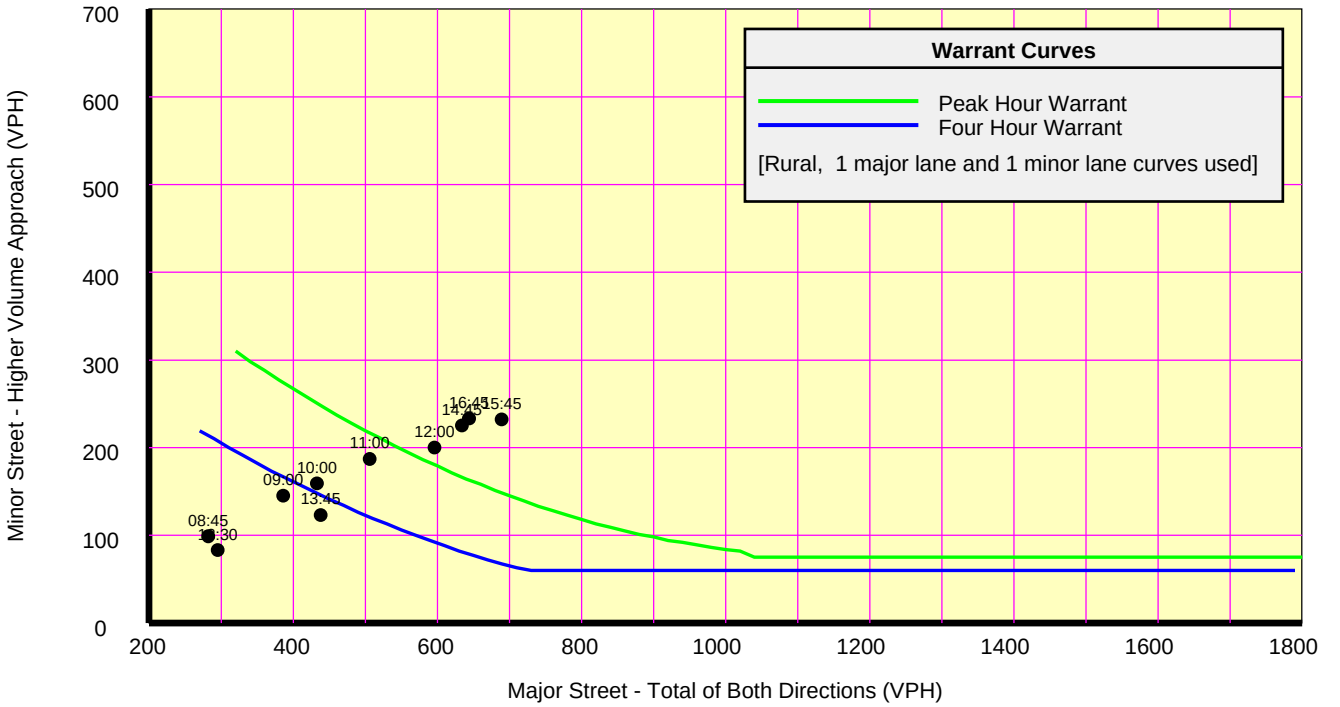
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105
15:45	689	232	SB	Yes	Yes
16:45	644	233	NB	Yes	Yes
14:45	634	225	NB	Yes	Yes
12:00	596	200	NB	Yes	Yes
11:00	506	187	NB	Yes	Yes
13:45	438	123	NB	Yes	Yes
10:00	433	159	NB	Yes	Yes
09:00	386	145	SB	Yes	Yes
13:30	295	83	NB	No	No
08:45	282	99	SB	No	No
08:30	184	67	NB	No	No
17:45	172	60	NB	No	No
13:15	155	44	NB	No	No
08:15	87	32	NB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 52
16:00	682	232	NB	Yes	Yes
15:00	658	225	NB	Yes	Yes
17:00	645	235	NB	Yes	Yes
14:00	592	178	NB	Yes	Yes
11:15	532	216	NB	Yes	Yes
11:00	506	187	NB	No	Yes
10:45	488	182	NB	No	Yes
10:30	468	162	NB	No	Yes
10:15	466	143	NB	No	Yes
12:15	443	145	NB	No	Yes
13:45	438	123	NB	No	Yes
10:00	433	159	NB	No	Yes
09:45	424	155	NB	No	Yes
09:30	411	146	NB	No	Yes
09:15	393	143	NB	No	Yes
09:00	386	145	SB	No	Yes
08:30	184	67	NB	No	Yes
13:15	155	44	NB	No	No
12:30	296	91	NB	No	Yes
13:30	295	83	NB	No	Yes
08:45	282	99	SB	No	Yes
08:30	184	67	NB	No	Yes
13:15	155	44	NB	No	No
12:45	149	44	NB	No	No
08:15	87	32	NB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:45	689	232	SB	Yes	Yes
16:45	644	233	NB	Yes	Yes
14:45	634	225	NB	Yes	Yes
11:45	578	200	NB	Yes	Yes
10:45	488	182	NB	Yes	Yes
13:45	438	123	NB	Yes	Yes
09:45	424	155	NB	Yes	Yes
08:45	282	99	SB	Yes	No
09:30	411	146	NB	-	No
09:15	393	143	NB	-	No
09:00	386	145	SB	-	No
13:30	295	83	NB	No	No
08:30	184	67	NB	No	No
17:45	172	60	NB	No	No
13:15	155	44	NB	No	No
12:45	149	44	NB	No	No
08:15	87	32	NB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name **: 02-Cleveland Rd (US 6) & Avondale_Mckinley St**
Study Date **: 06/28/18**
Page No. **: 1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **2,535**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **2,602**

Minor Street Approaches

Northbound: **Avondale Street**
Number of Lanes: **1**
Total Approach Volume: **52**

Southbound: **McKinley Street**
Number of Lanes: **1**
Total Approach Volume: **243**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay .....**Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

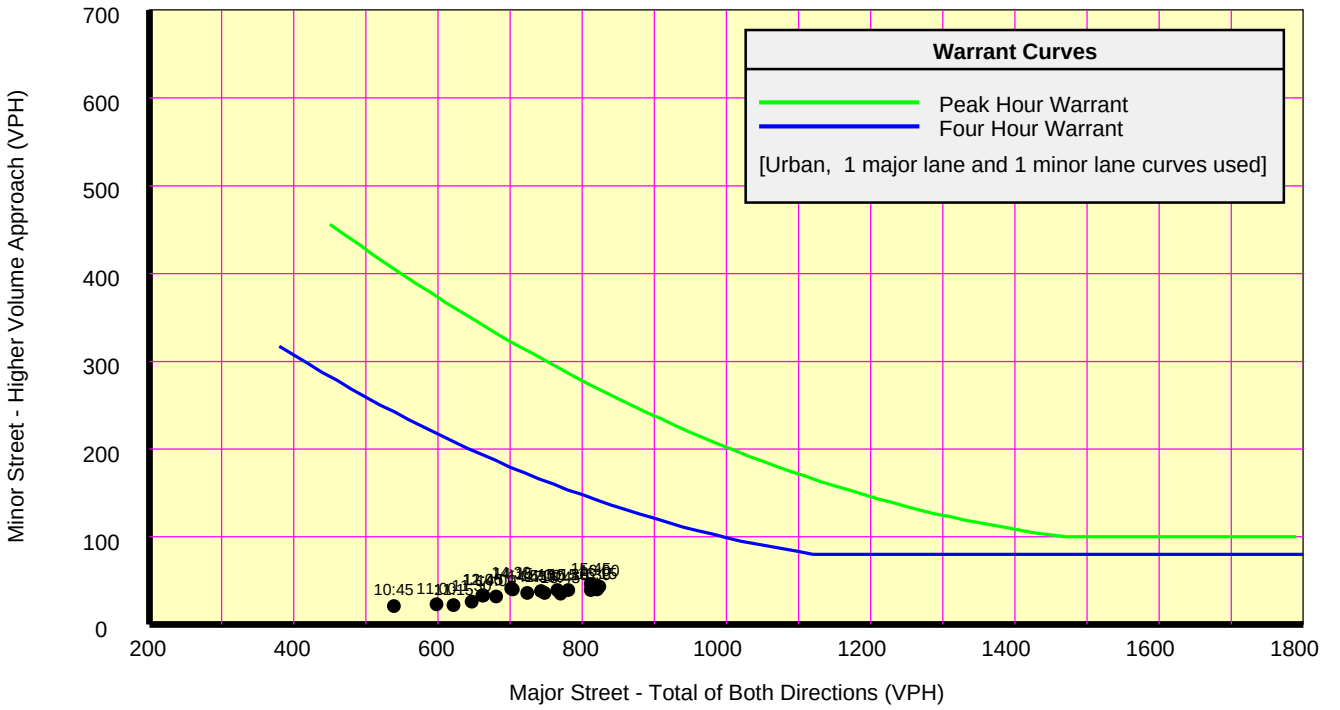
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name : **02-Cleveland Rd (US 6) & Avondale_Mckinley St**
Study Date : **06/28/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 500	Min 150
16:00	824	43	SB	Yes	No
16:15	821	40	SB	Yes	No
16:30	812	39	SB	Yes	No
15:45	812	46	SB	Yes	No
15:30	781	39	SB	Yes	No
16:45	770	35	SB	Yes	No
15:15	766	39	SB	Yes	No
17:00	748	36	SB	Yes	No
15:00	743	38	SB	Yes	No
14:45	724	36	SB	Yes	No
14:15	704	40	SB	Yes	No
14:30	702	41	SB	Yes	No
14:00	681	32	SB	Yes	No
11:45	663	33	SB	Yes	No
12:00	662	33	SB	Yes	No
11:30	647	26	SB	Yes	No
11:15	622	22	SB	Yes	No
11:00	598	23	SB	Yes	No
10:45	539	21	SB	Yes	No
17:15	537	27	SB	Yes	No
13:45	517	21	SB	Yes	No
10:30	510	22	SB	Yes	No
12:15	502	28	SB	Yes	No
09:45	468	22	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 750	Min 75
16:00	824	43	SB	Yes	No
16:15	821	40	SB	Yes	No
16:30	812	39	SB	Yes	No
15:45	812	46	SB	Yes	No
15:30	781	39	SB	Yes	No
16:45	770	35	SB	Yes	No
15:15	766	39	SB	Yes	No
17:00	748	36	SB	No	No
15:00	743	38	SB	No	No
14:45	724	36	SB	No	No
14:15	704	40	SB	No	No
14:30	702	41	SB	No	No
14:00	681	32	SB	No	No
11:45	663	33	SB	No	No
12:00	662	33	SB	No	No
11:30	647	26	SB	No	No
11:15	622	22	SB	No	No
11:00	598	23	SB	No	No
10:45	539	21	SB	No	No
17:15	537	27	SB	No	No
13:45	517	21	SB	No	No
10:30	510	22	SB	No	No
12:15	502	28	SB	No	No
09:45	468	22	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:00	824	43	SB	No	No
16:15	821	40	SB	No	No
16:30	812	39	SB	No	No
15:45	812	46	SB	No	No
15:30	781	39	SB	No	No
16:45	770	35	SB	No	No
15:15	766	39	SB	No	No
17:00	748	36	SB	No	No
15:00	743	38	SB	No	No
14:45	724	36	SB	No	No
14:15	704	40	SB	No	No
14:30	702	41	SB	No	No
14:00	681	32	SB	No	No
11:45	663	33	SB	No	No
12:00	662	33	SB	No	No
11:30	647	26	SB	No	No
11:15	622	22	SB	No	No
11:00	598	23	SB	No	No
10:45	539	21	SB	No	No
17:15	537	27	SB	No	No
13:45	517	21	SB	No	No
10:30	510	22	SB	No	No
12:15	502	28	SB	No	No
09:45	468	22	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,535**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,602**

Minor Street Approaches

Northbound: **Avondale Street**
Number of Lanes: **1**
Total Approach Volume: **52**

Southbound: **McKinley Street**
Number of Lanes: **1**
Total Approach Volume: **243**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 1 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

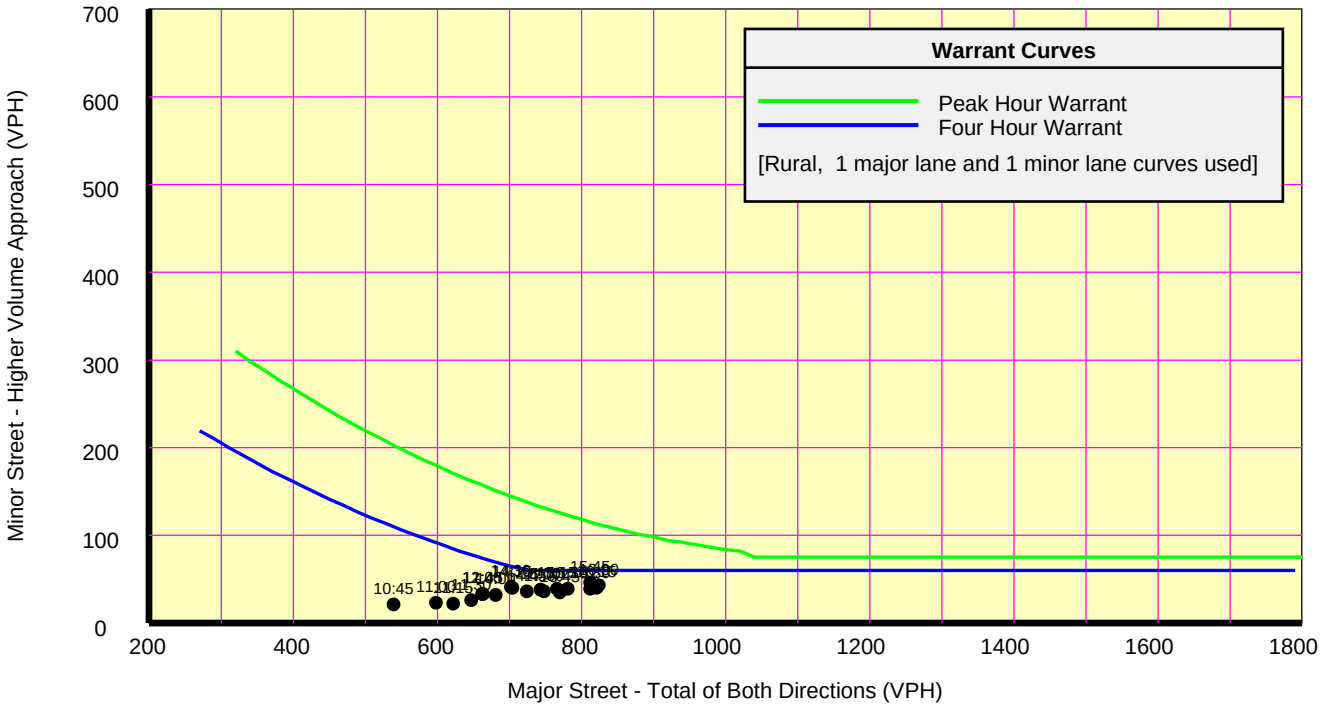
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105
16:00	824	43	SB	Yes	No
16:15	821	40	SB	Yes	No
16:30	812	39	SB	Yes	No
15:45	812	46	SB	Yes	No
15:30	781	39	SB	Yes	No
16:45	770	35	SB	Yes	No
15:15	766	39	SB	Yes	No
17:00	748	36	SB	Yes	No
15:00	743	38	SB	Yes	No
14:45	724	36	SB	Yes	No
14:15	704	40	SB	Yes	No
14:30	702	41	SB	Yes	No
14:00	681	32	SB	Yes	No
11:45	663	33	SB	Yes	No
12:00	662	33	SB	Yes	No
11:30	647	26	SB	Yes	No
11:15	622	22	SB	Yes	No
11:00	598	23	SB	Yes	No
10:45	539	21	SB	Yes	No
17:15	537	27	SB	Yes	No
13:45	517	21	SB	Yes	No
10:30	510	22	SB	Yes	No
12:15	502	28	SB	Yes	No
09:45	468	22	SB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 53
16:00	824	43	SB	Yes	No
16:15	821	40	SB	Yes	No
16:30	812	39	SB	Yes	No
15:45	812	46	SB	Yes	No
15:30	781	39	SB	Yes	No
16:45	770	35	SB	Yes	No
15:15	766	39	SB	Yes	No
17:00	748	36	SB	Yes	No
15:00	743	38	SB	Yes	No
14:45	724	36	SB	Yes	No
14:15	704	40	SB	Yes	No
14:30	702	41	SB	Yes	No
14:00	681	32	SB	Yes	No
11:45	663	33	SB	Yes	No
12:00	662	33	SB	Yes	No
11:30	647	26	SB	Yes	No
11:15	622	22	SB	Yes	No
11:00	598	23	SB	Yes	No
10:45	539	21	SB	Yes	No
17:15	537	27	SB	Yes	No
13:45	517	21	SB	No	No
10:30	510	22	SB	No	No
12:15	502	28	SB	No	No
09:45	468	22	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:45	812	46	SB	No	Yes
16:00	824	43	SB	No	-
16:15	821	40	SB	No	-
16:30	812	39	SB	No	-
15:30	781	39	SB	No	No
16:45	770	35	SB	No	No
15:15	766	39	SB	No	No
17:00	748	36	SB	No	No
15:00	743	38	SB	No	No
14:45	724	36	SB	No	No
14:15	704	40	SB	No	No
14:30	702	41	SB	No	No
14:00	681	32	SB	No	No
11:45	663	33	SB	No	No
12:00	662	33	SB	No	No
11:30	647	26	SB	No	No
11:15	622	22	SB	No	No
11:00	598	23	SB	No	No
10:45	539	21	SB	No	No
17:15	537	27	SB	No	No
13:45	517	21	SB	No	No
10:30	510	22	SB	No	No
12:15	502	28	SB	No	No
09:45	468	22	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name **: 03-Cleveland Rd (US 6) & Butler St (AM)**
Study Date **: 07/13/18**
Page No. **: 1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **2,557**

Westbound: **US 6 (Cleveland Rd) AM**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **2,801**

Minor Street Approaches

Northbound: **Butler Street (AM)**
Number of Lanes: **2**
Total Approach Volume: **714**

Southbound: **Fake Approach**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 3 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (10) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

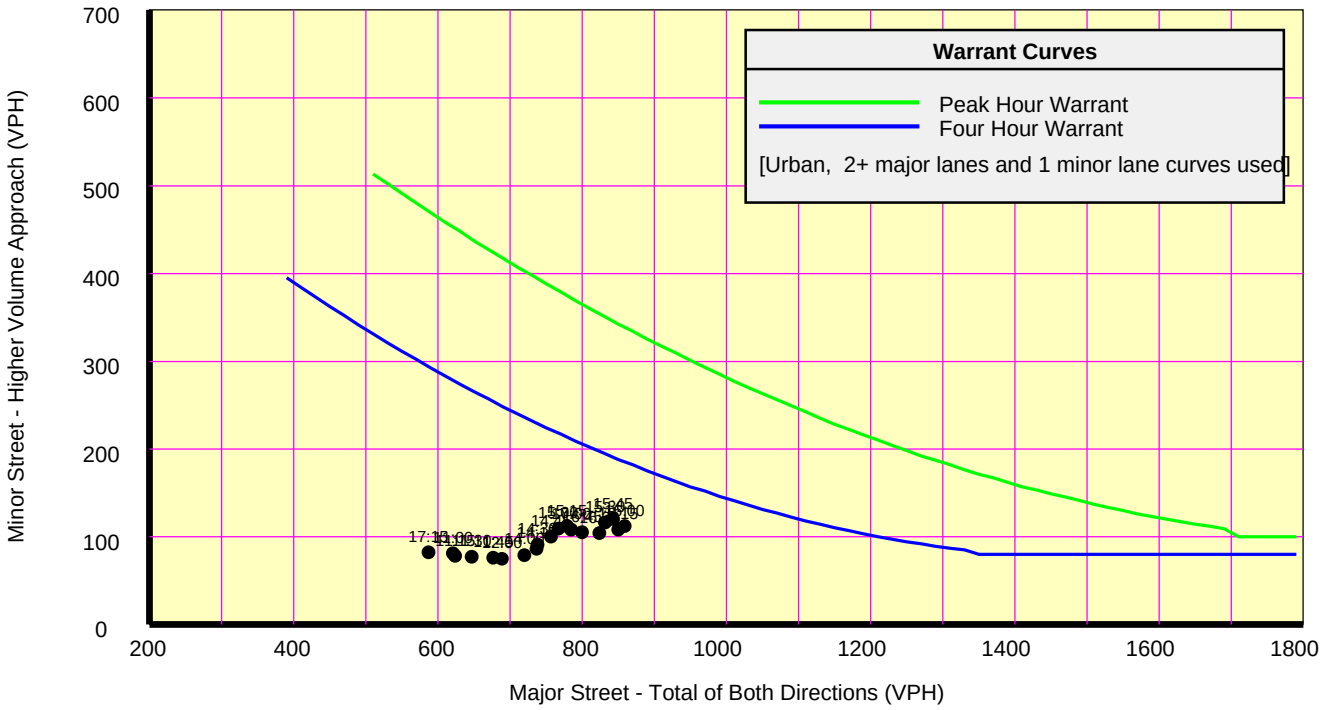
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **03-Cleveland Rd (US 6) & Butler St (AM)**
Study Date : **07/13/18**
Page No. : **2**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
16:00	859	112	NB	Yes	No
16:15	850	108	NB	Yes	No
15:45	843	120	NB	Yes	No
15:30	832	116	NB	Yes	No
16:30	824	104	NB	Yes	No
16:45	800	105	NB	Yes	No
17:00	785	108	NB	Yes	No
15:15	779	112	NB	Yes	No
15:00	767	109	NB	Yes	No
14:45	757	100	NB	Yes	No
14:30	738	91	NB	Yes	No
14:15	737	86	NB	Yes	No
14:00	720	79	NB	Yes	No
12:00	689	75	NB	Yes	No
11:45	677	76	NB	Yes	No
11:30	647	77	NB	Yes	No
11:15	624	78	NB	Yes	No
11:00	621	81	NB	Yes	No
17:15	587	82	NB	No	No
10:45	566	73	NB	No	No
13:45	539	56	NB	No	No
10:30	538	78	NB	No	No
12:15	529	58	NB	No	No
10:15	492	85	NB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
16:00	859	112	NB	No	Yes
16:15	850	108	NB	No	Yes
15:45	843	120	NB	No	Yes
15:30	832	116	NB	No	Yes
16:30	824	104	NB	No	Yes
16:45	800	105	NB	No	Yes
17:00	785	108	NB	No	Yes
15:15	779	112	NB	No	Yes
15:00	767	109	NB	No	Yes
14:45	757	100	NB	No	Yes
14:30	738	91	NB	No	Yes
14:15	737	86	NB	No	Yes
14:00	720	79	NB	No	Yes
12:00	689	75	NB	No	Yes
11:45	677	76	NB	No	Yes
11:30	647	77	NB	No	Yes
11:15	624	78	NB	No	Yes
11:00	621	81	NB	No	Yes
17:15	587	82	NB	No	Yes
10:45	566	73	NB	No	No
13:45	539	56	NB	No	No
10:30	538	78	NB	No	Yes
12:15	529	58	NB	No	No
10:15	492	85	NB	No	Yes

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:00	859	112	NB	-	Yes
15:45	843	120	NB	Yes	-
17:00	785	108	NB	No	Yes
15:00	767	109	NB	No	Yes
14:00	720	79	NB	No	Yes
15:30	832	116	NB	No	-
16:45	800	105	NB	No	-
15:15	779	112	NB	No	-
14:45	757	100	NB	No	-
14:30	738	91	NB	No	-
14:15	737	86	NB	No	-
12:00	689	75	NB	No	No
11:45	677	76	NB	No	No
11:30	647	77	NB	No	No
11:15	624	78	NB	No	No
11:00	621	81	NB	No	No
17:15	587	82	NB	No	-
10:45	566	73	NB	No	No
13:45	539	56	NB	No	No
10:30	538	78	NB	No	No
12:15	529	58	NB	No	No
10:15	492	85	NB	No	No
09:45	483	84	NB	No	No
09:30	482	83	NB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,557**

Westbound: **US 6 (Cleveland Rd) AM**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **2,801**

Minor Street Approaches

Northbound: **Butler Street (AM)**
Number of Lanes: **2**
Total Approach Volume: **714**

Southbound: **Fake Approach**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 3 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 5 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 1 hours, 8 are needed
Required 1B volumes reached for 6 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (10) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

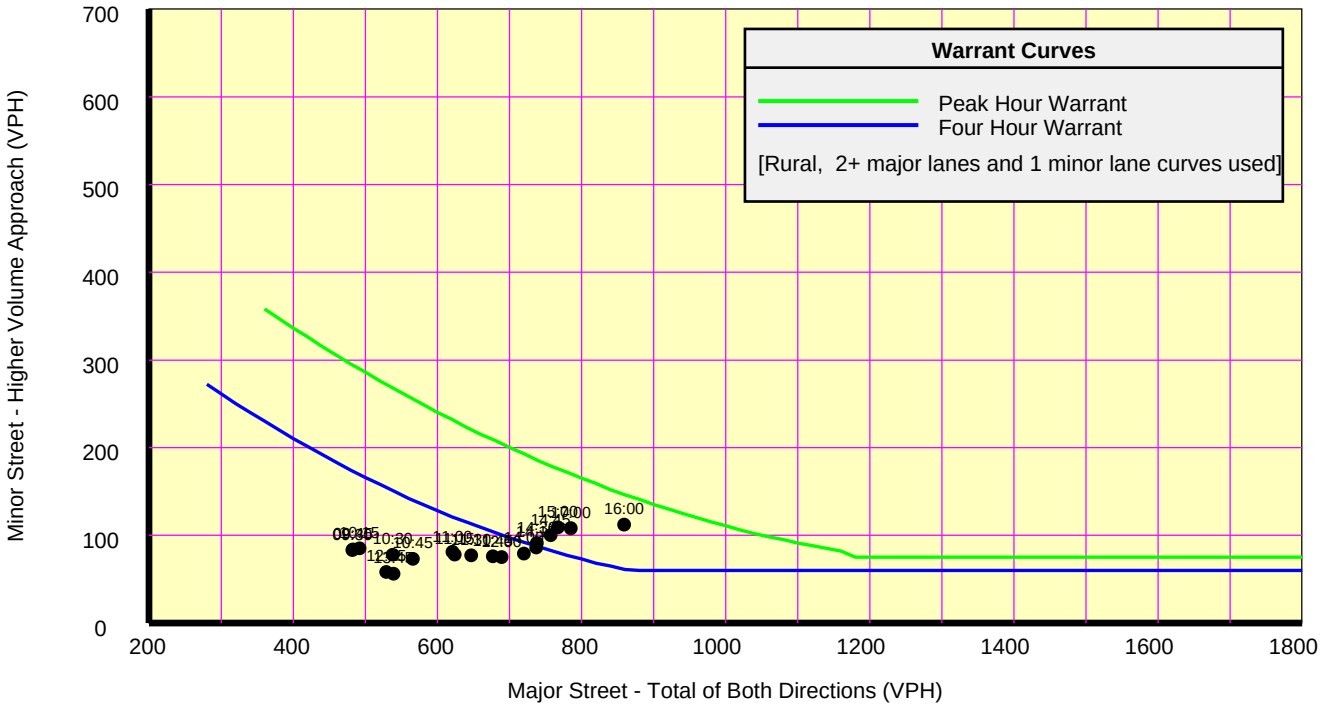
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
16:00	859	112	NB	Yes	Yes
17:00	785	108	NB	Yes	Yes
15:00	767	109	NB	Yes	Yes
14:45	757	100	NB	Yes	No
14:30	738	91	NB	Yes	No
14:15	737	86	NB	Yes	No
14:00	720	79	NB	Yes	No
12:00	689	75	NB	Yes	No
11:45	677	76	NB	Yes	No
11:30	647	77	NB	Yes	No
11:15	624	78	NB	Yes	No
11:00	621	81	NB	Yes	No
10:45	566	73	NB	Yes	No
13:45	539	56	NB	Yes	No
10:30	538	78	NB	Yes	No
12:15	529	58	NB	Yes	No
10:15	492	85	NB	Yes	No
09:45	483	84	NB	Yes	No
09:30	482	83	NB	Yes	No
09:15	472	71	NB	Yes	No
09:00	471	65	NB	Yes	No
10:00	446	85	NB	Yes	No
13:30	362	41	NB	No	No
12:30	345	42	NB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 52
16:00	859	112	NB	Yes	Yes
17:00	785	108	NB	Yes	Yes
15:00	767	109	NB	Yes	Yes
14:00	720	79	NB	Yes	Yes
11:30	647	77	NB	Yes	Yes
11:15	624	78	NB	No	Yes
11:00	621	81	NB	No	Yes
10:45	566	73	NB	No	Yes
13:45	539	56	NB	No	Yes
10:30	538	78	NB	No	Yes
10:15	492	85	NB	No	Yes
09:45	483	84	NB	No	Yes
09:30	482	83	NB	No	Yes
09:15	472	71	NB	No	Yes
09:00	471	65	NB	No	Yes
10:00	446	85	NB	No	Yes
13:30	362	41	NB	No	No
12:30	345	42	NB	No	No
12:45	170	24	NB	No	No
08:15	110	14	NB	No	No
22:45	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:15	850	108	NB	Yes	-
15:45	843	120	NB	-	Yes
16:45	800	105	NB	-	Yes
15:15	779	112	NB	Yes	-
14:45	757	100	NB	-	Yes
14:15	737	86	NB	Yes	-
11:30	647	77	NB	No	Yes
13:45	539	56	NB	No	Yes
10:30	538	78	NB	-	Yes
09:45	483	84	NB	Yes	No
14:00	720	79	NB	No	-
12:00	689	75	NB	No	-
11:45	677	76	NB	No	-
11:15	624	78	NB	No	-
11:00	621	81	NB	No	-
17:15	587	82	NB	No	-
10:45	566	73	NB	No	-
12:15	529	58	NB	No	-
10:15	492	85	NB	-	No
09:30	482	83	NB	No	No
09:15	472	71	NB	No	No
09:00	471	65	NB	No	No
10:00	446	85	NB	-	No
17:30	375	56	NB	No	-

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **03-Cleveland Rd (US 6) & Butler St (PM)**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **2,557**

Westbound: **US 6 (Cleveland Rd) PM**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **2,801**

Minor Street Approaches

Northbound: **Butler Street (PM)**
Number of Lanes: **1**
Total Approach Volume: **795**

Southbound: **Fake Approach**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 2 hours, 8 are needed
Required 1B volumes reached for 4 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (10) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

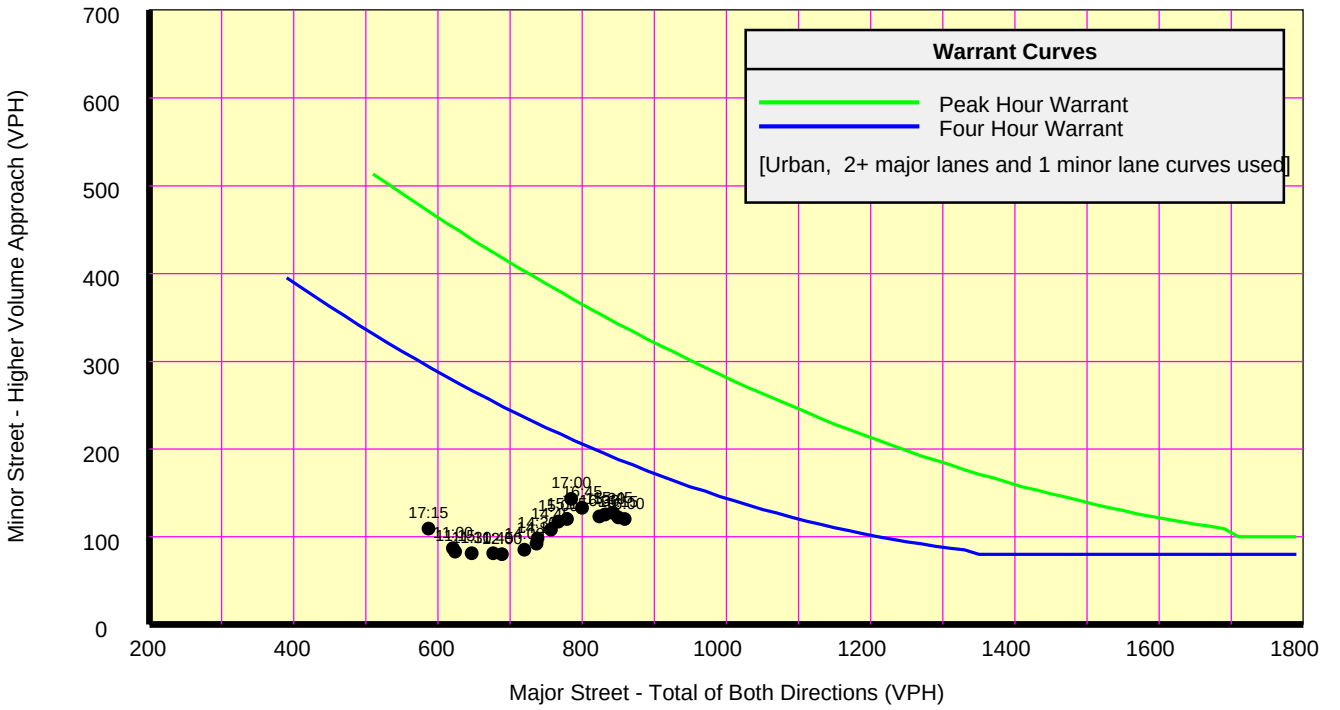
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **03-Cleveland Rd (US 6) & Butler St (PM)**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
16:00	859	120	NB	Yes	No
16:15	850	122	NB	Yes	No
15:45	843	127	NB	Yes	No
15:30	832	125	NB	Yes	No
16:30	824	123	NB	Yes	No
16:45	800	133	NB	Yes	No
17:00	785	143	NB	Yes	No
15:15	779	120	NB	Yes	No
15:00	767	117	NB	Yes	No
14:45	757	108	NB	Yes	No
14:30	738	98	NB	Yes	No
14:15	737	92	NB	Yes	No
14:00	720	85	NB	Yes	No
12:00	689	80	NB	Yes	No
11:45	677	81	NB	Yes	No
11:30	647	81	NB	Yes	No
11:15	624	83	NB	Yes	No
11:00	621	87	NB	Yes	No
17:15	587	109	NB	No	No
10:45	566	79	NB	No	No
13:45	539	61	NB	No	No
10:30	538	85	NB	No	No
12:15	529	62	NB	No	No
10:15	492	93	NB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
16:00	859	120	NB	No	Yes
16:15	850	122	NB	No	Yes
15:45	843	127	NB	No	Yes
15:30	832	125	NB	No	Yes
16:30	824	123	NB	No	Yes
16:45	800	133	NB	No	Yes
17:00	785	143	NB	No	Yes
15:15	779	120	NB	No	Yes
15:00	767	117	NB	No	Yes
14:45	757	108	NB	No	Yes
14:30	738	98	NB	No	Yes
14:15	737	92	NB	No	Yes
14:00	720	85	NB	No	Yes
12:00	689	80	NB	No	Yes
11:45	677	81	NB	No	Yes
11:30	647	81	NB	No	Yes
11:15	624	83	NB	No	Yes
11:00	621	87	NB	No	Yes
17:15	587	109	NB	No	Yes
10:45	566	79	NB	No	Yes
13:45	539	61	NB	No	No
10:30	538	85	NB	No	Yes
12:15	529	62	NB	No	No
10:15	492	93	NB	No	Yes

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:00	859	120	NB	-	Yes
16:15	850	122	NB	Yes	-
17:00	785	143	NB	-	Yes
15:15	779	120	NB	Yes	-
15:00	767	117	NB	No	Yes
14:00	720	85	NB	No	Yes
14:45	757	108	NB	No	-
14:30	738	98	NB	No	-
14:15	737	92	NB	No	-
12:00	689	80	NB	No	No
11:45	677	81	NB	No	No
11:30	647	81	NB	No	No
11:15	624	83	NB	No	No
11:00	621	87	NB	No	No
17:15	587	109	NB	No	-
10:45	566	79	NB	No	No
13:45	539	61	NB	No	No
10:30	538	85	NB	No	No
12:15	529	62	NB	No	No
10:15	492	93	NB	No	No
09:45	483	91	NB	No	No
09:30	482	90	NB	No	No
09:15	472	77	NB	No	No
09:00	471	70	NB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,557**

Westbound: **US 6 (Cleveland Rd) PM**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **2,801**

Minor Street Approaches

Northbound: **Butler Street (PM)**
Number of Lanes: **1**
Total Approach Volume: **795**

Southbound: **Fake Approach**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 3 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 5 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 6 hours, 8 are needed
Required 1B volumes reached for 6 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (10) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

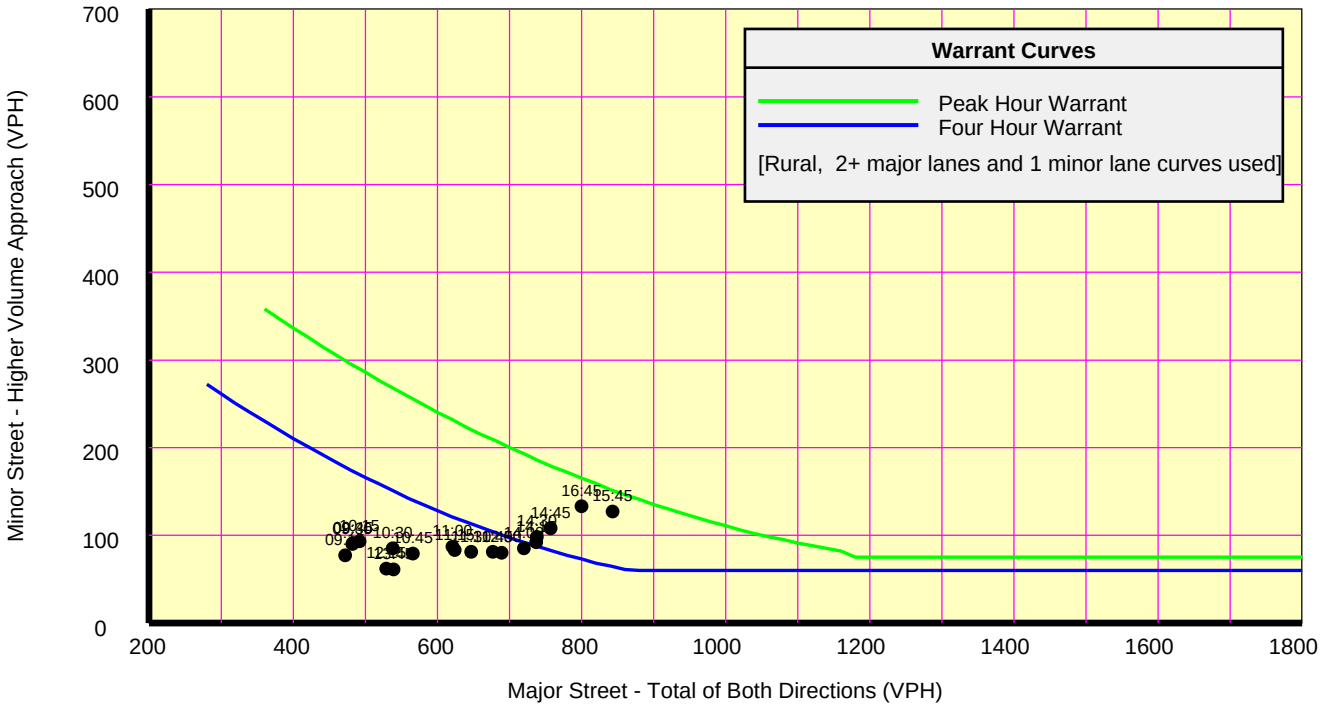
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
15:45	843	127	NB	Yes	Yes
16:45	800	133	NB	Yes	Yes
14:45	757	108	NB	Yes	Yes
14:30	738	98	NB	Yes	No
14:15	737	92	NB	Yes	No
14:00	720	85	NB	Yes	No
12:00	689	80	NB	Yes	No
11:45	677	81	NB	Yes	No
11:30	647	81	NB	Yes	No
11:15	624	83	NB	Yes	No
11:00	621	87	NB	Yes	No
10:45	566	79	NB	Yes	No
13:45	539	61	NB	Yes	No
10:30	538	85	NB	Yes	No
12:15	529	62	NB	Yes	No
10:15	492	93	NB	Yes	No
09:45	483	91	NB	Yes	No
09:30	482	90	NB	Yes	No
09:15	472	77	NB	Yes	No
09:00	471	70	NB	Yes	No
10:00	446	93	NB	Yes	No
13:30	362	44	NB	No	No
12:30	345	45	NB	No	No
08:45	331	54	NB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 53
16:00	859	120	NB	Yes	Yes
17:00	785	143	NB	Yes	Yes
15:00	767	117	NB	Yes	Yes
14:00	720	85	NB	Yes	Yes
11:30	647	81	NB	Yes	Yes
11:15	624	83	NB	No	Yes
11:00	621	87	NB	No	Yes
10:45	566	79	NB	No	Yes
13:45	539	61	NB	No	Yes
10:30	538	85	NB	No	Yes
10:15	492	93	NB	No	Yes
09:45	483	91	NB	No	Yes
09:30	482	90	NB	No	Yes
09:15	472	77	NB	No	Yes
09:00	471	70	NB	No	Yes
10:00	446	93	NB	No	Yes
13:30	362	44	NB	No	No
12:30	345	45	NB	No	No
08:45	331	54	NB	No	Yes
08:30	215	29	NB	No	No
13:15	178	22	NB	No	No
12:45	170	25	NB	No	No
08:15	110	15	NB	No	No
22:45	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:00	859	120	NB	Yes	-
15:45	843	127	NB	-	Yes
16:45	800	133	NB	-	Yes
17:00	785	143	NB	Yes	-
15:00	767	117	NB	Yes	-
14:45	757	108	NB	-	Yes
14:00	720	85	NB	Yes	-
11:30	647	81	NB	No	Yes
13:45	539	61	NB	No	Yes
10:30	538	85	NB	Yes	Yes
09:30	482	90	NB	Yes	No
12:00	689	80	NB	No	-
11:45	677	81	NB	No	-
12:15	529	62	NB	No	-
10:15	492	93	NB	-	No
09:45	483	91	NB	-	No
09:15	472	77	NB	No	No
09:00	471	70	NB	No	No
10:00	446	93	NB	-	No
13:30	362	44	NB	No	No
12:30	345	45	NB	No	No
08:45	331	54	NB	No	No
08:30	215	29	NB	No	No
17:45	192	36	NB	-	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **04-Milan Rd (US 250) & Butler St**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,121**

Southbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,419**

Minor Street Approaches

Eastbound: **Butler Street**
Number of Lanes: **2**
Total Approach Volume: **346**

Westbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **2**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay .....**Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

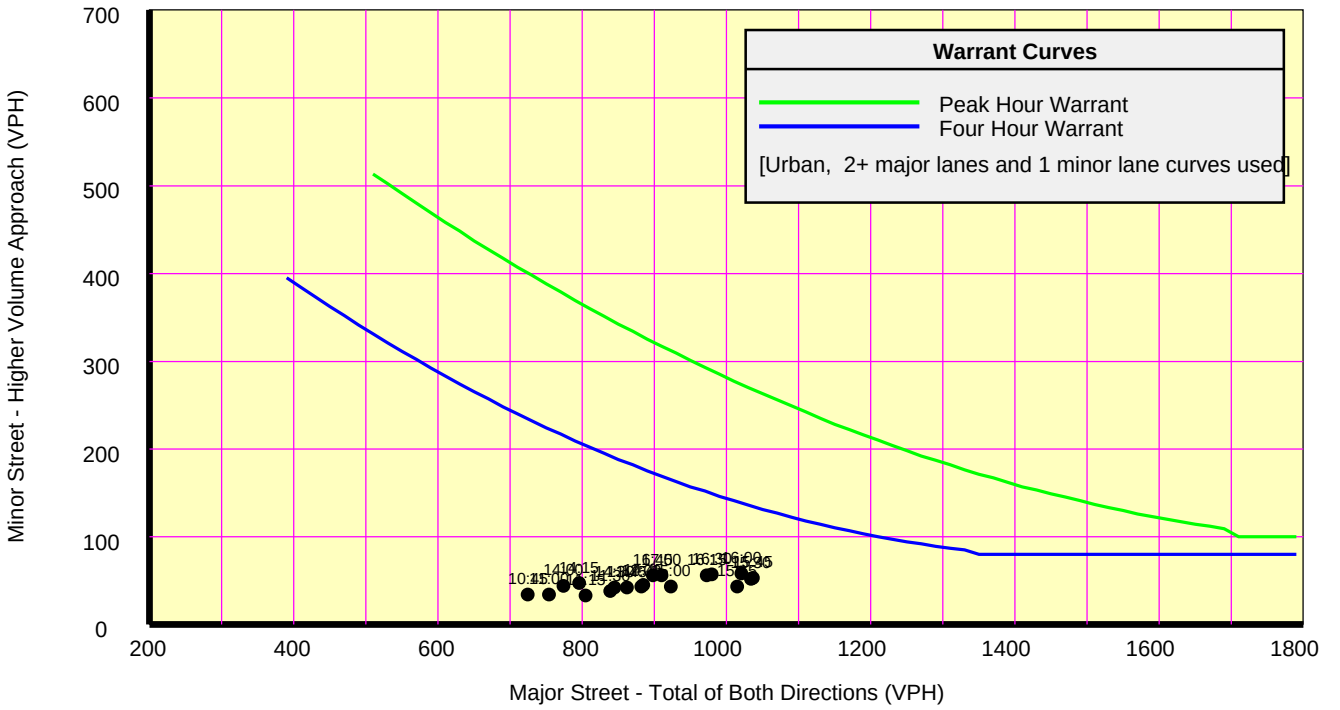
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **04-Milan Rd (US 250) & Butler St**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
15:45	1,037	53	EB	Yes	No
15:30	1,034	52	EB	Yes	No
16:00	1,021	58	EB	Yes	No
15:15	1,015	43	EB	Yes	No
16:30	980	57	EB	Yes	No
16:15	973	56	EB	Yes	No
15:00	923	43	EB	Yes	No
17:00	910	56	EB	Yes	No
16:45	898	56	EB	Yes	No
14:45	885	45	EB	Yes	No
12:00	882	43	EB	Yes	No
11:45	862	42	EB	Yes	No
14:30	845	42	EB	Yes	No
11:30	839	38	EB	Yes	No
11:15	805	33	EB	Yes	No
14:15	796	47	EB	Yes	No
14:00	774	44	EB	Yes	No
11:00	754	34	EB	Yes	No
10:45	725	34	EB	Yes	No
10:30	700	35	EB	Yes	No
10:15	684	37	EB	Yes	No
17:15	659	46	EB	Yes	No
10:00	649	33	EB	Yes	No
12:15	648	33	EB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
15:45	1,037	53	EB	Yes	No
15:30	1,034	52	EB	Yes	No
16:00	1,021	58	EB	Yes	No
15:15	1,015	43	EB	Yes	No
16:30	980	57	EB	Yes	No
16:15	973	56	EB	Yes	No
15:00	923	43	EB	Yes	No
17:00	910	56	EB	Yes	No
16:45	898	56	EB	No	No
14:45	885	45	EB	No	No
12:00	882	43	EB	No	No
11:45	862	42	EB	No	No
14:30	845	42	EB	No	No
11:30	839	38	EB	No	No
11:15	805	33	EB	No	No
14:15	796	47	EB	No	No
14:00	774	44	EB	No	No
11:00	754	34	EB	No	No
10:45	725	34	EB	No	No
10:30	700	35	EB	No	No
10:15	684	37	EB	No	No
17:15	659	46	EB	No	No
10:00	649	33	EB	No	No
12:15	648	33	EB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:45	1,037	53	EB	No	No
15:30	1,034	52	EB	No	No
16:00	1,021	58	EB	No	No
15:15	1,015	43	EB	No	No
16:30	980	57	EB	No	No
16:15	973	56	EB	No	No
15:00	923	43	EB	No	No
17:00	910	56	EB	No	No
16:45	898	56	EB	No	No
14:45	885	45	EB	No	No
12:00	882	43	EB	No	No
11:45	862	42	EB	No	No
14:30	845	42	EB	No	No
11:30	839	38	EB	No	No
11:15	805	33	EB	No	No
14:15	796	47	EB	No	No
14:00	774	44	EB	No	No
11:00	754	34	EB	No	No
10:45	725	34	EB	No	No
10:30	700	35	EB	No	No
10:15	684	37	EB	No	No
17:15	659	46	EB	No	No
10:00	649	33	EB	No	No
12:15	648	33	EB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Northbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **3,121**

Southbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **3,419**

Minor Street Approaches

Eastbound: **Butler Street**
Number of Lanes: **2**
Total Approach Volume: **346**

Westbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **2**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 2 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 2 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

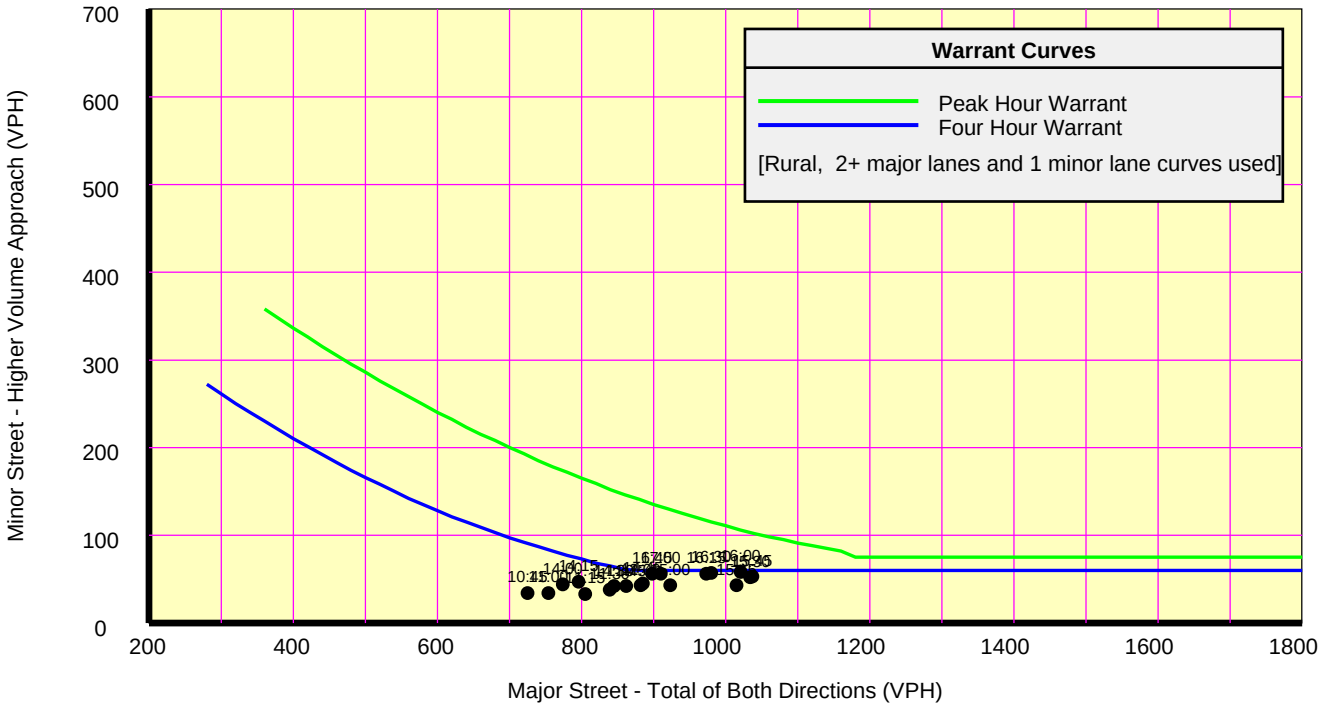
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
15:45	1,037	53	EB	Yes	No
15:30	1,034	52	EB	Yes	No
16:00	1,021	58	EB	Yes	No
15:15	1,015	43	EB	Yes	No
16:30	980	57	EB	Yes	No
16:15	973	56	EB	Yes	No
15:00	923	43	EB	Yes	No
17:00	910	56	EB	Yes	No
16:45	898	56	EB	Yes	No
14:45	885	45	EB	Yes	No
12:00	882	43	EB	Yes	No
11:45	862	42	EB	Yes	No
14:30	845	42	EB	Yes	No
11:30	839	38	EB	Yes	No
11:15	805	33	EB	Yes	No
14:15	796	47	EB	Yes	No
14:00	774	44	EB	Yes	No
11:00	754	34	EB	Yes	No
10:45	725	34	EB	Yes	No
10:30	700	35	EB	Yes	No
10:15	684	37	EB	Yes	No
17:15	659	46	EB	Yes	No
10:00	649	33	EB	Yes	No
12:15	648	33	EB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 52
15:30	1,034	52	EB	Yes	Yes
16:30	980	57	EB	Yes	Yes
15:15	1,015	43	EB	Yes	No
15:00	923	43	EB	Yes	No
14:45	885	45	EB	Yes	No
12:00	882	43	EB	Yes	No
11:45	862	42	EB	Yes	No
14:30	845	42	EB	Yes	No
11:30	839	38	EB	Yes	No
11:15	805	33	EB	Yes	No
14:15	796	47	EB	Yes	No
14:00	774	44	EB	Yes	No
11:00	754	34	EB	Yes	No
10:45	725	34	EB	Yes	No
10:30	700	35	EB	Yes	No
10:15	684	37	EB	Yes	No
10:00	649	33	EB	Yes	No
12:15	648	33	EB	Yes	No
09:45	646	33	EB	Yes	No
09:30	638	34	EB	Yes	No
09:00	627	35	EB	No	No
09:15	616	34	EB	No	No
13:45	565	33	EB	No	No
08:45	451	26	EB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:00	1,021	58	EB	No	Yes
15:00	923	43	EB	No	Yes
17:00	910	56	EB	No	Yes
11:45	862	42	EB	No	Yes
14:00	774	44	EB	No	Yes
15:45	1,037	53	EB	No	-
15:30	1,034	52	EB	No	-
15:15	1,015	43	EB	No	-
16:30	980	57	EB	No	-
16:15	973	56	EB	No	-
16:45	898	56	EB	No	-
14:45	885	45	EB	No	-
12:00	882	43	EB	No	-
14:30	845	42	EB	No	-
11:30	839	38	EB	No	No
11:15	805	33	EB	No	No
14:15	796	47	EB	No	-
11:00	754	34	EB	No	No
10:45	725	34	EB	No	No
10:30	700	35	EB	No	No
10:15	684	37	EB	No	No
17:15	659	46	EB	No	-
10:00	649	33	EB	No	No
12:15	648	33	EB	No	-

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name : **05-Cleveland Rd (US 6) & Cowdery St**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,539**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **2,907**

Minor Street Approaches

Northbound: **Cowdery Street**
Number of Lanes: **1**
Total Approach Volume: **208**

Southbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **11**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay .....**Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

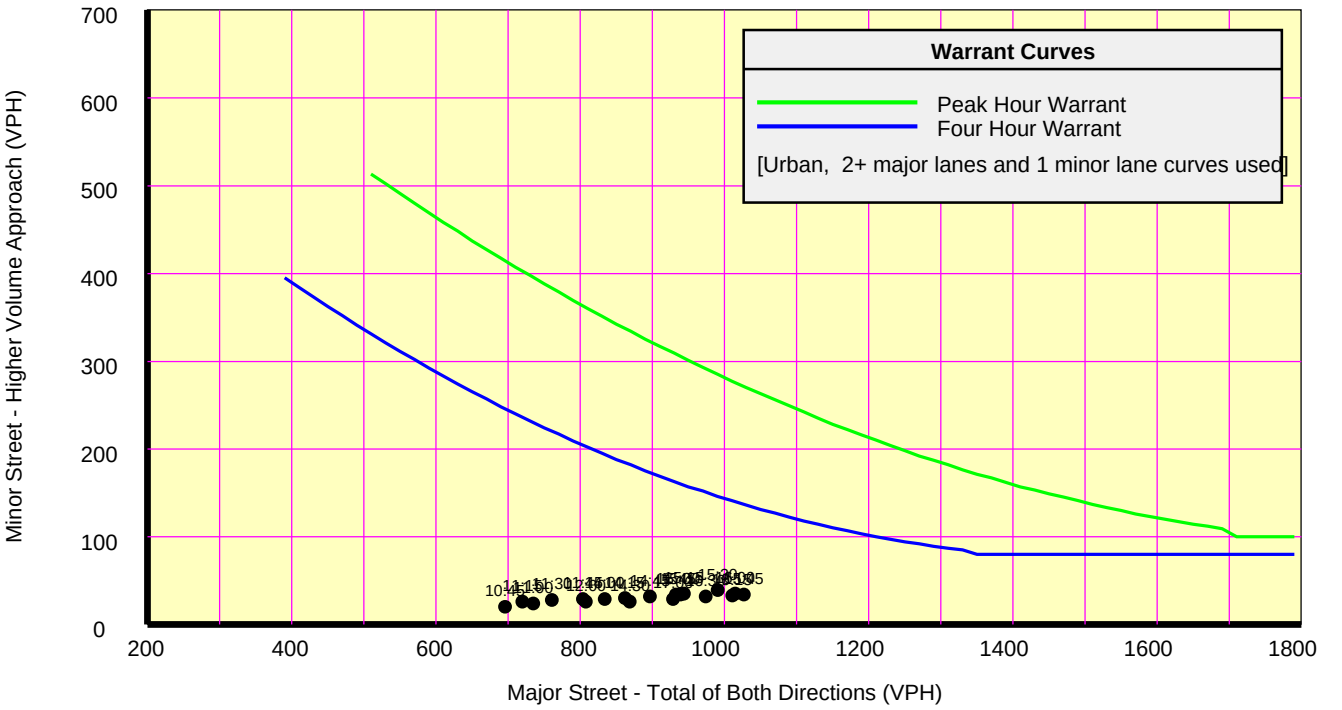
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name : **05-Cleveland Rd (US 6) & Cowdery St**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
15:45	1,027	34	NB	Yes	No
16:00	1,015	35	NB	Yes	No
16:15	1,011	33	NB	Yes	No
15:30	991	39	NB	Yes	No
16:30	974	32	NB	Yes	No
15:15	944	35	NB	Yes	No
15:00	939	34	NB	Yes	No
16:45	933	34	NB	Yes	No
17:00	929	29	NB	Yes	No
14:45	897	32	NB	Yes	No
14:30	869	26	NB	Yes	No
14:15	862	30	NB	Yes	No
14:00	834	29	NB	Yes	No
12:00	808	26	NB	Yes	No
11:45	804	29	NB	Yes	No
11:30	761	28	NB	Yes	No
11:00	735	24	NB	Yes	No
11:15	720	26	NB	Yes	No
10:45	696	20	NB	Yes	No
17:15	680	22	NB	Yes	No
10:30	672	16	NB	Yes	No
10:15	648	18	NB	Yes	No
09:30	632	18	NB	Yes	No
12:15	631	19	NB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
15:45	1,027	34	NB	Yes	No
16:00	1,015	35	NB	Yes	No
16:15	1,011	33	NB	Yes	No
15:30	991	39	NB	Yes	No
16:30	974	32	NB	Yes	No
15:15	944	35	NB	Yes	No
15:00	939	34	NB	Yes	No
16:45	933	34	NB	Yes	No
17:00	929	29	NB	Yes	No
14:45	897	32	NB	No	No
14:30	869	26	NB	No	No
14:15	862	30	NB	No	No
14:00	834	29	NB	No	No
12:00	808	26	NB	No	No
11:45	804	29	NB	No	No
11:30	761	28	NB	No	No
11:00	735	24	NB	No	No
11:15	720	26	NB	No	No
10:45	696	20	NB	No	No
17:15	680	22	NB	No	No
10:30	672	16	NB	No	No
10:15	648	18	NB	No	No
09:30	632	18	NB	No	No
12:15	631	19	NB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:45	1,027	34	NB	No	No
16:00	1,015	35	NB	No	No
16:15	1,011	33	NB	No	No
15:30	991	39	NB	No	No
16:30	974	32	NB	No	No
15:15	944	35	NB	No	No
15:00	939	34	NB	No	No
16:45	933	34	NB	No	No
17:00	929	29	NB	No	No
14:45	897	32	NB	No	No
14:30	869	26	NB	No	No
14:15	862	30	NB	No	No
14:00	834	29	NB	No	No
12:00	808	26	NB	No	No
11:45	804	29	NB	No	No
11:30	761	28	NB	No	No
11:00	735	24	NB	No	No
11:15	720	26	NB	No	No
10:45	696	20	NB	No	No
17:15	680	22	NB	No	No
10:30	672	16	NB	No	No
10:15	648	18	NB	No	No
09:30	632	18	NB	No	No
12:15	631	19	NB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **3,539**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **2,907**

Minor Street Approaches

Northbound: **Cowdery Street**
Number of Lanes: **1**
Total Approach Volume: **208**

Southbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **11**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

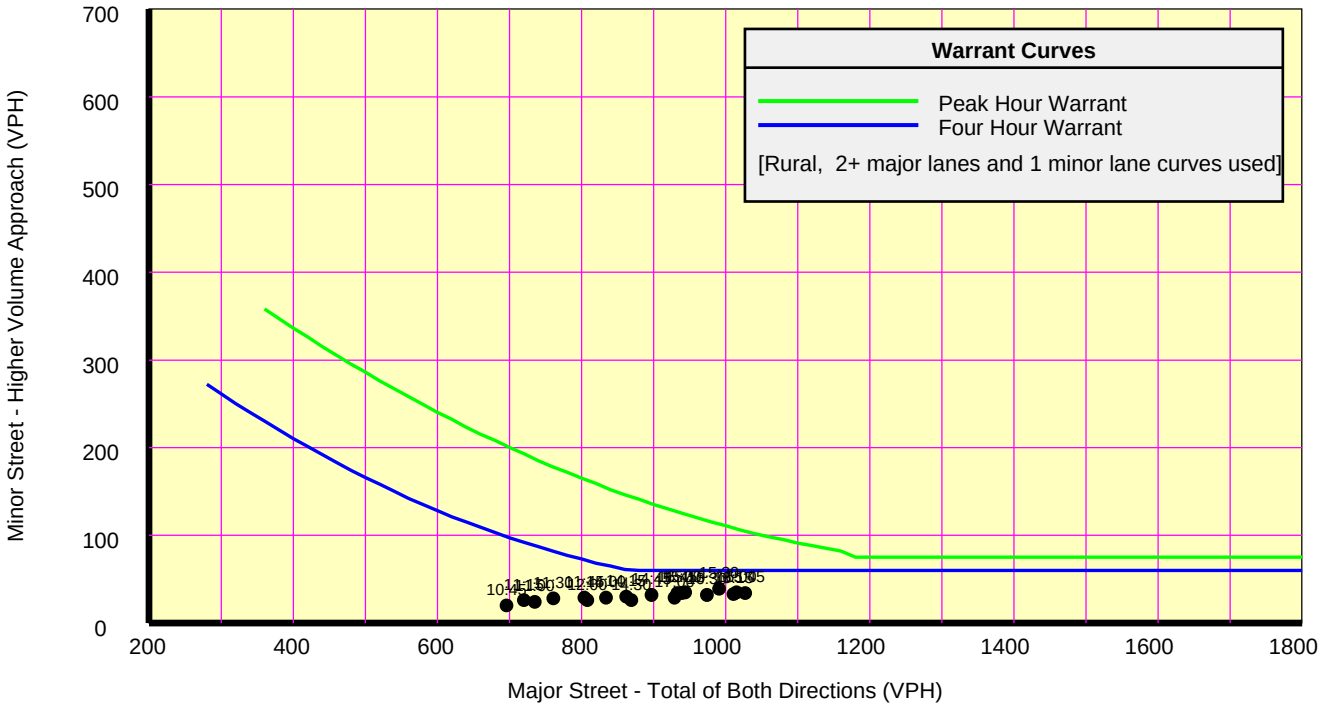
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
15:45	1,027	34	NB	Yes	No
16:00	1,015	35	NB	Yes	No
16:15	1,011	33	NB	Yes	No
15:30	991	39	NB	Yes	No
16:30	974	32	NB	Yes	No
15:15	944	35	NB	Yes	No
15:00	939	34	NB	Yes	No
16:45	933	34	NB	Yes	No
17:00	929	29	NB	Yes	No
14:45	897	32	NB	Yes	No
14:30	869	26	NB	Yes	No
14:15	862	30	NB	Yes	No
14:00	834	29	NB	Yes	No
12:00	808	26	NB	Yes	No
11:45	804	29	NB	Yes	No
11:30	761	28	NB	Yes	No
11:00	735	24	NB	Yes	No
11:15	720	26	NB	Yes	No
10:45	696	20	NB	Yes	No
17:15	680	22	NB	Yes	No
10:30	672	16	NB	Yes	No
10:15	648	18	NB	Yes	No
09:30	632	18	NB	Yes	No
12:15	631	19	NB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 53
15:45	1,027	34	NB	Yes	No
16:00	1,015	35	NB	Yes	No
16:15	1,011	33	NB	Yes	No
15:30	991	39	NB	Yes	No
16:30	974	32	NB	Yes	No
15:15	944	35	NB	Yes	No
15:00	939	34	NB	Yes	No
16:45	933	34	NB	Yes	No
17:00	929	29	NB	Yes	No
14:45	897	32	NB	Yes	No
14:30	869	26	NB	Yes	No
14:15	862	30	NB	Yes	No
14:00	834	29	NB	Yes	No
12:00	808	26	NB	Yes	No
11:45	804	29	NB	Yes	No
11:30	761	28	NB	Yes	No
11:00	735	24	NB	Yes	No
11:15	720	26	NB	Yes	No
10:45	696	20	NB	Yes	No
17:15	680	22	NB	Yes	No
10:30	672	16	NB	Yes	No
10:15	648	18	NB	Yes	No
09:30	632	18	NB	Yes	No
12:15	631	19	NB	Yes	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:45	1,027	34	NB	No	No
16:00	1,015	35	NB	No	No
16:15	1,011	33	NB	No	No
15:30	991	39	NB	No	No
16:30	974	32	NB	No	No
15:15	944	35	NB	No	No
15:00	939	34	NB	No	No
16:45	933	34	NB	No	No
17:00	929	29	NB	No	No
14:45	897	32	NB	No	No
14:30	869	26	NB	No	No
14:15	862	30	NB	No	No
14:00	834	29	NB	No	No
12:00	808	26	NB	No	No
11:45	804	29	NB	No	No
11:30	761	28	NB	No	No
11:00	735	24	NB	No	No
11:15	720	26	NB	No	No
10:45	696	20	NB	No	No
17:15	680	22	NB	No	No
10:30	672	16	NB	No	No
10:15	648	18	NB	No	No
09:30	632	18	NB	No	No
12:15	631	19	NB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name **: 06-Cleveland Rd (US 6) & Cedar Point Dr (Causeway)**
Study Date **: 07/13/18**
Page No. **: 1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,534**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **4,737**

Minor Street Approaches

Northbound: **Fake Approach**
Number of Lanes: **1**
Total Approach Volume: **0**

Southbound: **Cedar Point Drive**
Number of Lanes: **2**
Total Approach Volume: **2,638**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Satisfied**
Required 1A volumes reached for 8 hours, 8 are needed
Required 1B volumes reached for 8 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (29) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

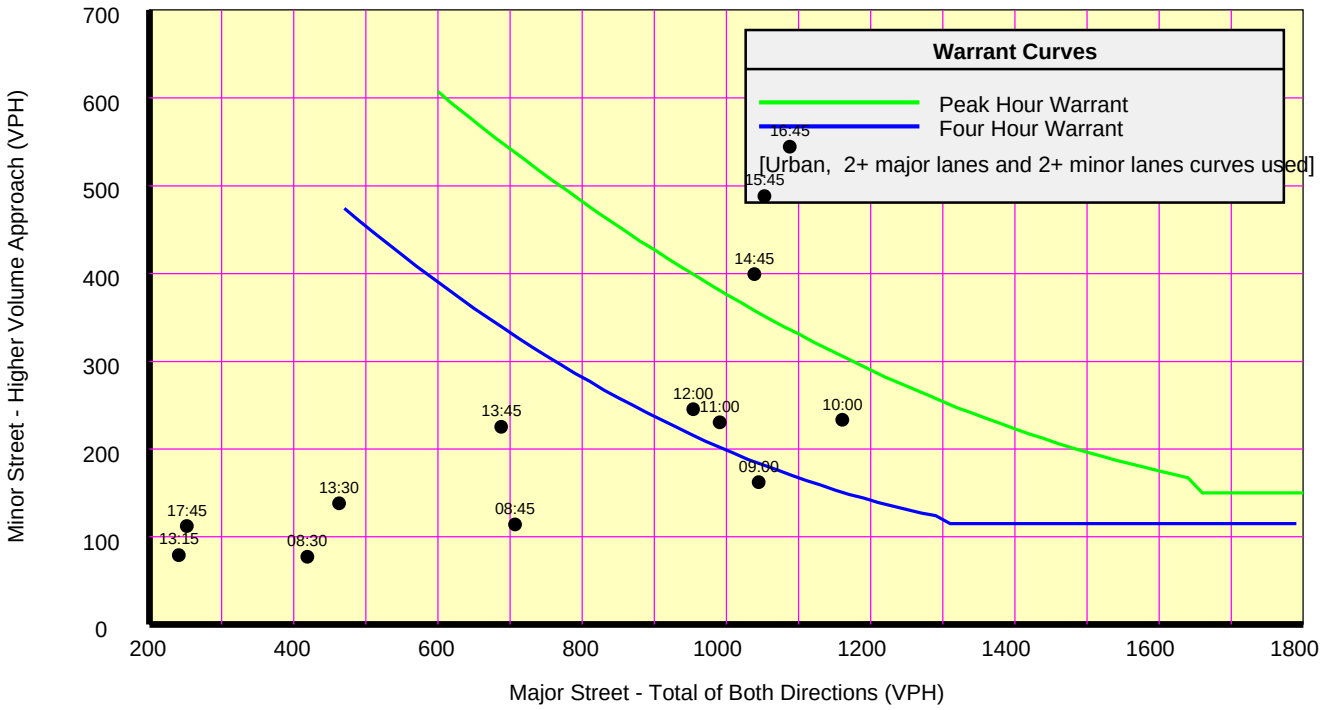
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **06-Cleveland Rd (US 6) & Cedar Point Dr (Causeway)**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
10:00	1,161	233	SB	Yes	Yes
16:45	1,088	544	SB	Yes	Yes
15:45	1,053	488	SB	Yes	Yes
09:00	1,045	162	SB	Yes	Yes
14:45	1,039	399	SB	Yes	Yes
11:00	991	230	SB	Yes	Yes
12:00	954	245	SB	Yes	Yes
13:45	688	225	SB	Yes	Yes
08:45	707	114	SB	Yes	No
13:30	463	138	SB	No	No
08:30	419	77	SB	No	No
17:45	252	112	SB	No	No
13:15	241	79	SB	No	No
08:15	183	31	SB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
10:00	1,161	233	SB	Yes	Yes
17:00	1,066	529	SB	Yes	Yes
15:00	1,060	422	SB	Yes	Yes
16:00	1,053	503	SB	Yes	Yes
09:00	1,045	162	SB	Yes	Yes
11:00	991	230	SB	Yes	Yes
12:00	954	245	SB	Yes	Yes
14:00	941	314	SB	Yes	Yes
08:45	707	114	SB	No	Yes
13:45	688	225	SB	No	Yes
13:30	463	138	SB	No	Yes
08:30	419	77	SB	No	Yes
13:15	241	79	SB	No	Yes
08:15	183	31	SB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
10:00	1,161	233	SB	Yes	Yes
16:45	1,088	544	SB	Yes	-
17:00	1,066	529	SB	-	Yes
15:00	1,060	422	SB	-	Yes
16:00	1,053	503	SB	-	Yes
15:45	1,053	488	SB	Yes	-
09:00	1,045	162	SB	Yes	Yes
14:45	1,039	399	SB	Yes	-
11:00	991	230	SB	Yes	Yes
12:00	954	245	SB	Yes	Yes
14:00	941	314	SB	-	Yes
13:45	688	225	SB	Yes	No
08:45	707	114	SB	No	No
13:30	463	138	SB	No	No
08:30	419	77	SB	No	No
17:45	252	112	SB	No	-
13:15	241	79	SB	No	No
08:15	183	31	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name **: 07-Cleveland Rd (US 6) & Harbour Pkwy**
Study Date **: 07/13/18**
Page No. **: 1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **4,079**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **4,033**

Minor Street Approaches

Northbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **9**

Southbound: **Harbour Parkway**
Number of Lanes: **1**
Total Approach Volume: **223**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay .....**Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

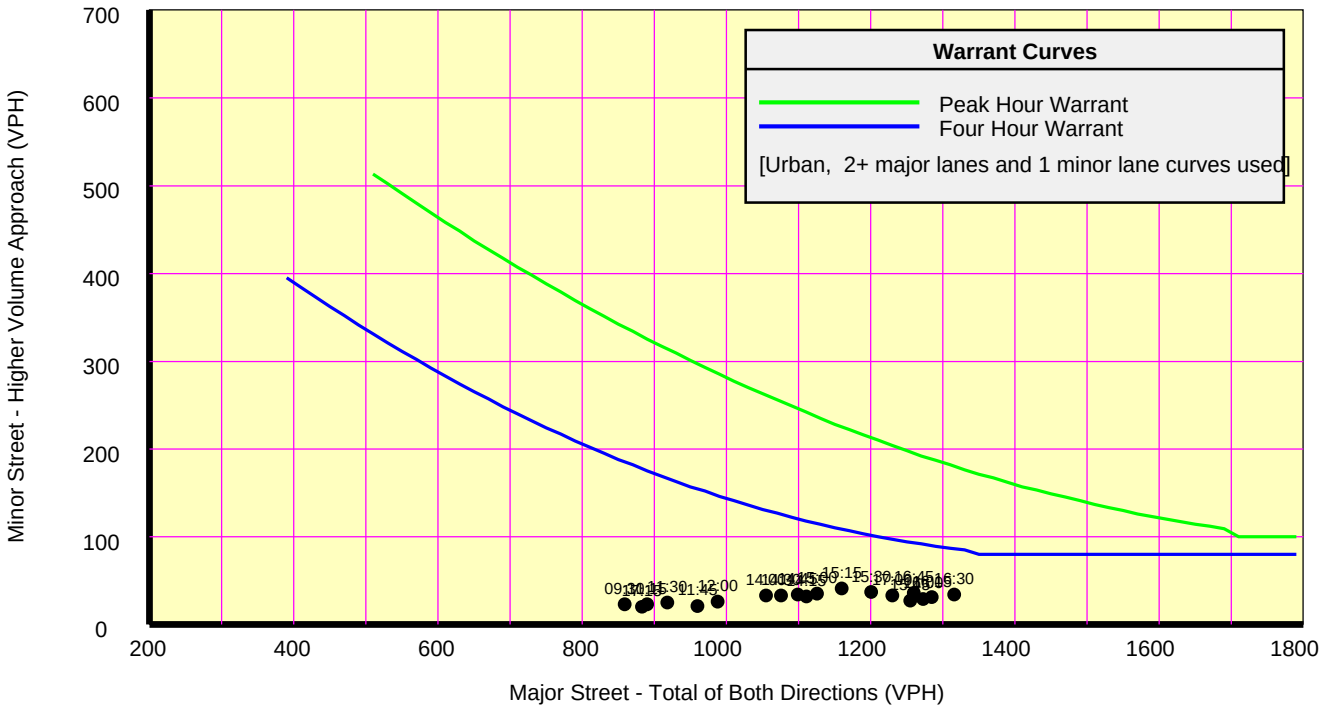
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Study Name : **07-Cleveland Rd (US 6) & Harbour Pkwy**
Study Date : **07/13/18**
Page No. : **2**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150
16:30	1,316	34	SB	Yes	No
16:15	1,285	31	SB	Yes	No
16:00	1,273	29	SB	Yes	No
16:45	1,260	36	SB	Yes	No
15:45	1,255	27	SB	Yes	No
17:00	1,230	33	SB	Yes	No
15:30	1,201	37	SB	Yes	No
15:15	1,160	41	SB	Yes	No
15:00	1,126	35	SB	Yes	No
14:15	1,111	32	SB	Yes	No
14:45	1,099	34	SB	Yes	No
14:30	1,076	33	SB	Yes	No
14:00	1,055	33	SB	Yes	No
12:00	988	26	SB	Yes	No
11:45	960	21	SB	Yes	No
11:30	918	25	SB	Yes	No
11:15	890	23	SB	Yes	No
17:15	883	20	SB	Yes	No
09:30	859	23	SB	Yes	No
11:00	851	24	SB	Yes	No
09:45	840	25	SB	Yes	No
10:45	833	26	SB	Yes	No
09:15	832	20	SB	Yes	No
10:30	809	23	SB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75
16:30	1,316	34	SB	Yes	No
16:15	1,285	31	SB	Yes	No
16:00	1,273	29	SB	Yes	No
16:45	1,260	36	SB	Yes	No
15:45	1,255	27	SB	Yes	No
17:00	1,230	33	SB	Yes	No
15:30	1,201	37	SB	Yes	No
15:15	1,160	41	SB	Yes	No
15:00	1,126	35	SB	Yes	No
14:15	1,111	32	SB	Yes	No
14:45	1,099	34	SB	Yes	No
14:30	1,076	33	SB	Yes	No
14:00	1,055	33	SB	Yes	No
12:00	988	26	SB	Yes	No
11:45	960	21	SB	Yes	No
11:30	918	25	SB	Yes	No
11:15	890	23	SB	No	No
17:15	883	20	SB	No	No
09:30	859	23	SB	No	No
11:00	851	24	SB	No	No
09:45	840	25	SB	No	No
10:45	833	26	SB	No	No
09:15	832	20	SB	No	No
10:30	809	23	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:30	1,316	34	SB	No	No
16:15	1,285	31	SB	No	No
16:00	1,273	29	SB	No	No
16:45	1,260	36	SB	No	No
15:45	1,255	27	SB	No	No
17:00	1,230	33	SB	No	No
15:30	1,201	37	SB	No	No
15:15	1,160	41	SB	No	No
15:00	1,126	35	SB	No	No
14:15	1,111	32	SB	No	No
14:45	1,099	34	SB	No	No
14:30	1,076	33	SB	No	No
14:00	1,055	33	SB	No	No
12:00	988	26	SB	No	No
11:45	960	21	SB	No	No
11:30	918	25	SB	No	No
11:15	890	23	SB	No	No
17:15	883	20	SB	No	No
09:30	859	23	SB	No	No
11:00	851	24	SB	No	No
09:45	840	25	SB	No	No
10:45	833	26	SB	No	No
09:15	832	20	SB	No	No
10:30	809	23	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **4,079**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **4,033**

Minor Street Approaches

Northbound: **Private Drive**
Number of Lanes: **1**
Total Approach Volume: **9**

Southbound: **Harbour Parkway**
Number of Lanes: **1**
Total Approach Volume: **223**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

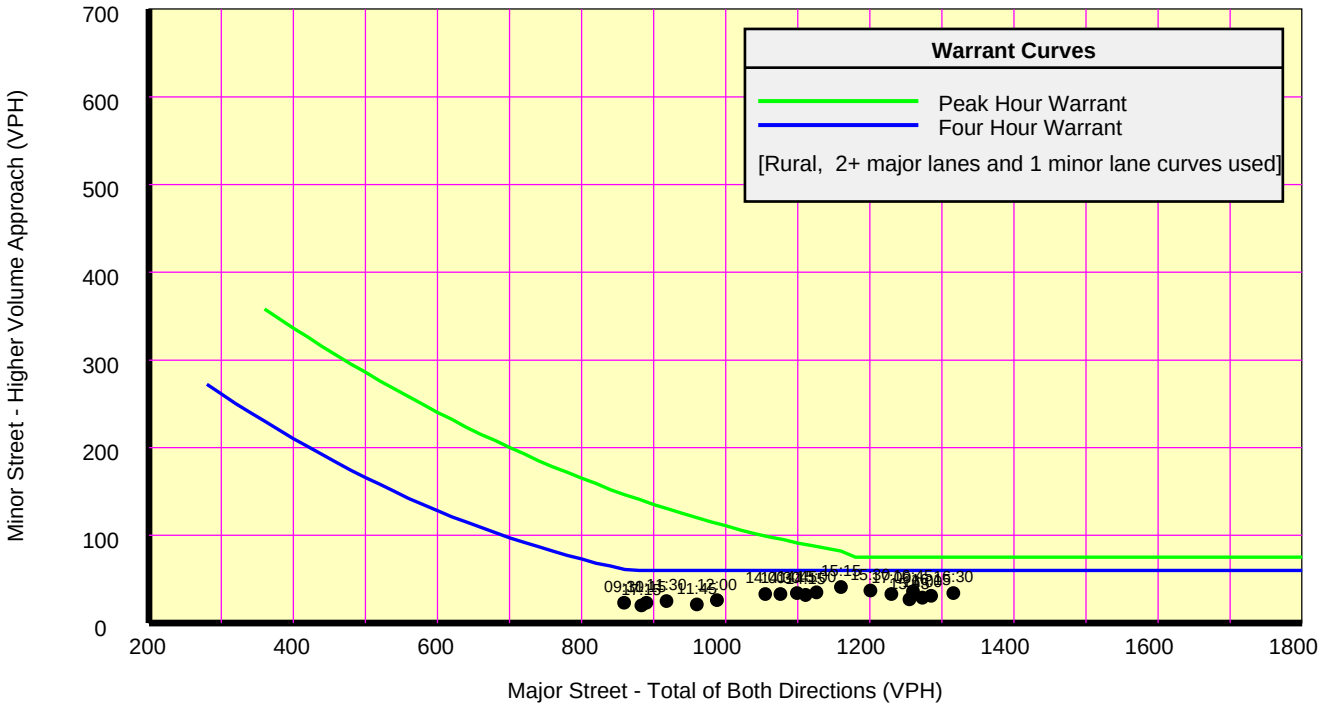
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
16:30	1,316	34	SB	Yes	No
16:15	1,285	31	SB	Yes	No
16:00	1,273	29	SB	Yes	No
16:45	1,260	36	SB	Yes	No
15:45	1,255	27	SB	Yes	No
17:00	1,230	33	SB	Yes	No
15:30	1,201	37	SB	Yes	No
15:15	1,160	41	SB	Yes	No
15:00	1,126	35	SB	Yes	No
14:15	1,111	32	SB	Yes	No
14:45	1,099	34	SB	Yes	No
14:30	1,076	33	SB	Yes	No
14:00	1,055	33	SB	Yes	No
12:00	988	26	SB	Yes	No
11:45	960	21	SB	Yes	No
11:30	918	25	SB	Yes	No
11:15	890	23	SB	Yes	No
17:15	883	20	SB	Yes	No
09:30	859	23	SB	Yes	No
11:00	851	24	SB	Yes	No
09:45	840	25	SB	Yes	No
10:45	833	26	SB	Yes	No
09:15	832	20	SB	Yes	No
10:30	809	23	SB	Yes	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 53
16:30	1,316	34	SB	Yes	No
16:15	1,285	31	SB	Yes	No
16:00	1,273	29	SB	Yes	No
16:45	1,260	36	SB	Yes	No
15:45	1,255	27	SB	Yes	No
17:00	1,230	33	SB	Yes	No
15:30	1,201	37	SB	Yes	No
15:15	1,160	41	SB	Yes	No
15:00	1,126	35	SB	Yes	No
14:15	1,111	32	SB	Yes	No
14:45	1,099	34	SB	Yes	No
14:30	1,076	33	SB	Yes	No
14:00	1,055	33	SB	Yes	No
12:00	988	26	SB	Yes	No
11:45	960	21	SB	Yes	No
11:30	918	25	SB	Yes	No
11:15	890	23	SB	Yes	No
17:15	883	20	SB	Yes	No
09:30	859	23	SB	Yes	No
11:00	851	24	SB	Yes	No
09:45	840	25	SB	Yes	No
10:45	833	26	SB	Yes	No
09:15	832	20	SB	Yes	No
10:30	809	23	SB	Yes	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:30	1,316	34	SB	No	No
16:15	1,285	31	SB	No	No
16:00	1,273	29	SB	No	No
16:45	1,260	36	SB	No	No
15:45	1,255	27	SB	No	No
17:00	1,230	33	SB	No	No
15:30	1,201	37	SB	No	No
15:15	1,160	41	SB	No	No
15:00	1,126	35	SB	No	No
14:15	1,111	32	SB	No	No
14:45	1,099	34	SB	No	No
14:30	1,076	33	SB	No	No
14:00	1,055	33	SB	No	No
12:00	988	26	SB	No	No
11:45	960	21	SB	No	No
11:30	918	25	SB	No	No
11:15	890	23	SB	No	No
17:15	883	20	SB	No	No
09:30	859	23	SB	No	No
11:00	851	24	SB	No	No
09:45	840	25	SB	No	No
10:45	833	26	SB	No	No
09:15	832	20	SB	No	No
10:30	809	23	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **08-Cleveland Rd (US 6) & Remington Ave**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **3,923**

Westbound: **US 6 (Cleveland Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **3,472**

Minor Street Approaches

Northbound: **Remington Avenue**
Number of Lanes: **1**
Total Approach Volume: **1,717**

Southbound: **Remington Avenue**
Number of Lanes: **1**
Total Approach Volume: **536**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 7 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 7 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Satisfied**
Required 1A volumes reached for 8 hours, 8 are needed
Required 1B volumes reached for 8 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (29) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

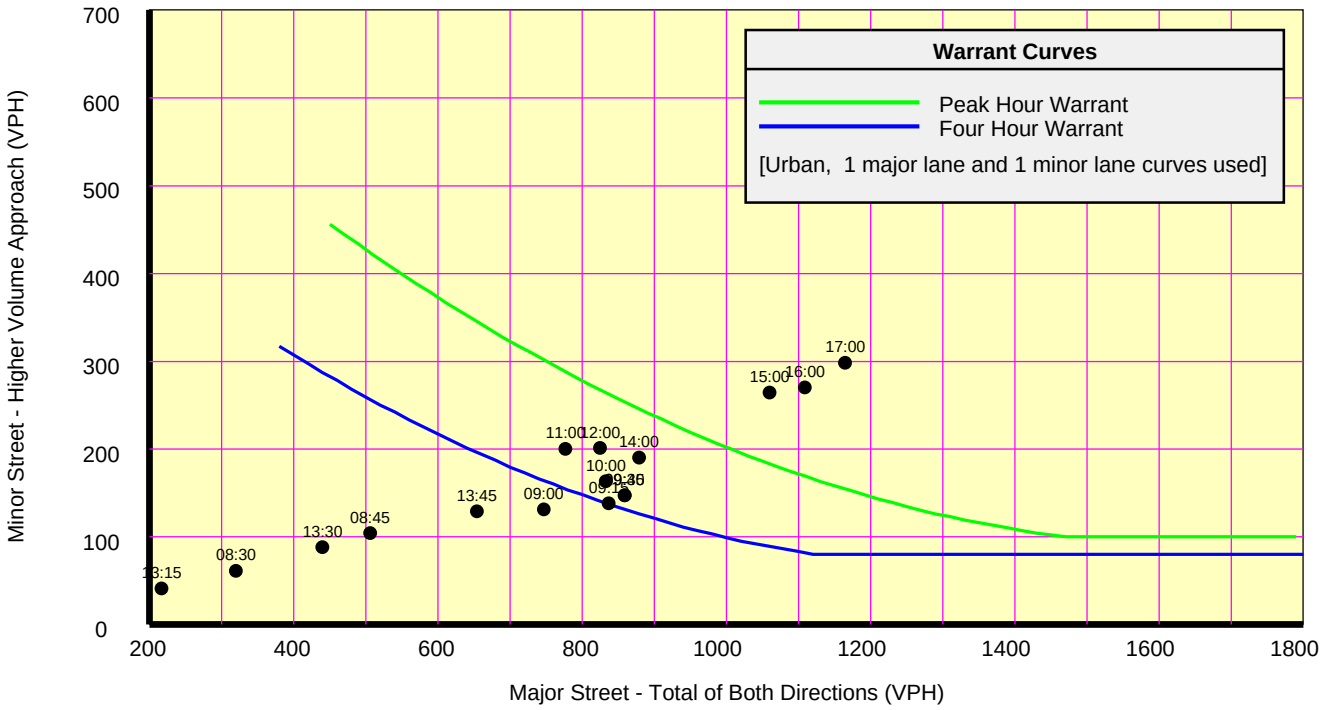
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **08-Cleveland Rd (US 6) & Remington Ave**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 500	Min 150
17:00	1,165	298	NB	Yes	Yes
16:00	1,109	270	NB	Yes	Yes
15:00	1,060	264	NB	Yes	Yes
14:00	879	190	NB	Yes	Yes
10:00	833	163	NB	Yes	Yes
12:00	825	201	NB	Yes	Yes
11:00	777	200	NB	Yes	Yes
09:45	859	147	NB	Yes	No
09:30	859	147	NB	Yes	No
09:15	837	138	NB	Yes	No
09:00	747	131	NB	Yes	No
13:45	654	129	NB	Yes	No
08:45	506	104	NB	Yes	No
13:30	440	88	NB	No	No
08:30	320	61	NB	No	No
13:15	217	41	NB	No	No
08:15	144	33	NB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 750	Min 75
17:00	1,165	298	NB	Yes	Yes
16:00	1,109	270	NB	Yes	Yes
15:00	1,060	264	NB	Yes	Yes
14:00	879	190	NB	Yes	Yes
09:15	837	138	NB	Yes	Yes
11:15	804	224	NB	Yes	Yes
10:15	780	163	NB	Yes	Yes
09:00	747	131	NB	No	Yes
13:45	654	129	NB	No	Yes
12:15	617	137	NB	No	Yes
08:45	506	104	NB	No	Yes
13:30	440	88	NB	No	Yes
12:30	417	93	NB	No	Yes
08:30	320	61	NB	No	No
13:15	217	41	NB	No	No
12:45	213	43	NB	No	No
08:15	144	33	NB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:45	1,190	304	NB	Yes	Yes
15:45	1,098	258	NB	Yes	Yes
14:45	1,015	253	NB	Yes	Yes
10:00	833	163	NB	Yes	Yes
12:00	825	201	NB	Yes	Yes
11:00	777	200	NB	Yes	Yes
09:00	747	131	NB	Yes	Yes
13:45	654	129	NB	Yes	Yes
08:45	506	104	NB	No	No
13:30	440	88	NB	No	No
08:30	320	61	NB	No	No
17:45	256	78	NB	No	No
13:15	217	41	NB	No	No
08:15	144	33	NB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No
20:15	0	0	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **09-Cleveland Rd (US 6) & Rye Beach Rd**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Rd)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **5,040**

Westbound: **US 6 (Cleveland Rd)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,437**

Minor Street Approaches

Northbound: **Rye Beach Rd**
Number of Lanes: **2**
Total Approach Volume: **4,888**

Southbound: **Rye Beach Rd**
Number of Lanes: **1**
Total Approach Volume: **220**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Satisfied**
Required volumes reached for 9 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Satisfied**
Required 1A volumes reached for 8 hours, 8 are needed
Required 1B volumes reached for 8 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (9) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (31) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

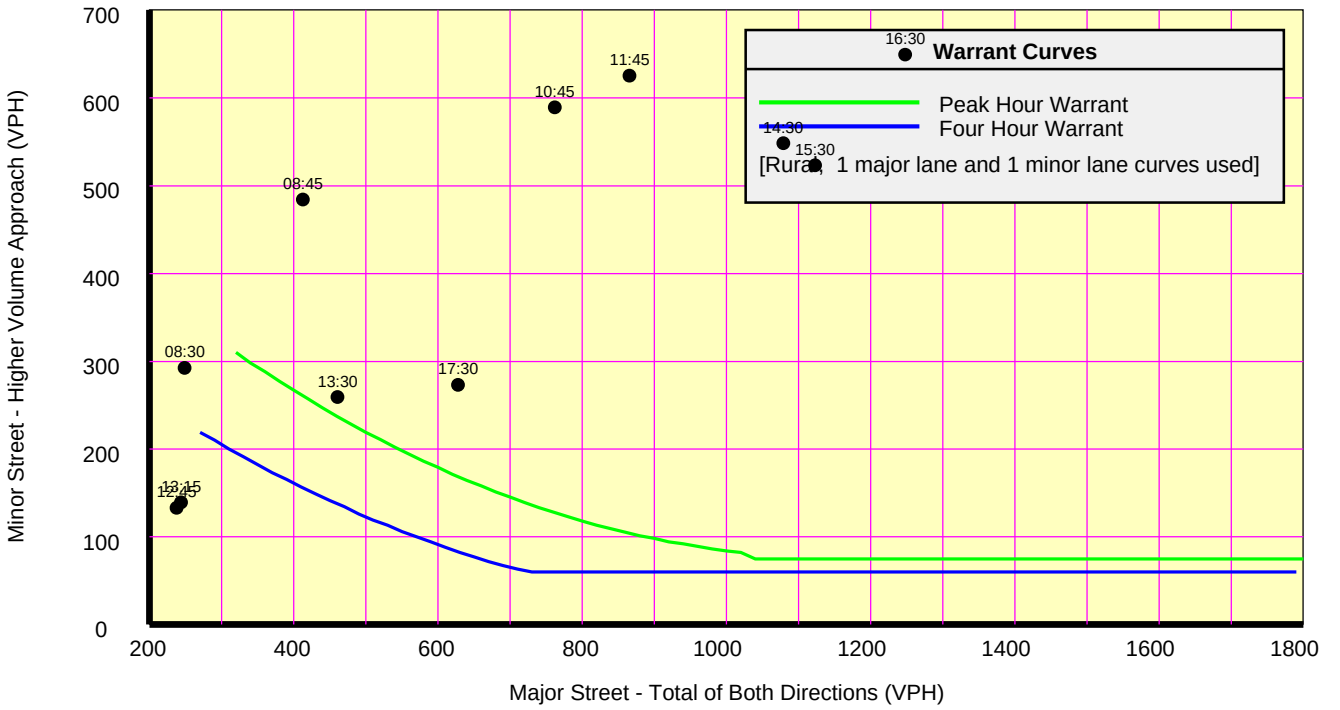
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **09-Cleveland Rd (US 6) & Rye Beach Rd**
Study Date : **07/13/18**
Page No. : **2**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105
16:30	1,248	649	NB	Yes	Yes
15:30	1,123	523	NB	Yes	Yes
14:30	1,079	548	NB	Yes	Yes
11:45	866	625	NB	Yes	Yes
10:45	762	589	NB	Yes	Yes
09:45	659	805	NB	Yes	Yes
17:30	628	273	NB	Yes	Yes
13:30	461	259	NB	Yes	Yes
08:45	413	484	NB	Yes	Yes
08:30	249	292	NB	No	Yes
13:15	244	139	NB	No	Yes
12:45	238	133	NB	No	Yes
08:15	116	131	NB	No	Yes
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No
20:15	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 52
16:45	1,277	658	NB	Yes	Yes
15:45	1,156	526	NB	Yes	Yes
14:45	1,102	543	NB	Yes	Yes
12:00	904	583	NB	Yes	Yes
11:00	768	592	NB	Yes	Yes
13:45	715	388	NB	Yes	Yes
10:00	695	765	NB	Yes	Yes
09:00	571	696	NB	Yes	Yes
13:30	461	259	NB	No	Yes
08:45	413	484	NB	No	Yes
17:45	289	137	NB	No	Yes
08:30	249	292	NB	No	Yes
13:15	244	139	NB	No	Yes
08:15	116	131	NB	No	Yes
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No
20:30	0	0	SB	No	No
20:15	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:30	1,248	649	NB	Yes	Yes
15:30	1,123	523	NB	Yes	Yes
14:30	1,079	548	NB	Yes	Yes
12:00	904	583	NB	-	Yes
11:45	866	625	NB	Yes	-
11:00	768	592	NB	-	Yes
10:45	762	589	NB	Yes	-
10:00	695	765	NB	-	Yes
09:45	659	805	NB	Yes	-
17:30	628	273	NB	Yes	Yes
09:00	571	696	NB	-	Yes
13:30	461	259	NB	Yes	Yes
08:45	413	484	NB	Yes	No
08:30	249	292	NB	No	No
13:15	244	139	NB	No	No
12:45	238	133	NB	No	-
08:15	116	131	NB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **10-Rye Beach Rd (US 6) & SR 2 WB Ramps**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: **Rye Beach Road**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **1,996**

Southbound: **Rye Beach Rd**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **4,371**

Minor Street Approaches

Eastbound: **SR 2 WB On Ramp**
Number of Lanes: **1**
Total Approach Volume: **0**

Westbound: **SR 2 WB Off Ramp**
Number of Lanes: **1**
Total Approach Volume: **1,552**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 6 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 8 hours, 8 are needed
Required 1B volumes reached for 7 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (8) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (18) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

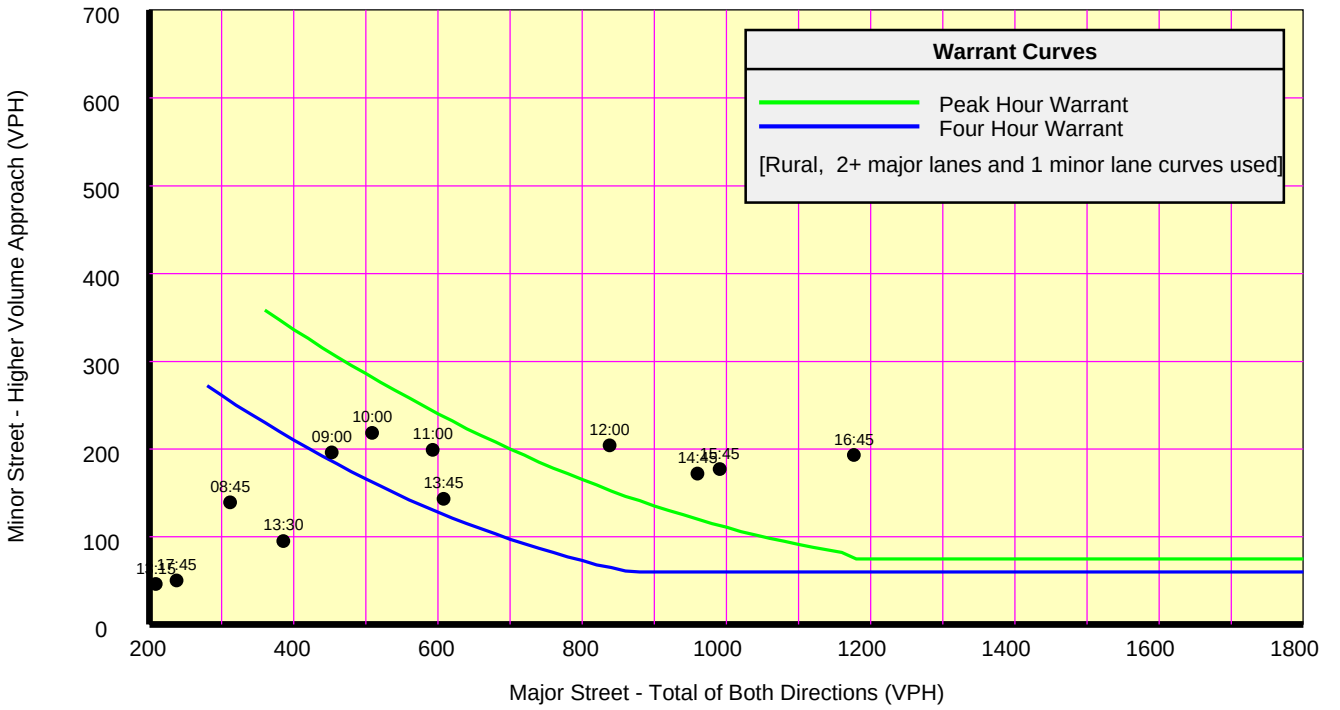
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **10-Rye Beach Rd (US 6) & SR 2 WB Ramps**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
16:45	1,177	193	W	Yes	Yes
15:45	991	177	W	Yes	Yes
14:45	960	172	W	Yes	Yes
12:00	838	204	W	Yes	Yes
13:45	608	143	W	Yes	Yes
11:00	593	199	W	Yes	Yes
10:00	509	218	W	Yes	Yes
09:00	453	196	W	Yes	Yes
13:30	386	95	W	No	No
08:45	312	139	W	No	Yes
17:45	238	50	W	No	No
13:15	209	46	W	No	No
08:30	192	85	W	No	No
08:15	104	34	W	No	No
22:45	0	0	W	No	No
22:30	0	0	W	No	No
22:15	0	0	W	No	No
22:00	0	0	W	No	No
21:45	0	0	W	No	No
21:30	0	0	W	No	No
21:15	0	0	W	No	No
21:00	0	0	W	No	No
20:45	0	0	W	No	No
20:30	0	0	W	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 53
17:00	1,149	199	W	Yes	Yes
16:00	1,041	175	W	Yes	Yes
15:00	952	169	W	Yes	Yes
14:00	832	192	W	Yes	Yes
11:15	654	211	W	Yes	Yes
12:15	630	153	W	Yes	Yes
13:45	608	143	W	No	Yes
11:00	593	199	W	No	Yes
10:45	559	191	W	No	Yes
10:30	532	200	W	No	Yes
10:15	532	207	W	No	Yes
09:45	528	223	W	No	Yes
09:30	518	214	W	No	Yes
10:00	509	218	W	No	Yes
09:15	473	212	W	No	Yes
09:00	453	196	W	No	Yes
13:30	386	95	W	No	Yes
08:45	312	139	W	No	Yes
13:15	209	46	W	No	No
08:30	192	85	W	No	Yes
08:15	104	34	W	No	No
22:45	0	0	W	No	No
22:30	0	0	W	No	No
22:15	0	0	W	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:30	1,179	186	W	Yes	-
16:45	1,177	193	W	-	Yes
15:45	991	177	W	-	Yes
14:45	960	172	W	-	Yes
14:30	947	181	W	Yes	-
15:30	937	179	W	Yes	-
12:00	838	204	W	Yes	-
11:30	735	210	W	-	Yes
13:45	608	143	W	-	Yes
11:00	593	199	W	Yes	-
10:30	532	200	W	-	Yes
17:30	525	94	W	Yes	-
09:30	518	214	W	-	Yes
10:00	509	218	W	Yes	-
09:00	453	196	W	Yes	No
13:30	386	95	W	Yes	No
09:15	473	212	W	-	No
12:30	416	108	W	-	No
08:45	312	139	W	No	No
17:45	238	50	W	-	No
13:15	209	46	W	No	No
12:45	200	53	W	-	No
08:30	192	85	W	No	No
08:15	104	34	W	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **11-Rye Beach Rd (US 6) & SR 2 EB Ramps**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: **Rye Beach Road**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **1,983**

Southbound: **Rye Beach Road**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **4,176**

Minor Street Approaches

Eastbound: **SR 2 EB Off Ramp**
Number of Lanes: **1**
Total Approach Volume: **1,011**

Westbound: **SR 2 EB On Ramp**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 5 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 6 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 7 hours, 8 are needed
Required 1B volumes reached for 7 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (5) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (16) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

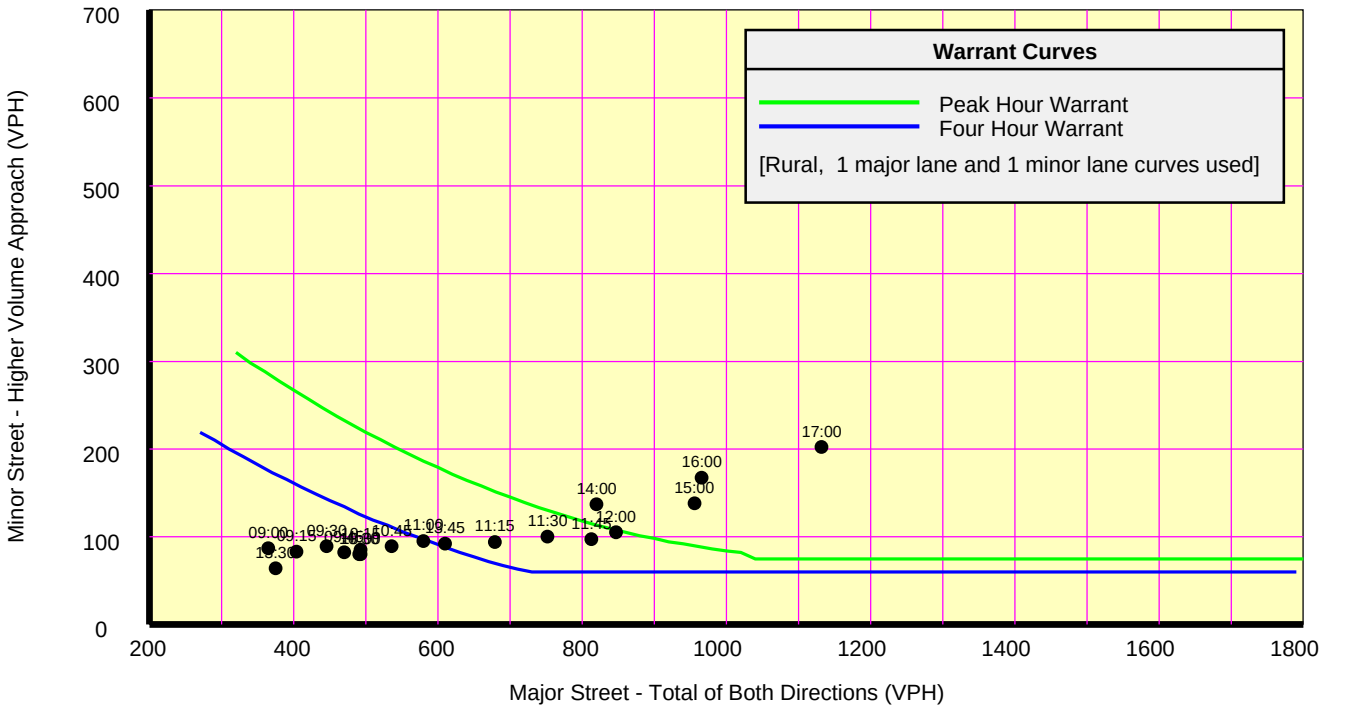
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **11-Rye Beach Rd (US 6) & SR 2 EB Ramps**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105
17:00	1,132	202	EB	Yes	Yes
16:00	966	167	EB	Yes	Yes
15:00	956	138	EB	Yes	Yes
12:00	847	105	EB	Yes	Yes
14:00	820	137	EB	Yes	Yes
11:45	813	97	EB	Yes	No
11:30	752	100	EB	Yes	No
11:15	679	94	EB	Yes	No
13:45	610	92	EB	Yes	No
11:00	580	95	EB	Yes	No
10:45	536	89	EB	Yes	No
10:15	493	85	EB	Yes	No
10:00	493	80	EB	Yes	No
10:30	491	80	EB	Yes	No
09:45	470	82	EB	Yes	No
09:30	446	89	EB	Yes	No
09:15	404	83	EB	Yes	No
13:30	375	64	EB	Yes	No
09:00	365	87	EB	Yes	No
08:45	263	66	EB	No	No
13:15	178	32	EB	No	No
08:30	167	44	EB	No	No
08:15	82	24	EB	No	No
22:45	0	0	W	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 53
16:45	1,114	211	EB	Yes	Yes
15:45	967	155	EB	Yes	Yes
14:45	936	149	EB	Yes	Yes
11:45	813	97	EB	Yes	Yes
13:45	610	92	EB	Yes	Yes
10:45	536	89	EB	Yes	Yes
10:15	493	85	EB	No	Yes
10:00	493	80	EB	No	Yes
10:30	491	80	EB	No	Yes
09:45	470	82	EB	No	Yes
09:30	446	89	EB	No	Yes
09:15	404	83	EB	No	Yes
13:30	375	64	EB	No	Yes
09:00	365	87	EB	No	Yes
08:45	263	66	EB	No	Yes
17:45	247	37	EB	No	No
12:45	203	33	EB	No	No
13:15	178	32	EB	No	No
08:30	167	44	EB	No	No
08:15	82	24	EB	No	No
22:45	0	0	W	No	No
22:30	0	0	W	No	No
22:15	0	0	W	No	No
22:00	0	0	W	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:45	1,114	211	EB	Yes	Yes
15:45	967	155	EB	Yes	Yes
14:45	936	149	EB	Yes	Yes
11:30	752	100	EB	-	Yes
11:15	679	94	EB	Yes	-
13:45	610	92	EB	Yes	Yes
10:15	493	85	EB	Yes	-
10:30	491	80	EB	-	Yes
09:30	446	89	EB	-	Yes
12:30	429	54	EB	No	Yes
09:00	365	87	EB	Yes	No
12:15	627	81	EB	No	-
10:00	493	80	EB	No	-
09:15	404	83	EB	-	No
13:30	375	64	EB	No	No
08:45	263	66	EB	No	No
17:45	247	37	EB	No	No
12:45	203	33	EB	No	-
13:15	178	32	EB	No	-
08:30	167	44	EB	No	No
08:15	82	24	EB	No	No
22:30	0	0	W	No	No
22:15	0	0	W	No	No
22:00	0	0	W	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **12-Milan Rd (US 250) & Sycamore Line**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 250 (Milan Road)**
Number of Lanes: **1**
85% Speed < 40 MPH.
Total Approach Volume: **1,191**

Westbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,015**

Minor Street Approaches

Northbound: **Sycamore Line**
Number of Lanes: **1**
Total Approach Volume: **736**

Southbound: **Sycamore Line**
Number of Lanes: **2**
Total Approach Volume: **2,239**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume .....**Not Satisfied**
Required volumes reached for 2 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic .....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants .....**Not Satisfied**
Required 1A volumes reached for 6 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay .....**Satisfied**
Number of hours (20) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes .....**Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

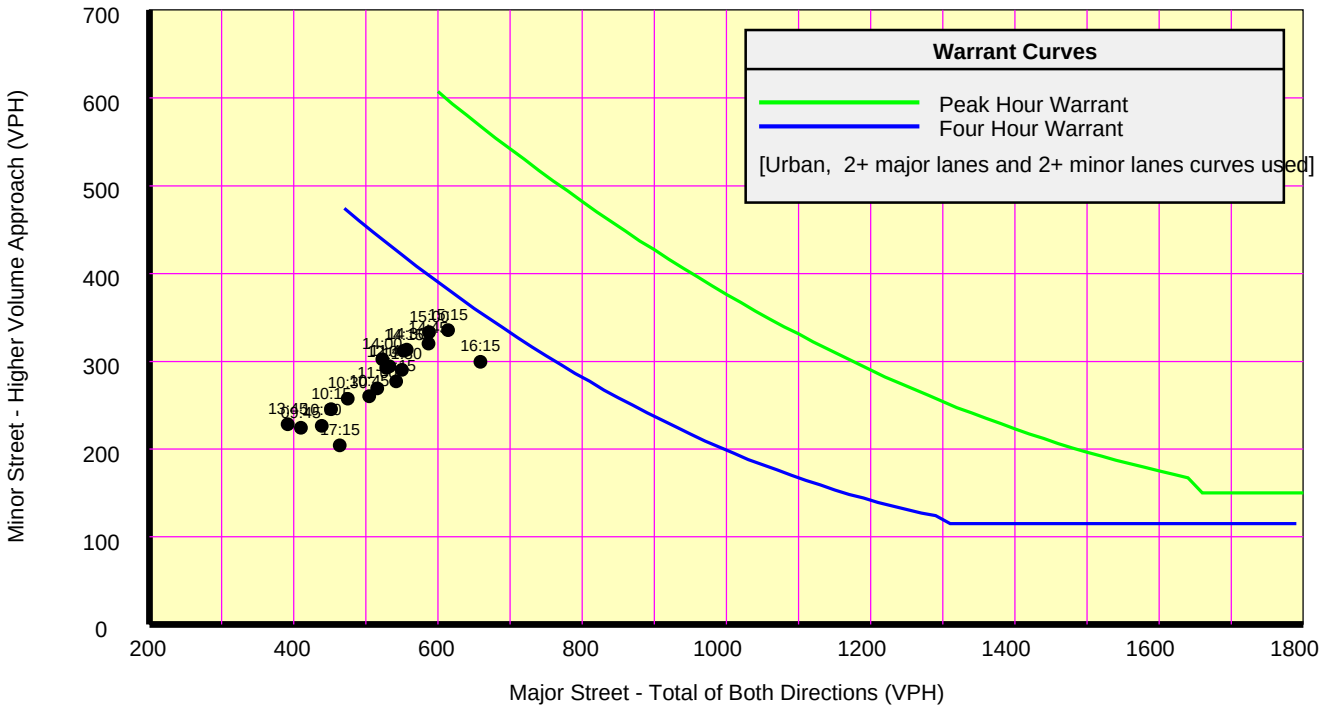
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **12-Milan Rd (US 250) & Sycamore Line**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume | **War 1B-Interruption of Traffic** | **War 1C-Combination of Warrants**

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150	Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75	Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:15	659	299	SB	Yes	Yes	16:15	659	299	SB	No	Yes	16:00	650	304	SB	Yes	No
15:15	614	335	SB	Yes	Yes	16:30	658	309	SB	No	Yes	17:00	641	292	SB	Yes	No
15:00	588	333	SB	No	Yes	16:45	650	284	SB	No	Yes	15:00	588	333	SB	Yes	No
14:45	587	320	SB	No	Yes	16:00	650	304	SB	No	Yes	11:45	533	294	SB	Yes	No
14:30	557	313	SB	No	Yes	17:00	641	292	SB	No	Yes	14:00	523	302	SB	Yes	No
14:15	553	312	SB	No	Yes	15:45	633	326	SB	No	Yes	10:45	505	260	SB	Yes	No
11:30	550	290	SB	No	Yes	15:30	631	320	SB	No	Yes	16:15	659	299	SB	-	No
11:15	542	277	SB	No	Yes	15:15	614	335	SB	No	Yes	16:30	658	309	SB	-	No
11:45	533	294	SB	No	Yes	15:00	588	333	SB	No	Yes	16:45	650	284	SB	-	No
12:00	529	292	SB	No	Yes	14:45	587	320	SB	No	Yes	15:45	633	326	SB	-	No
14:00	523	302	SB	No	Yes	14:30	557	313	SB	No	Yes	15:30	631	320	SB	-	No
11:00	516	269	SB	No	Yes	14:15	553	312	SB	No	Yes	15:15	614	335	SB	-	No
10:45	505	260	SB	No	Yes	11:30	550	290	SB	No	Yes	14:45	587	320	SB	-	No
10:30	475	257	SB	No	Yes	11:15	542	277	SB	No	Yes	14:30	557	313	SB	-	No
17:15	464	204	SB	No	Yes	11:45	533	294	SB	No	Yes	14:15	553	312	SB	-	No
10:15	452	245	SB	No	Yes	12:00	529	292	SB	No	Yes	11:30	550	290	SB	-	No
10:00	439	226	SB	No	Yes	14:00	523	302	SB	No	Yes	11:15	542	277	SB	-	No
09:45	410	224	SB	No	Yes	11:00	516	269	SB	No	Yes	12:00	529	292	SB	-	No
13:45	392	228	SB	No	Yes	10:45	505	260	SB	No	Yes	11:00	516	269	SB	-	No
12:15	389	217	SB	No	Yes	10:30	475	257	SB	No	Yes	10:30	475	257	SB	No	No
09:30	377	216	SB	No	Yes	17:15	464	204	SB	No	Yes	17:15	464	204	SB	-	No
09:15	351	215	SB	No	Yes	10:15	452	245	SB	No	Yes	10:15	452	245	SB	No	No
09:00	320	221	SB	No	Yes	10:00	439	226	SB	No	Yes	10:00	439	226	SB	No	No
17:30	297	133	SB	No	No	09:45	410	224	SB	No	Yes	09:45	410	224	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **12-Milan Rd (US 250) & Sycamore Line**
Study Date : **07/13/18**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **1,191**

Westbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **3,015**

Minor Street Approaches

Northbound: **Sycamore Line**
Number of Lanes: **1**
Total Approach Volume: **736**

Southbound: **Sycamore Line**
Number of Lanes: **2**
Total Approach Volume: **2,239**

Warrant Summary **(Urban values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 2 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 6 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (20) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

Warrant 7 - Crash Experience ..... **Not Evaluated**

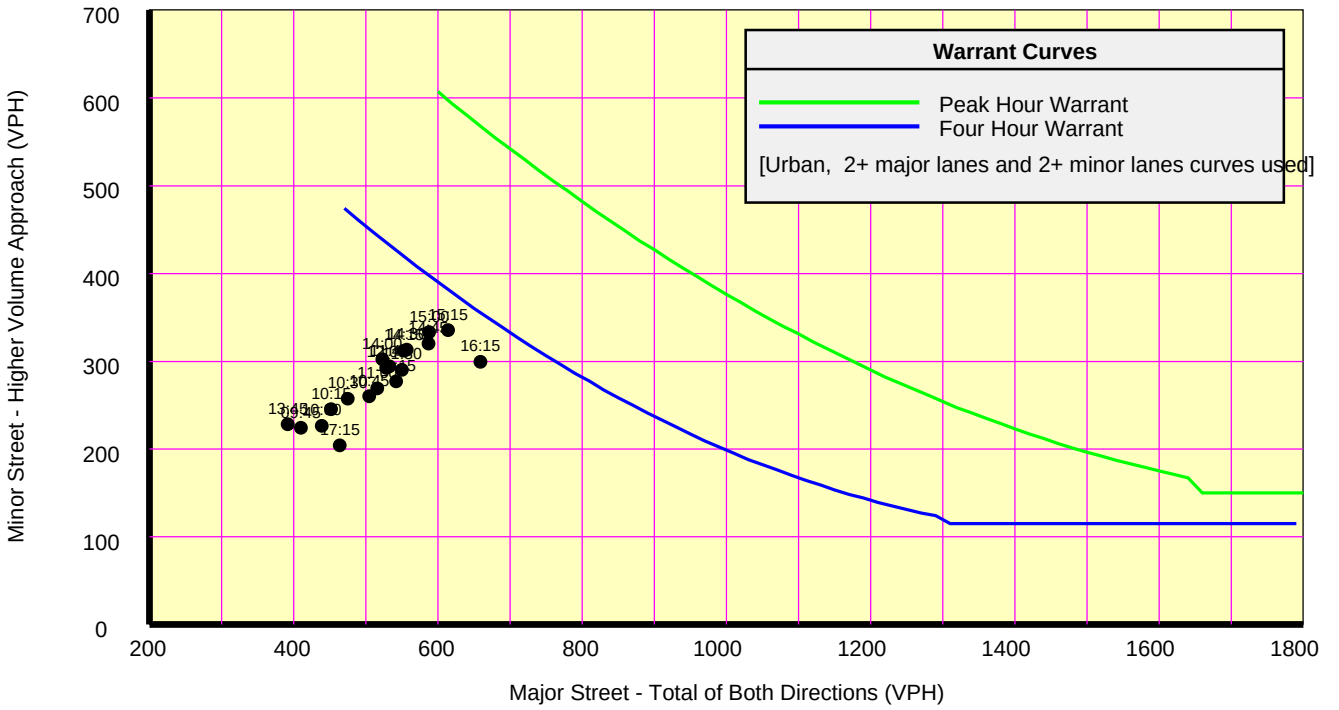
Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225, Columbus, OH 43215
Ph: (614)-433-7800

Study Name : **12-Milan Rd (US 250) & Sycamore Line**
Study Date : **07/13/18**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume | **War 1B-Interruption of Traffic** | **War 1C-Combination of Warrants**

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 600	Min 150	Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 900	Min 75	Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:15	659	299	SB	Yes	Yes	16:15	659	299	SB	No	Yes	16:00	650	304	SB	Yes	No
15:15	614	335	SB	Yes	Yes	16:30	658	309	SB	No	Yes	17:00	641	292	SB	Yes	No
15:00	588	333	SB	No	Yes	16:45	650	284	SB	No	Yes	15:00	588	333	SB	Yes	No
14:45	587	320	SB	No	Yes	16:00	650	304	SB	No	Yes	11:45	533	294	SB	Yes	No
14:30	557	313	SB	No	Yes	17:00	641	292	SB	No	Yes	14:00	523	302	SB	Yes	No
14:15	553	312	SB	No	Yes	15:45	633	326	SB	No	Yes	10:45	505	260	SB	Yes	No
11:30	550	290	SB	No	Yes	15:30	631	320	SB	No	Yes	16:15	659	299	SB	-	No
11:15	542	277	SB	No	Yes	15:15	614	335	SB	No	Yes	16:30	658	309	SB	-	No
11:45	533	294	SB	No	Yes	15:00	588	333	SB	No	Yes	16:45	650	284	SB	-	No
12:00	529	292	SB	No	Yes	14:45	587	320	SB	No	Yes	15:45	633	326	SB	-	No
14:00	523	302	SB	No	Yes	14:30	557	313	SB	No	Yes	15:30	631	320	SB	-	No
11:00	516	269	SB	No	Yes	14:15	553	312	SB	No	Yes	15:15	614	335	SB	-	No
10:45	505	260	SB	No	Yes	11:30	550	290	SB	No	Yes	14:45	587	320	SB	-	No
10:30	475	257	SB	No	Yes	11:15	542	277	SB	No	Yes	14:30	557	313	SB	-	No
17:15	464	204	SB	No	Yes	11:45	533	294	SB	No	Yes	14:15	553	312	SB	-	No
10:15	452	245	SB	No	Yes	12:00	529	292	SB	No	Yes	11:30	550	290	SB	-	No
10:00	439	226	SB	No	Yes	14:00	523	302	SB	No	Yes	11:15	542	277	SB	-	No
09:45	410	224	SB	No	Yes	11:00	516	269	SB	No	Yes	12:00	529	292	SB	-	No
13:45	392	228	SB	No	Yes	10:45	505	260	SB	No	Yes	11:00	516	269	SB	-	No
12:15	389	217	SB	No	Yes	10:30	475	257	SB	No	Yes	10:30	475	257	SB	No	No
09:30	377	216	SB	No	Yes	17:15	464	204	SB	No	Yes	17:15	464	204	SB	-	No
09:15	351	215	SB	No	Yes	10:15	452	245	SB	No	Yes	10:15	452	245	SB	No	No
09:00	320	221	SB	No	Yes	10:00	439	226	SB	No	Yes	10:00	439	226	SB	No	No
17:30	297	133	SB	No	No	09:45	410	224	SB	No	Yes	09:45	410	224	SB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 250 (Milan Road)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **1,191**

Westbound: **US 250 (Milan Road)**
Number of Lanes: **2**
85% Speed > 40 MPH.
Total Approach Volume: **3,015**

Minor Street Approaches

Northbound: **Sycamore Line**
Number of Lanes: **1**
Total Approach Volume: **736**

Southbound: **Sycamore Line**
Number of Lanes: **2**
Total Approach Volume: **2,239**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 7 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 2 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 7 hours, 8 are needed
Required 1B volumes reached for 6 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (6) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (20) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

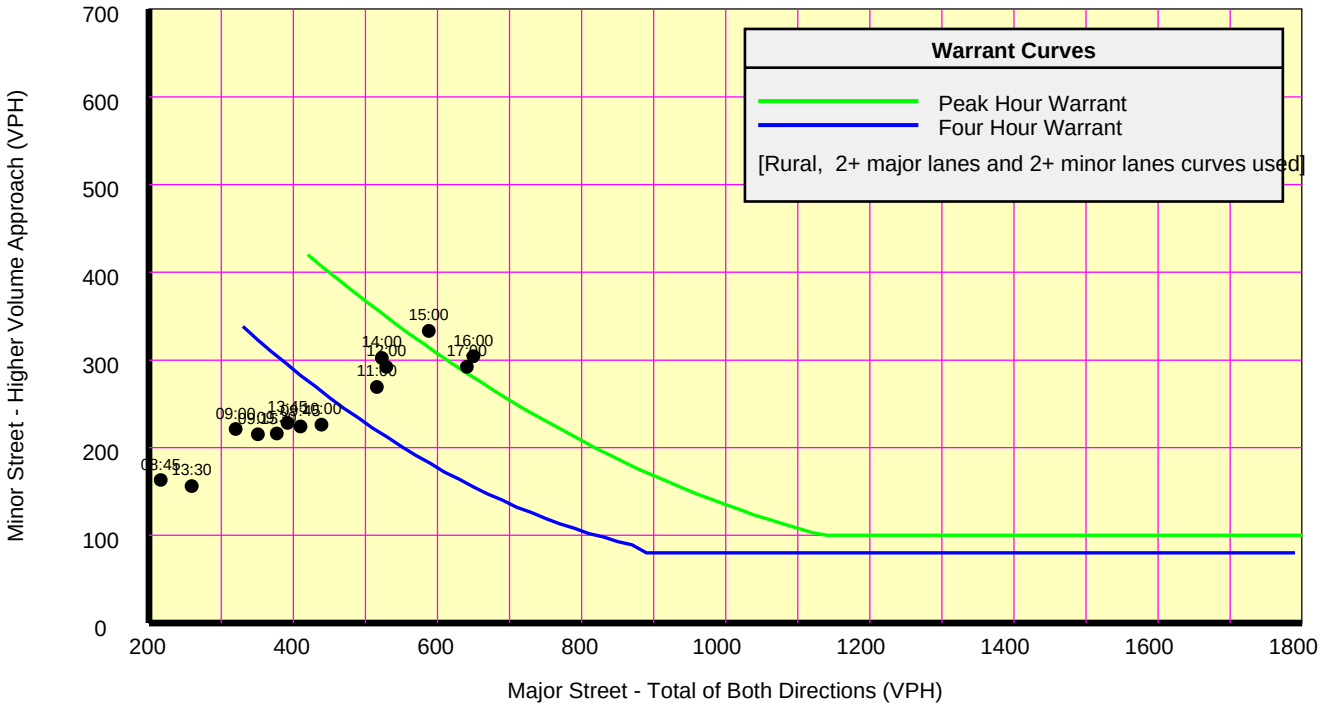
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 420	Min 105
16:00	650	304	SB	Yes	Yes
17:00	641	292	SB	Yes	Yes
15:00	588	333	SB	Yes	Yes
12:00	529	292	SB	Yes	Yes
14:00	523	302	SB	Yes	Yes
11:00	516	269	SB	Yes	Yes
10:00	439	226	SB	Yes	Yes
09:45	410	224	SB	No	Yes
13:45	392	228	SB	No	Yes
09:30	377	216	SB	No	Yes
09:15	351	215	SB	No	Yes
09:00	320	221	SB	No	Yes
13:30	259	156	SB	No	Yes
08:45	216	163	SB	No	Yes
08:30	141	103	SB	No	No
13:15	112	81	SB	No	No
08:15	70	54	SB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 630	Min 52
16:30	658	309	SB	Yes	Yes
15:30	631	320	SB	Yes	Yes
15:15	614	335	SB	No	Yes
15:00	588	333	SB	No	Yes
14:45	587	320	SB	No	Yes
14:30	557	313	SB	No	Yes
14:15	553	312	SB	No	Yes
11:30	550	290	SB	No	Yes
11:15	542	277	SB	No	Yes
11:45	533	294	SB	No	Yes
12:00	529	292	SB	No	Yes
14:00	523	302	SB	No	Yes
11:00	516	269	SB	No	Yes
10:45	505	260	SB	No	Yes
10:30	475	257	SB	No	Yes
10:15	452	245	SB	No	Yes
10:00	439	226	SB	No	Yes
09:45	410	224	SB	No	Yes
09:30	377	216	SB	No	Yes
09:00	320	221	SB	No	Yes
13:30	259	156	SB	No	Yes
08:45	216	163	SB	No	Yes
08:30	141	103	SB	No	Yes
08:15	70	54	SB	No	Yes
22:45	0	0	SB	No	Yes
22:30	0	0	SB	No	Yes
22:15	0	0	SB	No	Yes
22:00	0	0	SB	No	Yes
21:45	0	0	SB	No	Yes
21:30	0	0	SB	No	Yes
21:15	0	0	SB	No	Yes
17:30	297	133	SB	No	Yes

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:45	650	284	SB	Yes	-
16:00	650	304	SB	-	Yes
17:00	641	292	SB	-	Yes
15:45	633	326	SB	Yes	-
15:00	588	333	SB	-	Yes
14:45	587	320	SB	Yes	-
11:15	542	277	SB	Yes	-
11:45	533	294	SB	-	Yes
14:00	523	302	SB	-	Yes
10:45	505	260	SB	-	Yes
10:15	452	245	SB	Yes	No
13:45	392	228	SB	Yes	No
12:15	389	217	SB	Yes	-
09:15	351	215	SB	Yes	No
10:30	475	257	SB	-	No
10:00	439	226	SB	-	No
09:45	410	224	SB	-	No
09:30	377	216	SB	-	No
09:00	320	221	SB	No	No
13:30	259	156	SB	No	No
08:45	216	163	SB	No	No
08:30	141	103	SB	No	No
17:45	140	73	SB	No	-
12:45	140	67	SB	-	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **Cleveland Rd (US 6)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **3,065**

Westbound: **Cleveland Rd (US 6)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **4,733**

Minor Street Approaches

Northbound: **Perkins Ave**
Number of Lanes: **1**
Total Approach Volume: **777**

Southbound: **Null**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 4 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 5 hours, 8 are needed
Required 1B volumes reached for 8 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (14) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

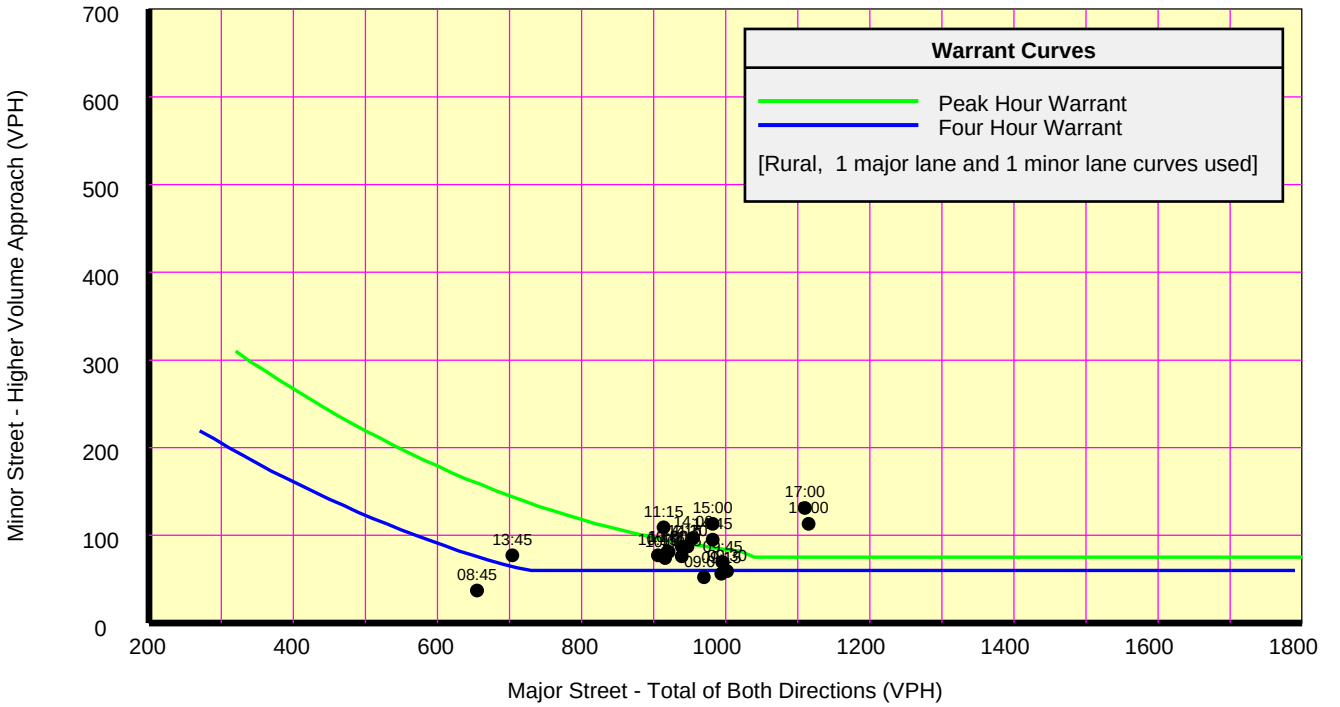
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105
16:00	1,115	113	NB	Yes	Yes
17:00	1,110	131	NB	Yes	Yes
15:00	982	113	NB	Yes	Yes
11:15	914	109	NB	Yes	Yes
09:30	1,002	59	NB	Yes	No
09:45	996	69	NB	Yes	No
09:15	994	56	NB	Yes	No
14:45	982	95	NB	Yes	No
09:00	970	52	NB	Yes	No
14:00	955	97	NB	Yes	No
14:30	947	87	NB	Yes	No
14:15	939	87	NB	Yes	No
10:45	939	76	NB	Yes	No
11:00	921	81	NB	Yes	No
10:30	919	81	NB	Yes	No
10:00	916	74	NB	Yes	No
10:15	906	77	NB	Yes	No
13:45	704	77	NB	Yes	No
08:45	655	37	NB	Yes	No
12:15	597	65	NB	Yes	No
13:30	478	55	NB	Yes	No
08:30	437	28	NB	Yes	No
12:30	400	41	NB	Yes	No
13:15	261	33	NB	No	No

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 53
16:45	1,126	124	NB	Yes	Yes
15:45	1,095	123	NB	Yes	Yes
09:15	994	56	NB	Yes	Yes
14:45	982	95	NB	Yes	Yes
11:15	914	109	NB	Yes	Yes
10:15	906	77	NB	Yes	Yes
13:45	704	77	NB	Yes	Yes
12:15	597	65	NB	Yes	Yes
09:00	970	52	NB	Yes	No
08:45	655	37	NB	Yes	No
13:30	478	55	NB	No	Yes
08:30	437	28	NB	No	No
13:15	261	33	NB	No	No
17:45	255	35	NB	No	No
08:15	225	16	NB	No	No
22:45	0	0	SB	No	No
22:30	0	0	SB	No	No
22:15	0	0	SB	No	No
22:00	0	0	SB	No	No
21:45	0	0	SB	No	No
21:30	0	0	SB	No	No
21:15	0	0	SB	No	No
21:00	0	0	SB	No	No
20:45	0	0	SB	No	No

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
16:30	1,148	115	NB	-	Yes
16:00	1,115	113	NB	Yes	-
17:00	1,110	131	NB	Yes	-
15:30	1,055	126	NB	-	Yes
15:00	982	113	NB	Yes	-
09:00	970	52	NB	No	Yes
14:00	955	97	NB	Yes	-
14:30	947	87	NB	-	Yes
11:00	921	81	NB	No	Yes
10:00	916	74	NB	No	Yes
11:15	914	109	NB	Yes	-
12:00	829	116	NB	-	Yes
17:30	534	71	NB	-	Yes
13:30	478	55	NB	No	Yes
09:30	1,002	59	NB	No	-
09:45	996	69	NB	No	-
09:15	994	56	NB	No	-
10:45	939	76	NB	No	-
10:30	919	81	NB	No	-
10:15	906	77	NB	No	-
13:45	704	77	NB	No	-
08:45	655	37	NB	No	No
12:15	597	65	NB	No	-
08:30	437	28	NB	No	No

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary

Major Street Approaches

Eastbound: **US 6 (Cleveland Rd)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **4,300**

Westbound: **US 6 (Cleveland Rd)**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **5,929**

Minor Street Approaches

Northbound: **Camp Rd**
Number of Lanes: **1**
Total Approach Volume: **697**

Southbound: **Barnes Nursery Drive**
Number of Lanes: **1**
Total Approach Volume: **0**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 1 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Satisfied**
Required volumes reached for 8 hours, 8 are needed

Warrant 1C - Combination of Warrants ..... **Not Satisfied**
Required 1A volumes reached for 4 hours, 8 are needed
Required 1B volumes reached for 8 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (8) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Satisfied**
Number of hours (5) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

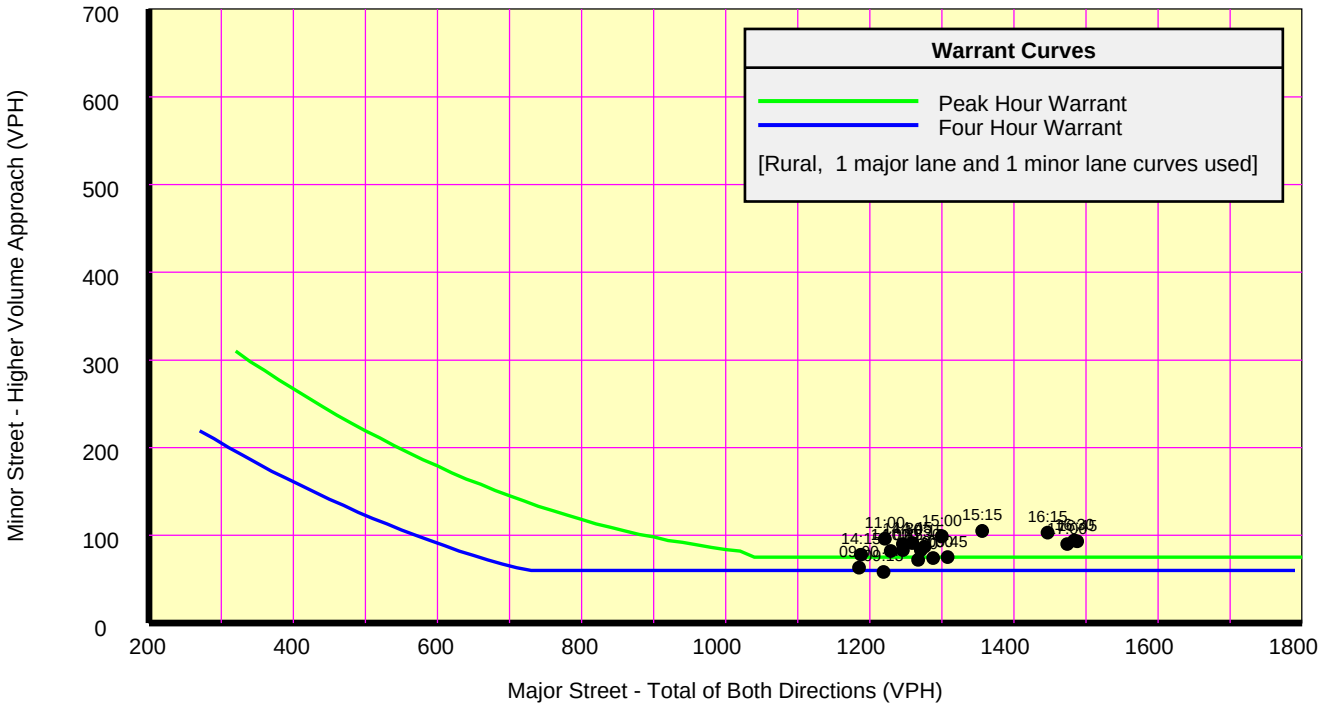
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

TranSystems
400 W. Nationwide Blvd., Suite 225
Ph: (614)-433-7800

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume | **War 1B-Interruption of Traffic** | **War 1C-Combination of Warrants**

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 350	Min 105	Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 525	Min 53	Hour Begin	Major Total	Minor Vol	Minor Dir	1A Met	1B Met
15:15	1,356	105	NB	Yes	Yes	16:45	1,488	93	NB	Yes	Yes	16:45	1,488	93	NB	-	Yes
16:45	1,488	93	NB	Yes	No	15:45	1,435	113	NB	Yes	Yes	16:30	1,484	94	NB	Yes	-
16:30	1,484	94	NB	Yes	No	10:00	1,288	74	NB	Yes	Yes	15:45	1,435	113	NB	-	Yes
17:00	1,474	90	NB	Yes	No	14:45	1,259	91	NB	Yes	Yes	15:30	1,373	112	NB	Yes	-
16:15	1,447	103	NB	Yes	No	11:00	1,221	96	NB	Yes	Yes	09:45	1,308	75	NB	No	Yes
09:45	1,308	75	NB	Yes	No	09:00	1,185	63	NB	Yes	Yes	10:15	1,276	87	NB	Yes	-
15:00	1,300	99	NB	Yes	No	12:00	1,118	83	NB	Yes	Yes	14:45	1,259	91	NB	-	Yes
10:00	1,288	74	NB	Yes	No	13:45	897	65	NB	Yes	Yes	14:30	1,246	90	NB	Yes	-
10:15	1,276	87	NB	Yes	No	08:45	844	45	NB	Yes	No	10:45	1,246	83	NB	-	Yes
10:30	1,271	83	NB	Yes	No	13:30	598	39	NB	Yes	No	11:15	1,181	93	NB	Yes	-
09:30	1,267	72	NB	Yes	No	08:30	553	29	NB	Yes	No	11:45	1,134	99	NB	-	Yes
14:45	1,259	91	NB	Yes	No	17:45	338	19	NB	No	No	13:45	897	65	NB	No	Yes
14:30	1,246	90	NB	Yes	No	13:15	327	25	NB	No	No	08:45	844	45	NB	No	Yes
10:45	1,246	83	NB	Yes	No	08:15	301	16	NB	No	No	10:00	1,288	74	NB	No	-
14:00	1,229	82	NB	Yes	No	22:45	0	0	SB	No	No	09:30	1,267	72	NB	No	-
11:00	1,221	96	NB	Yes	No	22:30	0	0	SB	No	No	14:00	1,229	82	NB	No	-
09:15	1,219	58	NB	Yes	No	22:15	0	0	SB	No	No	09:15	1,219	58	NB	No	-
14:15	1,188	78	NB	Yes	No	22:00	0	0	SB	No	No	14:15	1,188	78	NB	No	-
09:00	1,185	63	NB	Yes	No	21:45	0	0	SB	No	No	09:00	1,185	63	NB	No	-
11:15	1,181	93	NB	Yes	No	21:30	0	0	SB	No	No	12:15	835	62	NB	No	-
11:30	1,170	92	NB	Yes	No	21:15	0	0	SB	No	No	17:30	716	46	NB	No	-
11:45	1,134	99	NB	Yes	No	21:00	0	0	SB	No	No	13:30	598	39	NB	No	No
12:00	1,118	83	NB	Yes	No	20:45	0	0	SB	No	No	08:30	553	29	NB	No	No
17:15	1,099	70	NB	Yes	No	20:30	0	0	SB	No	No	12:30	551	40	NB	No	-

Appendix L

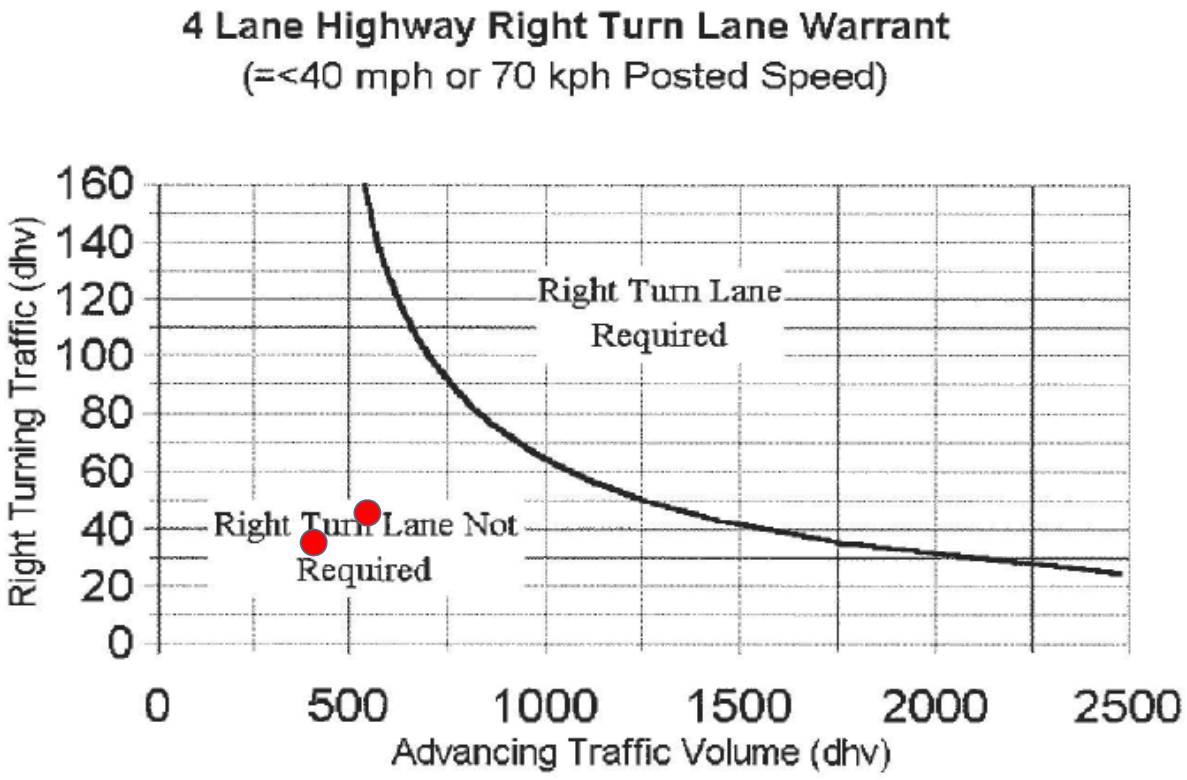
Turn Lane Warrants and Length Calculations

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Southbound (Milan Rd)
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Milan Rd (US 250) & Butler St	*Peak Hour*	AM/PM

	AM	PM
Right Turning Traffic	35	45
Advancing Traffic Volume	411	543
Warrant Met?	**No**	**No**

Note: This intersection is separated by concrete barrier along US 250.



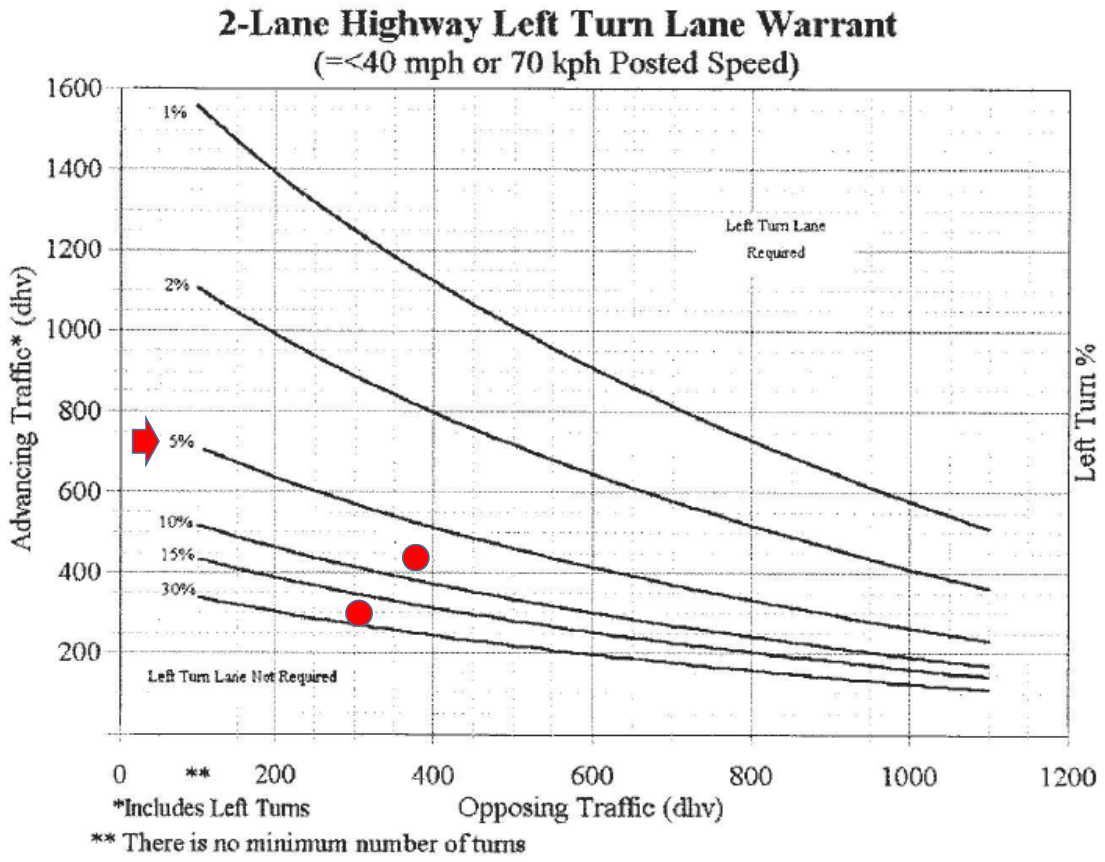
Source: ODOT Location & Design Manual -Volume I
401-6cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Avondale / McKinley St	*Peak Hour*	AM/PM

	AM	PM
Advancing Turning traffic*	254	423
Opposing Traffic	307	389
Left Turn %	4.7%	5.0%
Warrant Met?	**No**	**No**

Note: Existing eastbound left turn lane is present; Maintain turn lane.



Source: ODOT Location & Design Manual -Volume I
401-5aE

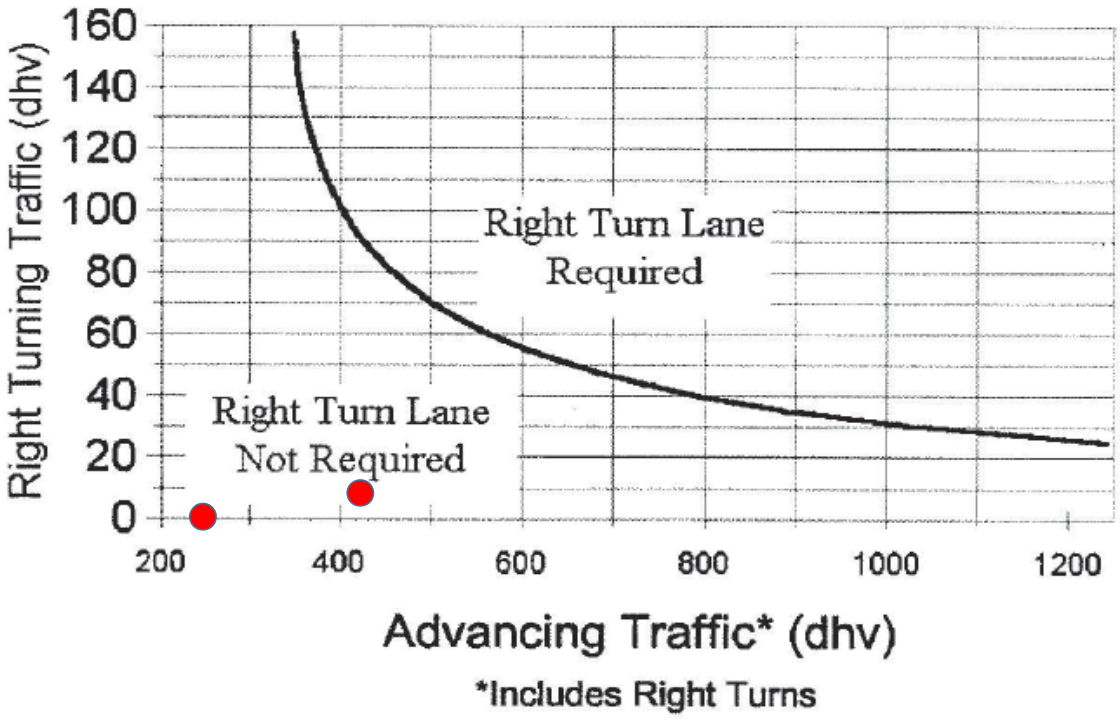
RIGHT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Avondale / McKinley St	*Peak Hour*	AM/PM

	AM	PM
Right Turning traffic	1	7
Advancing Traffic*	254	423
Warrant Met?	**No**	**No**

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



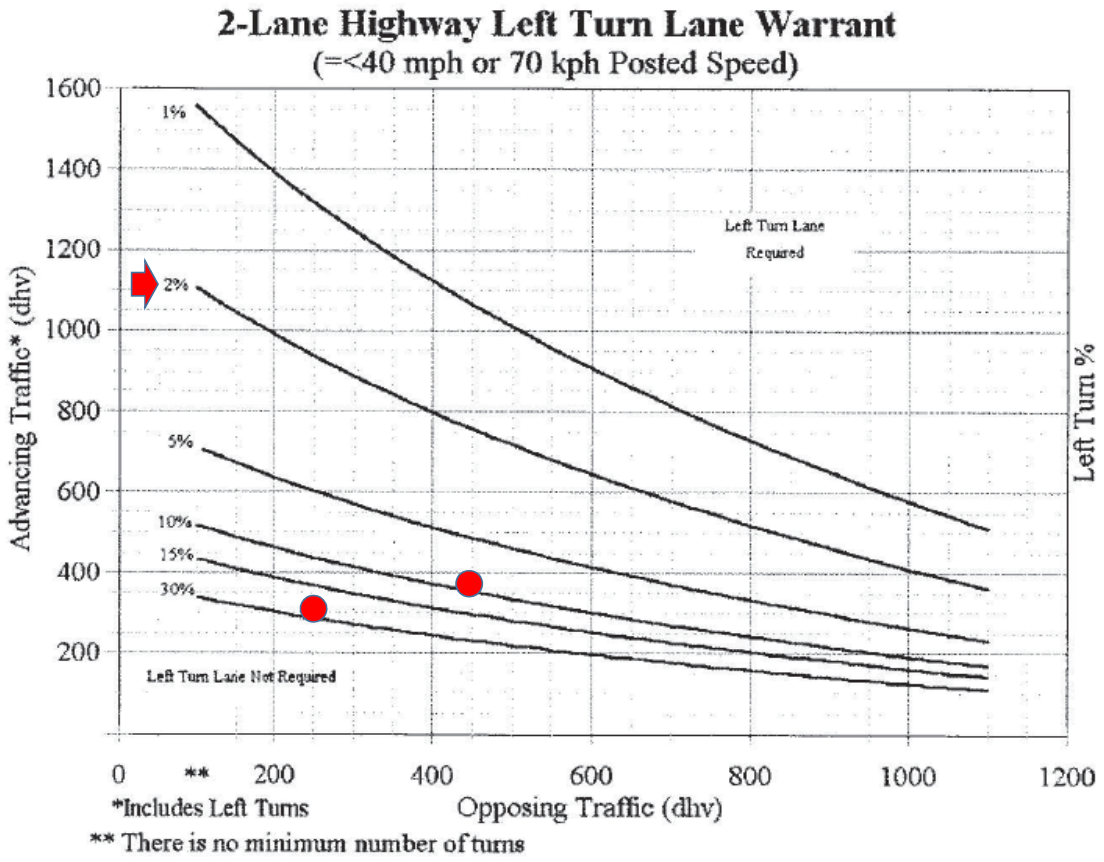
Source: ODOT Location & Design Manual -Volume I
401-6aE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Avondale / McKinley St	*Peak Hour*	AM/PM

	AM	PM
Advancing Turning traffic*	307	389
Opposing Traffic	254	423
Left Turn %	2.0%	1.8%
Warrant Met?	**No**	**No**

Note: Existing westbound left turn lane is present; Maintain turn lane.



Source: ODOT Location & Design Manual -Volume I
401-5aE

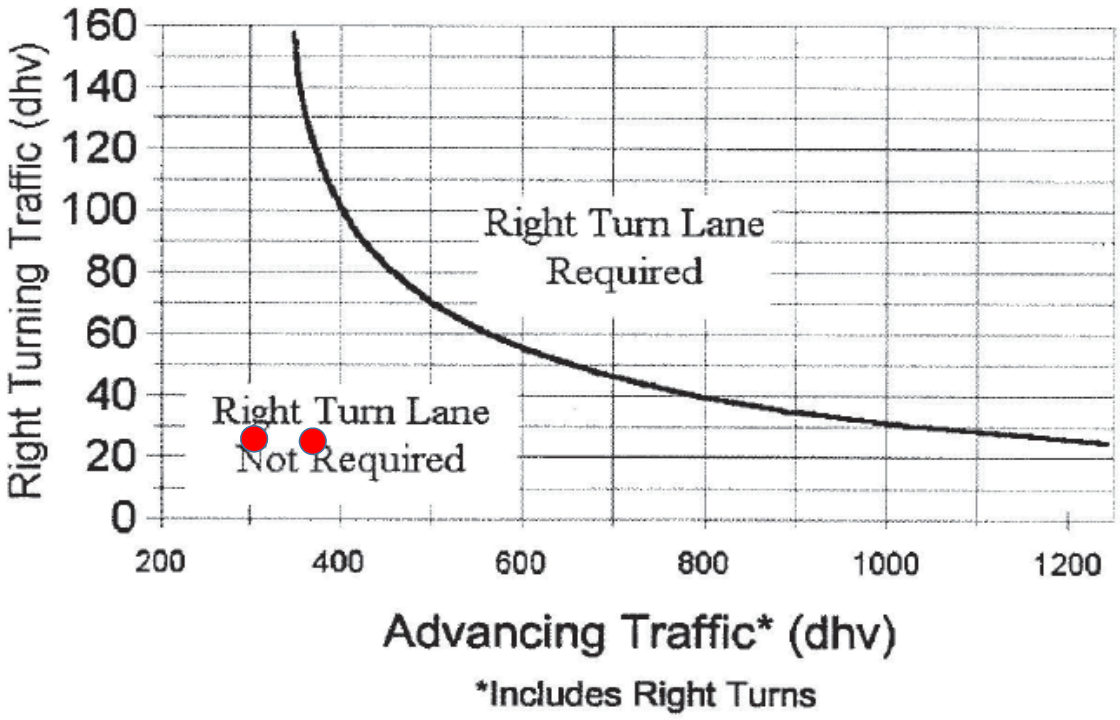
RIGHT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Avondale / McKinley St	*Peak Hour*	AM/PM

	AM	PM
Right Turning traffic	26	24
Advancing Traffic*	307	389
Warrant Met?	**No**	**No**

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed



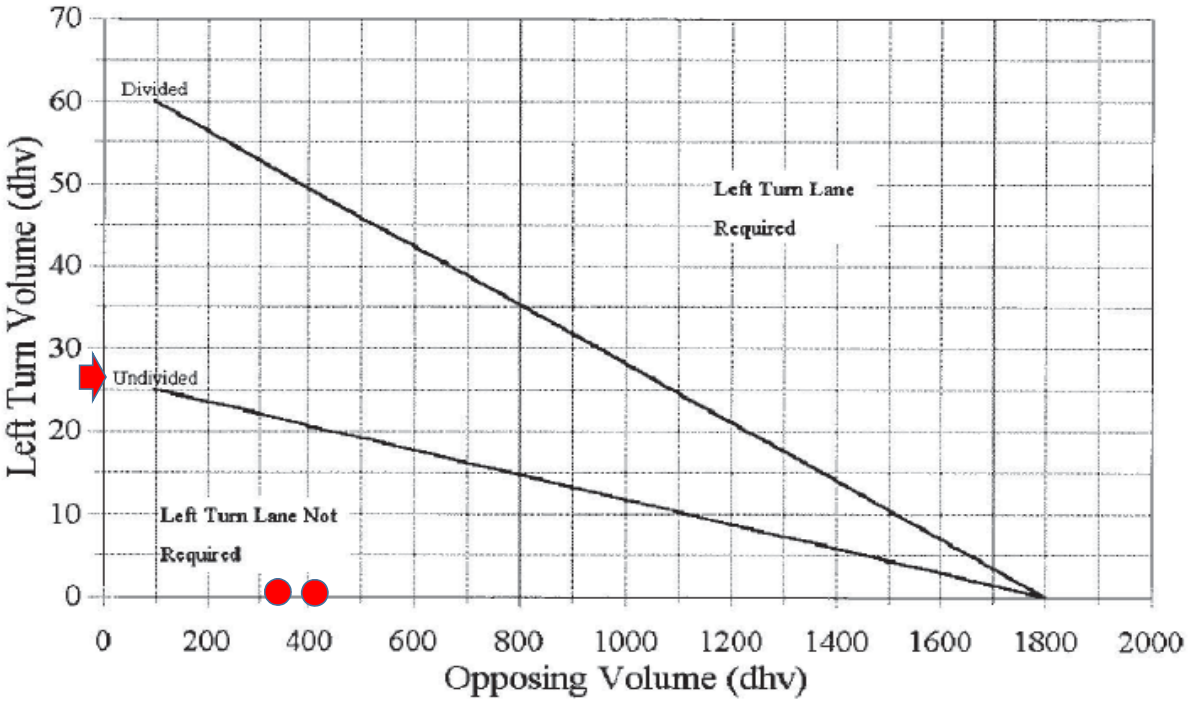
Source: ODOT Location & Design Manual -Volume I
401-6aE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Cowdery St	*Peak Hour*	AM/PM

	AM	PM
Left Turn Volume	1	2
Opposing Volume	332	425
Warrant Met?	**No**	**No**

4-Lane Highway Left Turn Lane Warrant

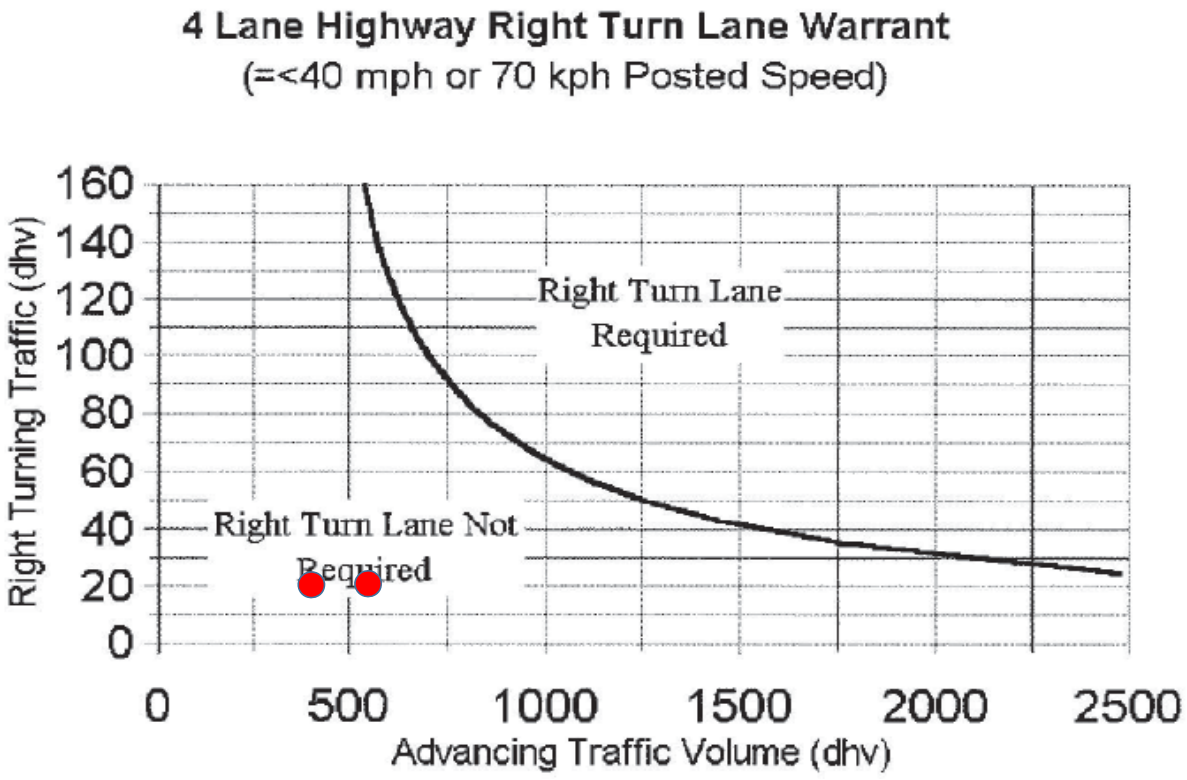


Source: ODOT Location & Design Manual -Volume I
401-5cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Cowdery St	*Peak Hour*	AM/PM

	AM	PM
Right Turning Traffic	20	20
Advancing Traffic Volume	461	549
Warrant Met?	**No**	**No**

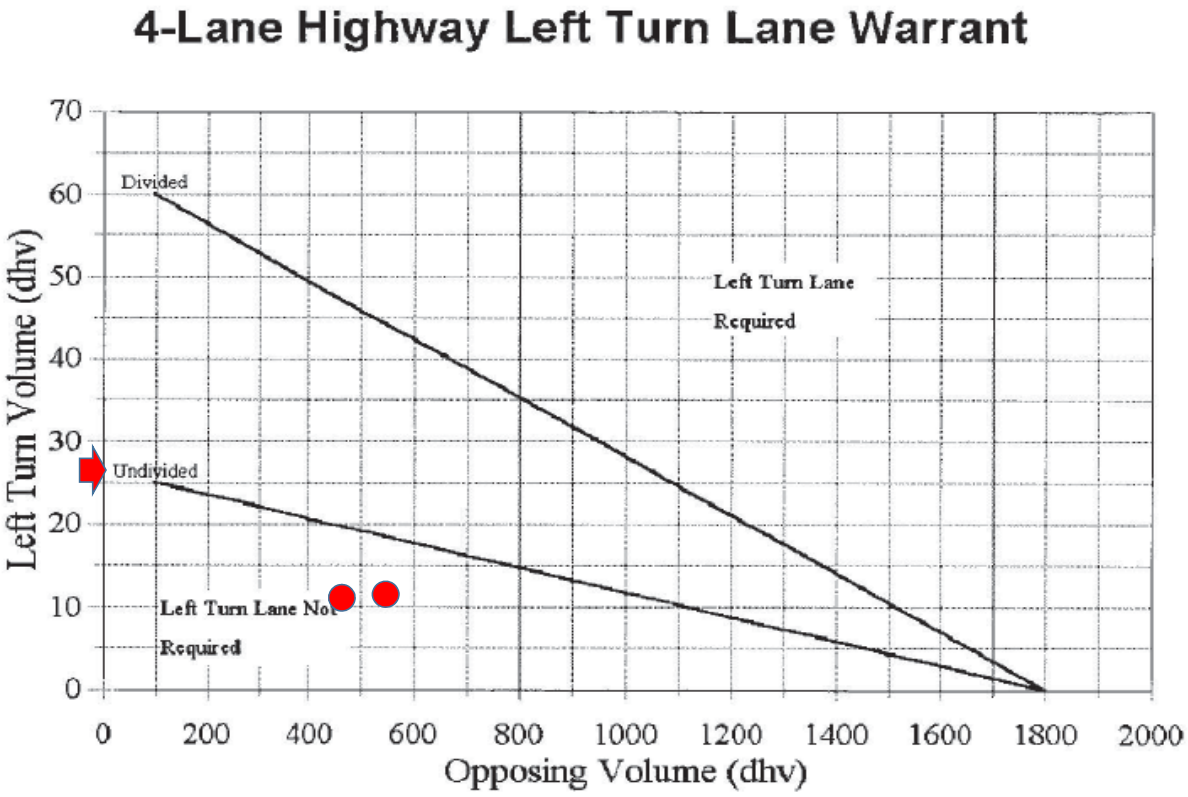


Source: ODOT Location & Design Manual -Volume I
401-6cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Cowdery St	*Peak Hour*	AM/PM

	AM	PM
Left Turn Volume	11	12
Opposing Volume	461	549
Warrant Met?	**No**	**No**

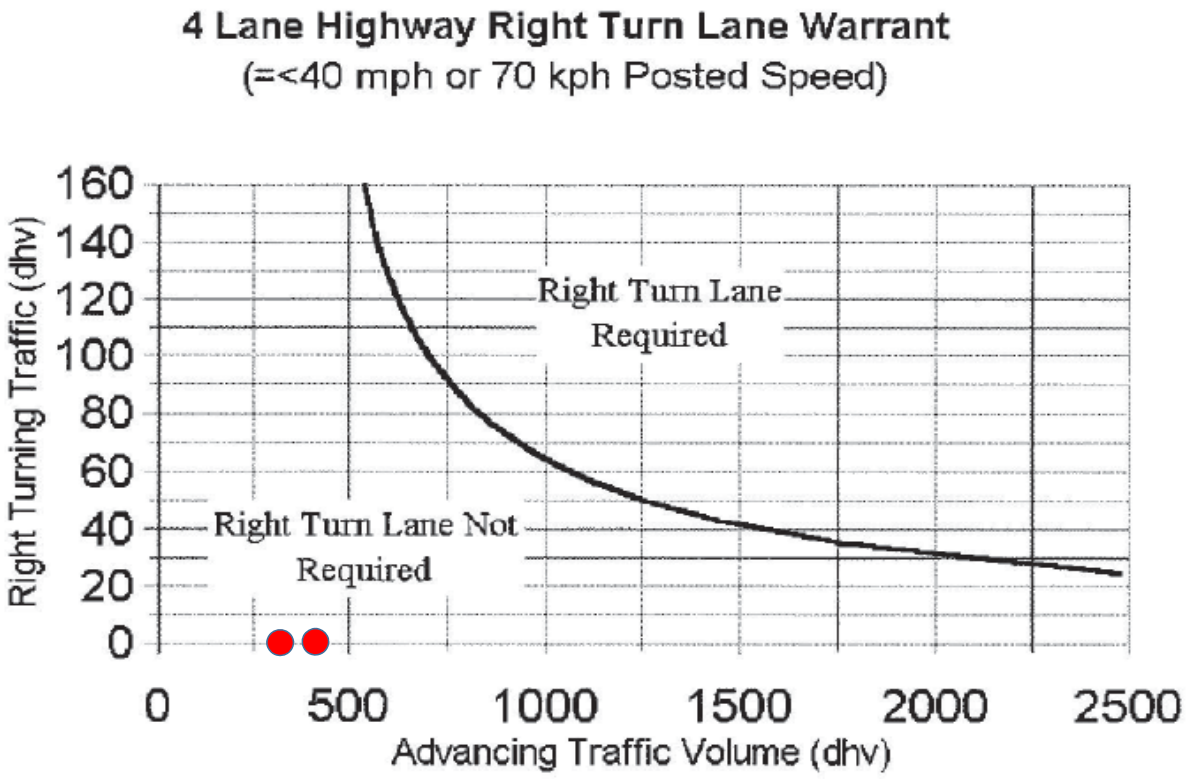


Source: ODOT Location & Design Manual -Volume I
401-5cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Cowdery St	*Peak Hour*	AM/PM

	AM	PM
Right Turning Traffic	1	1
Advancing Traffic Volume	332	425
Warrant Met?	**No**	**No**

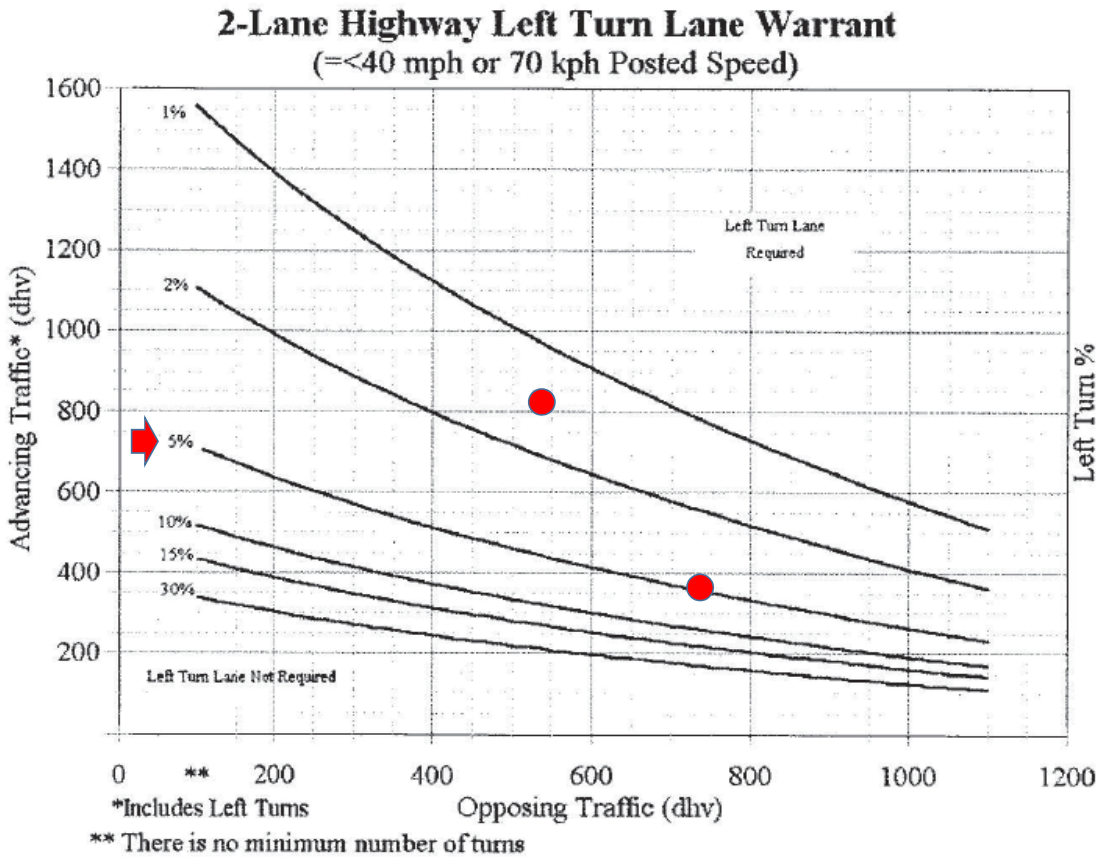


Source: ODOT Location & Design Manual -Volume I
401-6cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Harbour Pkwy	*Peak Hour*	AM/PM

	AM	PM
Advancing Turning traffic*	359	824
Opposing Traffic	733	533
Left Turn %	5.0%	3.0%
Warrant Met?	**Yes**	**Yes**

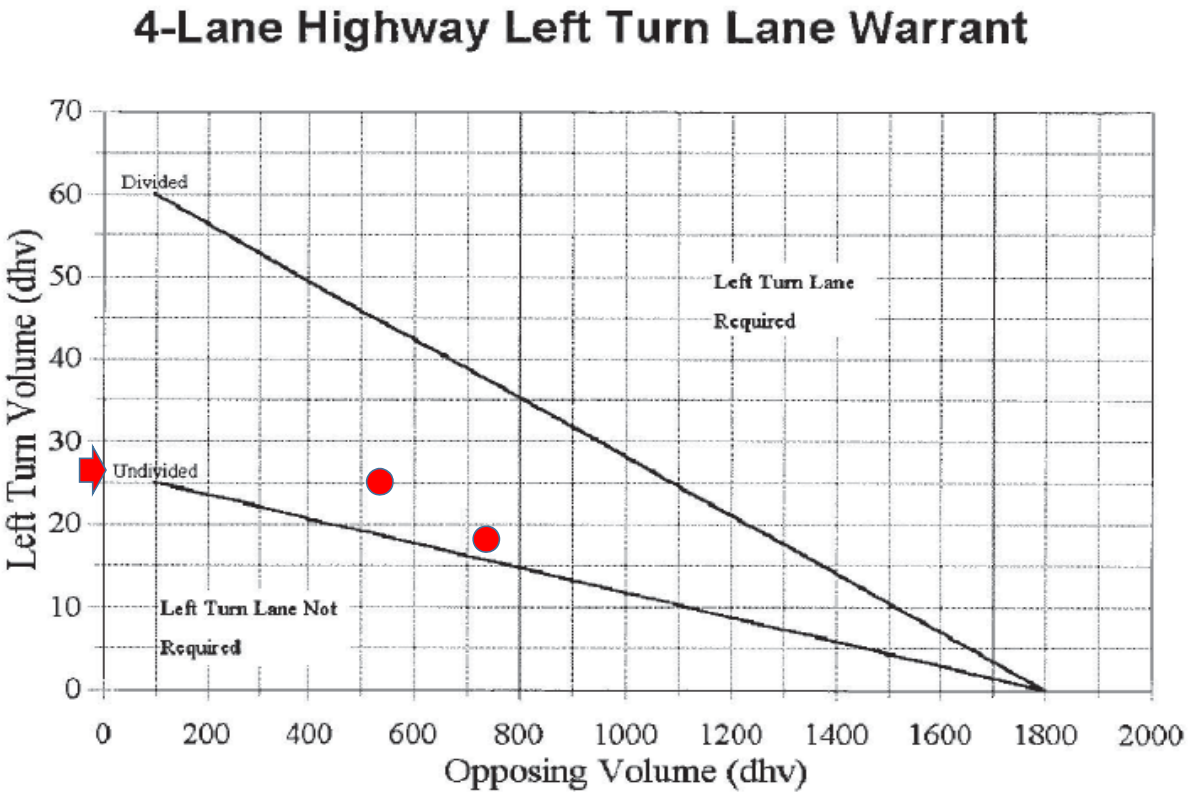


Source: ODOT Location & Design Manual -Volume I
401-5aE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Harbour Pkwy	*Peak Hour*	AM/PM

	AM	PM
Left Turn Volume	18	25
Opposing Volume	733	533
Warrant Met?	**Yes**	**Yes**

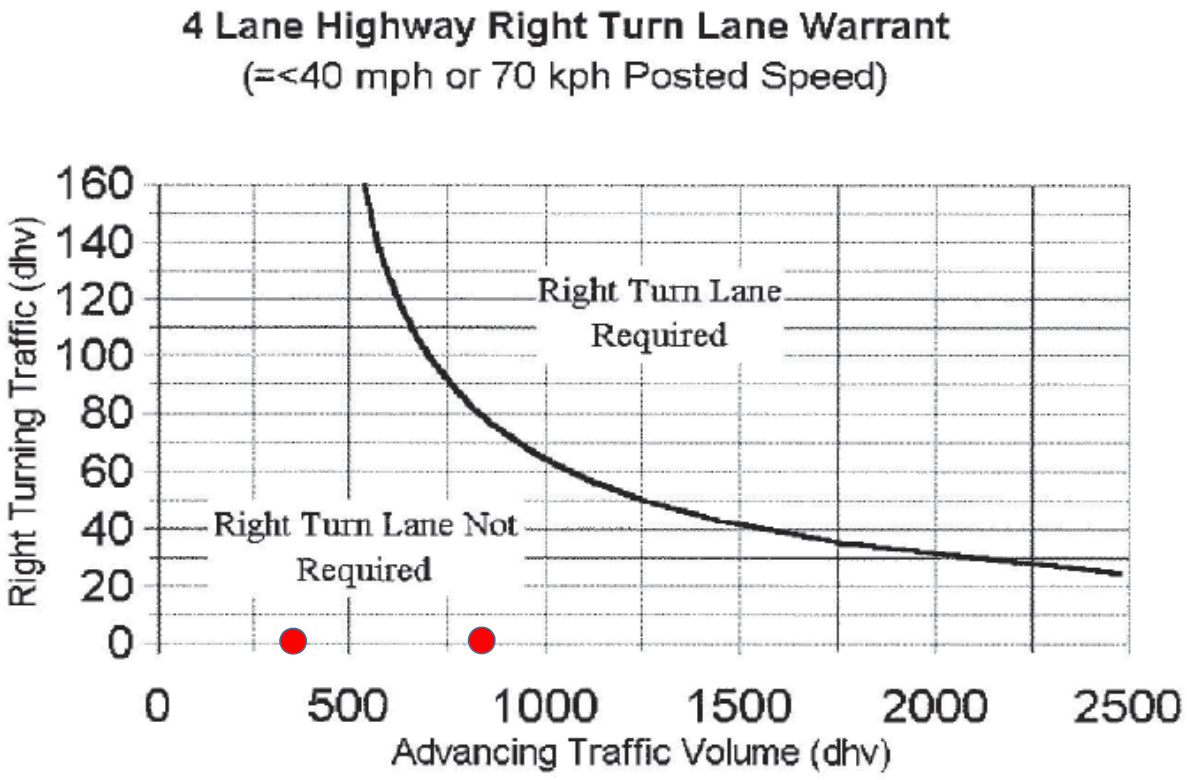


Source: ODOT Location & Design Manual -Volume I
401-5cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Harbour Pkwy	*Peak Hour*	AM/PM

	AM	PM
Right Turning Traffic	1	1
Advancing Traffic Volume	359	824
Warrant Met?	**No**	**No**



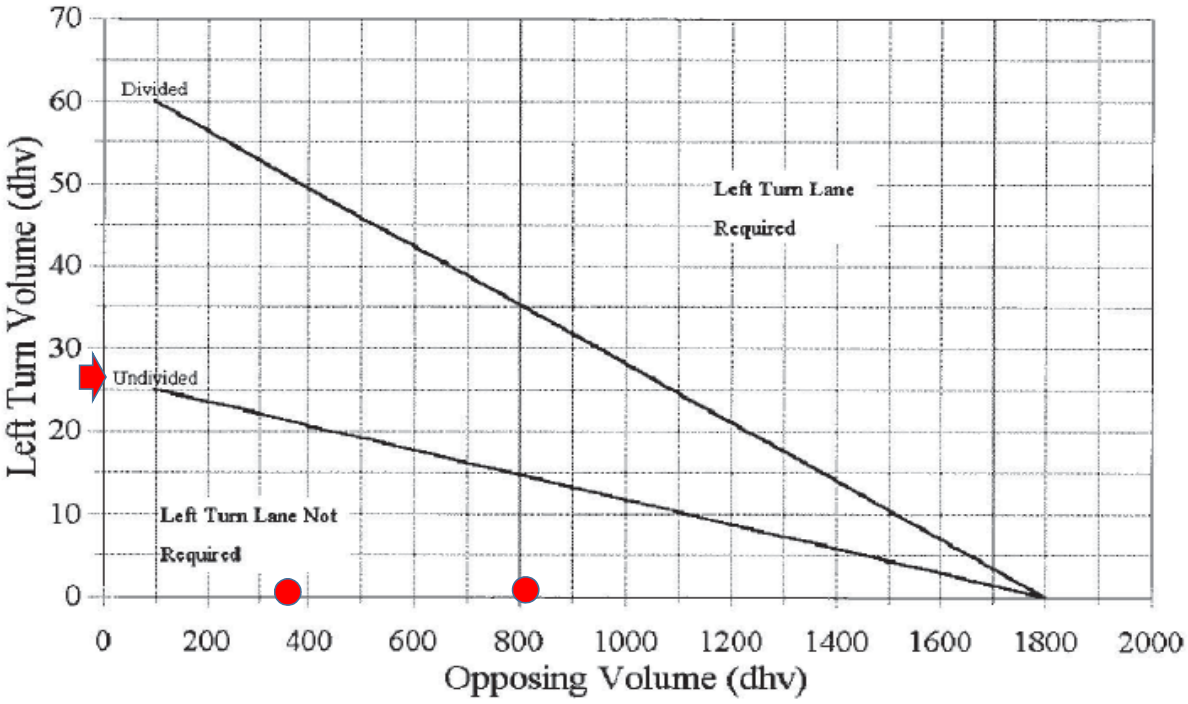
Source: ODOT Location & Design Manual -Volume I
401-6cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Harbour Pkwy	*Peak Hour*	AM/PM

	AM	PM
Left Turn Volume	1	2
Opposing Volume	359	824
Warrant Met?	**No**	**No**

4-Lane Highway Left Turn Lane Warrant

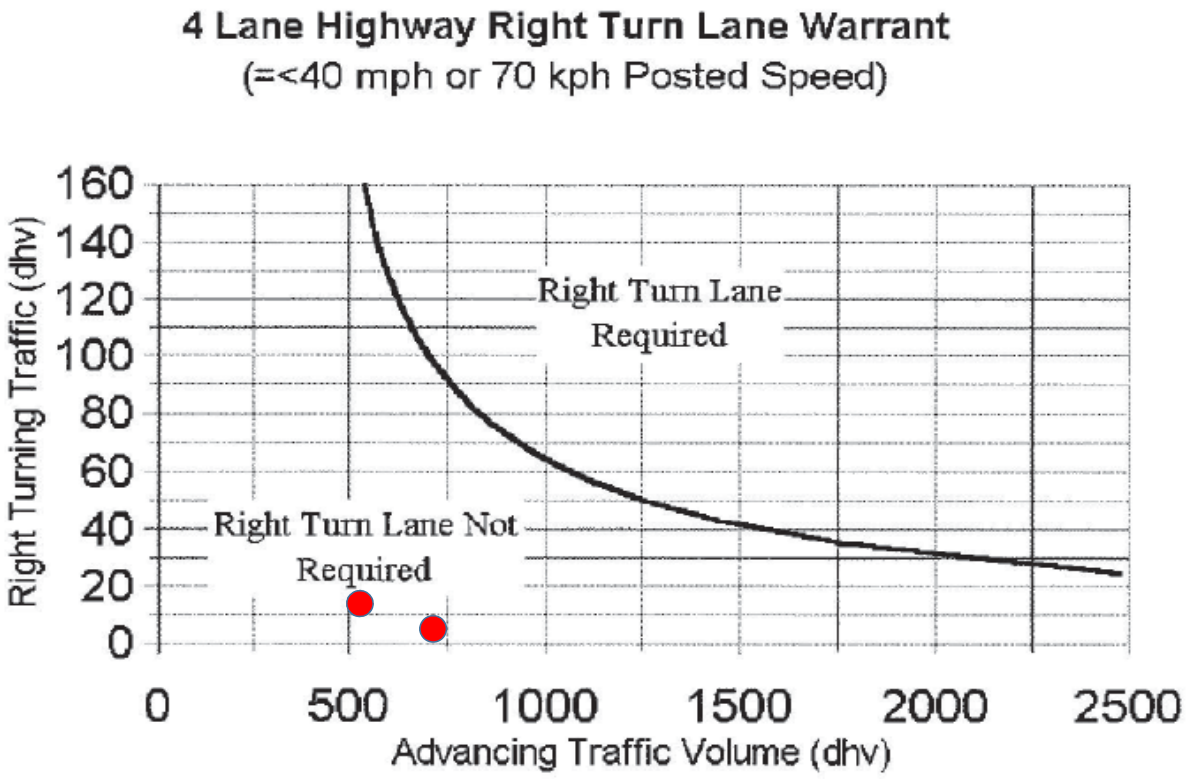


Source: ODOT Location & Design Manual -Volume I
401-5cE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Harbour Pkwy	*Peak Hour*	AM/PM

	AM	PM
Right Turning Traffic	5	14
Advancing Traffic Volume	733	533
Warrant Met?	**No**	**No**

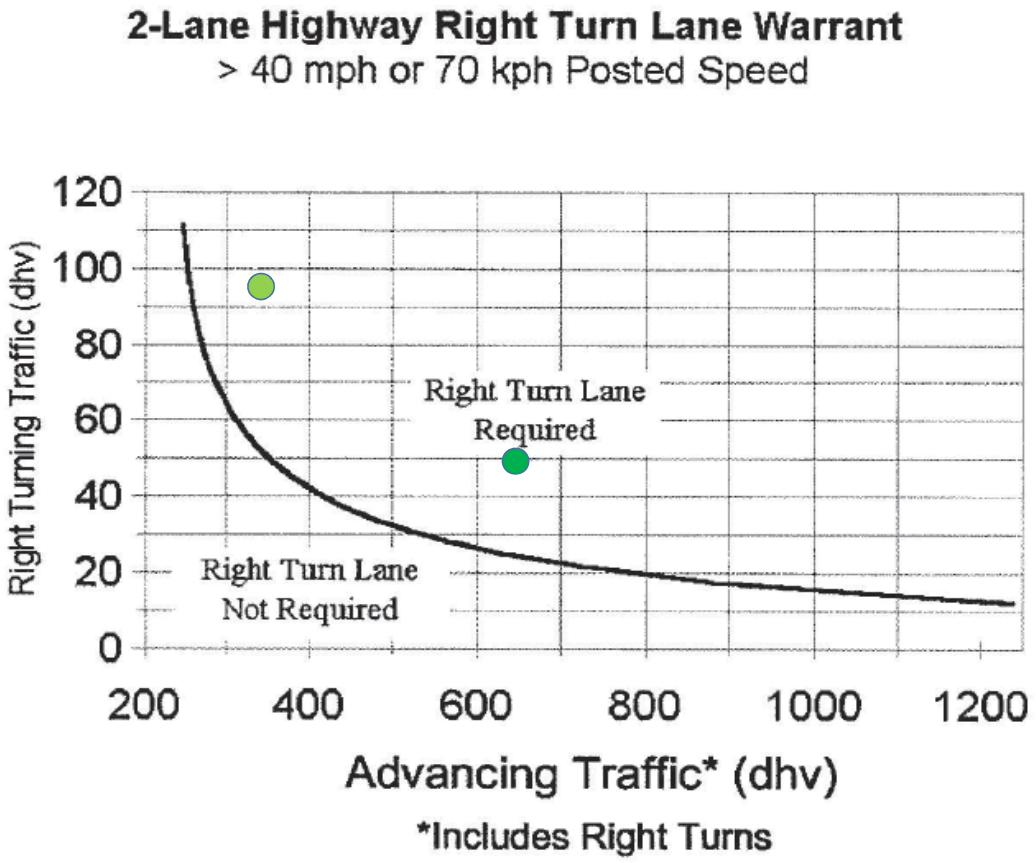


Source: ODOT Location & Design Manual -Volume I
401-6cE

RIGHT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Perkins Ave	*Peak Hour*	AM/PM

	AM	PM
Right Turning traffic	94	48
Advancing Traffic*	344	647
Warrant Met?	Yes	Yes

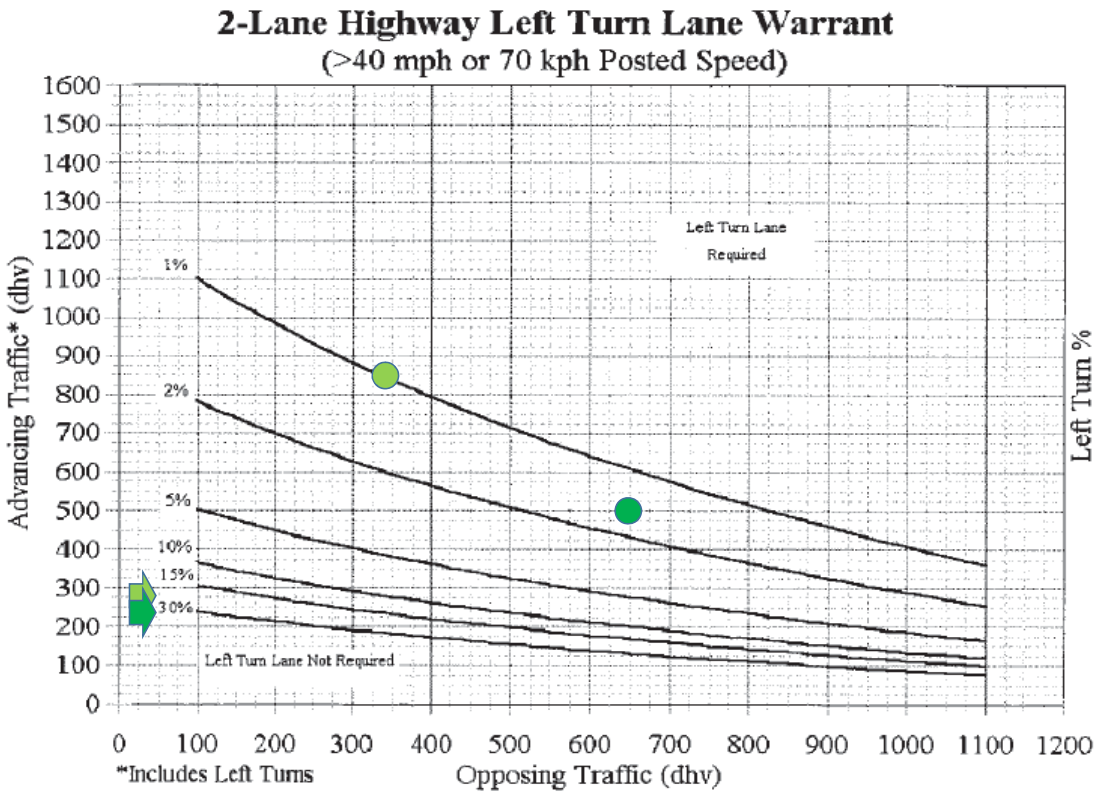


Source: ODOT Location & Design Manual -Volume I
401-6bE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Perkins Ave	*Peak Hour*	AM/PM

	AM	PM
Advancing Turning traffic*	852	501
Opposing Traffic	344	647
Left Turn %	21.4%	30.7%
Warrant Met?	Yes	Yes

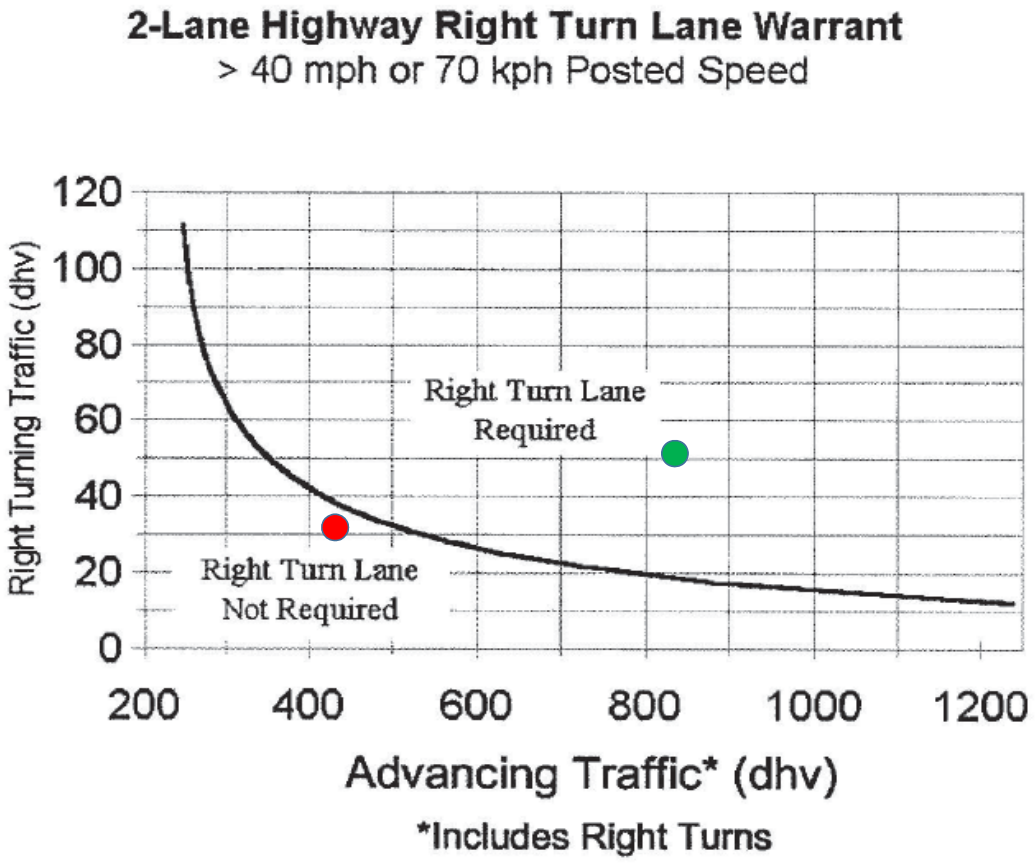


Source: ODOT Location & Design Manual -Volume I
401-5bE

RIGHT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Eastbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Camp Rd	*Peak Hour*	AM/PM

	AM	PM
Right Turning traffic	32	53
Advancing Traffic*	414	842
Warrant Met?	**No**	**Yes**

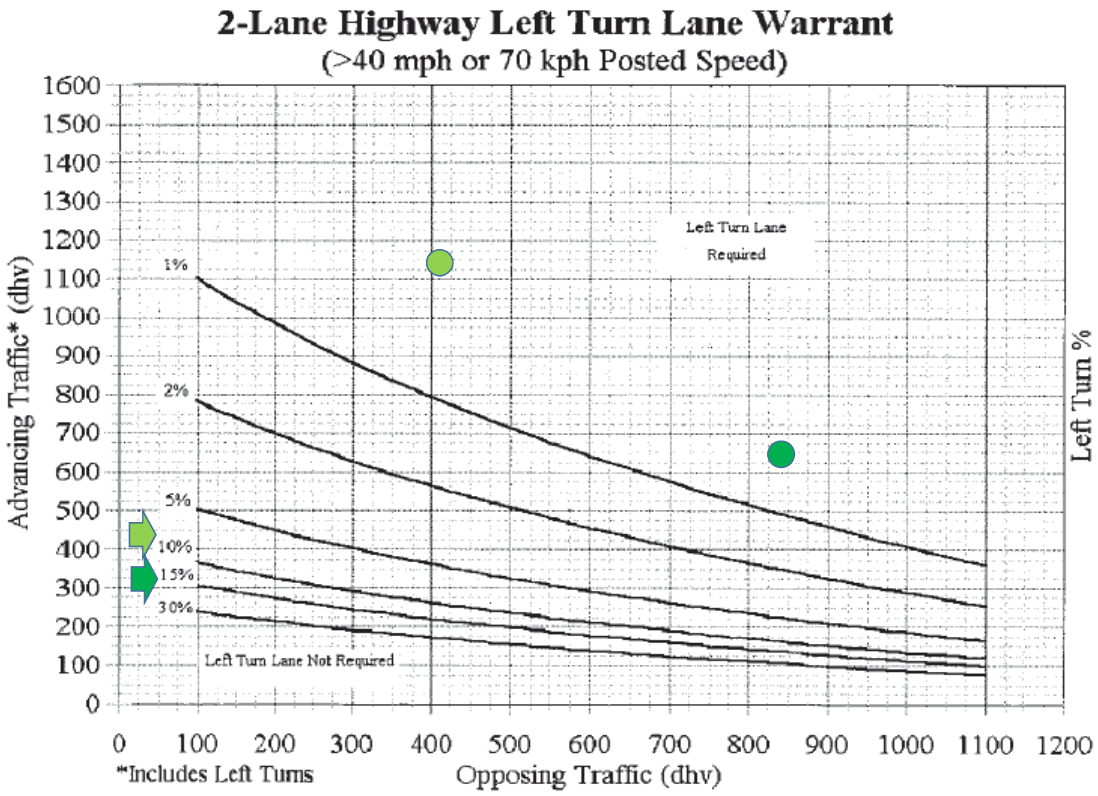


Source: ODOT Location & Design Manual -Volume I
401-6bE

LEFT TURN LANE WARRANT WORKSHEET

Project Name	ERI-US6-Corridor Study (PID 105803)	*Approach*	Westbound
Project #	P402170075	*Year Analyzed*	2018
Compiled By:	SS	*Condition*	No Build
Intersection	Cleveland Rd (US 6) & Camp Rd	*Peak Hour*	AM/PM

	AM	PM
Advancing Turning traffic*	1,158	644
Opposing Traffic	414	842
Left Turn %	8.8%	16.3%
Warrant Met?	Yes	Yes



Source: ODOT Location & Design Manual -Volume I
401-5bE

TURN LANE LENGTH CALCULATIONS
SYCAMORE LINE

Intersection Lane	2043 Critical DHV		Design Speed (MPH)	Signalized	Cycle Length (Seconds)	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length	Number of through lanes
	Turn	Approach		(Yes/No)		(Yes/No)						
AM Peak Hour												
Eastbound Through Lane Backup	240		35	Yes	120	No	A	8		325	325 ft	1
Westbound Left Turn Lane	184	430	35	Yes	120	No	A	7	50	275	325 ft	
Westbound Through Lane Backup	246		35	Yes	120	No	A	9		350	350 ft	1
Northbound Left Turn Lane	40	488	35	Yes	120	No	A	2	50	100	150 ft	
Northbound Through Lane Backup	448		35	Yes	120	No	A	15		525	525 ft	1
Southbound Left Turn Lane	50	192	25	Yes	120	No	A	2	50	100	150 ft	
Southbound Through Lane Backup	142		25	Yes	120	No	A	5		200	200 ft	1
PM Peak Hour												
Eastbound Through Lane Backup	367		35	Yes	120	No	A	13		475	475 ft	1
Westbound Left Turn Lane	308	671	35	Yes	120	No	A	11	50	400	450 ft	
Westbound Through Lane Backup	363		35	Yes	120	No	A	13		475	475 ft	1
Northbound Left Turn Lane	56	541	35	Yes	120	No	A	2	50	100	150 ft	
Northbound Through Lane Backup	485		35	Yes	120	No	A	17		600	600 ft	1
Southbound Left Turn Lane	87	274	25	Yes	120	No	A	3	50	150	200 ft	
Southbound Through Lane Backup	187		25	Yes	120	No	A	7		275	275 ft	1

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
+ Triple turn lanes

TURN LANE LENGTH CALCULATIONS
Remington Ave at US 6

Intersection Lane	2043 Critical DHV		Design Speed (MPH)	Signalized	Cycle Length (Seconds)	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length	Number of through lanes
	Turn	Approach		(Yes/No)		(Yes/No)						
AM Peak Hour												
Eastbound Left Turn Lane	10	410	35	Yes	90	No	A	1	50	50	100 ft	
Eastbound Through Lane Backup	286		35	Yes	90	No	A	8		325	325 ft	1
Eastbound Right Turn Lane	114	410	35	Yes	90	No	A	3	50	150	200 ft	
Westbound Left Turn Lane	46	754	35	Yes	90	No	A	2	50	100	150 ft	
Westbound Through Lane Backup	708		35	Yes	90	No	A	18		625	625 ft	1
Northbound Left Turn Lane	138	221	25	Yes	90	No	A	4	50	175	225 ft	
Northbound Through Lane Backup	83		25	Yes	90	No	A	3		150	150 ft	1
Southbound Through Lane Backup	97		25	Yes	90	No	A	3		150	150 ft	1
PM Peak Hour												
Eastbound Left Turn Lane	23	866	35	Yes	90	No	A	1	50	50	100 ft	
Eastbound Through Lane Backup	648		35	Yes	90	No	A	17		600	600 ft	1
Eastbound Right Turn Lane	195	866	35	Yes	90	No	A	5	50	200	250 ft	
Westbound Left Turn Lane	100	753	35	Yes	90	No	A	3	50	150	200 ft	
Westbound Through Lane Backup	653		35	Yes	90	No	A	17		600	600 ft	1
Northbound Left Turn Lane	183	394	25	Yes	90	No	A	5	50	200	250 ft	
Northbound Through Lane Backup	211		25	Yes	90	No	A	6		250	250 ft	1
Southbound Through Lane Backup	90		25	Yes	90	No	A	3		150	150 ft	1

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
+ Triple turn lanes

TURN LANE LENGTH CALCULATIONS
Cleveland Road (US 6) @ Perkins Avenue

Intersection Lane	Critical DHV		Design Speed (MPH)	Signalized		Cycle Length (Seconds)	Ramp	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length	Number of through lanes
	Turn	Approach		(Yes/No)	Stop Sign?		(Yes/No)	(Yes/No)						
2043 AM Peak Hour														
Eastbound Right Turn Lane	106	387	60	No	No	60	No	No	B	2	345	0	345 ft	
Westbound Left Turn Lane	205	959	60	No	No	60	No	No	C	4	185	175	360 ft	
2043 PM Peak Hour														
Eastbound Right Turn Lane	73	978	60	No	No	60	No	No	B	2	345	0	345 ft	
Westbound Left Turn Lane	174	565	60	No	No	60	No	No	B	3	345	0	345 ft	

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column

TURN LANE LENGTH CALCULATIONS
Cleveland Road (US 6) @ Camp Road

Intersection Lane	Critical DHV		Design Speed (MPH)	Signalized		Cycle Length (Seconds)	Ramp	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length	Number of through lanes
	Turn	Approach		(Yes/No)	Stop Sign?		(Yes/No)	(Yes/No)						
2043 AM Peak Hour														
Eastbound Left Turn Lane (**)	4	468	60	No	No	60	No	No	B	1	345	0	345 ft	
Eastbound Right Turn Lane	37	468	60	No	No	60	No	No	B	1	345	0	345 ft	
Westbound Left Turn Lane	115	1303	50	No	No	60	No	No	B	2	225	0	225 ft	
2043 PM Peak Hour														
Eastbound Left Turn Lane (**)	3	1171	60	No	No	60	No	No	B	1	345	0	345 ft	
Eastbound Right Turn Lane	74	1171	60	No	No	60	No	No	B	2	345	0	345 ft	
Westbound Left Turn Lane	119	726	50	No	No	60	No	No	C	2	145	100	245 ft	

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
** EBLT lane not warranted but recommended for opposing WBLT and safety reasons

TURN LANE LENGTH CALCULATIONS
Cleveland Road (US 6) @ Rye Beach Road

Intersection Lane	Critical DHV		Design Speed (MPH)	Signalized		Cycle Length (Seconds)	Ramp	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length (See Notes 1 & 2)	Number of through lanes	Existing Storage Distance (feet)
	Turn	Approach		(Yes/No)	Stop Sign?		(Yes/No)	(Yes/No)							
2043 AM Peak Hour															
Eastbound Left Turn Lane	11	528	50	Yes	No	120	No	No	B	1	225	0	225 ft		230
Eastbound Right Turn Lane	359	528	50	Yes	No	120	No	No	C	12	145	450	595 ft		140 (+)
Eastbound Through Lane Backup	158		50	Yes	No	120	No	No	A	6		250	250 ft	1	NA
Westbound Left Turn Lane	137	365	35	Yes	No	120	No	No	A	5	50	200	250 ft		175
Westbound Through Lane Backup	224		35	Yes	No	120	No	No	A	8		325	325 ft	1	NA
Northbound Left Turn Lane	1052	1141	35	Yes	No	120	No	Yes	Dual	36	100 / 50	1150	675 ft / 625 ft		175 (+)
Northbound Through Lane Backup	17		35	Yes	No	120	No	No	A	1		50	50 ft	1	NA
Southbound Left Turn Lane	8	46	25	Yes	No	120	No	No	A	1	50	50	100 ft		140
Southbound Through Lane Backup	16		25	Yes	No	120	No	No	A	1		50	50 ft	1	NA
2043 PM Peak Hour															
Eastbound Left Turn Lane	22	1266	50	Yes	No	120	No	No	B	1	225	0	225 ft		230
Eastbound Right Turn Lane	872	1266	50	Yes	No	120	No	No	C	30	145	975	1120 ft		140 (+)
Eastbound Through Lane Backup	372		50	Yes	No	120	No	No	A	13		475	475 ft	1	NA
Westbound Left Turn Lane	148	391	35	Yes	No	120	No	No	A	5	50	200	250 ft		175
Westbound Through Lane Backup	237		35	Yes	No	120	No	No	A	8		325	325 ft	1	NA
Northbound Left Turn Lane	817	1053	35	Yes	No	120	No	Yes	Dual	28	100 / 50	915	557.5 ft / 507.5 ft		175 (+)
Northbound Through Lane Backup	32		35	Yes	No	120	No	No	A	2		100	100 ft	1	NA
Southbound Left Turn Lane	2	42	25	Yes	No	120	No	No	A	1	50	50	100 ft		140
Southbound Through Lane Backup	20		25	Yes	No	120	No	No	A	1		50	50 ft	1	NA

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
(+) storage distance continues since existing lane is a thru lane which drops into a right turn lane
Notes: 1) NBLT req'd storage lengths exceed the existing intersection spacing of approx 610' (measured from stop bar to stop bar)
2) EBRT req'd storage lengths exceed ODOT's L&D value of 800' for right turn lane, however, providing an EB overlap phase mitigates this issue

TURN LANE LENGTH CALCULATIONS
Rye Beach Road @ SR 2 WB Ramps

Intersection Lane	Critical DHV		Design Speed (MPH)	Signalized		Cycle Length (Seconds)	Ramp	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length (See Notes 1 & 2)	Number of through lanes	Existing Storage Distance (feet)
	Turn	Approach		(Yes/No)	Stop Sign?		(Yes/No)	(Yes/No)							
2043 AM Peak Hour															
Westbound Right Turn Lane	997	1067	35	Yes	No	120	Yes	No	A	34	50	1095	1145 ft		480
Westbound Through Lane Backup	68		35	Yes	No	120	Yes	No	A	3		150	150 ft	1	NA
2043 PM Peak Hour															
Westbound Right Turn Lane	708	782	35	Yes	No	120	Yes	No	A	24	50	800	850 ft		480
Westbound Through Lane Backup	72		35	Yes	No	120	Yes	No	A	3		150	150 ft	1	NA

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
(+) storage distance continues since existing lane is a thru lane which drops into a right turn lane
Notes: 1) Per Office of Roadway Engineering, calculation based on storage only, decel assumed to occur prior to exit gore
2) WBRT storage available on existing ramp is 1170' measured from stop bar to painted nose (theoretical gore point) or 865' to physical nose

TURN LANE LENGTH CALCULATIONS
Rye Beach Road @ SR 2 EB Ramps

Intersection Lane	Critical DHV		Design Speed (MPH)	Signalized		Cycle Length (Seconds)	Ramp	Dual Turn	Turn Lane Condition	Vehicles / Cycle	Decel + Taper Distance	Storage Distance	Required* Turn Lane Length (See Notes 1 & 2)	Number of through lanes	Existing Storage Distance (feet) (See Note 2)
	Turn	Approach		(Yes/No)	Stop Sign?		(Yes/No)	(Yes/No)							
2043 AM Peak Hour															
Southbound Left Turn Lane	1	471	50	Yes	No	90	No	Yes	Dual	1	225 / 145	50	250 ft / 170 ft		245
Southbound Through Lane Backup	310		50	Yes	No	90	No	No	A	8		325	325 ft	1	NA
2043 PM Peak Hour															
Southbound Left Turn Lane	797	975	50	Yes	No	90	No	Yes	Dual	20	225 / 145	675	562.5 ft / 482.5 ft		245
Southbound Through Lane Backup	178		50	Yes	No	90	No	No	A	5		200	200 ft	1	NA

* Calculated based on ODOT L&D Manual (includes 50-foot taper).
Based on L&D Manual the maximum length should be 800 feet for a right turn lane and 600 feet for a left turn lane.
Through lane backup is shown per lane under 'Required Turn Lane Length' Column
(+) storage distance continues since existing lane is a thru lane which drops into a right turn lane
Notes: 1) Rye Beach Rd SB posted speed is 45 MPH in the Huron Township; NB posted speed is 35 MPH in City of Huron.
2) Existing SBLT storage distance is based on a single left turn lane

Appendix M
Environmental

ERI CR 6
Environmental Data

- Ohio Archaeology Sites
- Potential Hazmat
- Ohio Historic Inventory
- Cemetery
- Previously Surveyed Archaeology
- Streams
- National Register
- Park
- Wetlands
- 500 ft SA Buffer

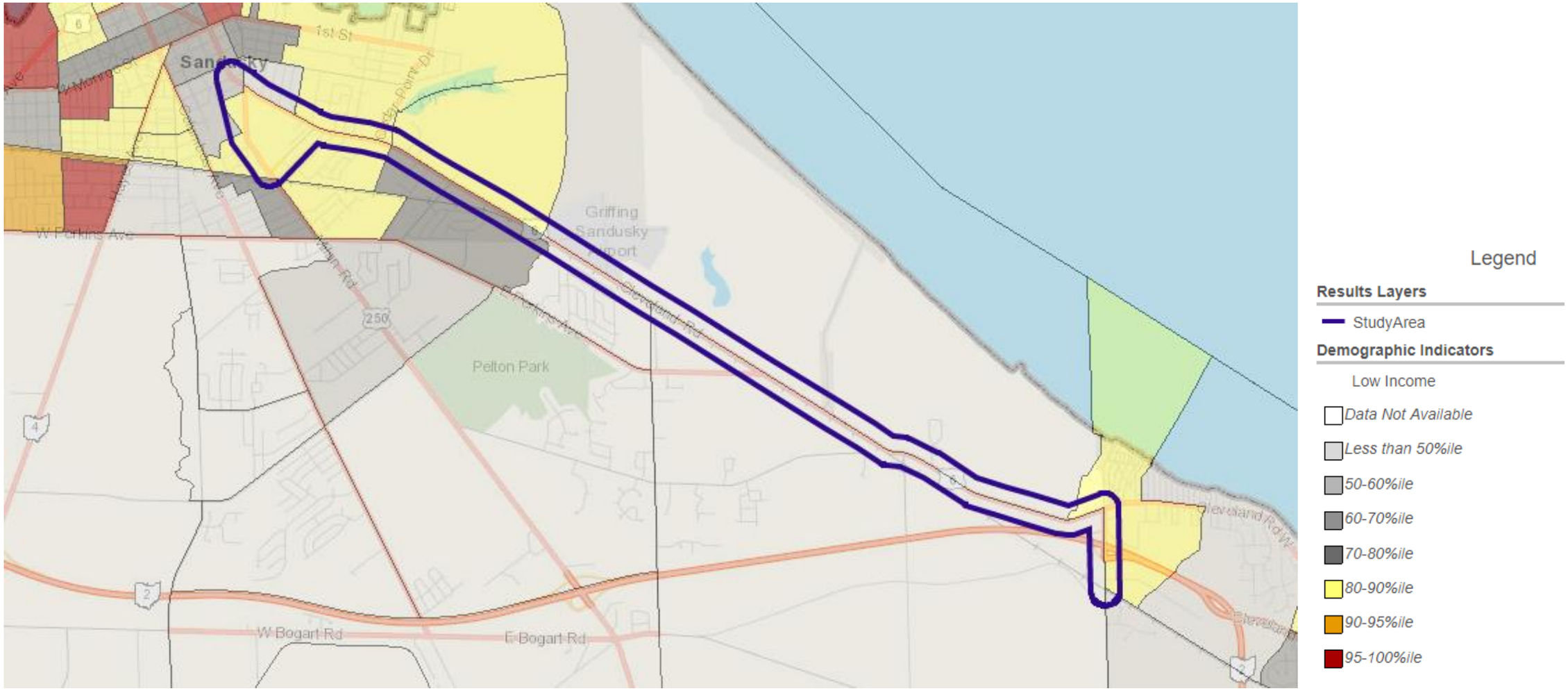
N
W E
S

0 0.425 0.85 1.7 Miles

TranSystems

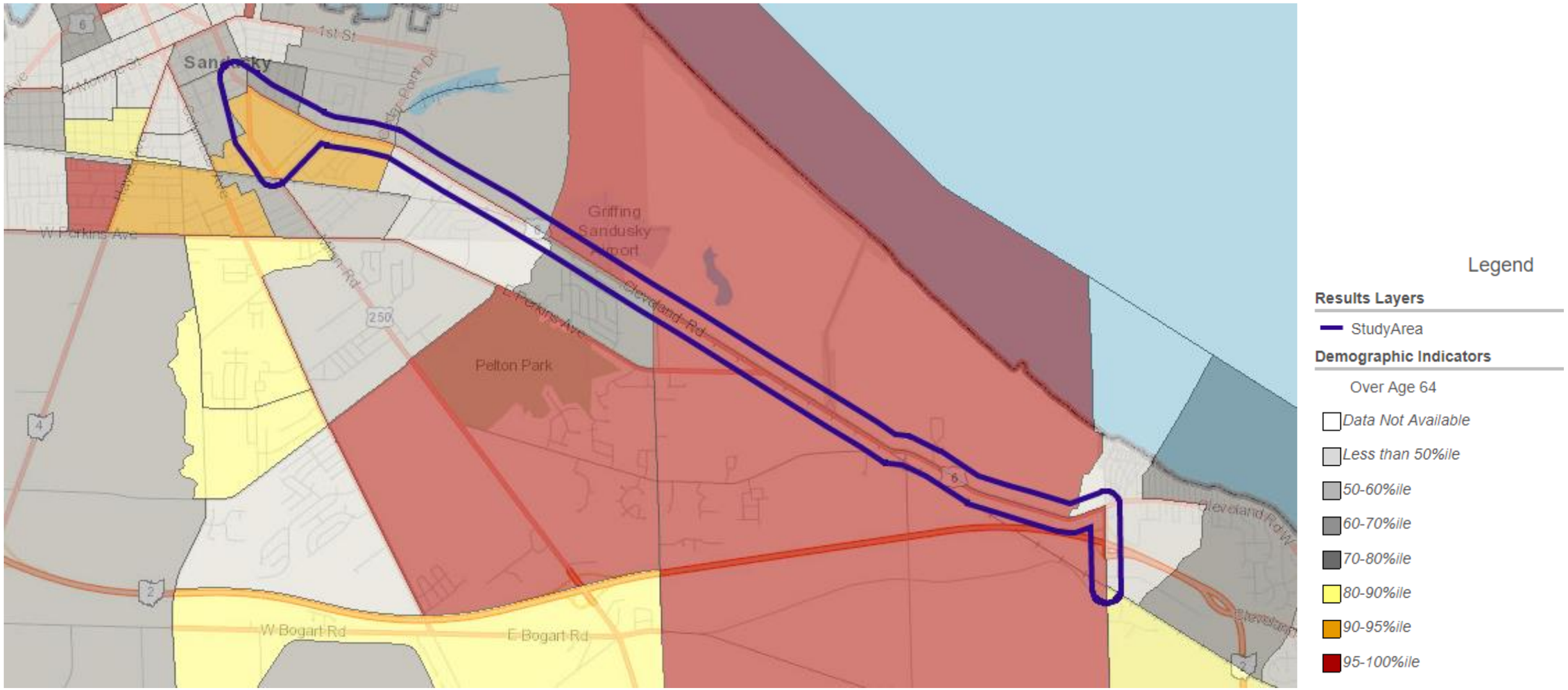
© 2016 Microsoft Corporation © 2016 NavInfo © CNES (2016) Distribution Airbus DS © 2016 TomTom

US 6 Corridor Study: Low Income Populations



US 6 Corridor Study: Minority Populations

US 6 Corridor Study: Elderly Populations



Appendix N

Public Involvement

US 6 Corridor Planning Study

Kick-off Meeting

1:00 p.m. – 2:30 p.m., Tuesday, February 20, 2018

Name	Organization	Phone	Email Address	Initial
Steve Poggiali	Erie County Regional Planning Dept	(419) 627-6671	stevep@eriecounty.oh.gov	SP
Carrie Whitaker	Erie County Regional Planning Dept	(419) 627-7652	cwhitaker@eriecounty.oh.gov	
Leslie Farley	ODOT District 3	(419) 207-7170	leslie.farley@dot.state.oh.us	LAF
Phil Gabel	ODOT District 3	(419) 207-7177	phillip.gabel@dot.ohio.gov	PG
Julie Cichello	ODOT District 3	(419) 207-7168	julie.cichello@dot.ohio.gov	JC
Mike Schafrath	ODOT District 3	(419) 207-7065	mike.schafrath@dot.state.oh.us	
Al Biehl	TranSystems	(216) 357-3525	acbiehl@transystems.com	ACB
Andrew Schneider	TranSystems	(614) 433-4885	amschneider@transystems.com	AMS
Aaron Grilliot	TranSystems	(614) 433-7808	aggrilliot@transystems.com	AGG
Nicole Grohe	ERPC	419 6277792	ngrohe@eriecounty.oh.gov	NG
Doug Green	City of Huron	(440) 258-7799	doug.green@ohm advisors.com	DG
Mike Spafford	City of Huron	419-433-5000 xt. 104	mike.spafford@huronohio.us	MS
Casey Sparks	City of Sandusky	419-627-5715	CSparks@Ci.Sandusky.oh.us	CS

TranSystems
EXPERIENCE | Transportation

US 6 Corridor Planning Study
Kick-off Meeting
1:00 p.m. – 2:30 p.m., Tuesday, February 20, 2018

Meeting Agenda

Introductions

- Sign-in sheet

Project Overview

- General scope of work/Goals of planning study
- Study limits

Project Timeline & Ongoing/Upcoming Activities

- Twelve-month study
    - *A more detailed milestone schedule will be developed as dates for future meetings, field work, etc. are established. Draft to be distributed with Kick-off Meeting minutes.*
- Field Meeting (site visit with representative agencies) – Date to be established
- Draft Public Involvement Plan
- Steering Committee and Stakeholder meetings
- Initial Public Involvement meeting
    - *Meeting location and desired format*
- Environmental investigations
- Traffic data collection
    - *Confirmation of schedule to be obtained from ODOT District 3*
- Existing/future conditions analyses (capacity, safety, geometrics, operations)
    - *Input from attendees on known problems*

Information Requests

- Corridor growth rate for background traffic projections

US 6 Corridor Planning Study
Kick-off Meeting: ERPC
February 20, 2018 at 1:00 PM

Attendees: Please see attached sign-in sheet

Following are the minutes from the February 20th project kick-off meeting held at ERPC's offices in Sandusky, Ohio. The meeting included representatives of ERPC, ODOT District 3, City of Huron, City of Sandusky and representatives of TranSystems (consultant). Copies of the attendance sign-in sheet, study area map and agenda are attached.

- The project PID# is 105803
- Site visit (van tour) to be scheduled in spring, perhaps around 2nd week of April when weather improves
    - City of Sandusky offered to investigate the use of a city transit van for the field tour
- Butler Street – roadway is in poor condition
    - Are reversible lanes still the right approach to use
    - Consider rerouting traffic to help reinvigorate the area (economic redevelopment)
- Cedar Point traffic has been observed to be more dispersed as visitors utilize other routes, taking advantage of mobile navigation devices
- New greenhouse development south of Rt 2 interchange on Rye Beach
    - Trip generation/truck data requested
    - Separate meeting with Township regarding Mucci may be held
- Public Involvement Plan – ERPC website can be used to post meeting advertisements
    - ERPC will serve as clearinghouse for PI meeting comments
    - District 3 will have their District Environmental Coordinator review PIP and offer any comments
    - District 3 will set up Brian Metz (TranSystems) with access to the online upload site for NEPA
    - Stakeholder meetings will include a breakout group based on geography to solicit feedback on existing conditions/problem areas
        - TranSystems asked that the meeting attendees give some consideration to locations along the corridor where stakeholder/PI meetings can be held
    - TranSystems to let ERPC know if we need any GIS shapefiles
        - *Subsequent to the kick-off meeting, ERPC provided TranSystems with shapefiles for Environmental Justice as EJ population is known to reside near western end of study corridor in Sandusky*
- ERPC mentioned the importance of considering alternate modes of travel (non-motorized options)

- Traffic counts should be taken after Cedar Point opens daily – July/August are the heaviest traffic months (June is okay)
    - Avoid bike week (week before Memorial Day this year)
- Sports Force – currently working with District 3 on the next phase of development, but details and timing are not available as of now (another study and site plan will eventually be forthcoming)
    - Check their operating schedule before counting – more traffic concerns have been expressed during weekdays (possibly due to local people frequenting the facility on weekdays while non-locals visit for tournaments on weekends)
    - Shuttles have been operated between Cedar Point and Sports Force
- Railroad – contact railroad as part of study as the proximity of the RR to US 6 creates a constraint
- Cedar Point Road (back door to Cedar Point) is normally open – (Typically not closed. While this access was observed to be closed during 2017 Halloweekends, TranSystems will further investigate as this may have been an isolated situation due to unusually heavy traffic conditions, staffing shortages, etc.)
    - Plan to count traffic at its intersection with US 6
- ERPC suggested that Erie Metroparks be contacted about activities at the sports fields located near the Perkins Avenue/US 6 intersection
- Study process will begin with environmental research and safety study (crash analysis)
    - Existing conditions will be further studied over the summer once existing traffic counts are collected
        - Growth rate requested from District 3 along with consideration of using Streetlight Data through ODOT's license
        - ERPC will also review their LRTP model growth rates along the corridor and forward to ODOT for their review
    - Development of alternatives will follow, likely in late summer/early fall
        - Access management will be considered as part of the study process

CEDAR POINT DR
6
BUTLER ST
250
REMINGTON AVE
PERKINS AVE
CEDAR POINT RD
CAMP RD
2
RYE BEACH RD
0
500
1,000
2,000
Feet

TranSystems Corporation
1100 Superior Avenue
Suite 1000
Cleveland, Oh 44114
Tel 216-861-1780
Fax 216-274-9595
www.transystems.com

Erie Regional Planning has selected you as an important Stakeholder to gather your opinion on a study currently being conducted of the US Route 6 corridor. The planning study will examine existing transportation conditions and evaluate potential transportation improvements for the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron including Butler Street in the City of Sandusky. The purpose of this project is to increase the efficiency of the transportation corridor and to improve multi-modal transportation options.

As a result, we are inviting you to participate in the first **Stakeholders Meeting** for the project scheduled for 2:00 p.m. **on Thursday, May 24th, 2018**. At this meeting, we will discuss and seek your input on the planning study process, current phase of the project and studies conducted to date. It should be noted, the identified needs forming the basis of this purpose are travel demand, congestion and safety and these items will be also discussed in further detail at the meeting.

The **Stakeholder Meeting** will be held at:

247 Columbus Avenue
3rd Floor Downtown Commission Chambers
Sandusky, Ohio 44870

Please let me know if you, or your representative, are available to attend. If you have any questions or if you need additional information, please feel free to contact Carrie Whitaker at CWhitaker@eriecounty.oh.gov or Steve Poggiali at SteveP@eriecounty.oh.gov. Both can also be reached at 419-627-6671.

If you would prefer e-mail in lieu of a mailed letter, please have your staff contact us with the appropriate e-mail address to use for future communications. Thank you so much for your attention.

US 6 Corridor Planning Study

Stakeholder Meeting #1

2:00 p.m., Thursday, May 24, 2018

Name	Organization	Phone	Email Address	Initial
Aaron Grilliot	TranSystems	614- 433-7808	aggrilliot@transystems.com	
Aaron Klein	City of Sandusky	419-627-5829	aklein@ci.sandusky.oh.us	
Al Biehl	TranSystems	216-357-3525	acbiehl@transystems.com	
Amy Bowman Moore	Erie Metro parks	419-627-7783	amoore@eriemetroparks.org	
Andrew Kurtz	Bowling Green State University - Firelands Campus	419-372-0633	kurtz@bgsu.edu	
Andrew Schneider	TranSystems	614-433-4885	amschneider@transystems.com	
Andy White	City of Huron	419-433-5000	andy.white@huronohio.us	
Angie Byington	City of Sandusky	419-627-5873	abyington@ci.sandusky.oh.us	
Brad Hartung	City of Huron	419-433-5000	bhartung@cityofhuron.org	
Brian Kasper	Kasper Automotive	419-621-0210		
Carrie Whitaker	Erie County Regional Planning Department	419-627-7652	cwhitaker@eriecounty.oh.gov	
Dave Foster	Erie Regional Planning Commission (ERPC)		dfoster250@aol.com	
Dave Moyer	Erie County Department of Environmental Services	419-433-7303	dmoyer@eriecounty.oh.gov	
David Miller	Bayfront Corridor Committee, [City of Sandusky] Planning Commission, Friends of Pipe Creek		dmiller@eriecounty.oh.gov	
David Thorson	Thorsport - 3515 Cleveland Road			
Deborah Beck	ODNR/Coastal Management	419-626-7980	deborah.beck@dnr.state.oh.us	
Dennis Murray	City of Sandusky	419-627-5850	dmurray@ci.sandusky.oh.us	
Doug Green	City of Huron/OHM Advisors	419-433-5000	dgreen@hexagoncmc.com	
Eric Dodrill	Erie County Soil and Water Conservation District	419-626-5211	edodrill@eriecounty.oh.gov	
Eric Wobser	City of Sandusky	419-627-5844	ewobser@ci.sandusky.oh.us	
Frank Valli	MPO Citizens Advisory Committee			
Gary Boyle	Perkins Township	419-609-1435	gboyle@perkinstownship.com	
Gary Mortus	First Energy Corporation	419-627-6817	mortusg@firstenergycorp.com	
George Dekker	Mucci Farms		gdekker@muccifarms.com	
Greg Hill	Sawmill Creek Resort	419-433-3800	ghill@sawmillcreekresort.com	

Jack Farschman (or Representative)	Erie County Engineers Office	419-627-7710	jfaschman@eirecounty.oh.gov	
Jimmy Sortino	Sortinos/Thirsty Pony	419-625-0362		
John Orzech	City of Sandusky Police Department	419-627-5870	jorzech@ci.sandusky.oh.us	
Julie Cichello	ODOT D3	419-207-7168	julie.cichello@dot.ohio.gov	JA
Kathie Mueller	Friends of Pipe Creek		kathiemue@aol.com	
Lance Warner	Bayfront Corridor Committee	419-626-4858	lwaresrp@aol.com	
Larry Fletcher	Lake Erie Shores and Islands	419-625-2984	larry@lake-erie.com	
Leslie Farley	ODOT D3	419-207-7170	leslie.farley@dot.state.oh.us	
Lt. Brett Gockstetter	Ohio Highway State Patrol	419-625-6565	bwgockstetter@dps.state.oh.us	
	Norfolk Southern Railroad			
	Maples Motel	419-626-1575	info@maplesmotel.com	
	Marathon/Friendship Gas Station	419-625-3355		
	Wendy's	419-433-2849		
	Niehms Auto Service	419-626-4534		
	McDonalds	419-433-7555		
Mark Norman	The House on Third Strret		mark@thehouseonthirdstreet.org	
Mike Schafrath	ODOT D3	419-207-7065	mike.schafrath@dot.state.oh.us	
Mike Zuilhoff	Sandusky Regional Planning Commission		mzuil@accelogy.com	
Molly White	Sport Force Parks	419-271-5350	mwhite@sportsforceparks.com	
Nicole Grohe	Erie County Regional Planning Department	419-627-7793	ngrohe@eriecounty.oh.gov	
Pamela Smith	Erie County Chamber of Commerce	419-625-6421		
Patrick Shenigo	Erie County Board of Commissioners	419-627-7672	pshenigo@eriecounty.oh.gov	
Paul Sigsworth	Erie County Sheriffs Office	419-625-7951	psigsworth@eriecounty.oh.gov	
Pete Daniel	Erie County Board of Commissioners	419-627-7672	pdaniel@eriecounty.oh.gov	
Phil Gabel	ODOT D3	419-207-7177	phillip.gabel@dot.ohio.gov	
Robb Parthemore	Perkins Township Police Department	419-627-0824	RParthemore@perkinstownship.com	
Robert Lippert	City of Huron Police Department	419-433-4114	rlippert@cityofhuron.org	
Sgt. Joseph Wentworth	Sandusky OSHP P22	419-271-6505	[redacted]jawentwort@dps.ohio.gov	
Steve Poggiali	Erie County Regional Planning Department	419-627-6671	SteveP@eriecounty.oh.gov	
Tim Bergeman	City of Sandusky/Sandusky Transit System	419-627-0740	tbergeman@ci.sandusky.oh.us	

Tim Coleman	Perkins Township	419-609-1400	tcoleman@perkinstownship.com	
Tim Schwanger	Sandusky Waterfront Watchdogs			
Wes Poole	City of Sandusky	419-627-5850	wpoole@ci.sandusky.oh.us	
Will Spence	Sport Force Parks	419-271-4928	wspence@sportsforceparks.com	
	Huron Industrial Business Park - Sawmill Pkwy			
Bill Heck	EC Dors	419-433-7303	bheck@erecounty.oh.gov	
Vince Donald	Perkins Twp P.D	419-627-0809		
Nicole DeFreitas	Sandusky		ndefreitas@ci.sandusky.oh.us	
Tim Lloyd	ECEO			
Matt Reams	ECEO			

US 6 Corridor Planning Study

Erie Regional Planning Commission

Agenda

- Introductions
- Project Goals and Vision
- Planning Study Process
- Stakeholder Input (Breakout)
- Summary and Next Steps
- Q&A

PROJECT GOALS AND VISION

Project Goals and Vision

- What We Hope to Accomplish Today
  - Introduce You To the Project
  - Explain the Planning Study Process
  - Solicit Your Individual Feedback
  - Discuss Next Steps and Public Involvement

Project Goals and Vision

- **Project Purpose**
  - Improve Transportation System Efficiency
  - Improve Multi-modal Options
  - Improve Reliability of Summer/Seasonal Traffic

- **Project Need**
  - Travel demand
  - Congestion
  - Safety

US 6 Corridor Study Limits

East: Rye Beach Road in City of Huron

West: Sycamore Line US 250 in City of Sandusky

PLANNING STUDY PROCESS

Planning Study Process

- Follow ODOT's Project Development Process
  - Develop Purpose and Need
  - Existing Data, Research, and Analysis
  - Review Transportation and Land Use Plans
  - Crash Analyses
  - Planning Level Traffic / Certified Traffic
  - Stakeholder and Public Involvement
  - Feasibility Study

Planning Study Process

- ODOT Feasibility Study
  - Traffic Analyses
  - Roadway Assessment
  - Structure Assessment
  - Right-of-Way Assessment
  - Utility Assessment
  - Railroad Assessment
  - Environmental Analysis
  - Public Involvement
  - Alternative Comparison
  - Recommendations

Crash Location Heat Map

ERI-6 Crash Locations

May 9, 2018

1:72,224

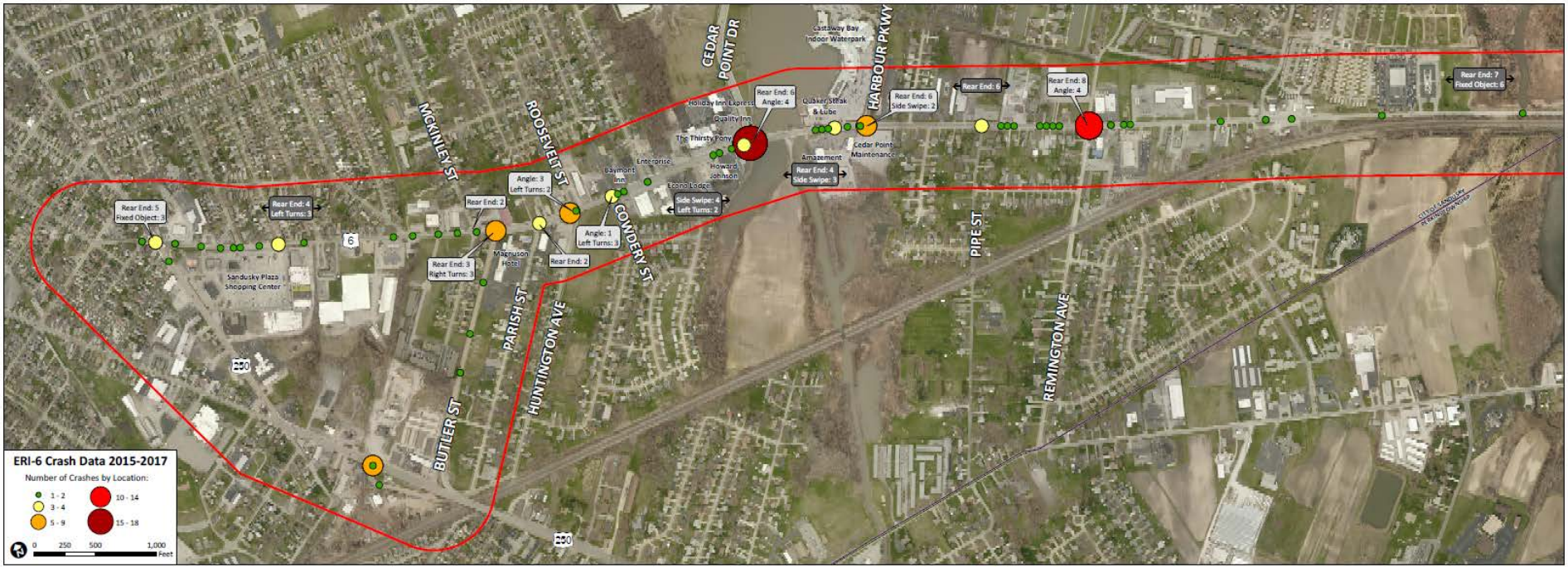
0 0.45 0.9 1.8 mi

0 0.75 1.5 3 km

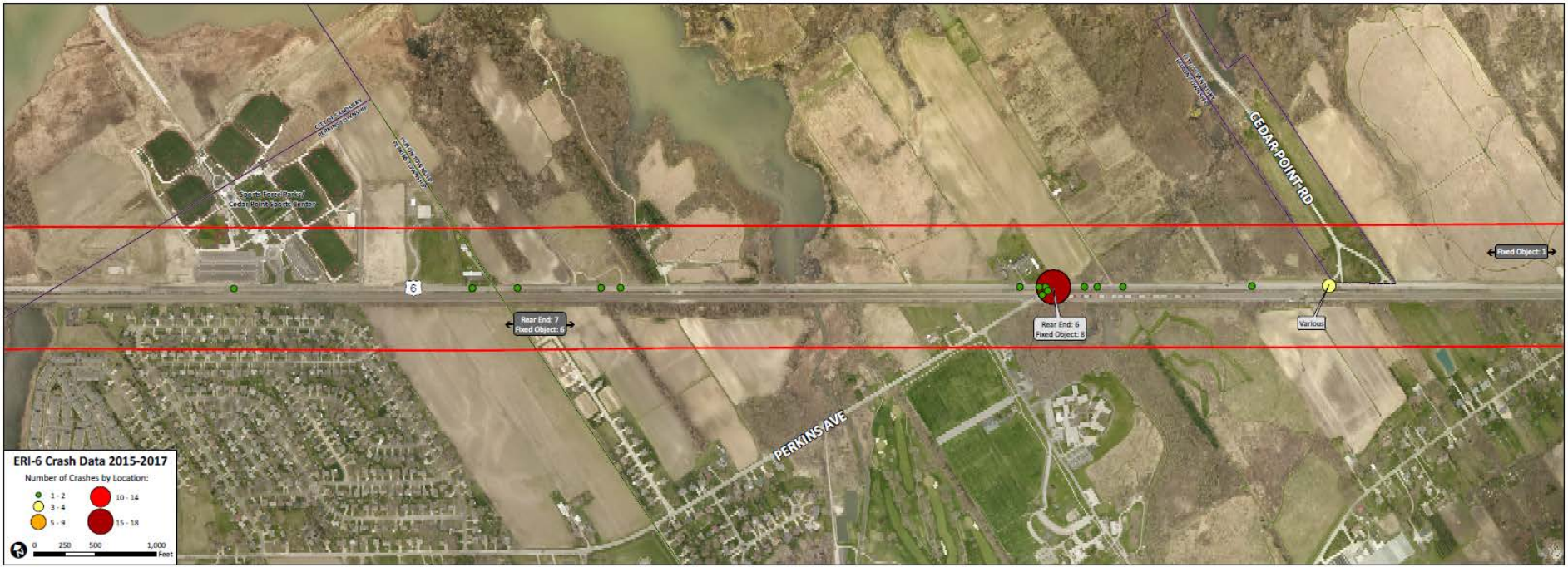
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri TransSystems

(Crash Data from ODOT's GCAT system)

Crash Data


CEDAR POINT DR
HARBOUR PKWY
MCKINLEY ST
ROOSEVELT ST
COWDERY ST
PARISH ST
HUNTINGTON AVE
BUTLER ST
PIPE ST
REMINGTON AVE
Castaway Bay Indoor Waterpark
Holiday Inn Express
Quality Inn
The Thirsty Pony
Howard Johnson
Quaker Steak & Lube
Cedar Point Maintenance
Amazement
Enterprise
Baymont Inn
Econo Lodge
Magnuson Hotel
Sandusky Plaza Shopping Center
Rear End: 6 Angle: 4
Rear End: 6 Side Swipe: 2
Rear End: 6
Rear End: 8 Angle: 4
Rear End: 7 Fixed Object: 6
Rear End: 4 Side Swipe: 3
Side Swipe: 4 Left Turns: 2
Angle: 3 Left Turns: 2
Rear End: 2
Angle: 1 Left Turns: 3
Rear End: 2
Rear End: 3 Right Turns: 3
Rear End: 5 Fixed Object: 3
Rear End: 4 Left Turns: 3
6
250
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15 - 18
0
250
500
1,000
Feet

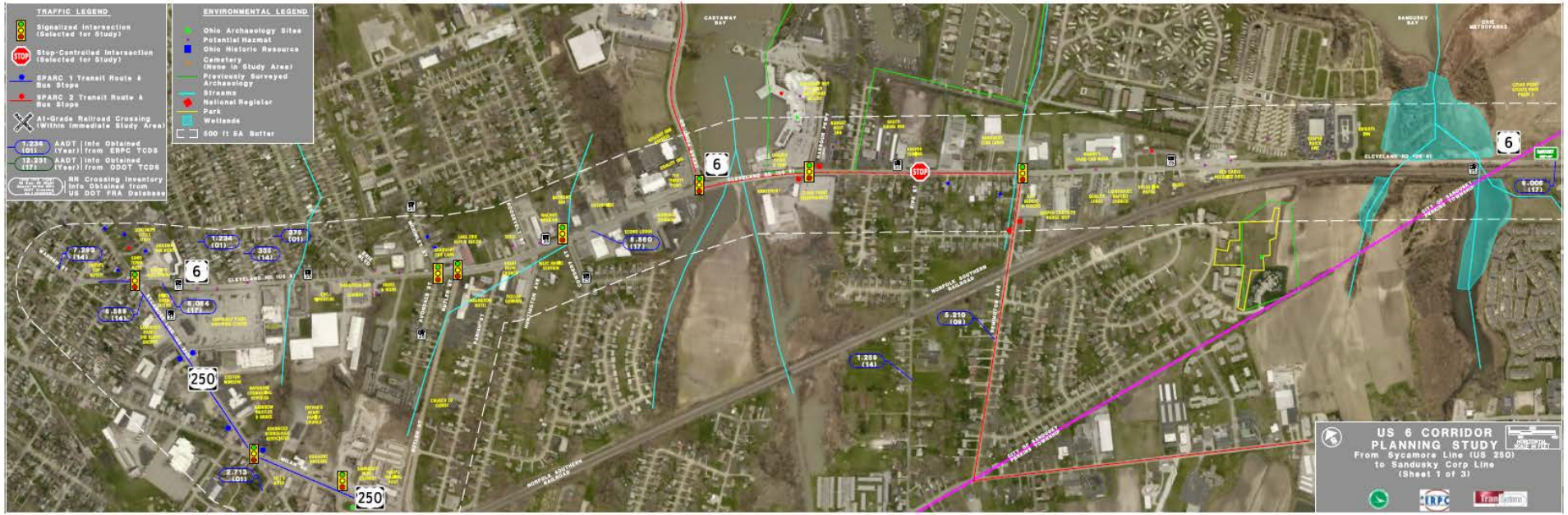
Crash Data


CEDAR POINT RD
PERKINS AVE
6
Rear End: 7
Fixed Object: 6
Rear End: 6
Fixed Object: 8
Various
Fixed Object: 1
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15 - 18
0
250
500
1,000
Feet

Crash Data

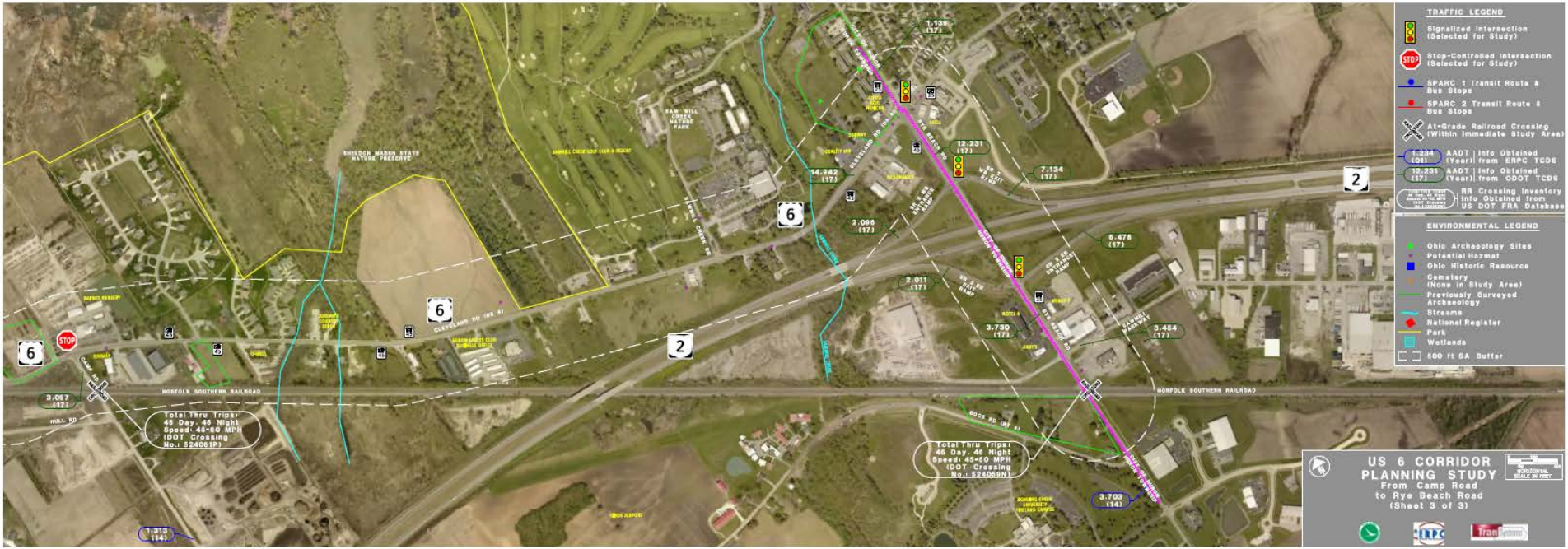
Rear End: 6
Fixed Object: 2
Costa Azul Mexican
Shell
Left Turns: 2
Subway
Quality Inn
McDonald's
Rear End: 6
Angle: 5
SAWMILL CREEK DR
Rear End: 9
Side Swipe: 1
Rear End: 5
Left Turns: 3
Rear End: 4
Angle: 2
Fixed Object: 1
Rear End: 3
Side Swipe: 3
Rear End: 15
Fixed Object: 5
Fatalities: 1
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15 - 18
0
250
500
1,000
Feet
CAMP RD
Bowling Green State University
Firelands Campus
RYE BEACH RD

Traffic and Environmental Data



Traffic and Environmental Data

Traffic and Environmental Data



STAKEHOLDER INPUT

Stakeholder Input

- Breakout Session (~20 minutes)
  - What problems do you see
  - What challenges do you have
  - When are they (daily, seasonally, etc.)
  - How do you currently solve/bypass
- Reconvene and Report Back

SUMMARY AND NEXT STEPS

Data Collection and Existing Conditions

- Traffic Counts
- Crash Analyses (Trends, Locations)
- Intersection Capacity Analyses (Operational Problems)
- Bicycle/Pedestrian/Transit Connections

Public Involvement

- Stakeholder and Public Meeting (Late Summer)
  - Present Information, Findings, Data
  - Solicit Feedback
- Analyses and Concept Development (Early Fall)
  - Develop Range of Potential Solutions
- Stakeholder and Public Meeting (Late Fall)
  - Present Range of Potential Solutions
  - Solicit Feedback
- Finalize Planning Study (Winter)

QUESTIONS?

AL BIEHL, PE
ACBIEHL@TRANSYSTEMS.COM

Stakeholder Meeting #1
May 24, 2018
Break-out Session Summary

West End (City of Sandusky between Sycamore Line and Corp Line):

- Crash frequency validated at both Remington Avenue and Cedar Point Drive intersections; would expect more crashes at the Butler/US 6 intersection
- Remington Avenue intersection – blind corner (SW); also tight turn radius
- Pipe Street – problem with trucks using local residential street
- Marathon gas station (at Erie Blvd.) – 2 access drives, presents trouble getting into/out of site
- Butler – delineators on US 6 are gone, cones are put out now; road is blighted area, homes are not maintained, needs gateway improvement; no consensus on whether eliminating Butler Street is a good idea as it will push problem elsewhere, e.g., US 250 (Sycamore Line) & US 6 (Cleveland Rd) intersection as well as Cleveland Road itself; would expect more crashes at Butler/US 6 intersection
- Confusion associated with lane changes (Cedar Point Drive, Pipe Street; reversible lanes at Butler)
- Sandusky-Perkins Transit (SPARC) is going to add a new route in Summer 2019 that will go directly from Cedar Point to Sports Force Park; consider adding bus pulloffs at stop locations (right now buses stop in the lane)
- Development, or re-development of existing sites, planned along the corridor. The City knows for sure that the NW corner of US 6/Cedar Point Drive is going to be a new hotel. There has also been talk about a couple of other properties along US 6 (one on south side of US 6 at Cedar Point Drive and one further east on north side) being re-developed, but those have not been confirmed and they do not know what is being planned.

Middle Section (Sandusky Corp Line to just west of Camp Road):

- Major problems at Perkins intersection (skew and vertical curve). A lot of motorists use this route to the tournaments at Sports Force. Dangerous left turn and cars queue up on the tracks. Is it possible to raise profile of US 6 to help? Also, WB US 6 trying to turn south on to Perkins…not enough pavement on US 6, people using shoulder to pass traffic waiting to turn. Made worse when turning traffic queues on US 6 because of train. Can we add turn lane or widen the shoulder?
- Parking at Sports Force fills up and they are shuttling people from Sawmill Resort; Sports Force hires an officer to direct traffic
- Grade issues on north side of US 6 at some of the access points for the parks.
- Years ago there was a study to extend Strub Rd. to Cleveland Road. Worth resurrecting?
- Old way into Cedar Point is problematic. Even when people are not supposed to use, the traffic is heavy enough to queue back onto US 6. Accidents are bad at this intersection. Speed limit 55 at this location. Homeowners want more control and are talking about gating this entrance. Understand that Cedar Point Road is going to be widened (add shoulders).
- Speed along this segment of US 6 is too fast. No transition into Sandusky. Goes from 55 to 35.
- Drifting snow in the winter is a problem along this segment of US 6
- Utilities: 20” force main along US 6 (south side) and waterline on north side (between US 6 and RR)
- There are conservation easements behind Sports Force. No expansion north (for parking) is allowed.

East End (Camp Road through Rye Beach Interchange at SR 2):

- Camp Road Intersection – curve to the west hinders sight when making left turn onto Camp; vehicles back up due to driver hesitation to make left turn, many traveling fast on US 6 WB and can come upon stopped traffic here
- Sawmill Resort Entrance – curves impact sight distance when making left turn out of Sawmill; dangerous; many crashes at this location--should look into crash data further here
- Rye Beach Road @ US 6 – making left out of gas station to SB Rye Beach dangerous (access management improvements may help)
- Sidewalk needed on Rye Beach--across bridge Railroad pedestrian gate needed for sidewalk at RR xing
- Pedestrian crossing improvements may be needed at Rye Beach and Sawmill Pkwy (100 more on site resident workers coming to Mucci)
- Short length of turn lanes on US 6 WB at Rye Beach Road
- Consider installing access road along US 6 near McDonalds entrance
- Underground tanks on northwest corner of Rye Beach/US 6 intersection
- City of Huron supportive of bicycle/pedestrian facilities; would like to see along US 6 if possible--makes logical connection to bicycle lane on US 6 to the east of Rye Beach; US 6 is designated bicycle route
- Sawmill Parkway – traffic backups up during shift changes
- Rye Beach/SR 2 – shifting of Cedar Point traffic over time to now use this route rather than US 250
- Consider signal retiming on Rye Beach; also need consistent speed limits (3 different posted speeds)

Meeting with Cedar Point regarding the ERI-6 Corridor Study
06-20-18 at 9:00 AM at Castaway Bay Resort

Attendees:
Duffield Milkie, Executive VP, General Counsel, Corporation Secretary
Jason McClure, General Manager
Lee Alexakos, Vice President Community Relations
Steve Poggiali, ERPC
Allen Biehl, TranSystems

General Discussion: After introductions, Al presented two documents: (1) corridor map showing the study limits/area and (2) "heat map" showing the 3-year crash history along the corridor. Al explained the Study process and how NEPA, ODOT and Federal requirements affect the Study process; most notably the public involvement process. Specifically, Al explained the ERI-6 project, the project limits, the crash data and what work has been completed, to date, as part of the Study. A brief overview of the first Stakeholder meeting was also discussed, including comments generated by attendees, concerns raised, "next steps", etc… Al explained that there would be two more Stakeholder meetings and two public meetings. Overall Study timeframe is about 12 months – we needed to wait until after Memorial Day to begin traffic counts to capture amusement park traffic. Jason noted that traffic over the last couple weeks is about normal for what is expected this time of year; but he noted that their peak traffic occurs in July & August and is historically about 15% higher than what we may be currently counting. Duffield asked about the process of building any new road improvements and how long that takes. Al explained how certain funding scenarios work (TRAC, ODOT Safety Program, etc..) and stated that until it is determined what improvements are needed, it is difficult to establish a timeline to construction. Al noted that as the Study progresses, TranSystems will work with ERPC and ODOT to identify possible funding sources for actual project(s). Duffield noted that this Study (and the timing of the Study) commissioned by ERPC appears to be "ahead of the curve" when it comes to long range planning, compared to other cities where Cedar Fair has a presence. Specific comments that were generated from the discussion are as noted:

- Cedar Point is committing to have a representative at the future stakeholder meetings.
- Amusement park will most likely not draw much more traffic than what is already generated. Sports Force Park development will have a bigger impact on generating new traffic in the area.
- GPS is driving origination points and the routing of traffic to the Park. No longer does US-250 carry the vast majority of traffic to the Park - it's coming in from all directions, based on customers following their GPS devices.
    - GPS sends traffic down residential streets
    - Cedar Point receives complaints from tour buses using residential streets to get to the Park (even though they have no control over this).
    - GPS directs traffic down the Cedar Point Chaussee, although attempts have been made to direct traffic along US-6 with both static and temporary signing (*Editor's Note: upon arriving in Sandusky, I noted a portable changeable message sign located at the entrance to Cedar Point Chaussee on my way to the meeting*)
- Traffic leaving the park appears to flow better than traffic entering the park. This is for many reasons:
    - Entering the park has been degrading over time due to GPS bringing customers in from all directions vs. a single point direction (i.e. US-250).
    - Cedar Point manually controls traffic into and out of the park on the Causeway

        - 3 lanes into the park in the AM
        - 3 lanes out of the park in the PM
    - Cedar Point is providing less choices of lane assignments for motorists when leaving the park (with directional signing). The goal is to get them off the Causeway and then let them decide where they want to go after they are off the Causeway. This has caused less confusion and less "lane changing" when customers leave the park. Overall, the effort seems to disperse the traffic more quickly toward final destinations.
- Redirecting Traffic and closing Butler Street
    - Al explained that the traffic studies (to be conducted) will determine if this is even feasible
    - Cedar Point indicated that they believe this could confuse drivers more – it may even encourage them to drive through more residential neighborhoods than what is currently experienced
    - Question whether the rerouting of traffic will spur new economic development near the intersection of US-6 (Cleveland Rd) and Sycamore Line
        - Travelers would be reluctant to pull off and back on a congested road, for fear/difficulty of not getting back into the stream of traffic
        - Most customers are focused on getting to the Park – not stopping along the way.
        - Proposed bike paths and providing continuous sidewalk facilities may better spur economic development in this area
- Multi-modal options are important to Cedar Point
    - Bike paths/sidewalks
    - Noted that many of their employees walk to work; especially the employees brought in through a foreign exchange program.
    - Will tie into other bike facility plans that are currently in the works, including the bike facilities planned for Sports Force Park
- Sports Force Park
    - 3 phases
        - Phase 1: already built
        - Phase 2: under construction (indoor facilities)
        - Phase 3: future development along lakefront on north end of property – mostly park-like/outdoor features, bike lanes, waterfront promenade, etc..
- Main Customer complaints:
    - Getting to the amusement park/access to the park. Not readily visible from the highway, thus not intuitive on how to get there (not easily seen from the highway, like many of Cedar Fair's newer parks; which were built near highways)
    - Aesthetics (approach to the park/Causeway)

US 6 Corridor Planning Study

Erie Regional Planning Commission

Policy Meeting

July 26, 2018

Agenda

- Project Overview
- Completed Activities
- Next Steps
- Schedule

PROJECT OVERVIEW

Project Overview

- Project Purpose
  - Improve Transportation System Efficiency
  - Improve Multi-modal Options
  - Improve Reliability of Summer/Seasonal Traffic
- Project Need
  - Travel Demand
  - Congestion
  - Safety

Project Overview

- Scope of Corridor Study
  - US 6/Cleveland Road from Sycamore Line to Rye Beach
    - Includes portions of Sycamore Line, Rye Beach and Butler Street
  - Gather Stakeholder and Public Input
  - Collect and Review Traffic Volumes/Patterns
  - Investigate Existing Conditions, Environmental Features and Constraints
  - Identify Problem Areas and Recommend Multi-modal Solutions
  - Prepare Preliminary Cost Estimates for Recommended Improvements

US 6 Corridor Study Limits

East: Rye Beach Road in City of Huron

West: Sycamore Line US 250 in City of Sandusky

COMPLETED ACTIVITIES

Completed Activities

- Coordination Meetings
  - Sandusky, Huron, Cedar Point, Sports Force, Mucci Farms
- Review of Prior Studies
- Stakeholder Meeting #1
- Tour of the Corridor (bus tour)
- Traffic Data Collection
- Crash Data Review
- Existing Conditions/Field Inventory

NEXT STEPS

Cedar Point Rd
Cleveland Rd W
122
Rye Beach Rd
Perkins Ave
Bogart Rd
2
E Bogart Rd
Columbus Ave

Next Steps

- Finalize Existing Conditions Analyses
- Hold Stakeholder Meeting #2 and Public Meeting #1
  - Present Information, Findings, Data
  - Solicit Feedback
- Hold Incorporate Feedback Into Study Process
- Begin Work on Alternatives Analysis and Multi-modal Connections

SCHEDULE

Cedar Point Rd
Cleveland Rd W
122
Rye Beach Rd
Perkins Ave
Bogart Rd
2
E Bogart Rd
Columbus Ave

Upcoming 2018/2019 Schedule

- Stakeholder and Public Meeting (Late Summer/Early Fall 2018)
- Analyses and Concept Development (Fall 2018)
  - Develop Range of Potential Solutions
- Stakeholder and Public Meeting (Late Fall/Early Winter 2018)
  - Present Range of Potential Solutions
  - Solicit Feedback
- Prepare Draft Planning Study Report (Winter 2019)

THANK YOU!

AL BIEHL, PE
ACBIEHL@TRANSYSTEMS.COM

TranSystems Corporation
1100 Superior Avenue
Suite 1000
Cleveland, Oh 44114
Tel 216-861-1780
Fax 216-274-9595
www.transystems.com

The Erie Regional Planning Commission (ERPC) is studying existing transportation conditions and evaluating potential transportation improvements for the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron including Butler Street in the City of Sandusky. The purpose of this project is to increase the efficiency of the transportation corridor and to improve multi-modal transportation options.

Thank you for your participation as a stakeholder. On **Thursday, October 25, 2018,** we will have our second **Stakeholders Meeting at 2:00 pm**. The purpose of the Stakeholders Meeting will be to update you on the progress of the study and report final traffic counts/analysis. Later that day, there will be an **Open House Public Meeting from 5:00-7:00pm**. The purpose of the Public Meeting will be to present existing conditions and seek input from the public. No alternatives or solutions will be presented at this time.

The **Stakeholder Meeting** and **Open House Public Meeting** will be held at:

Castaway Bay
2001 Cleveland Road
Sandusky, Ohio 44870

Please let me know if you, or your representative, are available to attend. I can be contacted at Acbiehl@transystems.com or by phone at 440-346-5189. If you have any questions or if you need additional information, please feel free to contact Carrie Whitaker at CWhitaker@eriecounty.oh.gov or Steve Poggiali at SteveP@eriecounty.oh.gov. Both can also be reached at 419-627-6671.

If you would prefer e-mail in lieu of a mailed letter, please have your staff contact us with the appropriate e-mail address to use for future communications. Thank you so much for your attention.

Allen Biehl, P.E.

Project Manager

TranSystems Corporation

US 6 Corridor Planning Study

Stakeholder Meeting #2

2:00 PM, Thursday, October 25, 2018

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
Aaron Grilliot	TranSystems	614- 433-7808	aggrilliot@transystems.com		
Aaron Klein	City of Sandusky	419-627-5829	aklein@ci.sandusky.oh.us		
Al Biehl	TranSystems	216-357-3525	acbiehl@transystems.com		
Amy Bowman Moore	Erie Metro parks	419-627-7783	amoore@eriemetroparks.org	mark mabee Jay Yochem	JY
Andrew Kurtz	Bowling Green State University - Firelands Campus	419-372-0633	kurtz@bgsu.edu		
Andrew Schneider	TranSystems	614-433-4885	amschneider@transystems.com		
Andy White	City of Huron	419-433-5000	andy.white@huronohio.us		
Angie Byington	City of Sandusky	419-627-5873	abyington@ci.sandusky.oh.us		CB
Bill Fleck	Erie County Department of Environmental Services	419-433-7303	bfleck@eriecounty.oh.gov		BF
Brad Hartung	City of Huron	419-433-5000	bhartung@cityofhuron.org		
Brian Kasper	Kasper Automotive	419-621-0210	bkasper@kasperautogroup.com	KASPERTAT@AOL.com	BK
Carrie Whitaker	Erie County Regional Planning Department	419-627-7652	cwhitaker@eriecounty.oh.gov		
Dave Foster	Erie Regional Planning Commission (ERPC)		dfoster250@aol.com		
Dave Moyer	Erie County Department of Environmental Services	419-433-7303	dmoyer@eriecounty.oh.gov		
David Miller	Bayfront Corridor Committee, [City of Sandusky] Planning Commission, Friends of Pipe Creek		dmiller@eriecounty.oh.gov		DM
David Thorson	Thorsport - 3515 Cleveland Road				
Deborah Beck	ODNR/Coastal Management	419-626-7980	deborah.beck@dnr.state.oh.us		
Dennis Murray	City of Sandusky	419-627-5850	dmurray@ci.sandusky.oh.us		
Doug Green	City of Huron/OHM Advisors	419-433-5000	dgreen@hexagoncmc.com		D.A.G.
Eric Dodrill	Erie County Soil and Water Conservation District	419-626-5211	edodrill@eriecounty.oh.gov		
Eric Wobser	City of Sandusky	419-627-5844	ewobser@ci.sandusky.oh.us		
Frank Valli	MPO Citizens Advisory Committee				
Gary Boyle	Perkins Township	419-609-1435	gboyle@perkinstownship.com		GB
Gary Mortus	First Energy Corporation	419-627-6817	mortusg@firstenergycorp.com		
George Dekker	Mucci Farms		gdekker@muccifarms.com		
Greg Hill	Sawmill Creek Resort	419-433-3800	ghill@sawmillcreekresort.com		
Jack Farschman (or Representative)	Erie County Engineers Office	419-627-7710	jfaschman@eirecounty.oh.gov		NR TL
Jimmy Sortino	Sortinos/Thirsty Pony	419-625-0362			
John Orzech	City of Sandusky Police Department	419-627-5870	jorzech@ci.sandusky.oh.us		
Julie Cichello	ODOT D3	419-207-7168	julie.cichello@dot.ohio.gov		

US 6 Corridor Planning Study

Stakeholder Meeting #2

2:00 PM, Thursday, October 25, 2018

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
Kathie Mueller	Friends of Pipe Creek		kathiemue@aol.com		
Lance Warner	Bayfront Corridor Committee	419-626-4858	lwaresrp@aol.com		
Larry Fletcher	Lake Erie Shores and Islands	419-625-2984	larry@lake-erie.com	DAWN ATTENDED	DW
Leslie Farley	ODOT D3	419-207-7170	leslie.farley@dot.state.oh.us		
Lt. Brett Gockstetter	Ohio Highway State Patrol	419-625-6565	bwgockstetter@dps.state.oh.us		
Mark Norman	The House on Third Strret		mark@thehouseonthirdstreet.org		
Matt Rogers	Erie County Engineers Office	419-627-7710	mrogers@eirecounty.oh.gov		
Mike Schafrath	ODOT D3	419-207-7065	mike.schafrath@dot.state.oh.us		
Mike Zuilhoff	Sandusky Regional Planning Commission		mzuil@accelogy.com		
Molly White	Sport Force Parks	419-271-5350	mwhite@sportsforceparks.com		
Nicole Grohe	Erie County Regional Planning Department	419-627-7793	ngrohe@eriecounty.oh.gov		NG
Nicole DeFreitas	City of Sandusky/Sandusky Transit System	419-627-0740	ndefreitas@ci.sandusky.oh.us		
Pamela Smith	Erie County Chamber of Commerce	419-625-6421			
Patrick Shenigo	Erie County Board of Commissioners	419-627-7672	pshenigo@eriecounty.oh.gov		
Paul Sigsworth	Erie County Sheriffs Office	419-625-7951	psigsworth@eriecounty.oh.gov		
Pete Daniel	Erie County Board of Commissioners	419-627-7672	pdaniel@eriecounty.oh.gov		
Phil Gabel	ODOT D3	419-207-7177	phillip.gabel@dot.ohio.gov		
Robb Parthemore	Perkins Township Police Department	419-627-0824	RParthemore@perkinstownship.com		
Robert Lippert	City of Huron Police Department	419-433-4114	rlippert@cityofhuron.org		
Sgt. Joseph Wentworth	Sandusky OSHP P22	419-271-6505	jawentworth@dps.state.oh.us		
Steve Poggiali	Erie County Regional Planning Department	419-627-6671	SteveP@eriecounty.oh.gov		
Tim Coleman	Perkins Township	419-609-1400	tcoleman@perkinstownship.com		
Tim Lloyd	Erie County Engineers Office	419-627-7710	tlloyd@eirecounty.oh.gov		TL
Tim Schwanger	Sandusky Waterfront Watchdogs				
Vincent Donald	Perkins Township Police Department	419-433-7303	VDonald@perkinstownship.com		
Wes Poole	City of Sandusky	419-627-5850	wpoole@ci.sandusky.oh.us		WP
Will Spence	Sport Force Parks	419-271-4928	wspence@sportsforceparks.com		
	Huron Industrial Business Park - Sawmill Pkwy				
	Maples Motel	419-626-1575	info@maplesmotel.com		
	Marathon/Friendship Gas Station	419-625-3355			
	McDonalds	419-433-7555			
	Niehms Auto Service	419-626-4534			

US 6 Corridor Planning Study

Stakeholder Meeting #2

2:00 PM, Thursday, October 25, 2018

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
	Norfolk Southern Railroad				
	Wendy's	419-433-2849			
DAWN WEINHARDT	LAKE ERIE SHORES AND ISLANDS	419-625-2984	dawn@shoresandislands.com		DW

NEWS RELEASE

Erie Regional Planning Commission
2900 Columbus Avenue, Sandusky, Ohio 44870

FOR IMMEDIATE RELEASE: **October 4, 2018**

ERPC to Hold Public Meeting

US 6 Corridor Study – Sycamore Line (US250) to Rye Beach Road

DATE: October 25, 2018

TIME: 5:00 to 7:00 PM (Open House Format)

LOCATION: Castaway Bay
2001 Cleveland Road
Sandusky, OH 44870

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron, including Butler Street in the City of Sandusky. The purpose of the study is to increase the efficiency of the transportation corridor and to improve multi-modal transportation options.

A public involvement meeting for this study will provide the general public, residents, business and property owners, and public officials an opportunity to view exhibits and to provide comments on transportation issues and potential improvements. No formal presentation will be made during this open house public meeting. Representatives from the ERPC will be present to discuss and answer questions. There will be free parking at Castaway Bay, which is also served by the Sandusky Transit Service (Red Line, Stop 18).

This public open house is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may be turned in at the open house or sent in to the addresses below by November 23, 2018:

Mail: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870
E-mail: cwhitaker@eriecounty.oh.gov
Phone: 419-627-6671

TANDEM MEDIA NETWORK
SANDUSKY REGISTER + NORWALK REFLECTOR
314 WEST MARKET ST.
SANDUSKY OH 44870
(419)625-5500
Fax (419)625-7211

ORDER CONFIRMATION

Salesperson: JEANINE VARKONDA — Printed at 10/12/18 09:57 by jvark

---

Acct #: 30903 — Ad #: 572002 — Status: New CHOLD

ERIE CO REGIONAL PLANNING
2900 COLUMBUS AVE
SANDUSKY OH 44870

Start: 10/15/2018 — Stop: 10/15/2018
Times Ord: 1 — Times Run: ***
STD 1.00 X 61.00 Words: 242
Total STD 61.00
Class: 001 LEGALS
Rate: LEGAD — Cost: 67.10
Affidavits: 1

Contact: CINDY MILLIS
Phone: (419)627-7524ext
Fax#:
Email: chauenstein@eriecounty.oh.go
Agency:

Ad Descrpt: LEGAL NOTICE NOTICE OF PU
Given by: *
P.O. #:
Created: jvark 10/12/18 09:54
Last Changed: jvark 10/12/18 09:56

PUB	ZONE	EDT	TP	RUN DATES
SR	A	97	S	10/15

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

_____ _____

Name (print or type) — Name (signature)

(CONTINUED ON NEXT PAGE)

TANDEM MEDIA NETWORK
SANDUSKY REGISTER + NORWALK REFLECTOR
314 WEST MARKET ST.
SANDUSKY OH 44870
(419)625-5500
Fax (419)625-7211

ORDER CONFIRMATION (CONTINUED)

Salesperson: JEANINE VARKONDA Printed at 10/12/18 09:57 by jvark

---

Acct #: 30903 Ad #: 572002 Status: New CHOLD CHOL

LEGAL NOTICE
NOTICE OF PUBLIC MEETING
U.S. ROUTE 6 CORRIDOR
STUDY

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the U.S. Route 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron, including Butler Street in the City of Sandusky. The purpose of the study is to increase the efficiency of the transportation corridor and to improve multi-modal transportation options.

A public involvement meeting for this study will be held on Thursday, October 25, 2018, from 5:00 - 7:00 p.m., at Castaway Bay, 2001 Cleveland Road, Sandusky, to provide the general public, residents, business and property owners, and public officials an opportunity to view exhibits and to provide comments on transportation issues and potential improvements. No formal presentation will be made during this open house public meeting. Representatives from the ERPC will be present to discuss and answer questions. There will be free parking at Castaway Bay, which is also served by the Sandusky Transit Service (Red Line, Stop 18).

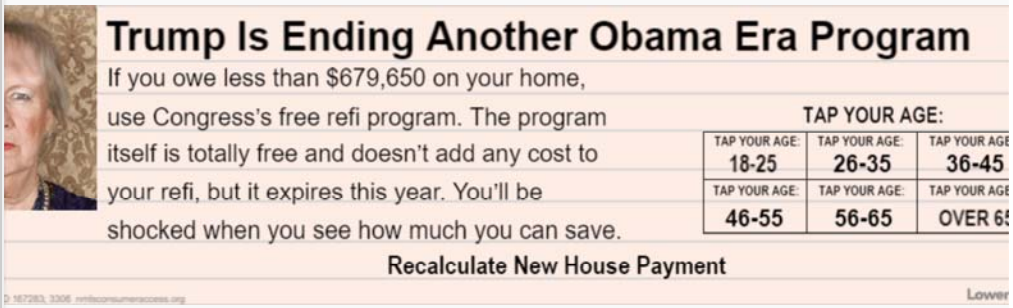
This public open house is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may be turned in at the open house or sent to the addresses below by November 23, 2018: Erie Regional Planning Commission, Attention: Carrie Whitaker, Project Manager, 2900 Columbus Avenue, Sandusky, OH 44870; e-mail:cwhitaker@eriecounty.oh.gov; or phone 419-627-6671.

October 15, 2018

Subscribe or Renew

Home
E-Paper
E-mail Newsletters
Obituaries
Photo Galleries
Videos
Jail Mugs
News
Opinion
Announcements
Sports
Entertainment
Lifestyle
Classifieds
Community & Events Calendar
Fit Challenge
Cedar Point
Contact Us
Help & Legal

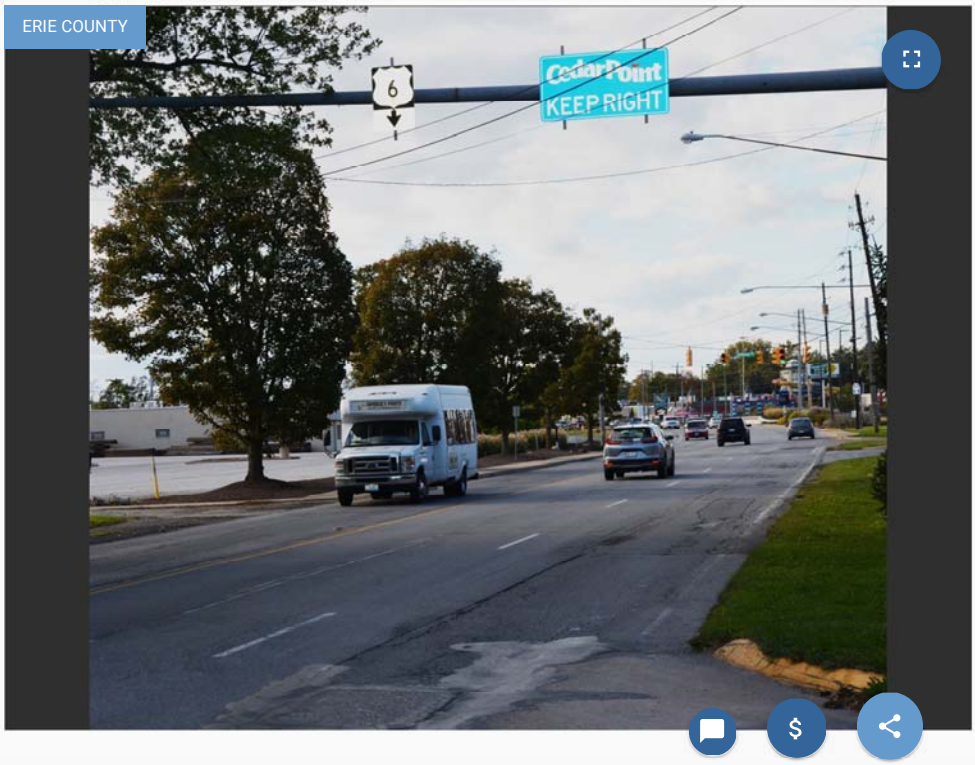
ALERT: Save the dates: Halloween events in Sandusky this month



Upset with U.S. 6? Share your concerns Thursday

10/24/2018 9:47 AM

ERIE COUNTY



1 / 1

Erie County officials seek the public's input to improve Cleveland Road (U.S. 6) between Huron and Sandusky, which includes the intersection of Dietrick Street. -- Register photo/ANDY OURIEL

Andy Ouriel
Staff Reporter

SANDUSKY — Many people have concerns with one of Erie County's busiest roads. Some of the complaints probably sound something like this:

• "The lanes aren't wide enough."

Subscribe or Renew

Home
E-Paper
E-mail Newsletters
Obituaries
Photo Galleries
Videos
Jail Mugs
News
Opinion
Announcements
Sports
Entertainment
Lifestyle
Classifieds
Community & Events Calendar
Fit Challenge
Cedar Point
Contact Us
Help & Legal

• "It's too bumpy."

• "There should be two lanes, and turn lanes, in each direction throughout."

• "It's too slow in certain sections."

Well now's the time to express those gripes and other issues directly at those who can make changes along Cleveland Road (U.S. 6) spanning Sycamore Line in Sandusky to Rye Beach Road in Huron.

Erie County officials scheduled an open house on Thursday to hear those problems and incorporate feedback into a plan they're building.

"A public involvement meeting for this study will provide the general public, residents, businesses, property owners and public officials an opportunity to view exhibits and to provide comments on transportation issues and potential improvements," according to an event statement. "No formal presentation will be made during this open house."

A planning process started about a year ago. Before moving forward, officials desire input from commuters and constituents who travel on the roadway.

"The study is needed because that section of U.S. 6 is one of the major gateways to Cedar Point and serves as a direct access to a large number of businesses," Erie County's planning director Steve Poggiali said. "In addition, the Sports Force facility has created additional traffic congestion and safety concerns along the corridor."

Pursuing a study costs $250,000, broken down with:

• $200,000 coming from the state transportation department.

• $50,000 coming from several political subdivisions — Sandusky, Perkins Township, Huron, Huron Township and Erie County — where this portion of Cleveland Road spans through.

The actual project, in terms of improvements, and the cost is not known at this time.

Want to go?

What: An open house to provide input for a study along Cleveland Road (U.S. 6) from Sycamore Line in Sandusky to Rye Beach Road in Huron.

Where: The meeting occurs from Castaway Bay, 2001 Cleveland Road, which is located within this study area.

SPONSORED CONTENT

Doctors, Dentists and Veterinarians: Why Your New Home Is Within Reach

BY KEYBANK

Practicing doctors, dentists and veterinarians: schedule an appointment with a dedicated mortgage loan officer to learn more.

NAME Address Email/phone organization Meeting INFO.

US 6 Corridor Planning Study

Public Open House #1

5-7:00 PM, Thursday, October 25, 2018

Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
Patrick J. Stout	2804 W. Cleve Rd Huron	419-239-4015		Newspaper
Jane Easley	715 Elizabeth Dr., Huron	419-433-4699		Paper + neighbor
Greg Hill	626 Mariner Village			
"	400 Sawmill Creek	419-656-0132		Sawmill Creek resort
Gary Sanson	3010 Bayfield Dr. Huron	419 625 9276		Newspaper
Jeff Hessler	5419 Cleveland Rd W Huron	419 656 0531		
Jim Corso	2073 Cleveland Road	JCorso2000@Aol.com		Paper + Radio
Donna Mitsos	719 Elizabeth Huron	567-623-2135	Dales Condo	Email
Sue Cloak	23 Marion Ave.	419-433-5250		Newspaper Article
Pete Grant	1707 Cedar Point			Paper
Cathie Collier	820 Martha Drive	563-275-9529	The Dales	email
Nicole Grohe	1118 4th St	419 627 7792	ERPC	Work
Dave Foster				ERPC
Kim Ground	1605 Dietrick St.	419-656-1565	1	Paper

NAME ADDRESS E-mail/phone ORGANIZATION MEETING INFO.

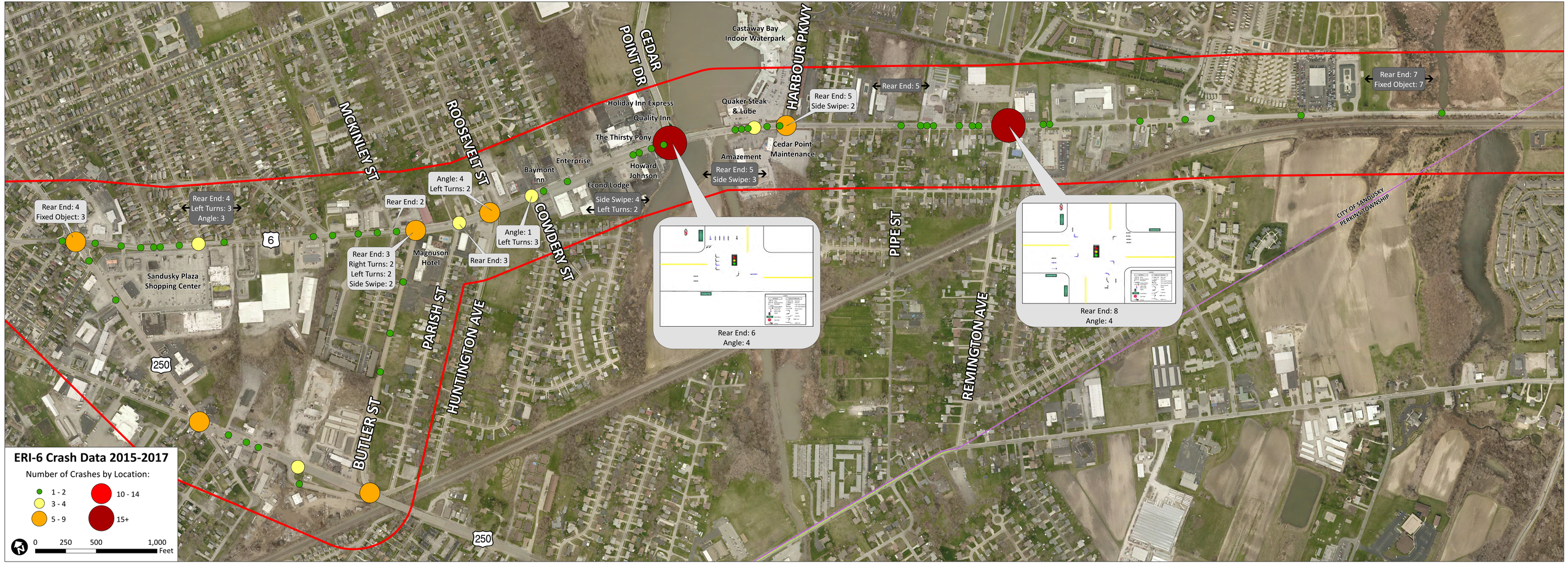
US 6 Corridor Planning Study
Public Open House #1
5-7:00 PM, Thursday, October 25, 2018

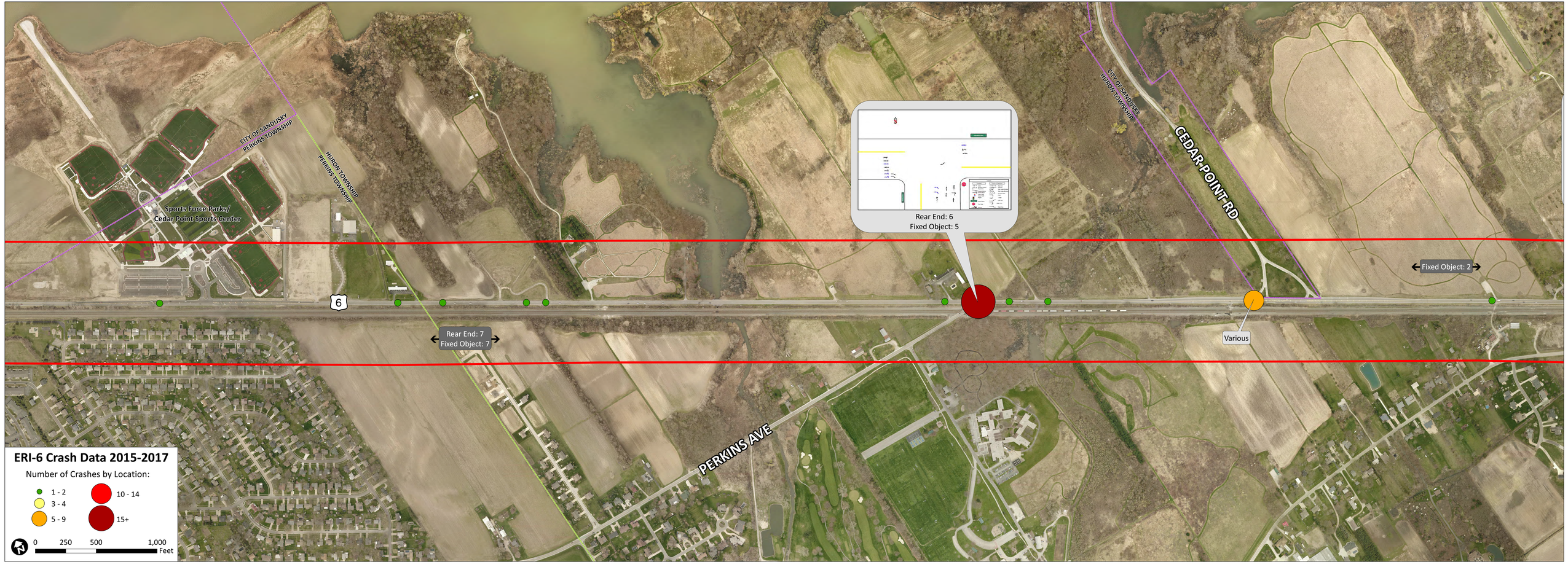
Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
Mike Parker	5617 Taylor Rd Sandusky 44870	mgparker@bex.net	Orford Twp	email
Toni NOSSAMAN	710 Elizabeth Dr., Huron		Huron Twp	
Ken Anthony	619 CEDAR PT RD			
Cindy + Bill Petrys24h	1325 CEDAR PT.	billepetrys24h.com		
Barbara Berg	3800 Boardwalk Dr #304	barbberg@bex.net		
Michael PROUT	1419 Cedar Point		Sandusky OH	
PAMELA HALL	3312 E. Perkins Ave	PAM3HALL23@HOTMAIL.COM.		
Tim HALL	" " "			
Dan Hoffman	703 Elizabeth Dr.	louhelenkarl@gmail.com	Huron Dpt	
Carl Anderson	238 Cedar Point Rd	canderson@LAWOLAW.org		
Ron GIESON	945 Meadowlane Norwalk	rgilson7@neo.rr.com		
Sharon Barnes	3511 Cleveland Rd W	sfbarnes@barnesnursery.com		
Eliz. Wilber	1519 Cedar Pt. Rd.	elizabethwilber@hotmail.com		email
Judy Corso	1020 Cove Park Blvd	mamccorso@COLcom		
Sharon Miller	207 48th St	Sharonmiller@bex.net		husband
Tom Horsman	917 Wayne St	TomHorsman@gmail.com	City of Sandusky	
Jason McClure	Cedar Point			
Larry Fletcher	13 Twin Oaks Dr. Milan, Oh	larry@shorelandislands.com	Lake Erie Shores & Islands	Letter
TIM THORN	1809 DIETRICK ST			
Lou Schultz	125 Sunset Dr			
Marcia Fordham	1128 Alpine Dr.	mfordham.70@outlook.com		
David Muller	207 48th Sandusky			
Dave Waddington	1446 McKinley St.	dwaddington411@yahoo.com	Sandusky City	Commission
Mike Stout	2808 Cleveland West	419-656-3741	HURON, Ohio	Letter
JARRET BARNES	3511 CLEVELAND RD	419-656-3658	HURON, OH	

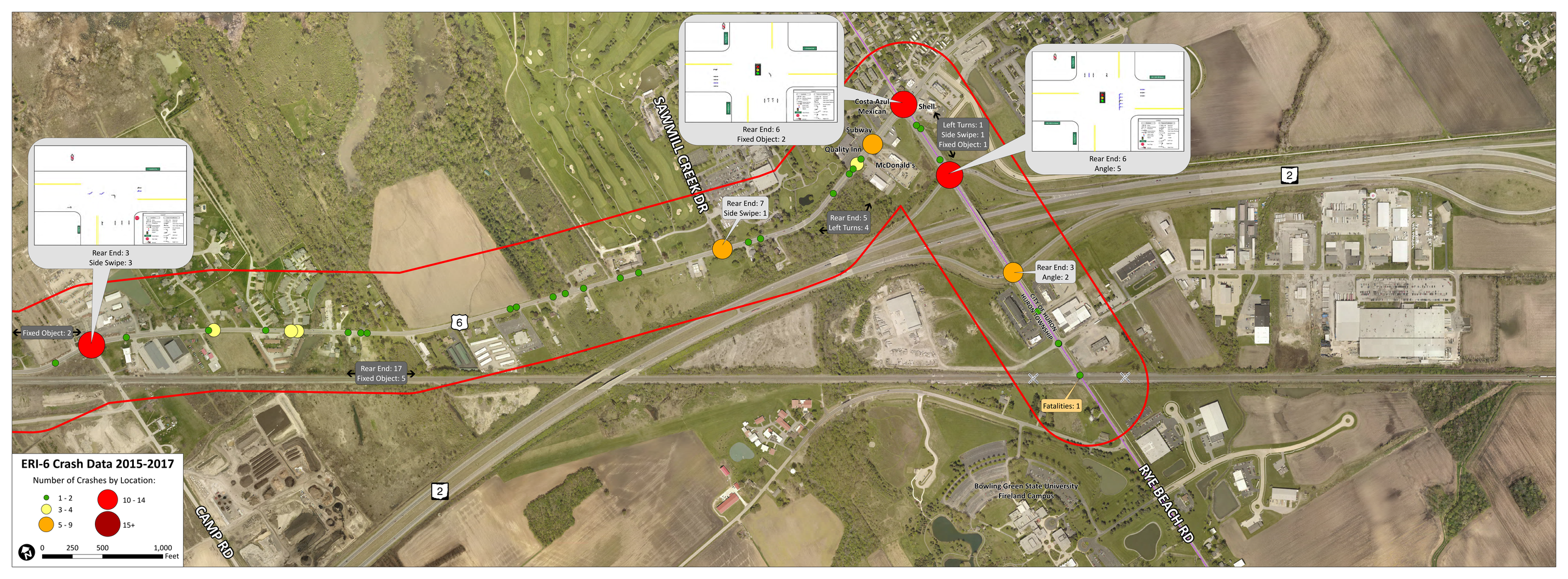
US 6 Corridor Planning Study
Public Open House #1
5-7:00 PM, Thursday, October 25, 2018

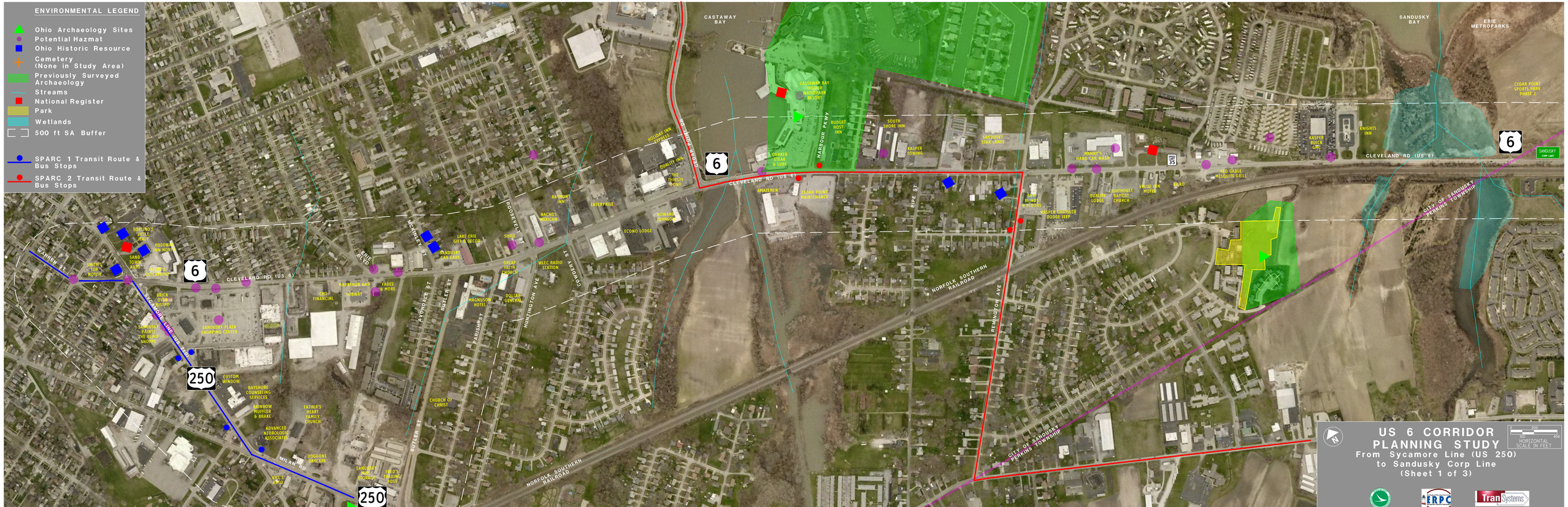
NAME Address E-mail/phone Organization Meeting INFO.

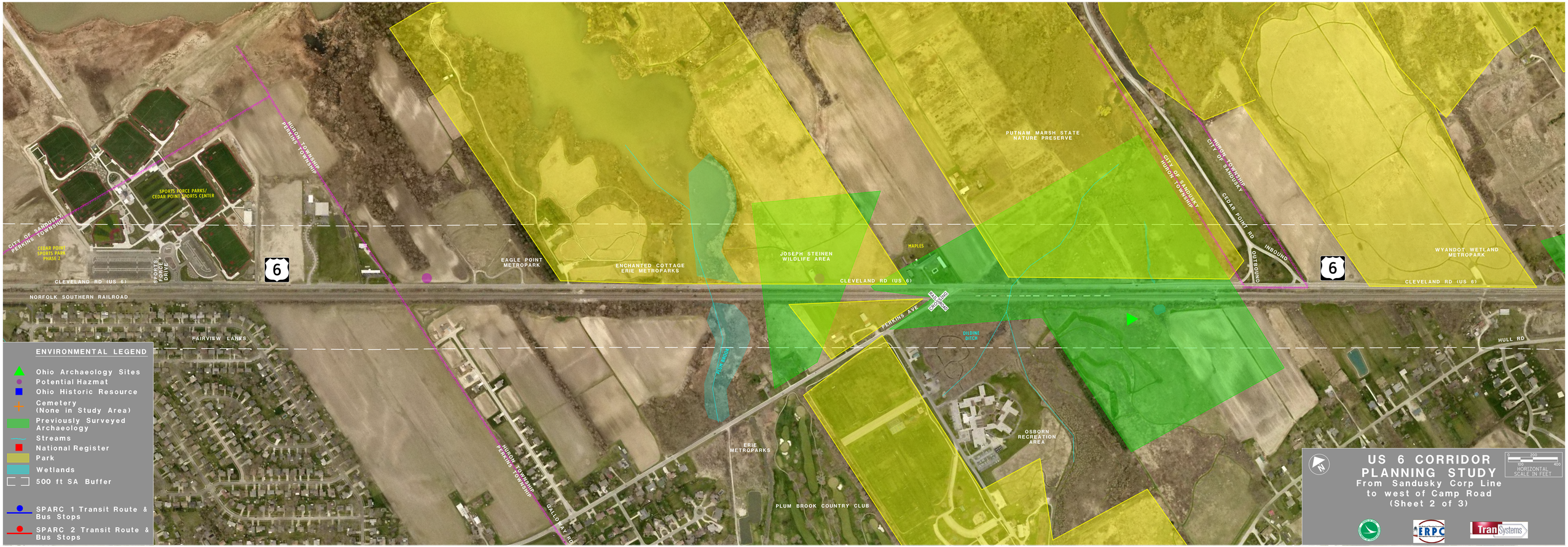
Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
CARRIE WHITAKER	2900 Columbus Ave	CWhitaker@eriecountyoh.gov	ERPC	
RICK VOIGT	530 MARINER VILLAGE	RICKCHERYLV@GMAIL.COM		REGISTER
Betty Maxam	103 Marion Ave Huron	djbjmaxam@aol.com		Register
Don Maxam	103 Marion Ave Huron	djbjmaxam@aol.com		
Linda Smith	710 Elizabeth Drive	travelon@bex.net		Register
Georgia Anthony	619 Cedar Pt. Rd.	gantho@gmail.com		Facebook - Chaussee
Bill Porter	3307 Harvest Ridge Dr.	DRuport@gmail.com		Radio
TAMI MURRAY	2918 Timberlane	Tami_murray@yahoo.com		Newspaper
Ken Wolfe	1710 Willow	Dwschrec@aol		Radio
Donna Hoffman	730 ELizabeth DR	donnahartthoffman@gmail.com		Newspaper
MIKE ZUILHOF		mzuil@accelogy.com		
Bill Semans	334 Hancock St.	wosemans@gmail.com	ERA, Bayfront Corridor	City email
Craig Hofer	2111 Cleveland Rd	Craig@LorisPrinting.net	Loris Printing	Facebook
PAUL SILSWORTH	2800 COLUMBUS AVE	psilsworth@eriecountyohgov	SHERIFF	EMAIL
Gaus + Hatch OTT	1512 E Olagatz		LOCAL	Paper
RICK SCHOEL	4520 GALLOWAY ROAD		RESIDENT	
Char Stout	305 Schiller			
Julie Cichello	906 Clark Ave, Ashland, OH 44805	julie.cichello@dot.ohio.gov	ODOT	
Steve Grasl	3309 Harvest Ridge, Huron		resident	Register
Duane + Jessi Corso	2075 Cleveland Rd Sand.	buckinuts@aol.com	Resident	word of mouth
Jon Weber	3608 Galloway Rd Sand	jweber12@yahoo.com	Resident	Register

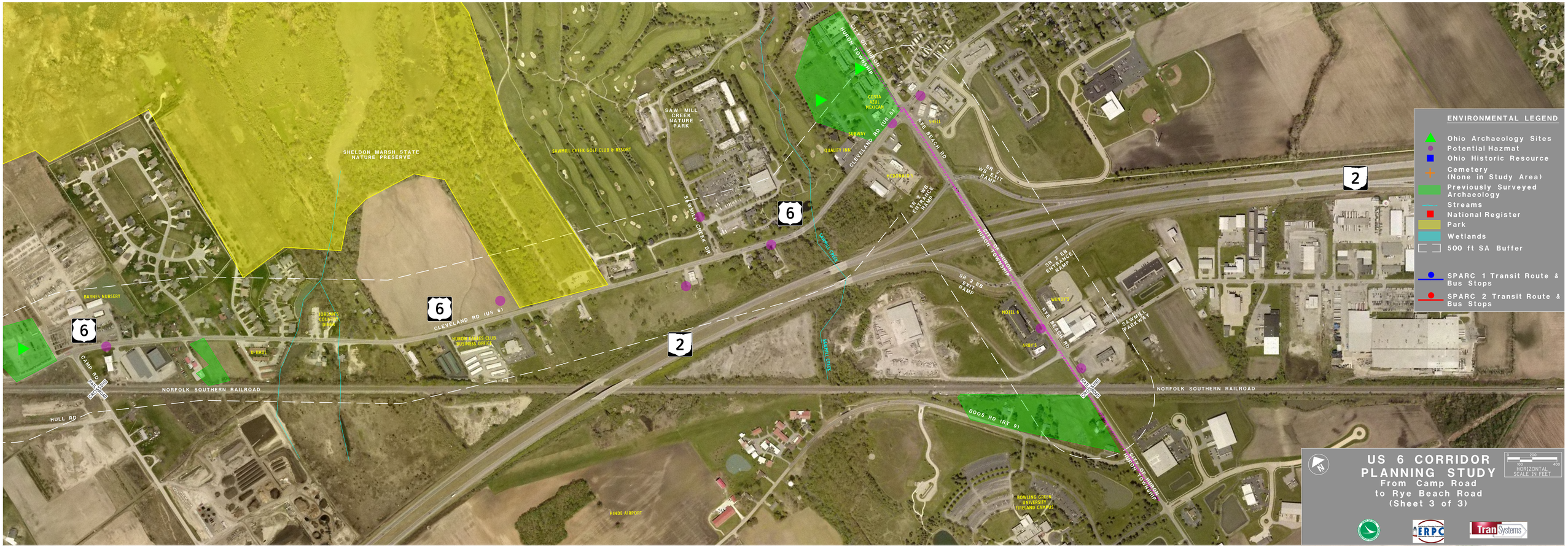

ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15+
0 250 500 1,000 Feet
MCKINLEY ST
ROOSEVELT ST
CEDAR POINT DR
HARBOUR PKWY
COWDERY ST
PARISH ST
HUNTINGTON AVE
BUTLER ST
PIPE ST
REMINGTON AVE
CITY OF SANDUSKY
PERKINS TOWNSHIP
Castaway Bay Indoor Waterpark
Holiday Inn Express
Quality Inn
The Thirsty Pony
Quaker Steak & Lube
Amazement
Cedar Point Maintenance
Howard Johnson
Baymont Inn
Enterprise
Econo Lodge
Magnuson Hotel
Sandusky Plaza Shopping Center
Rear End: 4
Fixed Object: 3
Rear End: 4
Left Turns: 3
Angle: 3
Rear End: 2
Angle: 4
Left Turns: 2
Rear End: 3
Right Turns: 2
Left Turns: 2
Side Swipe: 2
Rear End: 3
Angle: 1
Left Turns: 3
Side Swipe: 4
Left Turns: 2
Rear End: 5
Side Swipe: 3
Rear End: 5
Side Swipe: 2
Rear End: 5
Rear End: 7
Fixed Object: 7
Rear End: 6
Angle: 4
Rear End: 8
Angle: 4
6
250
250


CITY OF SANDUSKY
PERKINS TOWNSHIP
HURON TOWNSHIP
PERKINS TOWNSHIP
Sports Force Parks/
Cedar Point Sports Center
6
Rear End: 7
Fixed Object: 7
PERKINS AVE
Rear End: 6
Fixed Object: 5
CITY OF SANDUSKY
HURON TOWNSHIP
CEDAR POINT RD
Fixed Object: 2
Various
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15+
0
250
500
1,000
Feet

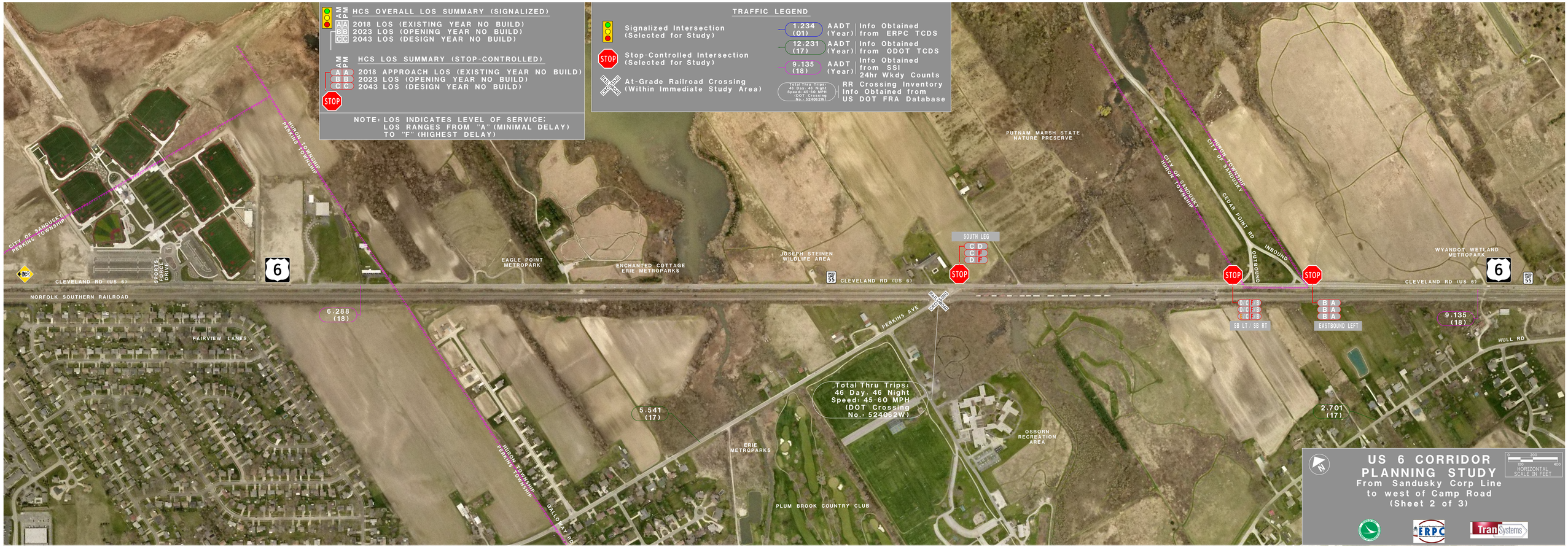

Rear End: 3
Side Swipe: 3
Fixed Object: 2
Rear End: 17
Fixed Object: 5
Rear End: 6
Fixed Object: 2
SAWMILL CREEK DR
Rear End: 7
Side Swipe: 1
Rear End: 5
Left Turns: 4
Costa Azul Mexican
Shell
Subway
Quality Inn
McDonald's
Left Turns: 1
Side Swipe: 1
Fixed Object: 1
Rear End: 6
Angle: 5
Rear End: 3
Angle: 2
CITY OF HURON
HURON TOWNSHIP
Fatalities: 1
6
2
2
CAMP RD
RYE BEACH RD
Bowling Green State University
Fireland Campus
ERI-6 Crash Data 2015-2017
Number of Crashes by Location:
1 - 2
3 - 4
5 - 9
10 - 14
15+
0
250
500
1,000
Feet


ENVIRONMENTAL LEGEND
Ohio Archaeology Sites
Potential Hazmat
Ohio Historic Resource
Cemetery (None in Study Area)
Previously Surveyed Archaeology
Streams
National Register
Park
Wetlands
500 ft SA Buffer
SPARC 1 Transit Route & Bus Stops
SPARC 2 Transit Route & Bus Stops
CASTAWAY BAY
SANDUSKY BAY
ERIE METROPARKS
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
CITY OF SANDUSKY
PERKINS TOWNSHIP
SANDUSKY CORP LIMIT
US 6 CORRIDOR PLANNING STUDY
From Sycamore Line (US 250) to Sandusky Corp Line
(Sheet 1 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems


ENVIRONMENTAL LEGEND
Ohio Archaeology Sites
Potential Hazmat
Ohio Historic Resource
Cemetery (None in Study Area)
Previously Surveyed Archaeology
Streams
National Register
Park
Wetlands
500 ft SA Buffer
SPARC 1 Transit Route & Bus Stops
SPARC 2 Transit Route & Bus Stops
US 6 CORRIDOR PLANNING STUDY
From Sandusky Corp Line to west of Camp Road
(Sheet 2 of 3)
HORIZONTAL SCALE IN FEET
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
CITY OF SANDUSKY/ PERKINS TOWNSHIP
HURON TOWNSHIP/ PERKINS TOWNSHIP
CITY OF SANDUSKY/ HURON TOWNSHIP
HURON TOWNSHIP/ CITY OF SANDUSKY
SPORTS FORCE PARKS/ CEDAR POINT SPORTS CENTER
CEDAR POINT SPORTS PARK PHASE 2
SPORTS FORCE DRIVE
EAGLE POINT METROPARK
ENCHANTED COTTAGE ERIE METROPARKS
JOSEPH STEINEN WILDLIFE AREA
PUTNAM MARSH STATE NATURE PRESERVE
MAPLES
CEDAR POINT RD
OUTBOUND
INBOUND
WYANDOT WETLAND METROPARK
PERKINS AVE
TRANSITIONAL EASEMENT
DILDINE DITCH
PLUM CREEK
FAIRVIEW LANES
HULL RD
ERIE METROPARKS
OSBORN RECREATION AREA
PLUM BROOK COUNTRY CLUB
GALLOWAY RD


SHELDON MARSH STATE NATURE PRESERVE
SAW MILL CREEK NATURE PARK
SAWMILL CREEK GOLF CLUB & RESORT
CITY OF HURON
HURON TOWNSHIP
COSTA AZUL MEXICAN
SUBWAY
QUALITY INN
SHELL
McDONALD'S
RYE BEACH RD
CLEVELAND RD (US 6)
SR 2 WB EXIT RAMP
SR 2 WB ENTRANCE RAMP
SR 2 EB EXIT RAMP
SR 2 EB ENTRANCE RAMP
SAWMILL CREEK DR
SAWMILL CREEK
BARNES NURSERY
JORDAN'S COUNTRY CHEF
U-HAUL
HURON GAMES CLUB BUSINESS OFFICE
CAMP RD
NORFOLK SOUTHERN RAILROAD
HULL RD
HINDE AIRPORT
MOTEL 6
WENDY'S
ARBY'S
SAWMILL PARKWAY
BOOS RD (RT 9)
BOWLING GREEN UNIVERSITY FIRELAND CAMPUS
6
2
ENVIRONMENTAL LEGEND
Ohio Archaeology Sites
Potential Hazmat
Ohio Historic Resource
Cemetery (None in Study Area)
Previously Surveyed Archaeology
Streams
National Register
Park
Wetlands
500 ft SA Buffer
SPARC 1 Transit Route & Bus Stops
SPARC 2 Transit Route & Bus Stops
N
US 6 CORRIDOR PLANNING STUDY
From Camp Road to Rye Beach Road
(Sheet 3 of 3)
0 200 400
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

HCS OVERALL LOS SUMMARY (SIGNALIZED)
AM PM
A A 2018 LOS (EXISTING YEAR NO BUILD)
B B 2023 LOS (OPENING YEAR NO BUILD)
C C 2043 LOS (DESIGN YEAR NO BUILD)
HCS LOS SUMMARY (STOP-CONTROLLED)
AM PM
A A 2018 APPROACH LOS (EXISTING YEAR NO BUILD)
B B 2023 LOS (OPENING YEAR NO BUILD)
C C 2043 LOS (DESIGN YEAR NO BUILD)
STOP
NOTE: LOS INDICATES LEVEL OF SERVICE;
LOS RANGES FROM "A" (MINIMAL DELAY)
TO "F" (HIGHEST DELAY)
TRAFFIC LEGEND
Signalized Intersection (Selected for Study)
STOP
Stop-Controlled Intersection (Selected for Study)
At-Grade Railroad Crossing (Within Immediate Study Area)
1,234 (01) AADT (Year) Info Obtained from ERPC TCDS
12,231 (17) AADT (Year) Info Obtained from ODOT TCDS
9,135 (18) AADT (Year) Info Obtained from SSI 24hr Wkdy Counts
Total Thru Trips: 46 Day, 46 Night
Speed: 45-50 MPH
ODOT Crossing No.: 524062W
RR Crossing Inventory Info Obtained from US DOT FRA Database
CASTAWAY BAY
SANDUSKY BAY
ERIE METROPARKS
CLEVELAND RD (US 6)
CEDAR POINT LN
HARBOUR PKWY
SOUTH LEG
D D
D F
E F
PIPE ST
SANDUSKY CORP LIMIT
CITY OF SANDUSKY
PERKINS TOWNSHIP
7,819 (18)
7,387 (18)
7,293 (14)
1,234 (01)
375 (01)
335 (14)
6,589 (14)
8,084 (17)
SYCAMORE LINE (US 250)
WARREN ST
ERIE BLVD
MCKINLEY ST
ROOSEVELT PL
CHERRY ST
HUNTINGTON AVE
AYDOLETTE ST
BUTLER ST
HERSHISER ST
MILAN RD
NORFOLK SOUTHERN RAILROAD
REMINGTON AVE
5,210 (09)
1,259 (14)
2,713 (01)
250
6
US 6 CORRIDOR PLANNING STUDY
From Sycamore Line (US 250)
to Sandusky Corp Line
(Sheet 1 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems


HCS OVERALL LOS SUMMARY (SIGNALIZED)
AM PM
A A 2018 LOS (EXISTING YEAR NO BUILD)
B B 2023 LOS (OPENING YEAR NO BUILD)
C C 2043 LOS (DESIGN YEAR NO BUILD)
HCS LOS SUMMARY (STOP-CONTROLLED)
AM PM EB
A A 2018 APPROACH LOS (EXISTING YEAR NO BUILD)
B B 2023 LOS (OPENING YEAR NO BUILD)
C C 2043 LOS (DESIGN YEAR NO BUILD)
STOP
NOTE: LOS INDICATES LEVEL OF SERVICE; LOS RANGES FROM "A" (MINIMAL DELAY) TO "F" (HIGHEST DELAY)
TRAFFIC LEGEND
Signalized Intersection (Selected for Study)
STOP Stop-Controlled Intersection (Selected for Study)
At-Grade Railroad Crossing (Within Immediate Study Area)
1,234 (01) AADT (Year) Info Obtained from ERPC TCDS
12,231 (17) AADT (Year) Info Obtained from ODOT TCDS
9,135 (18) AADT (Year) Info Obtained from SSI 24hr Wkdy Counts
Total Thru Trips: 46 Day, 46 Night; Speed: 45-60 MPH; (DOT Crossing No.: 524062W) RR Crossing Inventory Info Obtained from US DOT FRA Database
CITY OF SANDUSKY
PERKINS TOWNSHIP
HURON TOWNSHIP
SPORTS FORCE DRIVE
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
6,288 (18)
FAIRVIEW LANES
EAGLE POINT METROPARK
ENCHANTED COTTAGE ERIE METROPARKS
JOSEPH STEINEN WILDLIFE AREA
SOUTH LEG
C D
C F
D F
PUTNAM MARSH STATE NATURE PRESERVE
CITY OF SANDUSKY
HURON TOWNSHIP
CEDAR POINT RD
OUTBOUND
INBOUND
O C F B
O C F B
C F B
SB LT / SB RT
B A
B A
B A
EASTBOUND LEFT
WYANDOT WETLAND METROPARK
9,135 (18)
HULL RD
PERKINS AVE
RAILROAD CROSSING
Total Thru Trips: 46 Day, 46 Night Speed: 45-60 MPH (DOT Crossing No.: 524062W)
5,541 (17)
ERIE METROPARKS
OSBORN RECREATION AREA
2,701 (17)
PLUM BROOK COUNTRY CLUB
GALLOWAY RD
US 6 CORRIDOR PLANNING STUDY
From Sandusky Corp Line to west of Camp Road
(Sheet 2 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

HCS OVERALL LOS SUMMARY (SIGNALIZED)
AM PM
A/A 2018 LOS (EXISTING YEAR NO BUILD)
B/B 2023 LOS (OPENING YEAR NO BUILD)
C/C 2043 LOS (DESIGN YEAR NO BUILD)
HCS LOS SUMMARY (STOP-CONTROLLED)
AM PM
A/A 2018 APPROACH LOS (EXISTING YEAR NO BUILD)
B/B 2023 LOS (OPENING YEAR NO BUILD)
C/C 2043 LOS (DESIGN YEAR NO BUILD)
STOP
NOTE: LOS INDICATES LEVEL OF SERVICE; LOS RANGES FROM "A" (MINIMAL DELAY) TO "F" (HIGHEST DELAY)
TRAFFIC LEGEND
Signalized Intersection (Selected for Study)
Stop-Controlled Intersection (Selected for Study)
At-Grade Railroad Crossing (Within Immediate Study Area)
1,234 (01) AADT (Year) Info Obtained from ERPC TCDS
12,231 (17) AADT (Year) Info Obtained from ODOT TCDS
9,135 (18) AADT (Year) Info Obtained from SSI 24hr Wkdy Counts
Total Thru Trips: 46 Day, 46 Night Speed: 45-60 MPH (DOT Crossing No.: 524062W)
RR Crossing Inventory Info Obtained from US DOT FRA Database
SAW MILL CREEK NATURE PARK
SHELDON MARSH STATE NATURE PRESERVE
CLEVELAND RD (US 6)
SAWMILL CREEK DR
CITY OF HURON
HURON TOWNSHIP
RYE BEACH RD
SR 2 WB EXIT RAMP
SR 2 WB ENTRANCE RAMP
SR 2 EB EXIT RAMP
SR 2 EB ENTRANCE RAMP
SOUTH LEG / NORTH LEG
WEST LEG / EAST LEG
SAWMILL PARKWAY
CAMP RD
HULL RD
NORFOLK SOUTHERN RAILROAD
BOOS RD (RT 9)
1,139 (17)
12,231 (17)
14,942 (17)
7,134 (17)
2,096 (17)
11,733 (18)
6,478 (17)
2,011 (17)
3,730 (17)
3,454 (17)
3,097 (17)
1,313 (14)
3,703 (14)
Total Thru Trips: 46 Day, 46 Night Speed: 45-60 MPH (DOT Crossing No.: 524061P)
Total Thru Trips: 46 Day, 46 Night Speed: 45-60 MPH (DOT Crossing No.: 524059N)
US 6 CORRIDOR PLANNING STUDY
From Camp Road to Rye Beach Road
(Sheet 3 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

Erie County, Ohio
25 October 2018 ·

There's a public meeting occurring right now at Castaway Bay regarding the existing conditions of the planning study happening on US 6. Come join us we are here until 7.

Like Comment Share

Erie County, Ohio
3 November 2018 ·

Did you miss the public meeting on US 6 last week? No worries there is still time to get your comments in. Go to https://www.eriecounty.oh.gov/ErieRegionalPlanningCommissio… and get the public comment form. Please turn it in by 11/23.

Like Comment Share

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project Comments related to this project will be accepted until **November 23, 2018.** Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Don Hoffman _____

Address: 703 Elizabeth Dr, Huron, OH 44839 _____

Email and/or Phone: hoffman.don@gmail.com _____

Organization (if any): Dales Condo Association _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 5-7 times per week_____

When you travel the US 6 corridor, which modes of transportation do you use:

_____ Walk X_____Drive _____ Bicycle _____ Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Traffic congestion due to Cedar Point and Sport Force. Turning onto 6 from Elizabeth is difficult, turning west can take up to 5 minutes while turning east is next to impossible causing you to turn west and then turn around at Camp Rd.

What aspects of the corridor do you think need most addressed?

X___Crashes X_____Congestion _____Aesthetics X_____ Access Managment

_____ Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why): Congestion between Rye Beach Rd and Cedar Point Causway. Access on and off 6 to anywhere between Rye Beach Rd and Camp Rd. Turning onto Perkins Ave from either direction when waiting for a train.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Frontage roads for easier access onto 6 in populated areas. Turn lanes for access to side streets of places of business. Stop light at Camp Rd. with right and left turn lanes on Camp Rd.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Sue Cloak

Address: 23 Marion Ave. Huron

Email and/or Phone: 419-433-5250

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Several times a week at various times of day/evening

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ___X___Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

(1) See Below about blinding brightness of new billboard when westbound on Rt 6 trying to find turn on Camp Rd.

(2) Westbound Rt 6/Perkins Ave. when cars pile up for train... various interpretations of what to do

(3) Left turn out of Sheldon Marsh and Sawmill Creek can be very challenging...

What aspects of the corridor do you think need most addressed?

_____Crashes _____Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Camp Rd & Rt. 6 Create no left turn from Shell onto Southbound Rye Beach Rd.

Perkins Ave & Rt. 6

Sawmill / Sheldon Marsh & Rt. 6

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please put the exhibits online

Consider Camp Rd/Rt 6 intersection. Very Billboard is blinding westbound at night

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Georgia Anthony

Address: 619 Cedar Pt. Rd.

Email and/or Phone: gantho@gmail.com

Organization (if any): —

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk __X__Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Difficulty turning onto Chaussee & into our drive way.

What aspects of the corridor do you think need most addressed?

_____Crashes __X__Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Perkins & Rt. 6

Cedar Pt Road to Chaussee

Rt. 2 & Rye Beach Road to Cleveland Ave.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

As a resident on chaussee, the medical & fire emergencies that might arise when traffic from CP is blocking access

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Betty J. Maxam

Address: 103 Marion Ave., Huron, OH 44839

Email and/or Phone: bjbjmaxam@aol.com

Organization (if any): N/A

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

✓ Walk ✓ Drive _____ Bicycle _____ Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

No crosswalks for pedestrians at the Rye Beach/Rt. 6 Intersection - Have observed some serious situations of near misses for pedestrians

What aspects of the corridor do you think need most addressed?

_____ Crashes ✓ Congestion _____ Aesthetics _____ Access Managment

_____ Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Repaving of Rt. 6 from Remington to Cedar Point Causeway

Also need pedestrian crosswalks @ Rye Beach & Rt. 6

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Don Maxam

Address: 103 Marion Avenue

Email and/or Phone: 419 503-1214

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ✓ Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Congestion @ Rye Beach/Vickland Rd intersection. traffic exiting RTE 6 intersection. near misses & pedestrian traffic endangered.

What aspects of the corridor do you think need most addressed?

✓ Crashes ✓ Congestion _____Aesthetics _____Access Managment

✓ Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

No crosswalks @ Rye Beach/Vickland Rd interchange Have noticed several accidents & multiple pedestrian near misses

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

This intersection is a serious situation waiting to happen

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Sharon Miller

Address: 207 48th St Sandusky

Email and/or Phone: (419) 652-1050

Organization (if any): -

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? few times a Month

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk __X__Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

- turning onto route 6 from Perkins Ave
- turning onto Rte 6 from Rye Beach Rd 2 lane Merge
- turning onto Rte 6 ~~from~~ to Butke - but better with lane restriction with sticks blocking lane

What aspects of the corridor do you think need most addressed?

_____Crashes __X__Congestion _____Aesthetics __X__Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

★ Perkins to Rte 6 ★

★ Rye Beach Turn to Rte 6

★ Better Flow coming from west to CP Causeway

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

- third turn lane added

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Jane Earley

Address: 715 Elizabeth Dr., Huron, OH 44839

Email and/or Phone: 419-433-4699 janejane715@aol.com

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? daily + from US6 to Perkins oron into Sandusky

When you travel the US 6 corridor, which modes of transportation do you use:

____Walk ✓ Drive ____Bicycle ____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

problems getting in + out of my street which deadends into US 6.
" getting home from Camp Rd. or Perkins intersections w/US6 during peak Cedar Point / Sports Force usage. Don't use Rye Beach at those times

What aspects of the corridor do you think need most addressed?

✓ Crashes ✓ Congestion ____Aesthetics ✓ Access Managment

____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc) none of those will help me.

Name up to three areas along the corridor you think need special focus (and why):

Rye Beach, Camp Rd + Perkins intersections. Also can something be done to re-route some traffic from Rt 2 / Rye Beach exit?

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Can't imagine what situation will be like when the new venues beside Sports Force open.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Toni Nossaman

Address: 710 Elizabeth Dr.

Email and/or Phone: 419-616-3135 Travelon@bex.net

Organization (if any): N/A

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 4 days

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk _X_ Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

*getting OUT onto Rt. 6 during C.P. traffic in Summer
*long trains blocking Camp Rd & Perkins Ave. (20-30 min)
Causes backup onto Rt. 6 turning (R & LT) from Rt. 6 onto Camp Rd.

What aspects of the corridor do you think need most addressed?

_____Crashes _X_ Congestion _____Aesthetics _____Access Managment

Bike Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Perkins Ave & RAILROAD onto Rt. 6 - need left turn lanes. Traffic Lights to control congestion at old C.P. ROADS in Huron. Also @ Camp Rd.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

If there were 3 LANES on Rt. 6 - could they make 2 LANES into town during peak time like Butler St.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Mike Parker

Address: 5617 Taylor Rd Sandusky OH 44870

Email and/or Phone: mgparker@bex.net

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 20-25/yr

When you travel the US 6 corridor, which modes of transportation do you use:

___ Walk X Drive ___ Bicycle ___ Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Access challenge from Perkins Ave @ railroad

Congestion at Cedar Pt. Drive

What aspects of the corridor do you think need most addressed?

X Crashes X Congestion ___ Aesthetics ___ Access Managment

___ Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Access turn lanes at railroad end of Perkins Ave

Additional lanes @ Cedar Pt Drive

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Bill Porter

Address: 3307 Harvest Ridge Dr.

Email and/or Phone: prupont@gmail.com

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ___✓___Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Heavy Traffic

What aspects of the corridor do you think need most addressed?

_____Crashes ___✓___Congestion _____Aesthetics ___✓___Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Camp Rd & 6, Perkins Ave & 6, Pipe St & 6

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Bill + Cindy Petryszyn

Address: 1325 CEDAR PT. RD.

Email and/or Phone: bill@petryszyn.com

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 3X to 4X / week

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ___✓___Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Cedar point peak congestion; need turning lane to wait for PERKINS Ave train; cannot see Orange traffic sign in AM light (Cedar pt sign at C. pt. road)

What aspects of the corridor do you think need most addressed?

_____Crashes ___✓___Congestion ___✓___Aesthetics _____Access Managment

___✓___Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

traffic mgt for Cedar Pt. congestion; better signage to prevent C. pts. road usage for park traffic; possible highway (rt 2) notification sign

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Need more lanes on US 6 for C. pt. traffic between Rye beach + park

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Jim CORSO

Address: 2073 CLEVELAND ROAD SANDUSKY, OHIO 44870-4406

Email and/or Phone: JCORSO2000@AOL.COM

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 2-3 times Perweek

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk X Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

CLEVELAND ROAD AT PIPE STREET; AT REMINGTON.
CLEVELAND ROAD AT PERKINS AVE: RIGHT AND/OR LEFT TURN
CLEVELAND ROAD AT CAMP ROAD: RIGHT AND/OR LEFT TURN

What aspects of the corridor do you think need most addressed?

X Crashes X Congestion X Aesthetics X Access Managment

X Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

AS ABOVE PLEASE!!

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Linda Smith

Address: 710 Elizabeth Drive

Email and/or Phone: trabelon@bex.net

Organization (if any): NA

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 3-4 times a week

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk __X__Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Getting from Elizabeth Drive up to Rt 6, in Summer. Traffic congestion at railroad track at Perkins Rd and Rt. 6.

What aspects of the corridor do you think need most addressed?

_____Crashes __X__Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Traffic coming through Huron and off Rt 2 to Rye Beach Road, turning left. Constant stream of traffice going west to Cedar Point.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Carl Anderson

Address: 235 Cedar Point Rd

Email and/or Phone: canderson@LAWOLAW.org

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? At Least 2 Times every day

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ✓ Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Left turn from Camp To W6 and RT 6/ Perkins Ave intersection need traffic Light. RT 6 At Perkins Ave Need RT 6 elevated so Better visibilty at intersection

What aspects of the corridor do you think need most addressed?

_____Crashes ✓ Congestion _____Aesthetics ✓ Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

RT 6/Perkins Ave intersection Congestion need traffic Light + turning lanes
Rt 6/Camp St. intersection Left turn lanes
RT 6/Cedar Point Rd intersection Limit access to Cedar Point Road

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Need turn lanes + traffic light to Sports-force Park + its addition that can be activated at Peak entry/exit times
Thanks for asking, Carl

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Cathie Collier

Address: 820 Martha Dr., Huron, OH 44839

Email and/or Phone: cathieLcollier@gmail.com 563-275-9529

Organization (if any): The Dales Condo Association Secretary

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ✓ Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

slow or stopped traffic, cars turning in & out of homes and businesses

What aspects of the corridor do you think need most addressed?

✓ Crashes ✓ Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Neighborhoods without access other than Cleveland Rd.
Concerned about ambulance & firetruck accessibility if needed.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Possibly change the signage on 250 so that less traffic turns on Rye Beach Rd. Or maybe an electric sign before that split, telling people about traffic conditions currently.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Donna Mitsos

Address: 719 Elizabeth Dr Huron

Email and/or Phone: dmitsos@comcast.net

Organization (if any): Live in the Dales Condo Dmnt.

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Almost Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk X Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Getting out on Cleveland Rd from Elizabeth Dr during peak times. Drivers are not sticking to 45-they're coming at you more like 50-55. Complete stopped traffic in front of my subdivision on Cleveland.

What aspects of the corridor do you think need most addressed?

X Crashes X Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Cleveland Rd from Rye Beach to Camp. - Congestion and traffic is not being stopped by lights or stop signs until much further down the road. Camp + Cleveland - Congestion. Perkins + Cleveland - congestion. More lanes needed!

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

2 Dangerous intersections due to congestion, increased traffic + everyone is in a hurry. It would be nice if Cedar Point + sports complex traffic could be redirected from business + residential traffic. We have to work around the trains - I'm sure they are not going away and I don't want them to.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: _____

Address: _____

Email and/or Phone: _____

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? _____

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk _____Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

_____

_____

_____

What aspects of the corridor do you think need most addressed?

_____Crashes _____Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

_____

_____

_____

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

_____

_____

_____

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: NORMAN + PAMELA HALL

Address: 3312 E. PERKINS AVE HURON

Email and/or Phone: PAMJHALL23@HOTMAIL.COM

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? DAILY

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk _____Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

High TRAFFIC ON WEEKENDS AND AFTERNOONS

What aspects of the corridor do you think need most addressed?

_____Crashes _____Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

TRAIL ROAD TRACKS going on Cleveland Rd

Additional comments or Questions about the project (feel free to attach additional pages as necessary):

ADDITIONAL LANES ON CLEVELAND RD, MAYBE LIGHT AT THE END OF PERKINS AVE

SIDE WALKS LOOKED AT ON CLEVELAND RD, BIKE PATH

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: JEFF HESSLER

Address: 519 CLEVELAND RD W HURON OH

Email and/or Phone: 419 656 0531

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ___X___Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

INCREASED TRAFFIC

LACK OF ATTENTION + SPEED

AND PRETTY MUCH EVERYTHING ELSE

What aspects of the corridor do you think need most addressed?

_____Crashes ___X___Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

PERKINS AVE + RT 6

CAMP RD + RT 6

BY SPORTS FORCE

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

_____

_____

_____

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Donna Hoffman

Address: 703 Elizabeth DR, Huron, OH 44839

Email and/or Phone: DonnaHartHoffman@gmail.com

Organization (if any): Dales Condo Association

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? 5+ times a week

When you travel the US 6 corridor, which modes of transportation do you use:

____Walk _X_Drive ____Bicycle ____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Turning into Elizabeth & out of Elizabeth DR. Traffic is bumper to bumper creaping along or going over the speed limit-(Usually between May-Oct)

What aspects of the corridor do you think need most addressed?

_X_Crashes _X_Congestion _X_Aesthetics ____Access Managment

_X_Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Congestion between Rye Beach Rd & Cedar Point - Congestion Speeding at times around the Corners make turning on and off the Road (Rt 6) dangerous-

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

It would be great to have a frontage Road for Residents to use. Plus a stop light or Round-a bout Road at Camp & Rt 6 to slow TRAffic down-

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Paula Colaizzi

Address: 709 Elizabeth Dr, Huron 44839

Email and/or Phone: pcolaizzi@bex.net

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? every day

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk __X__Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

It is becoming increasing difficult to turn left from Elizabeth Dr (east) during the peak season. Have also noticed an increase in accidents near the intersection of Camp Rd and Cleveland Rd.

What aspects of the corridor do you think need most addressed?

__X__Crashes __X__Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Intersection of Camp Rd and Cleveland Rd.

Access from Elizabeth Dr, Martha Dr and The Four Seasons development on to Cleveland Rd

Hard to turn left (east) which will result in accidents.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Elizabeth Wisler

Address: 1579 Cedar St Sandusky

Email and/or Phone: 419-627-8703 Elizabethwisler@hotmail.com

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? couple times a week

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk ___X___Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

too heavy traffic often cannot get home! Fear emergency would be unavailable.

What aspects of the corridor do you think need most addressed?

_____Crashes ___X___Congestion _____Aesthetics ___X___Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc) too busy for this

Name up to three areas along the corridor you think need special focus (and why):

CP entrance/exit Restrict to Resident only use on Cranmere Butler Street mess.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

CP needs more gates open to get traffic in & needs parking on mainland & then bus guests. Or parking garages.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Diane + Jeff Corso

Address: 2075 Cleveland Rd Sandusky

Email and/or Phone: _____

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

X Walk X Drive _____ Bicycle _____ Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

- Sidewalks need to be on both sides of street.
- Light/Stop sign placement evaluated & Safety of certain intersections (perkins, Camp @ Rt. 6)

What aspects of the corridor do you think need most addressed?

_____ Crashes X Congestion _____ Aesthetics _____ Access Managment

X Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Perkins - Visibility & Safety.
Camp - Visibility
Rt 6 @ Cedar Pt North - Double turning lane

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Sidewalks both side of Street.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Mr. Eugene W. Ott

Address: 1927 E Oldgate St
Sandusky, OH 44870

Email and/or Phone: EUGENE OTT @ BEX.NET

Organization (if any):

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Parts of it everyday

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk __X__Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

SLOW moving traffic

Accidents

What aspects of the corridor do you think need most addressed?

_____Crashes __✓__Congestion _____Aesthetics __✓__Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc) In City

Name up to three areas along the corridor you think need special focus (and why):

Have a center turn lane. - Backs up traffic

Perkins Ave - Cleveland Rd. - Not safe - Confusing - No turn lane

Butler St - Camp Rd - Rye Beach Rd - CP Entrance - All need Redesigned

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Clean up brush between road & Rail Road

& Lanes & curbs in Sandusky city limits

Straighten up curves at Camp Rd & By Saw Mill Creek

Extend Strus R
over to Cleveland Rd
and close Perkins -
Cleveland Rd.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Steven Grasl

Address: 3309 Harvest Ridge Dr.

Email and/or Phone: 419-433-7873

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Daily

When you travel the US 6 corridor, which modes of transportation do you use:

_____Walk X Drive _____Bicycle _____Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Major traffic backups during peak hours in summer and on weekends in spring & fall. It was already heavy from Cedar Point, but the addition of Sports Force park has made it terrible. Can't get out of my sub onto US 6.

What aspects of the corridor do you think need most addressed?

_____Crashes X Congestion _____Aesthetics _____Access Managment

_____Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Intersection at Camp Road: Can't access Rt. 6 due to both heavy traffic on Rt. 6 and also train tracks location. Need a right turn only lane that extends up to, and beyond railroad tracks.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

_____

_____

_____

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **November 23, 2018**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Tom & Vickie Rekart

Address: 20 Cincinnati Ave, Huron, OH 44839

Email and/or Phone: traker2353@mac.com

Organization (if any): _____

How often do you travel the US 6 corridor from US 250 to Rye Beach Road? Every Day

When you travel the US 6 corridor, which modes of transportation do you use:

✓ Walk ✓ Drive ✓ Bicycle _____ Transit

When travelling by this mode(s), what transportation challenges or observations have you experienced?

Road Not Wide enough to accomodate motor Vehicles and Bikes/Walkers. Perkins Ave is dangerous when trains crossing.

What aspects of the corridor do you think need most addressed?

_____ Crashes ✓ Congestion _____ Aesthetics _____ Access Managment

✓ Better choice of modes (i.e., sidewalks, bike path, expanded transit access, etc)

Name up to three areas along the corridor you think need special focus (and why):

Rye Beach Road to Perkins Avenue for traffic Congestion. Perkins Rail Crossing

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Thanks for addressing. If we are Vacationland we Need Friendly Bike Paths.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

From: CO-Aaron Grilliot
To: CO-Andrew Schneider
Subject: FW: US 6 Meeting
Date: Wednesday, October 31, 2018 10:36:17 AM

From: Steve Poggiali [mailto:SteveP@eriecounty.oh.gov]
Sent: Wednesday, October 31, 2018 9:35 AM
To: CL-Allen C. Biehl <ACBiehl@transystems.com>; CO-Aaron Grilliot <aggrilliot@transystems.com>; CO-Brian Metz <bsmetz@transystems.com>
Cc: Carrie Whitaker <CWhitaker@eriecounty.oh.gov>; Nicole Grohe <NGrohe@eriecounty.oh.gov>
Subject: FW: US 6 Meeting

All:
Additional comments from Dean Sheldon…….Steve

From: Dean Sheldon [mailto:ohtreefarm370@gmail.com]
Sent: Wednesday, October 31, 2018 9:15 AM
To: Steve Poggiali <SteveP@eriecounty.oh.gov>
Cc: Candy Brugeman <tbrugeman@woh.rr.com>; gary.obermiller@dnr.state.oh.us; Dean Sheldon <deanesheldoniii@gmail.com>; ehsheldoninc@yahoo.com; tsheldon@outlook.com; John Blakeman <jablakeman@aol.com>; sheldon.carol@gmail.com
Subject: Re: US 6 Meeting

Steve: Many thanks for your thoughtfulness in sending that message to me. Preliminarily, it looks to me that the widening of the road will be a necessity throughout. The planners ought to consult with ODNR/Natural Areas as they begin their work. The reason: The south edge of the Sheldon Marsh property continues to have a full planting of hardwood specimen trees [Sunburst Locust, Crimson King Maple, London Plane Tree [or Sycamore] from east to west. The original concrete barrier wall and the original roadway entrance to Cedar Point were removed years ago...but the trees [which we planted in the mid-1950s] remain. If THOSE trees need to be removed for a widening in that area, it would [I believe] be helpful to restore that planting farther north to retain the historic aesthetics and enhancement of the Sheldon

Marsh property. I'd be happy to discuss this with you and/or the planners if that would be prudent. Thanks for your continuing interest and concern. *Dean E. Sheldon, Jr.*

On Wed, Oct 31, 2018 at 8:15 AM Steve Poggiali <SteveP@eriecounty.oh.gov> wrote:

> Dean:
> Sorry it took so long to get back with you but I was off for a few days. I wanted to thank you for taking the time to comment on the traffic situation on US 6. I have forwarded your comments to the consultant for use in the plan. Steve
>
> **From:** Dean Sheldon [mailto:ohtreefarm370@gmail.com]
> **Sent:** Thursday, October 25, 2018 1:16 PM
> **To:** Steve Poggiali <SteveP@eriecounty.oh.gov>; sheldon.carol@gmail.om
> **Subject:** US 6 Meeting
>
> Steve: Sorry to be a bother, but I (now) find that we can not attend the fact-gathering @ Castaway Bay this afternoon. My wife and I heavily involved in the campaign for the Congressional seat for District 7. We support Ken Harbaugh in that effort and our time is spoken for.
> Beyond that, I suspect that my appearance and comments would be much the same as the large commercial interests along that stretch of highway.
> I had the good fortune of managing (what is now) Sheldon Marsh SNP for 50 years. During that time, Cedar Point traffic has markedly changed the volume of that section of highway. Commercial and residential development has proliferated all along the route. It is clear that the demand for a better traffic pattern is required from the Rye Beach Road interchange on SR 2 westward as you have proposed.
> We wish you well and would be glad to respond to any specific questions which you might have concerning my experience. The Erie County Water System utilization of

the former NASA pumping station on the Lake bespeaks the need for special attention to their access to that facility + the state has indicated that 55K visitors per year are using the parking lot for Sheldon Marsh SNP.
Thanks for your concern and best wishes for success with this important project.
Dean E. Sheldon, Jr.
Greenwich [Ripley Twp in Huron County]
419-752-1451

TranSystems Corporation
1100 Superior Avenue
Suite 1000
Cleveland, Oh 44114
Tel 216-861-1780
Fax 216-274-9595
www.transystems.com

Thank you for your participation as a stakeholder for the US 6 Corridor Planning Study. As you know, the Erie Regional Planning Commission (ERPC) is studying existing transportation conditions and evaluating potential transportation improvements for the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron including Butler Street in the City of Sandusky. The purpose of this project is to increase the efficiency of the transportation corridor and to improve multi-modal transportation options.

On **Thursday, May 23rd, 2019,** we will have our third **Stakeholder Meeting at 2:00 pm**. The purpose of the Stakeholder Meeting will be to update you on the progress of the study and to present potential alternatives and other recommended improvements for addressing multi-modal mobility and safety deficiencies within the study area. These measures are based on the accumulation of field data, technical analysis and feedback from prior stakeholder and public meetings.

The **Stakeholder Meeting** will be held at:

Sandusky Library - John W. Parker Meeting Room
114 W. Adams Street
Sandusky, Ohio 44870

Please let me know if you, or your representative, are available to attend. I can be contacted at Acbiehl@transystems.com or by phone at 440-346-5189. If you have any questions or if you need additional information, please feel free to contact Carrie Whitaker at CWhitaker@eriecounty.oh.gov or Steve Poggiali at SteveP@eriecounty.oh.gov. Both can also be reached at 419-627-6671.

If you would prefer e-mail in lieu of a mailed letter, please have your staff contact us with the appropriate e-mail address to use for future communications. Thank you so much for your attention.

Allen Biehl, P.E.

Project Manager

TranSystems Corporation

US 6 Corridor Planning Study

Stakeholder Meeting #3

2:00 PM, Thursday, May 23, 2019

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
Aaron Grilliot	TranSystems	614- 433-7808	aggrilliot@transystems.com		AG
Aaron Klein	City of Sandusky	419-627-5829	aklein@ci.sandusky.oh.us		
Al Biehl	TranSystems	216-357-3525	acbiehl@transystems.com		AR
Amy Bowman Moore	Erie Metro parks	419-627-7783	amoore@eriemetroparks.org		ABM
Andrew Kurtz	Bowling Green State University - Firelands Campus	419-372-0633	kurtz@bgsu.edu		
Andrew Schneider	TranSystems	614-433-4885	amschneider@transystems.com		
Andy White	City of Huron	419-433-5000	andy.white@huronohio.us		
Angie Byington	City of Sandusky	419-627-5873	abyington@ci.sandusky.oh.us		
Bill Fleck	Erie County Department of Environmental Services	419-433-7303	bfleck@eriecounty.oh.gov		
Brad Hartung	City of Huron	419-433-5000	bhartung@cityofhuron.org		
Brian Kasper	Kasper Automotive	419-621-0210	bkasper@kasperautogroup.com		
Carrie Whitaker	Erie County Regional Planning Department	419-627-7652	cwhitaker@eriecounty.oh.gov		
Dave Foster	Erie Regional Planning Commission (ERPC)		dfoster250@aol.com		
Dave Moyer	Erie County Department of Environmental Services	419-433-7303	dmoyer@eriecounty.oh.gov		
David Miller	Bayfront Corridor Committee, [City of Sandusky] Planning Commission, Friends of Pipe Creek		dmiller@eriecounty.oh.gov		
David Thorson	Thorsport - 3515 Cleveland Road				
Deborah Beck	ODNR/Coastal Management	419-626-7980	deborah.beck@dnr.state.oh.us		
Dennis Murray	City of Sandusky	419-627-5850	dmurray@ci.sandusky.oh.us		
Doug Green	City of Huron/OHM Advisors	419-433-5000	dgreen@hexagoncmc.com		DAG
Eric Dodrill	Erie County Soil and Water Conservation District	419-626-5211	edodrill@eriecounty.oh.gov		
Eric Wobser	City of Sandusky	419-627-5844	ewobser@ci.sandusky.oh.us		
Frank Valli	MPO Citizens Advisory Committee				
Gary Boyle	Perkins Township	419-609-1435	gboyle@perkinstownship.com		
Gary Mortus	First Energy Corporation	419-627-6817	mortusg@firstenergycorp.com		
George Dekker	Mucci Farms		gdekker@muccifarms.com		
Greg Hill	Sawmill Creek Resort	419-433-3800	ghill@sawmillcreekresort.com		
Jack Farschman (or Representative)	Erie County Engineers Office	419-627-7710	jfaschman@eirecounty.oh.gov		
Jimmy Sortino	Sortinos/Thirsty Pony	419-625-0362			
John Orzech	City of Sandusky Police Department	419-627-5870	jorzech@ci.sandusky.oh.us		

US 6 Corridor Planning Study

Stakeholder Meeting #3

2:00 PM, Thursday, May 23, 2019

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
Julie Cichello	ODOT D3	419-207-7168	julie.cichello@dot.ohio.gov		
Kathie Mueller	Friends of Pipe Creek		kathiemue@aol.com		
Lance Warner	Bayfront Corridor Committee	419-626-4858	lwaresrp@aol.com		
~~Larry Fletcher~~ DAWN	Lake Erie Shores and Islands DAWN WEINHARDT	419-625-2984	~~larry@lake-erie.com~~	dawn@shoresandislands.com	DW
Leslie Farley	ODOT D3	419-207-7170	leslie.farley@dot.state.oh.us		
Lt. Brett Gockstetter	Ohio Highway State Patrol	419-625-6565	bwgockstetter@dps.state.oh.us		
Mark Norman	The House on Third Street		mark@thehouseonthirdstreet.org		
Matt Rogers	Erie County Engineers Office	419-627-7710	mrogers@eirecounty.oh.gov		
Mike Schafrath	ODOT D3	419-207-7065	mike.schafrath@dot.state.oh.us		
Mike Zuilhoff	Sandusky Regional Planning Commission		mzuil@accelogy.com		
Molly White	Sport Force Parks	419-271-5350	mwhite@sportsforceparks.com		
Nick Katsaros	First Energy Corporation	419-271-1313	nkatsaros@firstenergycorp.com		
Nicole Grohe	Erie County Regional Planning Department	419-627-7793	ngrohe@eriecounty.oh.gov		NG
Nicole DeFreitas	City of Sandusky/Sandusky Transit System	419-627-0740	ndefreitas@ci.sandusky.oh.us		
Pamela Smith	Erie County Chamber of Commerce	419-625-6421			
Patrick Shenigo	Erie County Board of Commissioners	419-627-7672	pshenigo@eriecounty.oh.gov		
Paul Sigsworth	Erie County Sheriffs Office	419-625-7951	psigsworth@eriecounty.oh.gov		
~~Pete Daniel~~ Steve Poggiali	Erie County Board of Commissioners	419-627-7672	pdaniel@eriecounty.oh.gov		
Phil Gabel	ODOT D3	419-207-7177	phillip.gabel@dot.ohio.gov		
Robb Parthemore	Perkins Township Police Department	419-627-0824	RParthemore@perkinstownship.com	OK	
Robert Lippert	City of Huron Police Department	419-433-4114	rlippert@cityofhuron.org		
Sgt. Joseph Wentworth	Sandusky OSHP P22	419-271-6505	jawentworth@dps.state.oh.us		
Steve Poggiali	Erie County Regional Planning Department	419-627-6671	SteveP@eriecounty.oh.gov		SP
Tim Coleman	Perkins Township	419-609-1400	tcoleman@perkinstownship.com		
Tim Lloyd	Erie County Engineers Office	419-627-7710	tlloyd@eirecounty.oh.gov		
Tim Schwanger	Sandusky Waterfront Watchdogs				
Vincent Donald	Perkins Township Police Department	419-433-7303	VDonald@perkinstownship.com		
Wes Poole	City of Sandusky	419-627-5850	wpoole@ci.sandusky.oh.us		
Will Spence	Sport Force Parks	419-271-4928	wspence@sportsforceparks.com		
	Huron Industrial Business Park - Sawmill Pkwy				
	Maples Motel	419-626-1575	info@maplesmotel.com		

US 6 Corridor Planning Study

Stakeholder Meeting #3

2:00 PM, Thursday, May 23, 2019

Name	Organization	Phone	Email Address	Contact Info Updates?	Initial
	Marathon/Friendship Gas Station	419-625-3355			
	McDonalds	419-433-7555			
	Niehms Auto Service	419-626-4534			
	Norfolk Southern Railroad				
	Wendy's	419-433-2849			
Josh Snyder	City of Sandusky	419-627-58			
[illegible] Walker	Sandusky	" "			
Leslie Farley	ODOT	4192077[illegible]			

US 6 Corridor Planning Study

Erie Regional Planning Commission

Stakeholder Meeting

May 23, 2019

Agenda

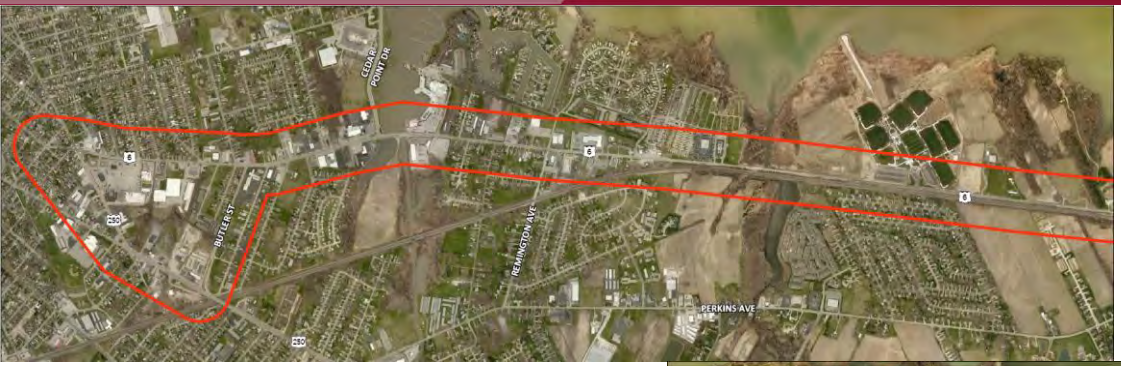
- Introductions
- Project Overview
- Highlights from Alternatives Phase
- Stakeholder Input (Breakout)
- Summary and Next Steps
- Q&A

PROJECT OVERVIEW

Project Overview

- What We Hope to Accomplish Today
  - Project Purpose
    - Multimodal transportation system (spot/corridor) improvements
  - Summary of Alternatives Evaluation
    - City of Sandusky
    - Unincorporated Segment (townships)
    - City of Huron
  - Solicit Your Feedback Through a Breakout Session
  - Discuss Next Steps Including Final Public Involvement Meeting and Feasibility Study

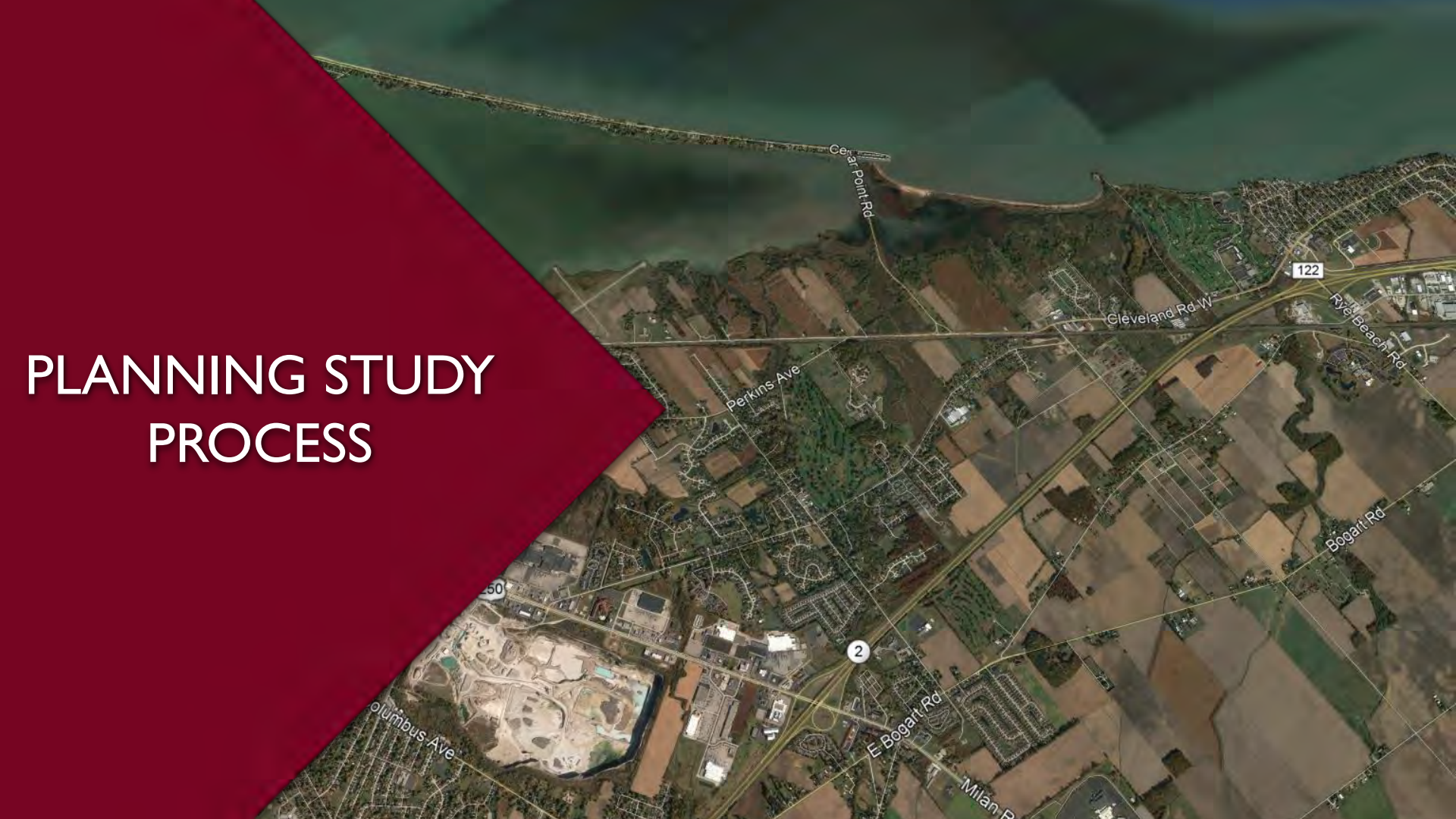
US 6 Corridor Study Limits



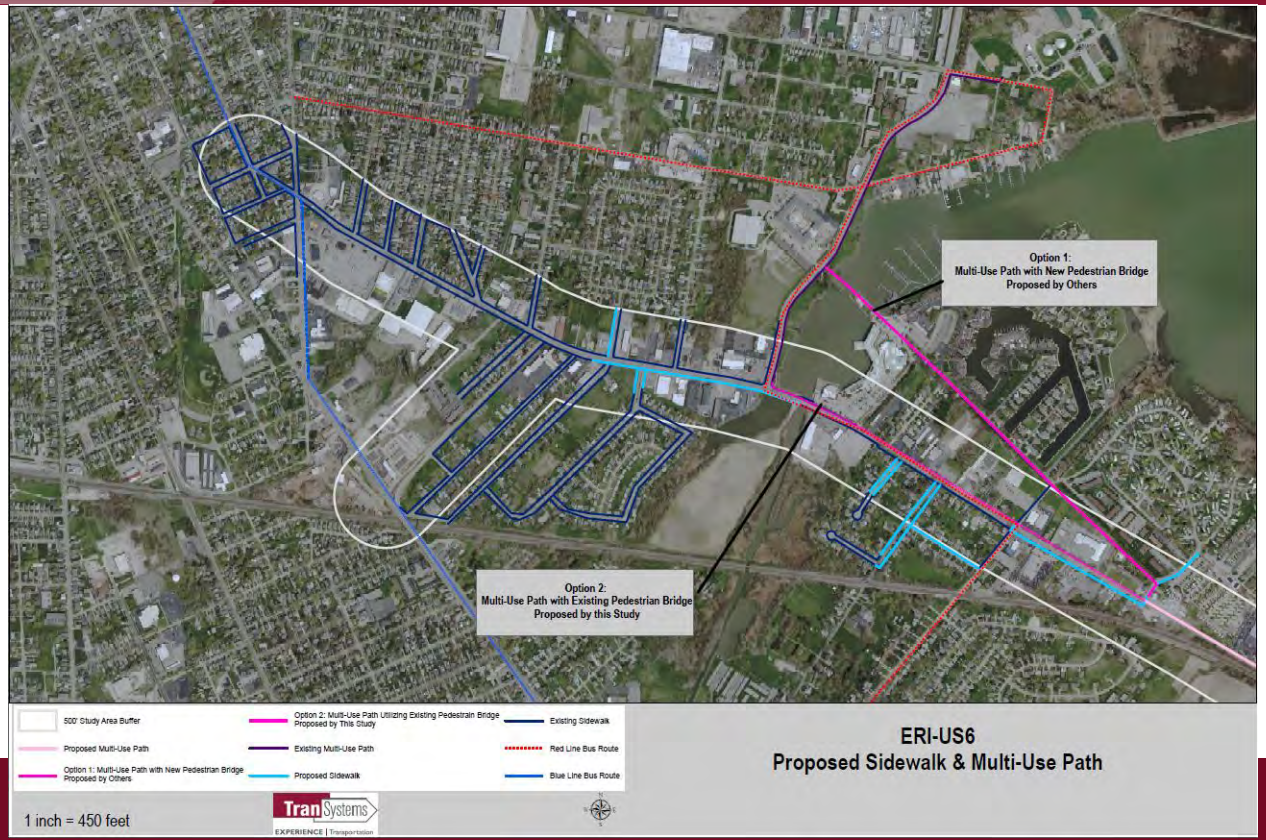
East: Rye Beach Road in City of Huron

West: Sycamore Line US 250 in City of Sandusky

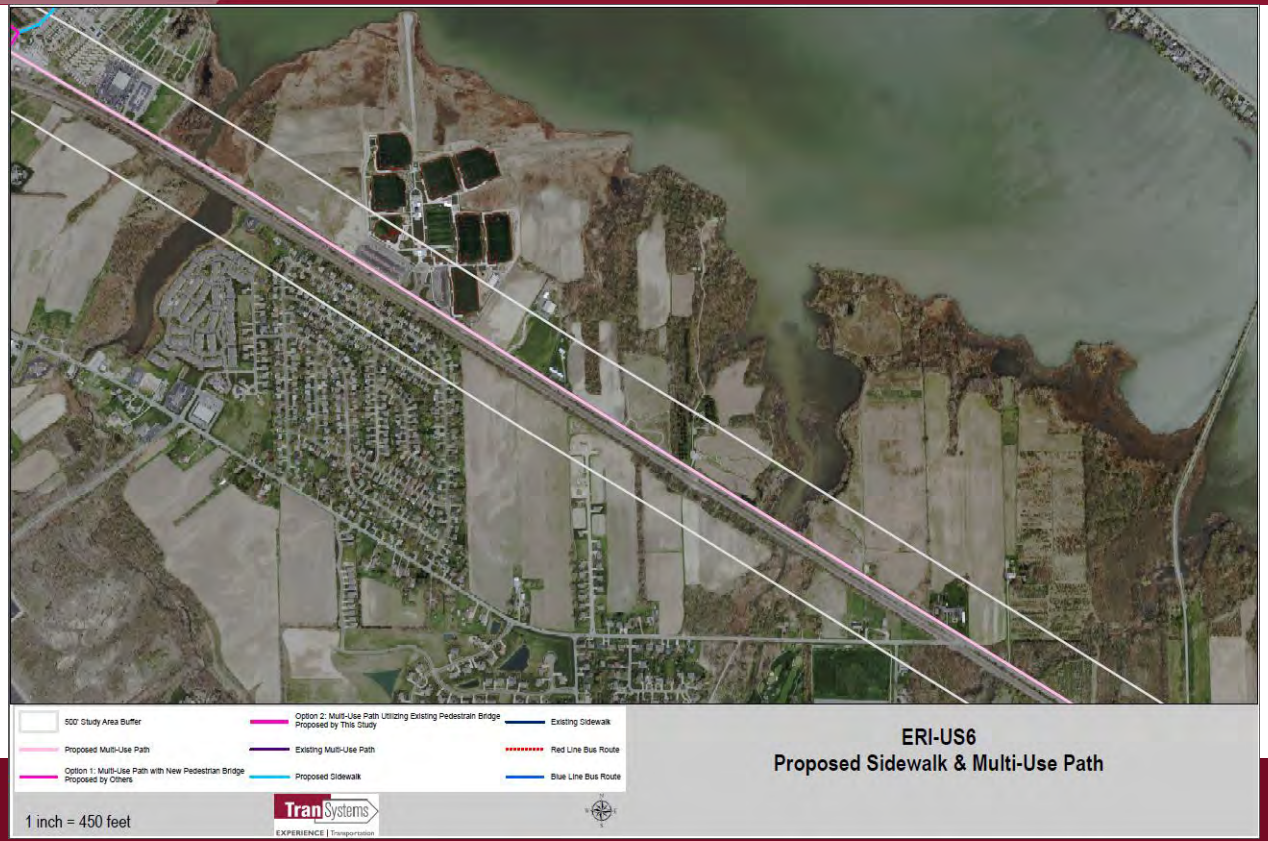
PLANNING STUDY PROCESS



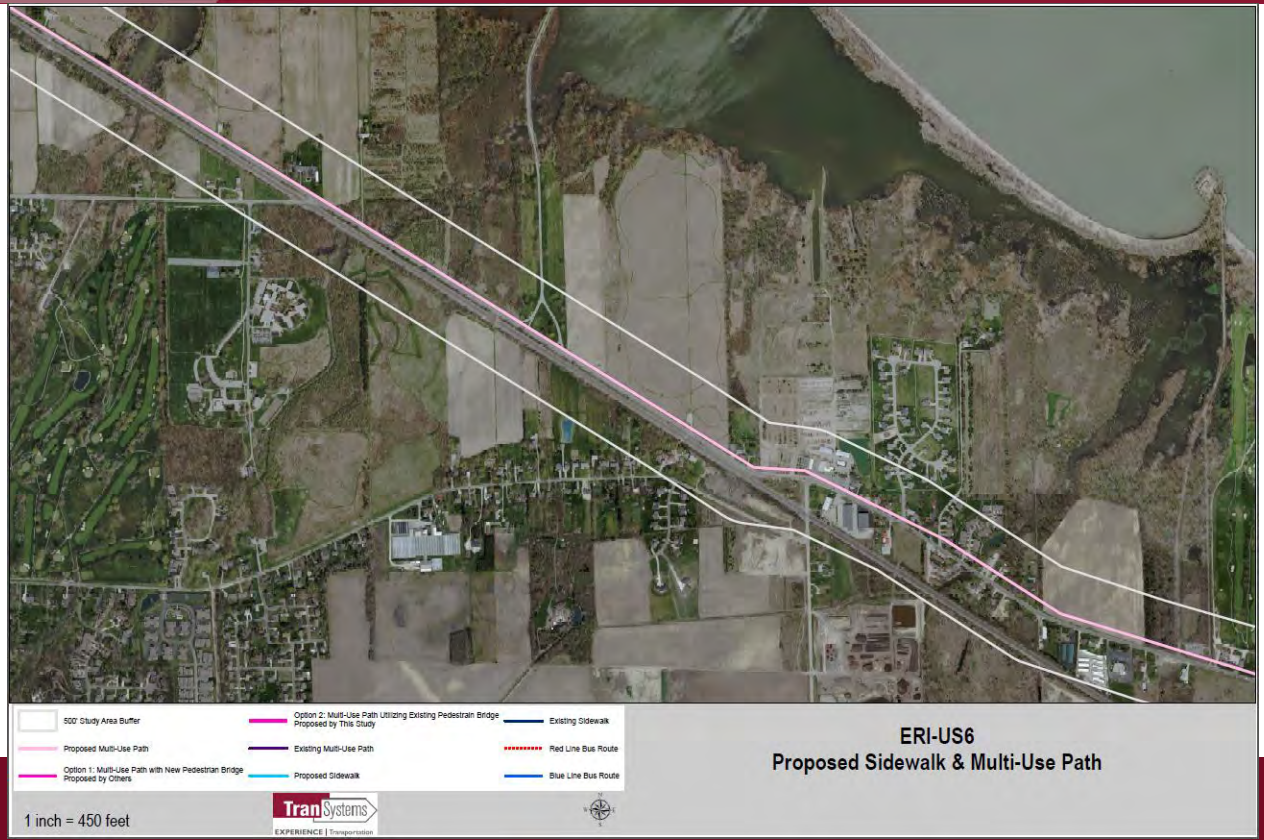
Multi-modal Options



Multi-modal Options



Multi-modal Options

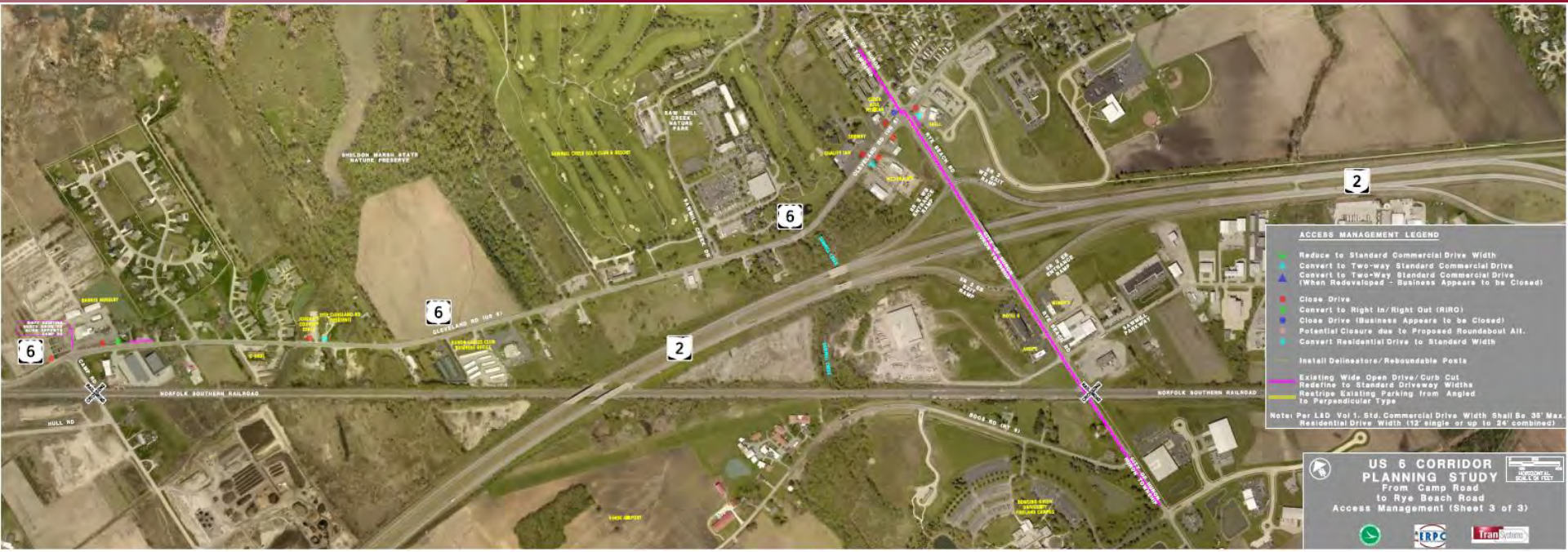


Multi-modal Options

Access Management Strategy

Access Management Strategy

Access Management Strategy

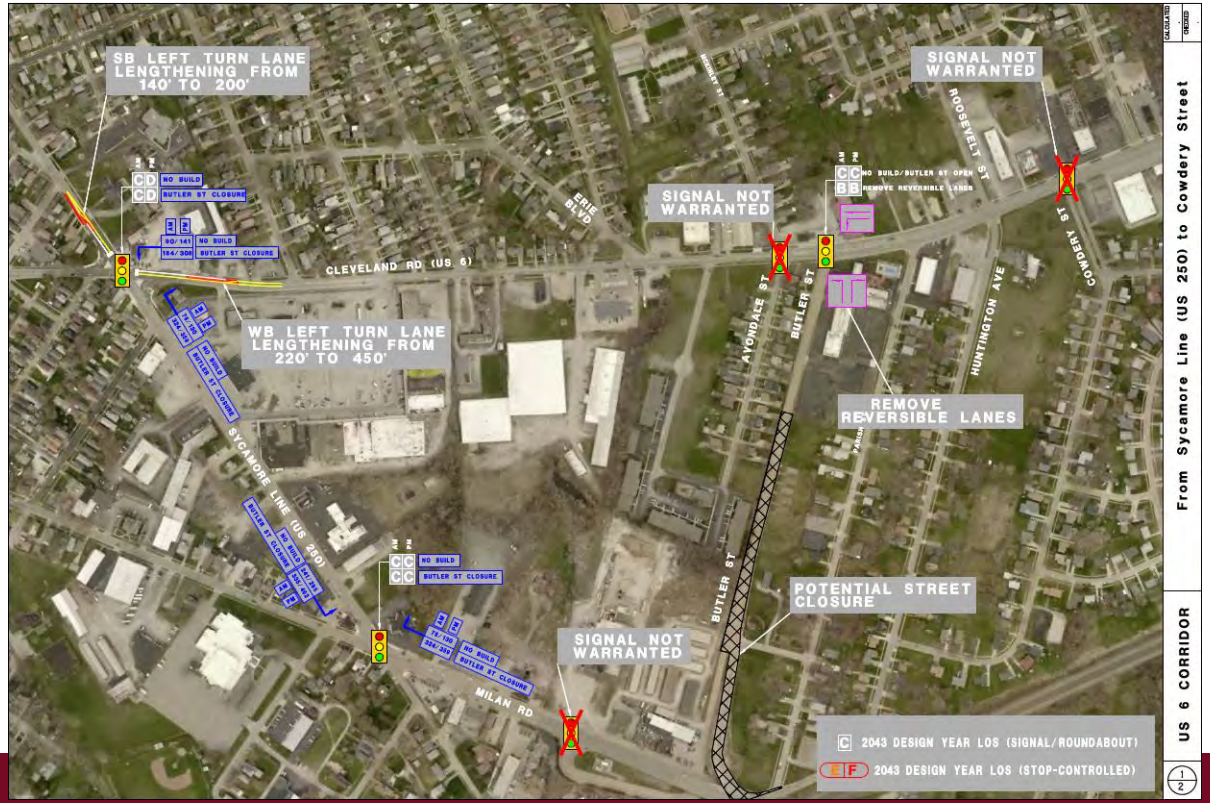


Geometric Solutions Criteria

- All Solutions…
  - Designed to Service Design Year Traffic Demand
  - Provide Acceptable LOS for Design Year*
  - Meet ODOT L&D Manual Design Criteria
  - Will Mitigate Certain Documented Crash History
  - Avoid Section 6(f) Properties

* Exceptions being minor street STOP control locations where future signalization may be needed

City of Sandusky



City of Sandusky

Perkins – Roundabout (Option 1)

Perkins – Roundabout (Option 2)

Perkins – Realignment

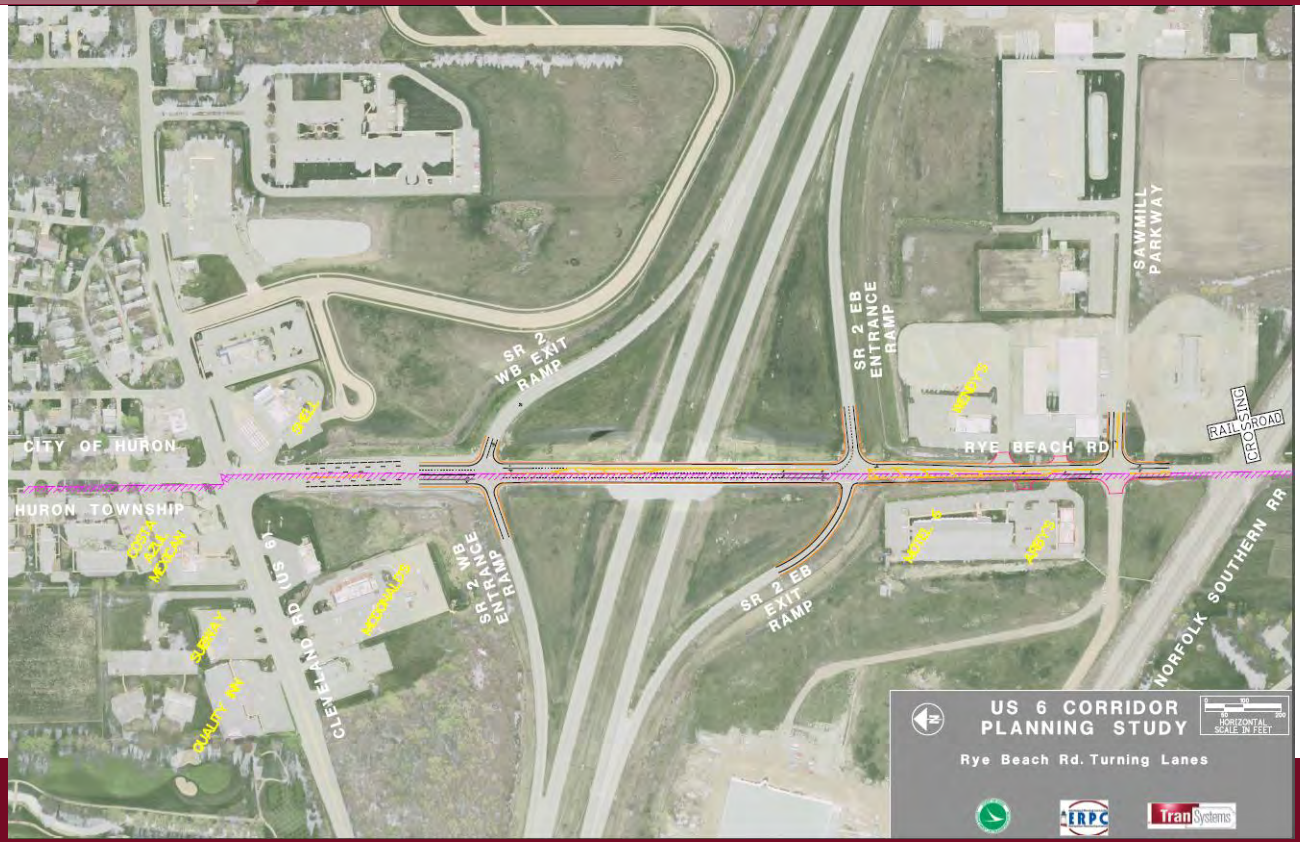
Perkins – Grade Separation

Camp – Curve Adjustment/Lane Additions

Camp - Roundabout

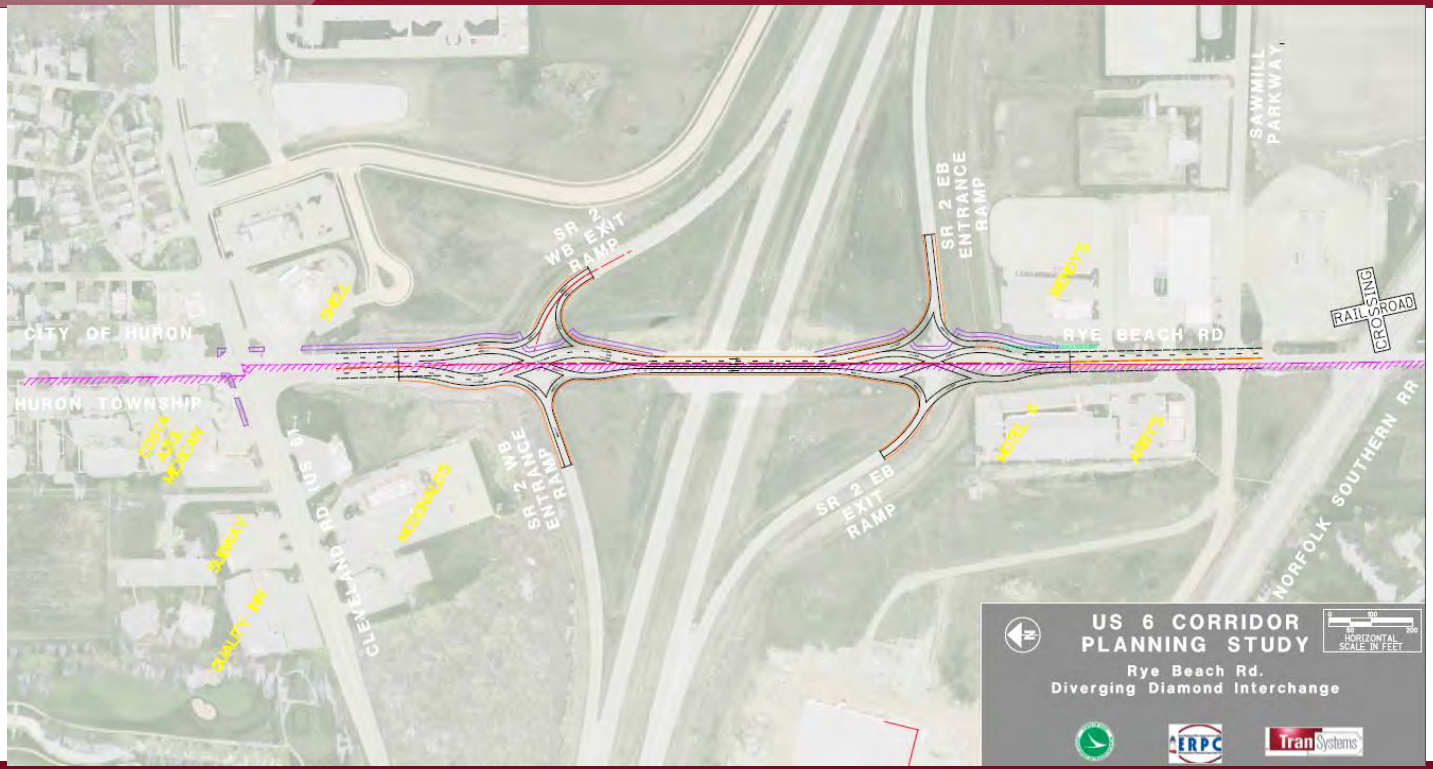
Sawmill Creek – Widening/Sight Distance

SR 2 Interchange – Lane Modifications



Rye Beach Corridor – Roundabouts

SR 2 – Diverging Diamond Interchange



STAKEHOLDER INPUT

Stakeholder Input

- Breakout Session (~25 minutes)
  - First 15 minutes Selected Focus Area
  - Remaining 10 minutes for Participation at Other Breakout Tables
- Discuss Pros/Cons of Proposed Alternatives
- Reconvene and Report Back

SUMMARY AND NEXT STEPS

Next Steps

- Receive Stakeholder Feedback (by June 7th)
  - Incorporate Feedback into Public Meeting Information
- Final Public Meeting (Mid-Summer 2019)
  - Open House Format
  - Present Alternatives
  - Solicit Feedback
- Submit Draft Feasibility Study (Late Summer/Early Fall 2019)
- Finalize Feasibility Study (Fall 2019)

QUESTIONS?

AL BIEHL, PE
ACBIEHL@TRANSYSTEMS.COM

Option 1:
Multi-Use Path with New Pedestrian Bridge
Proposed by Others

Option 2:
Multi-Use Path with Existing Pedestrian Bridge
Proposed by this Study

500' Study Area Buffer

Proposed Multi-Use Path

Option 1: Multi-Use Path with New Pedestrian Bridge Proposed by Others

Option 2: Multi-Use Path Utilizing Existing Pedestrain Bridge Proposed by This Study

Existing Multi-Use Path

Proposed Sidewalk

Existing Sidewalk

Red Line Bus Route

Blue Line Bus Route

1 inch = 450 feet

TranSystems
EXPERIENCE | Transportation

N
W E
S

ERI-US6
Proposed Sidewalk & Multi-Use Path

500' Study Area Buffer

Proposed Multi-Use Path

Option 1: Multi-Use Path with New Pedestrian Bridge Proposed by Others

Option 2: Multi-Use Path Utilizing Existing Pedestrain Bridge Proposed by This Study

Existing Multi-Use Path

Proposed Sidewalk

Existing Sidewalk

Red Line Bus Route

Blue Line Bus Route

1 inch = 450 feet

TranSystems
EXPERIENCE | Transportation

N
W E
S

ERI-US6
Proposed Sidewalk & Multi-Use Path

ERI-US6
Proposed Sidewalk & Multi-Use Path

500' Study Area Buffer

Proposed Multi-Use Path

Option 1: Multi-Use Path with New Pedestrian Bridge Proposed by Others

Option 2: Multi-Use Path Utilizing Existing Pedestrain Bridge Proposed by This Study

Existing Multi-Use Path

Proposed Sidewalk

Existing Sidewalk

Red Line Bus Route

Blue Line Bus Route

1 inch = 450 feet

TranSystems
EXPERIENCE | Transportation

N
W
E
S

500' Study Area Buffer

Proposed Multi-Use Path

Option 1: Multi-Use Path with New Pedestrian Bridge
Proposed by Others

Option 2: Multi-Use Path Utilizing Existing Pedestrain Bridge
Proposed by This Study

Existing Multi-Use Path

Proposed Sidewalk

Existing Sidewalk

Red Line Bus Route

Blue Line Bus Route

1 inch = 450 feet

TranSystems
EXPERIENCE | Transportation

N
W
E
S

ERI-US6
Proposed Sidewalk & Multi-Use Path

SB LEFT TURN LANE LENGTHENING FROM 140' TO 200'

WB LEFT TURN LANE LENGTHENING FROM 220' TO 450'

SIGNAL NOT WARRANTED

SIGNAL NOT WARRANTED

SIGNAL NOT WARRANTED

REMOVE REVERSIBLE LANES

	AM	PM
NO BUILD	C	D
BUTLER ST CLOSURE	C	D

	AM	PM
NO BUILD	90/ 141	
BUTLER ST CLOSURE	184/ 308	

	AM	PM
NO BUILD	78/ 130	
BUTLER ST CLOSURE	324/ 359	

	AM	PM
NO BUILD	C	C
BUTLER ST CLOSURE	C	C

	AM	PM
NO BUILD	241/ 285	
BUTLER ST CLOSURE	335/ 452	

	AM	PM
NO BUILD	78/ 130	
BUTLER ST CLOSURE	324/ 359	

	AM	PM
NO BUILD/BUTLER ST OPEN	C	C
REMOVE REVERSIBLE LANES	B	B

C 2043 DESIGN YEAR LOS (SIGNAL/ROUNDABOUT)

E F 2043 DESIGN YEAR LOS (STOP-CONTROLLED)

CLEVELAND RD (US 6)

SYCAMORE LINE (US 250)

MILAN RD

ERIE BLVD

MCKINLEY ST

AVONDALE ST

BUTLER ST

ROOSEVELT ST

HUNTINGTON AVE

COWDERY ST

PARISH ST

CALCULATED

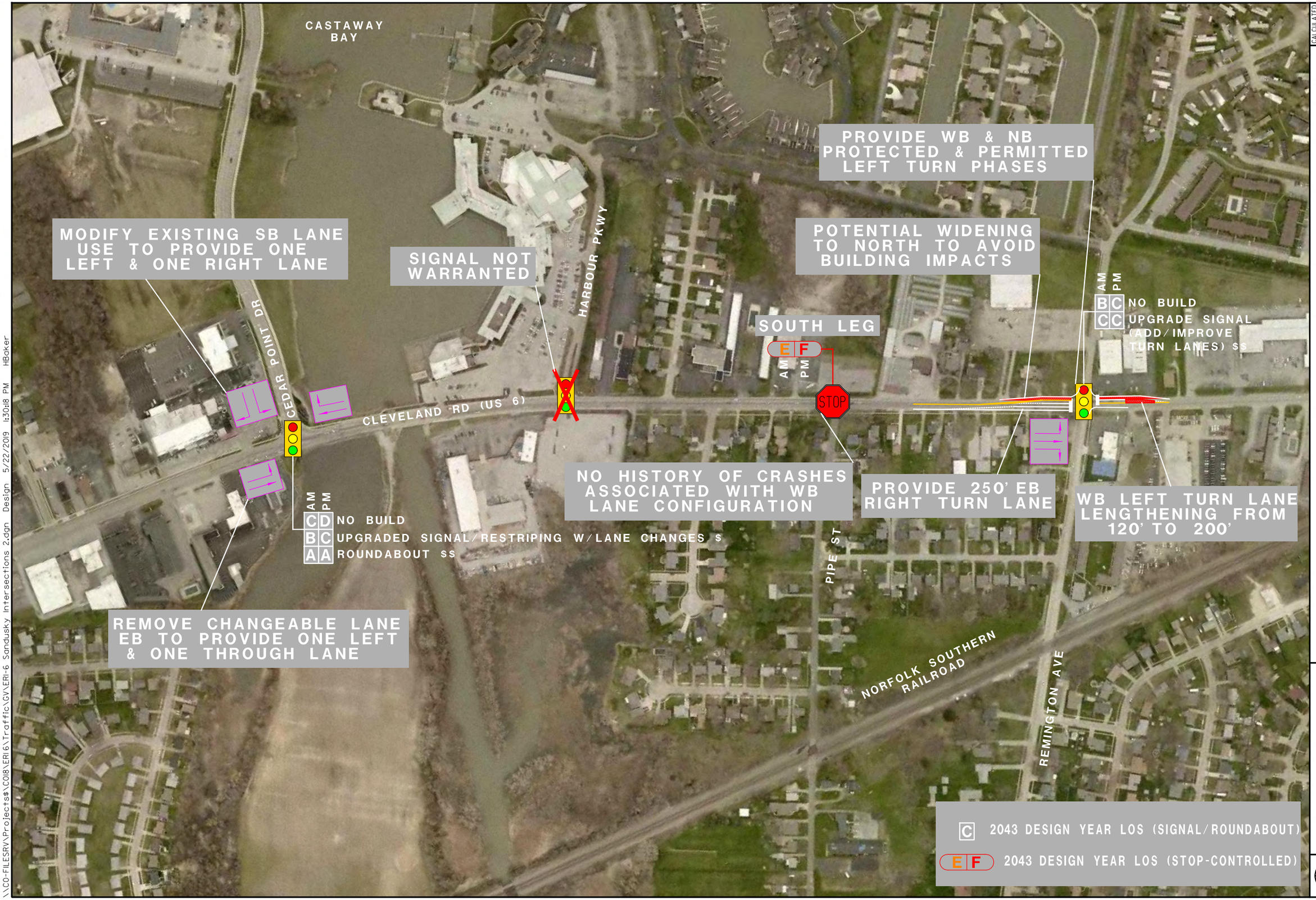
CHECKED

US 6 CORRIDOR

From Sycamore Line (US 250) to Cowdery Street

1/2

\\CO-FILESRV\Projects$\C018\ERI6\Traffic\GV\ERI-6 Sandusky Intersections.dgn Design 5/22/2019 1:29:06 PM HBaker



\\CO-FILESRV\Projects$\C018\ERI6\Traffic\GV\ERI-6 Sandusky Intersections 2.dgn Design 5/22/2019 4:30:48 PM HBaker

CALCULATED | CHECKED

US 6 CORRIDOR

From East of Cowdery Street to Sandusky Corp Line

2/2

ACCESS MANAGEMENT LEGEND
Reduce to Standard Commercial Drive Width
Convert to Two-way Standard Commercial Drive
Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
Close Drive
Convert to Right In/Right Out (RIRO)
Close Drive (Business Appears to be Closed)
Potential Closure due to Proposed Roundabout Alt.
Convert Residential Drive to Standard Width
Install Delineators/Reboundable Posts
Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
Restripe Existing Parking from Angled to Perpendicular Type
Note: Per L&D Vol 1. Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)
US 6 CORRIDOR PLANNING STUDY
From Sycamore Line (US 250) to Sandusky Corp Line
Access Management (Sheet 1 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems
CASTAWAY BAY
SANDUSKY BAY
ERIE METROPARKS
CEDAR POINT SPORTS PARK PHASE 2
CLEVELAND RD (US 6)
6
250
CEDAR POINT RD
HARBOUR PKWY
NORFOLK SOUTHERN RAILROAD
CITY OF SANDUSKY PERKINS TOWNSHIP
REMINGTON AVE
HUNTINGTON AVE
BUTLER ST
AVONDALE ST
MCKINLEY ST
ROOSEVELT ST
COWDERY ST
ERIE BLVD
SYCAMORE LINE (US 250)
MILAN RD
WARREN ST
PARISH ST
PIPE ST
SANDUSKY PLAZA SHOPPING CENTER
KASPER BUICK GMC
KNIGHTS INN
MECCA HOTEL
RED GABLE MESQUITE GRILL
JACK'S DELI
VALUE INN MOTEL
LIGHTHOUSE BAPTIST CHURCH
QUALITY LODGE
KASPER CHRYSLER DODGE JEEP
SANDUSKY STAR LANES
SOUTH SHORE INN
BUDGET HOST INN
CEDAR POINT MAINTENANCE
HOLIDAY INN EXPRESS
QUALITY INN
JAPANESE STEAKHOUSE
ECONO LODGE
ENTERPRISE
BAYMONT INN
NACHOS MEXICAN
LAKE ERIE GIFT & DECOR
SANDUSKY CAR CARE
GREAT FAITH CHURCH
DOLLAR GENERAL
MAGNUSON HOTEL
WLEC RADIO STATION
SHELL
MARATHON GAS
SUBWAY
FADES & MORE
OUT OF BUSINESS
CHURCH OF CHRIST
FATHER'S HEART FAMILY CHURCH
DOGGONE DAYCARE
BAYSHORE COUNSELING SERVICES
RAINBOW MUFFLER & BRAKE
CUSTOM WINDOW
ADVANCED NEUROLOGIC ASSOCIATES
BRICK OVEN BISTRO
SANDUSKY PAINT
SORTINO'S LITTLE ITALY
RODEWAY INN NORTH
1800 CLEVELAND RD (OWNED BY CEDAR POINT)
AMAZEMENT

ACCESS MANAGEMENT LEGEND
Reduce to Standard Commercial Drive Width
Convert to Two-way Standard Commercial Drive
Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
Close Drive
Convert to Right In/Right Out (RIRO)
Close Drive (Business Appears to be Closed)
Potential Closure due to Proposed Roundabout Alt.
Convert Residential Drive to Standard Width
Install Delineators/Reboundable Posts
Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
Restripe Existing Parking from Angled to Perpendicular Type
Note: Per L&D Vol 1, Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)
CITY OF SANDUSKY
PERKINS TOWNSHIP
CEDAR POINT SPORTS PARK PHASE 2
SPORTS FORCE PARKS/ CEDAR POINT SPORTS CENTER
SPORTS FORCE DRIVE
HURON TOWNSHIP
PERKINS TOWNSHIP
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
EAGLE POINT METROPARK
ENCHANTED COTTAGE ERIE METROPARKS
JOSEPH STEINEN WILDLIFE AREA
MAPLES
PUTNAM MARSH STATE NATURE PRESERVE
CITY OF SANDUSKY
HURON TOWNSHIP
CEDAR POINT RD
INBOUND
OUTBOUND
WYANDOT WETLAND METROPARK
FAIRVIEW LANES
PERKINS AVE
RAILROAD CROSSING
DILDINE DITCH
PLUM BROOK
HULL RD
ERIE METROPARKS
OSBORN RECREATION AREA
PLUM BROOK COUNTRY CLUB
GALLOWAY RD
US 6 CORRIDOR PLANNING STUDY
From Sandusky Corp Line to west of Camp Road
Access Management (Sheet 2 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

ACCESS MANAGEMENT LEGEND

- Reduce to Standard Commercial Drive Width
- Convert to Two-way Standard Commercial Drive
- Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
- Close Drive
- Convert to Right In/Right Out (RIRO)
- Close Drive (Business Appears to be Closed)
- Potential Closure due to Proposed Roundabout Alt.
- Convert Residential Drive to Standard Width
- Install Delineators/Reboundable Posts
- Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
- Restripe Existing Parking from Angled to Perpendicular Type

Note: Per L&D Vol 1, Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)

US 6 CORRIDOR PLANNING STUDY

From Camp Road to Rye Beach Road

Access Management (Sheet 3 of 3)

0 200 400 HORIZONTAL SCALE IN FEET

ERPC

TranSystems

US 6 CORRIDOR
PLANNING STUDY
From Sandusky Corp Line
to west of Camp Road
Proposed Roadway Alternatives (Sheet 2 of 3)
0 100 200 400
HORIZONTAL SCALE IN FEET
AM PM
C F NO BUILD
D F REALIGNMENT W/ GRADE SEPARATION (ADD TURN LANES) $$
D F REALIGNMENT AT GRADE (ADD TURN LANES) $
A B REALIGNMENT W/ AT GRADE ROUNDABOUT $$$
A B ROUNDABOUT ON EXISTING ALIGNMENT $$
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
SPORTS FORCE PARKS/ CEDAR POINT SPORTS CENTER
CEDAR POINT SPORTS PARK PHASE 2
CITY OF SANDUSKY
PERKINS TOWNSHIP
HURON TOWNSHIP
SPORTS FORCE DRIVE
EAGLE POINT METROPARK
ENCHANTED COTTAGE ERIE METROPARKS
JOSEPH STEINEN WILDLIFE AREA
MAPLES
PERKINS AVE
FAIRVIEW LANES
HULL RD
WYANDOT WETLAND METROPARK
INBOUND
OUTBOUND
US 6 CORRIDOR PLANNING STUDY
Perkins Ave. Realignment
Perkins Ave. Grade Separation
Perkins Ave. Roundabout Alt. 1
Perkins Ave. Roundabout Alt. 2

US 6 CORRIDOR PLANNING STUDY
Camp Rd.
US 6 CORRIDOR PLANNING STUDY
Camp Rd. Roundabout
US 6 CORRIDOR PLANNING STUDY
Sawmill Creek Dr.
US 6 CORRIDOR PLANNING STUDY
Diverging Diamond Interchange
US 6 CORRIDOR PLANNING STUDY
Rye Beach Rd. Turning Lanes
US 6 CORRIDOR PLANNING STUDY
Rye Beach Rd. Roundabout
SHELDON MARSH STATE NATURE PRESERVE
SAW MILL CREEK NATURE PARK
SAWMILL CREEK GOLF CLUB & RESORT
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
HULL RD
CAMP RD
BARNES NURSERY
U-HAUL
JORDAN'S COUNTRY DINER
3111 CLEVELAND RD (RESIDENT)
HURON GAMES CLUB BUSINESS OFFICE
SAWMILL CREEK DR
SAWMILL CREEK
CITY OF HURON
HURON TOWNSHIP
RYE BEACH RD
SR 2 WB EXIT RAMP
SR 2 WB ENTRANCE RAMP
SR 2 EB EXIT RAMP
SR 2 EB ENTRANCE RAMP
SAWMILL PARKWAY
BOGS RD (RT 9)
HINDE AIRPORT
BOWLING GREEN UNIVERSITY FIRELAND CAMPUS
SUBWAY
QUALITY INN
MCDONALD'S
WENDY'S
MOTEL 6
ARBY'S
CASA AZUL MEXICAN
SHELL
AM PM
FF NO BUILD
FF EXISTING STOP CONTROL (ADD TURN LANES) $
AA ROUNDABOUT $$
AM PM
FF NO BUILD
BB RESTRIPING W/ LANE CHANGES $
AA ROUNDABOUT $$
CB DIVERGING DIAMOND $$$
AM PM
BC NO BUILD
CD RESTRIPING W/ LANE CHANGES $
AB ROUNDABOUT $$
CB DIVERGING DIAMOND $$$
AM PM
DF NO BUILD
CD UPGRADED SIGNAL $
BB ROUNDABOUT $$
US 6 CORRIDOR PLANNING STUDY
From Camp Road to Rye Beach Road
Proposed Roadway Alternatives (Sheet 3 of 3)
HORIZONTAL SCALE IN FEET
0 200 400
ERPC
TranSystems

NEWS RELEASE

Erie Regional Planning Commission
2900 Columbus Avenue, Sandusky, Ohio 44870

FOR IMMEDIATE RELEASE: **June 28, 2019**

ERPC to Hold Public Meeting

US 6 Corridor Study – Sycamore Line (US250) to Rye Beach Road

DATE: July 16, 2019

TIME: 4:00 to 7:00 PM (Open House Format)

LOCATION: Erie County Services Complex
2900 Columbus Avenue
3rd Floor Commissioners Chambers
Sandusky, OH 44870

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky, east to Rye Beach Road in the City of Huron, including Butler Street in the City of Sandusky. The purpose of the study is to increase the efficiency of the transportation corridor, improve safety and enhance multi-modal transportation options.

A public involvement meeting for this study will provide the general public, residents, business and property owners, and public officials an opportunity to view exhibits and to provide comments on improvement alternatives. A brief presentation about the project will be made at the beginning of the meeting. Representatives from the ERPC will be present to discuss and answer questions. Free parking is available at the Erie County Services Complex, which is also served by the Sandusky Transit Service (Purple Line, Stop 16).

This public open house is an opportunity to provide your comments. Therefore, your attendance at this meeting is greatly encouraged. Written comments may be turned in at the open house or sent in to the addresses below by August 16, 2019:

Mail: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870
E-mail: cwhitaker@eriecounty.oh.gov
Phone: 419-627-6671

US 6 Corridor Planning Study

Public Open House #2

Tuesday, July 16, 2019 - 4:00 to 7:00 PM

Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
Amy Bowman Moore	3910 Perkins Rd. Huron	amoore@eriemetroparks.org	EMP	Email
Rick + Cheryl Voigt	530 MARINER VLG. HURON	RICKCHERYLV@GMAIL.COM	SELF	NEWSPAPER
Daniel A Brozen	529 Mariner Village	Huron		
WILLIAM GUILFOIL	531 MARINER VILLAGE - HURON	CURBLADY@COX.NET	SELF	
Gayle Janssen	3010 Mayflower A. Huron			
Steve Faber	4409 CLEVELAND Rd	419-626-1575	MAPLES MOTEL	
Chris J. Gasteier	5709 Cambridge Circle Sandusky	419.656.3937	—	newspaper
Doug Greer	417 Main St. Huron	(440) 258-7799	City of Huron	Stakeholder
Ann Daniel	3610 Plum Brook Cir, Sandusky	419-626-9141		email
John Daniel	" "	"	Sandusky	"
RICK SCHEEL	4520 GALLOWAY ROAD SANDUSKY		BLOCKWATCH	CITY OF HURON COMMISSIONER
JARRET BARNES	3511 CLEVELAND RD	419-656 3652	BARNES NURSERY	
JEFF CORSO	2025 Cleveland Rd	419-202-4136	SELF	
Jim Sartino	1021 Cleveland Rd	419 625-0362	Self	
Gayle Jastrow	1210 SYCAMORE LINE	419 625-8362	SELF	
Nancy Brown	529 Mariner Village	419 433-2479	—	
TIM MURRAY	613 Amanda Pl.	419-656-5034	Self	e-mail
GARY BOYLE	2610 COLUMBUS AVE	419-609-1460	PERKINS TWP.	
ERIC DOOKIE	2900 COLUMBUS AVE	419-626-5211	ERIE SWCD	
FRANK VALI	1905 Adrian Circle	419-271-4305	Sandusky	
Meagan Howman	2042 Cleveland Rd	419-202-3490		
Tom Horsman	240 Columbus Ave	419-627-5214	Sandusky	
JASON WATSON	20600 CHAGRIN BLVD	216-378-1490	MANNIK & SMITH	WEBSITE
Christopher Owen	20600 Chagrin Blvd	216-378-1490	Mannik Smith Group	website
Jim & Judy Corso	1020 Cove Park Blvd	mamacorso@aol.com	self	friend

27 ppl

US 6 Corridor Planning Study

Public Open House #2

Tuesday, July 16, 2019 - 4:00 to 7:00 PM

Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
Thomas O. Roberts	77 South St. Berlin Hts. Ohio	419-656-3639		Word of mouth
Anne VanLaepenhusch	Pierres Digital Print 1006 Cleveland Rd. Sandusky		O 419 625 4073	"
WES POOLE			CITY OF SANDUSKY	E-MAIL
Sharon Barnes	3419 Cleveland Rd W Huron	slbarnes@barnesnursery.com	Barnes Nursery	
Larry Fletcher	13 Twin OAKS Dr. Milan, OH 44846	larry@shoresandislands.com	LESI	Word of mouth
Mike Spafford	417 main St. Huron	mike.spafford@huronohio.us	City of Huron	
Andy White	"	andy.white@huronohio.us	"	
NICOLE DeFREITAS	240 Columbus Ave	ndefreitas@ci.sandusky.oh.us	City Sandusky	email
JEFF FERRELL	2610 COLUMBUS AVE	JFERRELL@PERKINSTOWNSHIP.COM	PERKINS TWP	EMAIL
Greg Lockhart	City of Sandusky			
Leslie Farley	906 N Clark Ave Ashland on 4480	leslie.farley@dot.ohio.gov	ODOT, D3	
Craig Hofer Lori's Printing	2111 Cleveland Rd	Craig@lorisprinting.net	Lori's Printing	News
Dan Wida	1716 Wilson			
Dave Waddington	1446 McKinley	dwaddington411@yahoo.com	city of Sandusky	city
DAVE FOSTER	1715 CEDAR POINT ROAD		ERPC	
FRANCESCA LENDRUM	101 Mansfield Ave Huron	francesca@EverEpicEvents.com	EVERERIC	Register/Herald
PAUL SIGSWORTH	2000 COLUMBUS AVE. SANDUSKY	psigsworth@eriecounty.oh.gov	SHERIFF	EMAIL
MAC LEHRER	HOTY ENTERPRISES - SANDUSKY	MAC@HOTY.COM	HOTY	RADIO
Scott GAYDOS	3915 HILLTOP Dr. HURON.	GAYDOSS3@CCF.ORG	-	EMAIL
John Welsh	3608 Galloway Rd Sandusky	jwelsh02@yahoo.com		
Al Biehl			TranSystems	
Aaron Grillot			TranSystems	
Assy Vilyus			TranSystems	
Carrie Whitaker			ERPC	
Steve Poggiali			ERPC	

25 ppl

US 6 Corridor Planning Study

Public Open House #2

Tuesday, July 16, 2019 - 4:00 to 7:00 PM

Name	Address	Email/Phone	Organization (if any)	How did you hear about this meeting?
Nicole Grohe			ERPC	
Phil Gabel			ODOT D3	
Julie Cichello			ODOT D3	

3 ppl

Pictures from US 6 Corridor Planning Study Public Open House #2 (July 16, 2019)

Pictures from US 6 Corridor Planning Study Public Open House #2 (July 16, 2019)

US 6 Corridor Planning Study

Erie Regional Planning Commission

Public Meeting No. 2

July 16, 2019

Agenda

- Introductions
- Project Overview
- Planning Study Process
- Alternative Solutions
- Public Input
- Summary and Next Steps

PROJECT OVERVIEW

Project Overview

- What We Hope to Accomplish Today
  - Validate Project Purpose & Need by:
    - Proposing Transportation System (spot/corridor) Improvements that:
      - Improve Safety & Efficiency
      - Reduce Crashes & Congestion
      - Invoke Multi-modal (Active) Transportation Solutions
  - Review Alternative Solutions: By the Public
  - Solicit Your Feedback
  - Next Steps Including Completing the Feasibility Study

US 6 Corridor Study Limits

East: Rye Beach Road in City of Huron

West: Sycamore Line US 250 in City of Sandusky

PLANNING STUDY PROCESS

Planning Study Process

- Data Collection
  - Traffic Counts
  - Crash History
  - Field Inventory of Assets
- Reviewed Crash History of the Corridor
- Analyzed Traffic Operations (Current Day & Design Year)
- Identified "Missing Links" of Modal Connectivity
- Developed Conceptual Alternatives to Address Deficiencies

ALTERNATIVE SOLUTIONS

Multi-modal Solutions

Access Management Solutions

Geometric Solutions

Geometric Solutions & Criteria

- All Solutions…
  - Designed to Service Design Year Traffic Demand
  - Provide Acceptable LOS for Design Year*
  - Meet ODOT L&D Manual Design Criteria
  - Will Mitigate Certain Documented Crash History
  - Avoid Section 6(f) Properties

* Exceptions being minor street STOP control locations where future signalization may be needed

PUBLIC INPUT

Public Input - Open House Format

- Exhibits Located Throughout Offices
  - Experts Stationed at Each Exhibit to Help Answer Questions
- Exhibits Organized in the Following Way:
  - Active Transportation Strategies – Entire Corridor
  - Access Management Strategies – Entire Corridor
  - Alternative Solutions – City of Sandusky Corporate Limits
  - Alternative Solutions – Perkins Township: Perkins Avenue Intersection
  - Alternative Solutions – City of Huron/Huron Township: Camp Road to Rye Beach Road; including SR-2 Interchange

Public Input – Engagement

- Review Exhibits & Alternative Solutions
  - Seek Out What Interests You Most
- ASK QUESTIONS!
  - We want to know what you're thinking
  - We want to insure that we've clearly conveyed each solution & that we've addressed your concerns
- Fill Out Your Comment Forms!!
  - We want to properly document your recommendations and/or concerns

SUMMARY AND NEXT STEPS

Next Steps

- Receive Public Feedback (by August 16, 2019)
  - Incorporate Feedback from Public Meeting
  - Fill out Comment Forms!!
- Submit Draft Feasibility Study (Late Summer/Early Fall 2019)
- Finalize Feasibility Study (Fall 2019)
- Adopt Feasibility Study by ERPC Transportation Advisory Committee (TAC)/Policy Committee
- Explore Funding Sources & Program Projects

QUESTIONS?

CARRIE WHITAKER, PE
CWHITAKER@ERIECOUNTY.OH.GOV

AL BIEHL, PE
ACBIEHL@TRANSYSTEMS.COM

Yellow Line Bus Route

Red Line Bus Route

Proposed New Bridge

Complete Sidewalk Connectivity

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Blue Line Bus Route

BUTLER ST

6

250

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

Complete Sidewalk Connectivity

Proposed Multi-Use Path

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000
AT2	MODAL CONNECTION ALONG THE NORTH SIDE OF US 6 FROM CEDAR POINT DR TO E. SHOREWAY DR IN THE CITY OF SANDUSKY (TO BE DETERMINED - BIKE PATH OR SIDEWALK)	$645,000	$5,000
AT3	COMPLETE SELECT SIDEWALK CONNECTIONS ALONG US 6 IN THE CITY OF SANDUSKY	$365,000	$80,000

COSTS IN 2024 DOLLARS

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

N W E S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000

**COSTS IN 2024 DOLLARS*

Yellow Line Bus Route

Red Line Bus Route

Proposed Multi-Use Path

6

6

PERKINS AVE

CEDAR POINT RD

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge
(Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk)
(Proposed by US 6 Corridor Planning Study)

N
W E
S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000

**COSTS IN 2024 DOLLARS*

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge
(Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk)
(Proposed by US 6 Corridor Planning Study)

N
W E
S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000
AT4	MULTIMODAL CONNECTION ALONG THE EAST SIDE OF RYE BEACH RD IN THE CITY OF HURON (TO BE DETERMINED - BIKE PATH OR SIDEWALK)	$85,000	$5,000

COSTS IN 2024 DOLLARS

Proposed Multi-Use Path

Complete Multimodal Link (Bike Path or Sidewalk)

RYE BEACH RD

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

N W E S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
A	SIGNAL MODERNIZATION, REMOVAL OF UNWARRANTED SIGNALS, PAVEMENT RESTRIPING, REMOVAL OF REVERSIBLE LANE, AND ADD EB RIGHT TURN LANE ON US 6 AT REMINGTON AVE INTERSECTION IN THE CITY OF SANDUSKY	$1,530,000	$145,000
A1	BUTLER ST REMAINS OPEN W/ SIGNAL UPGRADE (INCLUDES TOTAL PAVEMENT REPLACEMENT)	$2,940,000	N/A
A2	BUTLER ST CLOSED W/ CUL-DE-SAC AND SIGNAL REMOVED	$90,000	$5,000
B1	CONSTRUCTION OF MODERN ROUNDABOUT AT CEDAR POINT DR INTERSECTION (EASTERN ALIGNMENT)	$1,400,000	$510,000
B2	CONSTRUCTION OF MODERN ROUNDABOUT AT CEDAR POINT DR INTERSECTION (WESTERN ALIGNMENT)	$1,380,000	$535,000

COSTS IN 2024 DOLLARS

SB LEFT TURN LANE LENGTHENING FROM 140' TO 200'

WB LEFT TURN LANE LENGTHENING FROM 220' TO 450'

SIGNAL NOT WARRANTED

SIGNAL NOT WARRANTED

REMOVE REVERSIBLE LANES

POTENTIAL STREET CLOSURE

SIGNAL NOT WARRANTED

CLEVELAND RD (US 6)

SYCAMORE LINE (US 250)

MILAN RD

ERIE BLVD

MCKINLEY ST

ROOSEVELT ST

AVONDALE ST

BUTLER ST

HUNTINGTON AVE

COWDERY ST

PARISH ST

(A1) BUTLER ST OPEN
(A2) BUTLER ST CLOSED
(A) REMOVE REVERSIBLE LANES

BUTLER ST OPEN
BUTLER ST CLOSED

90/141
184/308
78/130
324/359
241/285
335/452

C 2043 DESIGN YEAR LOS (SIGNAL/ROUNDABOUT)

E F 2043 DESIGN YEAR LOS (STOP-CONTROLLED)

CALCULATED | CHECKED

US 6 CORRIDOR From Sycamore Line (US 250) to Cowdery Street

1/2

CASTAWAY BAY

MODIFY EXISTING SB LANE USE TO PROVIDE ONE LEFT & ONE RIGHT LANE

SIGNAL NOT WARRANTED

PROVIDE WB & NB PROTECTED & PERMITTED LEFT TURN PHASES

POTENTIAL WIDENING TO NORTH TO AVOID BUILDING IMPACTS

CEDAR POINT DR

HARBOUR PKWY

CLEVELAND RD (US 6)

SOUTH LEG

E F AM PM

STOP

PIPE ST

(NO BUILD) (A) C B AM D C PM

(NO BUILD) (A) C B AM D C PM

(NO BUILD) (A) C C AM B D PM

(A) (NO BUILD) C C AM B D PM

(A) (NO BUILD) B C AM C C PM

(NO BUILD) (A) B B AM C B PM

AM PM
B C
C C
NO BUILD
(A) UPGRADE SIGNAL (ADD/IMPROVE TURN LANES)

NO HISTORY OF CRASHES ASSOCIATED WITH WB LANE CONFIGURATION

PROVIDE 250' EB RIGHT TURN LANE

WB LEFT TURN LANE LENGTHENING FROM 120' TO 200'

AM PM
C D NO BUILD
B C (A) UPGRADED SIGNAL/RESTRIPING W/LANE CHANGES
A A (B1) ROUNDABOUT (EASTERN)
A A (B2) ROUNDABOUT (WESTERN)

REMOVE CHANGEABLE LANE EB TO PROVIDE ONE LEFT & ONE THROUGH LANE

NORFOLK SOUTHERN RAILROAD

REMINGTON AVE

C 2043 DESIGN YEAR LOS (SIGNAL/ROUNDABOUT)

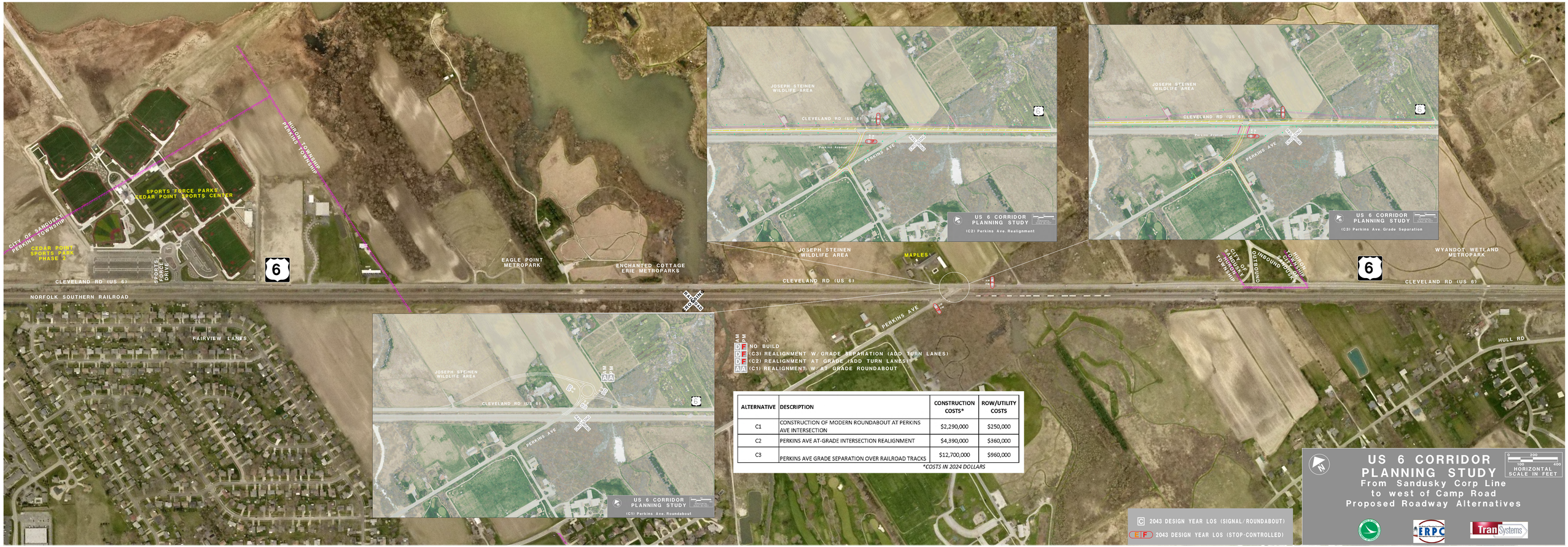
E F 2043 DESIGN YEAR LOS (STOP-CONTROLLED)

CALCULATED | CHECKED

From East of Cowdery Street to Sandusky Corp Line

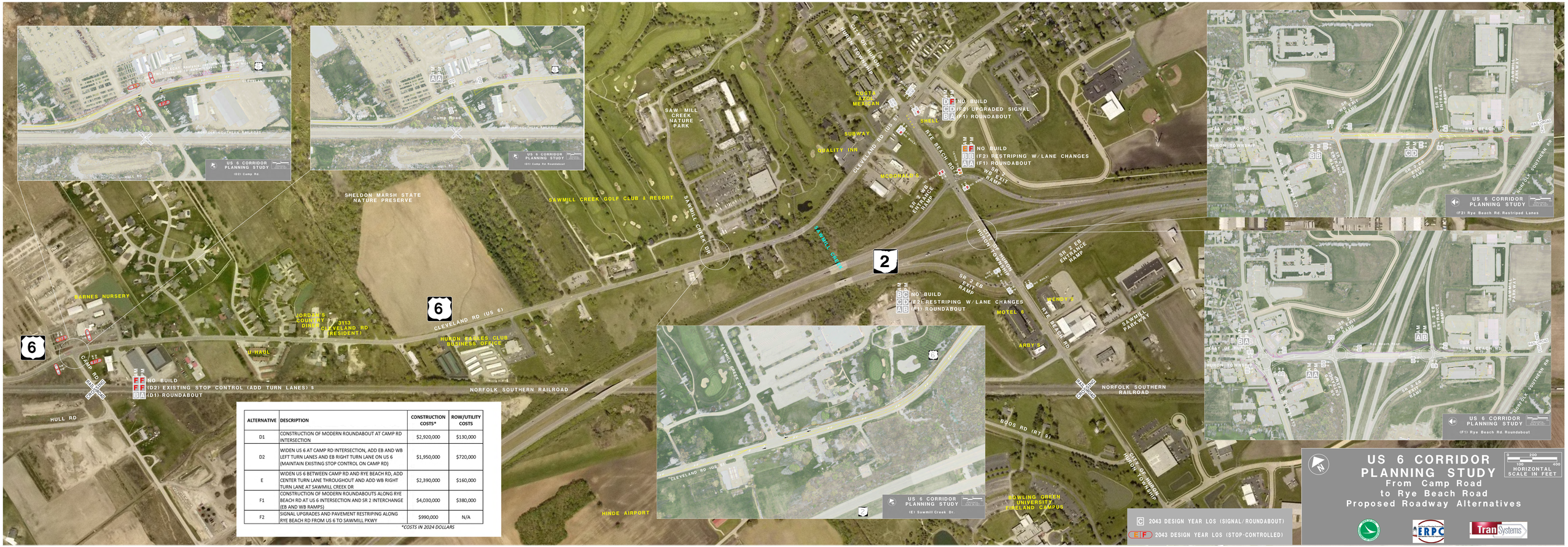
US 6 CORRIDOR

2/2



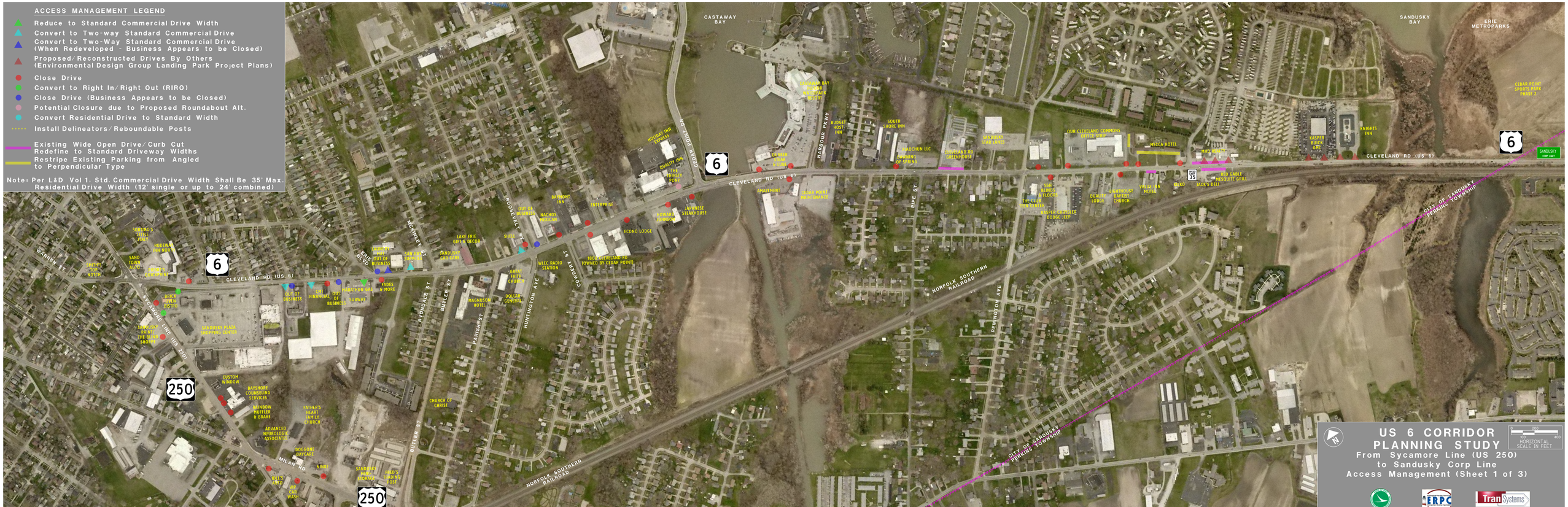
ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
C1	CONSTRUCTION OF MODERN ROUNDABOUT AT PERKINS AVE INTERSECTION	$2,290,000	$250,000
C2	PERKINS AVE AT-GRADE INTERSECTION REALIGNMENT	$4,390,000	$360,000
C3	PERKINS AVE GRADE SEPARATION OVER RAILROAD TRACKS	$12,700,000	$960,000

COSTS IN 2024 DOLLARS



ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
D1	CONSTRUCTION OF MODERN ROUNDABOUT AT CAMP RD INTERSECTION	$2,920,000	$130,000
D2	WIDEN US 6 AT CAMP RD INTERSECTION, ADD EB AND WB LEFT TURN LANES AND EB RIGHT TURN LANE ON US 6 (MAINTAIN EXISTING STOP CONTROL ON CAMP RD)	$1,950,000	$720,000
E	WIDEN US 6 BETWEEN CAMP RD AND RYE BEACH RD, ADD CENTER TURN LANE THROUGHOUT AND ADD WB RIGHT TURN LANE AT SAWMILL CREEK DR	$2,390,000	$160,000
F1	CONSTRUCTION OF MODERN ROUNDABOUTS ALONG RYE BEACH RD AT US 6 INTERSECTION AND SR 2 INTERCHANGE (EB AND WB RAMPS)	$4,030,000	$380,000
F2	SIGNAL UPGRADES AND PAVEMENT RESTRIPING ALONG RYE BEACH RD FROM US 6 TO SAWMILL PKWY	$990,000	N/A

*COSTS IN 2024 DOLLARS


ACCESS MANAGEMENT LEGEND
Reduce to Standard Commercial Drive Width
Convert to Two-way Standard Commercial Drive
Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
Proposed/Reconstructed Drives By Others (Environmental Design Group Landing Park Project Plans)
Close Drive
Convert to Right In/Right Out (RIRO)
Close Drive (Business Appears to be Closed)
Potential Closure due to Proposed Roundabout Alt.
Convert Residential Drive to Standard Width
Install Delineators/Reboundable Posts
Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
Restripe Existing Parking from Angled to Perpendicular Type
Note: Per L&D Vol 1, Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)
CASTAWAY BAY
SANDUSKY BAY
ERIE METROPARKS
CEDAR POINT SPORTS PARK PHASE 2
CLEVELAND RD (US 6)
CEDAR POINT DR
HARBOUR PKWY
BUDGET HOST INN
SOUTH SHORE INN
RADCHUN LLC
PARKING OF DRIVE
CLEVELAND RD GREENHOUSE
SANDUSKY STATE WOODS
OUR CLEVELAND COMMONS OFFICE SPACE
MECCA HOTEL
KASPER BUICK GMC
KNIGHTS INN
SANDUSKY CORP LIMIT
HOLIDAY INN EXPRESS
QUALITY INN
THE HONEY POINT
CEDAR POINT MAINTENANCE
AMUSEMENT
RIPE ST
SAH ILLINOIS FLOORS
THE OLDE TOWN CENTER
KASPER CHRYSLER DODGE JEEP
OUTLAW LODGE
LIGHTHOUSE BAPTIST CHURCH
VALUE INN MOTEL
KIKO
JACK'S DELI
RED GABLE MISQUITE GRILLE
CITY OF SANDUSKY PERKINS TOWNSHIP
NORFOLK SOUTHERN RAILROAD
REMINGTON AVE
CEDAR POINT DR
RAYMONT INN
ENTERPRISE
NACHOS MEXICAN
ECONO LODGE
BURGER KING
JAPANESE STEAKHOUSE
SHELL
LAKE ERIE GIFTS & DECOR
SANDUSKY CAR CARE
WLEC RADIO STATION
1809 CLEVELAND RD (OWNED BY CEDAR POINT)
GREAT FAITH CHURCH
DOLLAR GENERAL
MAGNUSON HOTEL
ROOSEVELT ST
MCKINLEY ST
HUNTINGTON AVE
CONGRESS ST
AYDOUGLER ST
BUTLER ST
HARRISHIST
SYCAMORE LINE (US 250)
WARREN ST
SANDUSKY PLAZA SHOPPING CENTER
SANDUSKY FAITH THE BLING SHOP
BRICK OVEN BISTRO
SUBWAY
FADES N MORE
AQUARIUM CAFE
CASH FINANCIAL
CHURCH OF CHRIST
FATHER'S HEART FAMILY CHURCH
BAYSHORE COUNSELING SERVICES
RAINBOW MUFFLER & BRAKE
CUSTOM WINDOW
ADVANCED NEUROLOGICAL ASSOCIATES
DOGGONE DAYCARE
NINKE
MIAMI RD
SANDUSKY MAIL ORDERS
FIELD'S TROPHY POST
GILL'S AUTO
HD CAR WASH
SOLINO'S PIZZA
RODEWAY INN NORTH
SAND TOWN AUTO
SUNOCO
6
250
US 6 CORRIDOR PLANNING STUDY
From Sycamore Line (US 250) to Sandusky Corp Line
Access Management (Sheet 1 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

ACCESS MANAGEMENT LEGEND
Reduce to Standard Commercial Drive Width
Convert to Two-way Standard Commercial Drive
Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
Proposed/Reconstructed Drives By Others (Environmental Design Group Landing Park Project Plans)
Close Drive
Convert to Right In/Right Out (RIRO)
Close Drive (Business Appears to be Closed)
Potential Closure due to Proposed Roundabout Alt.
Convert Residential Drive to Standard Width
Install Delineators/Reboundable Posts
Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
Restripe Existing Parking from Angled to Perpendicular Type
Note: Per L&D Vol 1, Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)
CITY OF SANDUSKY
PERKINS TOWNSHIP
CEDAR POINT SPORTS PARK PHASE 2
SPORTS FORCE DRIVE
SPORTS FORCE PARKS/ CEDAR POINT SPORTS CENTER
HURON TOWNSHIP
PERKINS TOWNSHIP
CLEVELAND RD (US 6)
NORFOLK SOUTHERN RAILROAD
EAGLE POINT METROPARK
ENCHANTED COTTAGE ERIE METROPARKS
JOSEPH STEINEN WILDLIFE AREA
MAPLES
PUTNAM MARSH STATE NATURE PRESERVE
CITY OF SANDUSKY
HURON TOWNSHIP
CEDAR POINT RD
OUTBOUND
INBOUND
WYANDOT WETLAND METROPARK
FAIRVIEW LANES
PERKINS AVE
BERLIN HEIGHTS
PALM BROOK
DILDINE DITCH
HULL RD
ERIE METROPARKS
OSBORN RECREATION AREA
PLUM BROOK COUNTRY CLUB
GALLOWAY RD
US 6 CORRIDOR PLANNING STUDY
From Sandusky Corp Line to west of Camp Road
Access Management (Sheet 2 of 3)
HORIZONTAL SCALE IN FEET
ERPC
TranSystems

ACCESS MANAGEMENT LEGEND

- Reduce to Standard Commercial Drive Width
- Convert to Two-way Standard Commercial Drive
- Convert to Two-Way Standard Commercial Drive (When Redeveloped - Business Appears to be Closed)
- Proposed/Reconstructed Drives By Others (Environmental Design Group Landing Park Project Plans)
- Close Drive
- Convert to Right In/Right Out (RIRO)
- Close Drive (Business Appears to be Closed)
- Potential Closure due to Proposed Roundabout Alt.
- Convert Residential Drive to Standard Width
- Install Delineators/Reboundable Posts
- Existing Wide Open Drive/Curb Cut Redefine to Standard Driveway Widths
- Restripe Existing Parking from Angled to Perpendicular Type

Note: Per L&D Vol 1, Std. Commercial Drive Width Shall Be 35' Max. Residential Drive Width (12' single or up to 24' combined)

US 6 CORRIDOR PLANNING STUDY

From Camp Road to Rye Beach Road

Access Management (Sheet 3 of 3)

0 200 400 HORIZONTAL SCALE IN FEET

ERPC

TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Anne & Pierre VanRaepenbusch (Pierre's Digital Print Center)

Address: 1004 Cleveland Rd.

Email and/or Phone: 419 625 4073 Sandusky

Organization (if any):

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

great idea

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

Seems feasible

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

Seems feasible - planned well.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Closing Butler Street seems a good idea.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Ann Daniel

Address: 3610 Plum Brook Circle, Sandusky, 44870

Email and/or Phone: 419-626-9141

Organization (if any):

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

I would like to see a sidewalk/path separate from the road and one which connects to the Interurban bike path in Huron. (electric trail)

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

The intersection of Perkins & Rt. 6 needs to be straightened out - but if roundabout is built where would the traffic waiting for the train go?

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Amy Bowman - Moore

Address: 3910 Perkins Ave, Huron, Oh.

Email and/or Phone: amoore@eriemetroparks.org

Organization (if any): Erie Metro Parks

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

Absolutely!! Need Safe Bike Path!!

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

N/A

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

My idea is to Make Perkins Ave 'Dead End' at Osborn Park. Turn People on Remington Ave. Would be Much Cheaper and not impact Faber-Maples Motel

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Erie Metro Parks will be impacted by loss of Roadway and parking needs replaced.

Thank You

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: John Daniel

Address: 3610 Plum Brook Circle (Perkins Twp)

Email and/or Phone: johndaniel@bex.net

Organization (if any):

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

Bike paths ought to be seperate from highways, wherever located.

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

Primary concern: Perkins Ave at US 6. Depending on land costs, as a factor, a bridge would be better for traffic than a complex roundabout (although I am a fan of roundabouts)

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Thomas Roberts

Address: 77 South St. Berlin Hts Ohio

Email and/or Phone: 419-656-3639

Organization (if any): former CP employee

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

I hope this includes new paving in some areas. Cleve. Rd greenhouse to Causeway road is terrible - Butler Street is a city disgrace.!!

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

Camp Rd intersection is dangerous.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Concerned about access in and out of Sawmill now that CP owns this property. Eventually it will be full of hotel + event guests that will back up trying to turn left or right.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Greg Voltz

Address: 1333 Putnam Street Sandusky, OH 44870

Email and/or Phone: gvoltz@ci.sandusky.oh.us

Organization (if any): City of Sandusky

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

I do like that the multi-use path is being proposed and it is important. However, I would if we should see if we should pull into wildlife areas more.

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

These seem okay we need to make sure pedestrians are comfortable, especially with in Sandusky City Limits.

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

I do like them. Concerns with roundabouts would be how do pedestrians and cyclists navigate. If cyclists are routed seperately from vehicles it would be good.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

I do not see many pull offs for buses at transit stops. It would be nice to see higher focus on transit.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: STEPHEN FABER

Address: 4409 CLEVELAND RD SANDUSKY OH 44870

Email and/or Phone: 419-626-1575 SFABES@YAHOO.COM

Organization (if any): MAPLES MOTEL (OWNER)

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

THE proposed sidewalk + paths will still greatly impact my property. To the extent that it cuts through my buildings.

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

Your current proposals are unexceptable! The Maples Motel is an iconic 110 year old business. This proposal will end our business as we know

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

The intersection proposal is totally unexceptable. These proposals will absolutly not work for the Maples Motel. Our business would be wiped out. We propose Perkins Ave comes to a deadend and Remington St is used. Or Camp St is used.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

Your 3 proposals are absolutly unexceptable. They would essentially destroy the Maples Motel and destroy all the work we've done here for 5 generations. A better way would be to use Remington or to continue Galloway through perkins right to Cleveland Rd. That would be cheaper as well. Make Perkins deadend at Osborn Park.

Thank you,

Steve Faber

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

US 6 Corridor Planning Study

Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: STEPHEN FABER

Address: 4409 CLEVELAND Rd SANDUSKY OH.

Email and/or Phone: 419-626-1575 SFABES@YAHOO.COM

Organization (if any): THE MAPLES MOTEL (OWNER)

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

A side walk is fine, but I would never consider building a side walk that would directly impact the Maples Motel property or business!

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

No driveway is more important than our family business that has been a successful landmark for over 100 years!

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

This recommendation is unacceptable and way to expensive. Perkins should be dead ended at Osborn Park and Remington should be ~~d~~ developed or Galloway could be extended to Cleveland rd. It would be for cheaper for the taxpayers

Additional Comments or Questions about the project (feel free to attach additional pages as necessary):

The elimination of THE Maples Motel to make the intersection safer is totally unacceptable!!! We've thrived for over a hundred years + would like it to continue too.

Thank You Steve Faber

Julie Cichello - ODOT
419-207-7168
julie.cichello@dot.ohio.gov

Carrie's line
419-627-7652

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870

Email: cwhitaker@eriecounty.oh.gov

Phone: 419-627-6671

ERPC TranSystems

Perkins Township Board of Trustees

Timothy Coleman, Jeffrey Ferrell, James Lang

August 14, 2019

Carrie Whitaker
Project Manager
Erie Regional Planning Commission
2900 Columbus Avenue
Sandusky, Ohio 44870

Re: U.S. Route 6 Corridor Study

Dear Carrie:

This letter is being sent to provide comments to you and TranSystems, the project consultant, concerning the study of existing conditions and potential improvements related the U.S. Route 6 Corridor Study. As you will recall, the Township has always been supportive of the need to review and develop options that will ensure that this important highway corridor can continue to provide a vital link between communities in Erie County as well as to provide access to important facilities such as parks and nature preserves, businesses and recreation complexes such as Sports Force and the indoor recreation center now under construction.

U.S. Route 6 in our observation has seen an increase in traffic volumes in the past few years. Some of that additional traffic volume may be associated with ODOT's signage on State Route 2 indicating that westbound traffic on that highway can use the Rye Beach Road exit for Cedar Point as well as drivers' apparent increased reliance on navigation systems. Such navigation systems have resulted in traffic using local roads when travelling to Cedar Point. The Township has clear evidence of that traffic affecting one of our neighborhoods, and the Township in response to complaints from residents, reconfigured the traffic pattern in that neighborhood to avoid such disruptive through traffic movements.

A review of the Study's findings leads the Township to believe that a priority should be given to addressing the intersection of Perkins Avenue with U.S. Route 6 for the various reasons noted by the consultant including the geometry of the intersection, elevation differences, the railway tracks, etc. An initial and possibly less expensive step may be to create a through traffic lane for eastbound traffic and a dedicated left turn lane to Perkins Avenue for eastbound traffic as that design could facilitate the flow of traffic when this intersection is blocked due to train traffic. Any improvement to the design and function of that intersection is considered to be a positive outcome from this Township's perspective.

The Township also notes that there has been discussion that seems to downplay the importance of the Butler Street ramp from U.S. Route 250/ Milan Road to Butler Street and subsequently to Cleveland Road. While it is recognized that Butler Street needs work, ODOT has previously expended a significant amount of time and money in vastly improving the operation and safety of the U.S. Route 250 corridor from the Ohio Turnpike and through this Township to the City. Of concern to the Township is the possible use of the street network within the City to access Cedar Point without the availability of the Butler Street ramp. Such an approach would in turn limit future options should the local street network be overburdened by traffic volumes. In the past, concerns have been expressed that access to Cedar Point needs to such that tourists are not delayed in reaching that destination. Careful analysis of that concern needs to continue.

Thank you for the opportunity to provide comments, and we look forward to reviewing the final plan document.

Sincerely,

Timothy D. Coleman, CPM
Chair
Board of Township Trustees

US 6 Corridor Planning Study
Comment Form

The Erie Regional Planning Commission is studying existing transportation conditions and evaluating potential improvements to the US 6 corridor from Sycamore Line (US 250) in the City of Sandusky to Rye Beach Road in the City of Huron. Please help us by sharing your thoughts on this project. Comments related to this project will be accepted until **August 16, 2019**. Comment forms can be left at the meeting or they can be mailed or emailed after the meeting. Please note that all comments become part of the public record.

Name: Julie Barnes Foster, Secretary/Treasurer

Address: 3511 Cleveland Road W. Huron Township

Email and/or Phone: jbfoster@barnesnursery.com W 419-433-5525 C 419-656-3876

Organization (if any): Barnes Nursery, Inc. ("Barnes")

What are your thoughts on the proposed sidewalk/multi-use path recommendations to the US 6 corridor?

Barnes agrees with the importance of incorporating a well-designed sidewalk/multi-use path along the Route 6 corridor concurrent with its design, re-engineering and construction. Connecting the community with safe, multi-modal transportation, including walking and cycling, is important for the continued growth, desirability and overall health of the community. Barnes recognizes the path will be situated on the north side of Route 6, bordering and/or encompassing Barnes's property. Barnes is willing to cooperate with the designers and engineers to make this path safe, functional and attractive.

What are your thoughts on the proposed driveway/access management recommendations to the US 6 corridor?

Barnes recognizes the need for more limited ingress/egress to improve traffic flow and safety along the Route 6 corridor, however, Barnes has serious concerns regarding the proposed driveway/access management recommendations. Any driveway/access management recommendations must fully consider and plan for the various business operations of Barnes as further detailed in the attached Addendum to Comment Form, attached hereto and incorporated herein by reference, to ensure continuity and minimize disruptions to Barnes' business operations during any construction periods and to prevent negative impacts to Barnes' business operations.

What are your thoughts on the proposed roadway/intersection recommendations to the US 6 corridor?

Barnes recognizes the need for more robust intersections to improve traffic flow and safety along the Route 6 corridor, however, Barnes has serious concerns regarding the proposed roadway/intersection recommendations. Any roadway/intersection recommendations must fully consider and plan for the various business operations of Barnes as further detailed in the attached Addendum to Comment Form to ensure continuity and minimize disruptions to Barnes' business operations during any construction periods and to prevent negative impacts to Barnes' business operations.

Additional Comments or Questions about the project (feel free to attach additional pages as necessary.

Please mail to: Erie Regional Planning Commission
Attention: Carrie Whitaker, Project Manager
2900 Columbus Avenue
Sandusky, OH 44870
Email: cwhitaker@eriecounty.oh.gov
Phone: 419-627-6671

Addendum to Comment Form
US 6 Corridor Planning Study
Barnes Nursery, Inc.

Summary of Barnes' business operations:

To provide context to Barnes' comments on US 6 Corridor Planning Study, a summary of its business operations is needed. Barnes operates the following in, on and around Route 6 and the Camp Road/Route 6 intersection:

- A full-service retail garden center, open each year from mid-March through December. Barnes regularly receives large loads of hardscape goods, garden supplies and bagged products, trees, shrubs and flowers, all of which are delivered in closed semis and on flatbed trucks of the sizes and types listed below, and more. It is a busy place throughout the three seasons. Barnes continues to operate in the winter months receiving goods in preparation for spring.
- A heavy landscape contracting operation that focuses on large residential/commercial projects, operating year around. Our projects require substantial plant materials, hardscaping inventories, garden art, fountains and large rocks, etc., all of which are delivered and stored behind our Cleveland Road facility. Our typical projects are big and require large equipment (e.g., bulldozers, excavators, cranes, hydro-seeder, stump grinders, Big John Tree Spade and/or bucket trucks, etc.). During peak season, Barnes can dispatch 80 or more trucks and other equipment daily. Barnes also has two (2) ten thousand (10,000) gallon underground fuel tanks which regularly accept delivery by large fuel carriers.
- A regional compost/recycling facility located on Camp Road, one thousand (1,000) feet south of Camp Road/Route 6 intersection, operating year around. The compost/recycling facility receives in excess of twenty thousand (20,000) tons of organics (yard and food waste) annually for recycling. Barnes also purchases walking floor trailers of mulches, playground surfacing and a variety of stone products for resale. In addition, Barnes receives thousands of tons of soil, sands, concrete and pallets for processing and incorporation into new products. In turn, Barnes ships thousands of cubic yards of soil, compost, mulch, stone and other materials in a 50-mile radius from the compost/recycling facility by utilizing its own trucks and trailers and third-party haulers as needed. As noted below, Barnes must move large specialty equipment requiring over-sized/over-width permitting, which requires Barnes to use Route 6 as the primary route due to posted weight limits. Barnes dispatches 2 Roll Off trucks that carry and set 30 and 40 yard containers on a variety of jobs, delivering and collecting materials. These containers are 8.5’ wide and 21’ long. Barnes owns 31 container boxes.

In connection with the above operations, Barnes licenses and dispatches the following types of vehicles:

Vehicle Class	**# of Vehicles**	**Weight Range**	**Length Range**	**Width Range**
Class 8	19 Heavy Highway Vehicles	46,000-58,000	With trailers, up to 65’	Up to 12’
Class 7	12 dump trucks	30,000-45,999	Up to 26’	Up to 9’
Class 6	23 Box Vans	26,000-29,999	24’-36’	Up to 9’
Class 3	3 Specialized Hauling	14,000-25,999	24’	8’
Class 2	29 pickup trucks	10,000-13,999		
Class 1	8 Vans and Tahoes	6,000-9,000		
Trailers	23	Various weights	22’-35’	Up to 9’

The largest trailer we own was designed specifically for mounting and hauling our Finn, 3300 Gallon Hydro-seeder. It is 9' wide and 35' long

The following pieces of equipment are loaded on special equipment hauling trailers and pulled by a truck tractor. These "combinations" require special Ohio Department of Transportation Oversize/Overweight Vehicle Permits (one attached):

Equipment Type	**Weight**	**Length**	**Width**
John Deere Excavator	104,500	31'2"	12'
Rotochopper Grinder	92,460	42'	9'6"
Extec E7 Screen Machine	93,000	45'	9'6"
John Deere Bulldozer	80,000	30'	12'

In connection with Barnes daily operations, the company receives products in the following types of combination tractor truck vehicles:

- Closed and walking floor semi
- Fuel and fertilizer tanker trucks
- Flatbed trailers with spider forklifts
- Stone hauling trucks

The combination of these trucks and trailers are usually around 80,000 pounds (loaded), 65' length, and 9' width. The length of the truck is usually 12' extending forward from the front of the trailer. These trailers can be as short as 35' but are often maxed out at 53'.

As noted above, Barnes has specific transportation needs based on its operations, namely robustly engineered roads and intersections to ensure that Barnes can receive and ship its products and oversized equipment efficiently and safely all while accommodating retail traffic in the same manner.

Proposed driveway/access management recommendations:

Barnes notes that there are several recommendations being considered for the improvement of the Camp Road/Route 6 intersection.

Barnes must have two separate means of ingress/egress along Route 6 to its retail garden center and its commercial operation for business and safety reasons. One must be dedicated to retail customers in front of the garden center and the other for commercial truck traffic to access the large staging areas located behind the garden center. Access to and from the retail area must remain separate from the commercial trucks leaving and arriving behind the garden center daily as our retail customers walk around the parking lot with carts and children.

Currently, the oversized and other commercial vehicles described above utilize the following for ingress/egress:

1. The east driveway between the house and existing utility pole (recommended to remain open, but right in/right out only),

2. The farthest west driveway located on western portion of its property where Route 6 begins to curve (recommended to be closed as shown on the aerial photos provided by Erie Regional Planning Commission).

Currently our retail customers utilize:

1. The driveway by the neon sign (recommended to be closed), both by right and left turns off Route 6.

2. The driveway across from the Camp Road intersection (recommended to remain open). Vehicles do enter here turning left off Route 6. A few drive straight across Route 6. However, the most dangerous means of ingress or egress into Barnes is this Camp Road/Route 6 intersection. Whether from Camp Road directly into Barnes, or turning left off Route 6 into Barnes, the traffic and curve make this increasingly dangerous. Unless it is outside peak traffic times, crossing two lanes on Route 6 is extremely difficult due to the angle of the curve on Route 6 and its constant volume of traffic.

3. When leaving Barnes people mostly turn right onto Route 6 and then left onto Camp Road. When exiting Camp Road people mostly turn right onto Route 6 and then left into Barnes.

Proposed roadway/intersection recommendations:

<u>Roundabout</u>

1. Option Alternative D1 (Construction of a Roundabout) is a good one for long term traffic management and control at the Camp Road/Route 6 intersection. Barnes has been operating in the same location for seventy (70) years and watched the amount of traffic grow significantly during that time. Barnes does support a robust, well-engineered roundabout at the Camp Road intersection, which would also serve our regional compost/recycling facility. While acknowledging the traffic management and safety benefits of an appropriately designed roundabout, Barnes raises the following issues/concerns and requests that each be considered and addressed in the planning, design and construction of a roundabout:

    - The strategic placement of the roundabout must consider the stack up of traffic coming from both east and west turning down Camp Road when a train is crossing or, moreover, stopped.

    - The aerial photos show access to Barnes Garden Center as a leg of the roundabout. Barnes believes this is acceptable provided a driveway is established for the above-described trucks and equipment for left and right ingress; and left and right egress. As noted above, Barnes needs separate means of ingress and egress for 1) retail and 2) commercial truck traffic.

Barnes would prefer its truck traffic to enter and exit from the Eastern Driveway (between the house and existing utility pole described above and noted on the aerial photo.

- The design and engineering of the roundabout must be able to accommodate all of Barnes' oversized (special permit) vehicles and equipment traveling both north and south on Camp Road to and from Route 6 the compost/recycling facility.

Redesign of Route 6/Camp Road Intersection

2. Option Alternative D2 (a redesigned Route 6/Camp Road intersection) is a major improvement over what currently exists. During peak times (generally early May through October), traffic on Route 6 is bumper to bumper. With that in mind we make the following observations:

   - A design that allows for the crossing of multiple lanes of traffic on Route 6, even with a modified curve, is not a good option to move from Barnes onto Camp Road as the heavy traffic load makes it difficult and unsafe to cross both lanes at once. Our larger trucks with trailers and/or over-sized equipment have major difficulty doing so. If this option is considered we highly suggest closing the Barnes driveway across from Camp Road and reconsider the placement of two separate means of ingress/egress. A left turn off Route 6 into Barnes at the Camp Road intersection, even with a reposition of the Route 6 curve, is not the safest option.

   - Barnes believes that adding left turn lanes to access Camp Road or Barnes off Route 6 is a good option (as opposed to establishing a crossing that takes vehicles across both lanes of Route 6.) If a roundabout is not pursued, Barnes still requires two well designed ingress/egress points for both retail and commercial traffic.

Barnes remains open minded in this process. We are willing to examine new alternatives for the locations of the ingress/egress points if they would provide safety for two separate traffic flows into and out of Barnes and onto and off Camp Road at Route 6.

DEPARTMENT OF TRANSPORTATION
STATE OF OHIO
1980 West Broad Street
Columbus, OH 43223
Telephone: (614) 351-2300

Forms/Attachments are available
www.dot.state.oh.us/permits

Special Hauling Permit Issued To:
BARNES NURSERY, INC.
3511 W. CLEVELAND RD.
HURON OH 44839
(419) 433-5525
Requested by:MEGAN FORE
ICC-MC: DOT:

Permit Number:
OH190079072 REV 1
Issued: 03-Apr-19 01:04 PM
Fax: (419) 433-5555

OS-1A (Rev01-18) MUST ACCOMPANY PERMIT

Load: ROTOCHOPPER FP86 PORTABLE GRINDER
Conveyance: Loaded Make: M/S Number:

	Make	License No.	State	Empty Wt	No. of Axles
Vehicles					
Power Unit	FORD	PEX4801	OH	22460	3
Vehicle 2	ROTOCHOPPER	NONE	OH	69999	3

Sizes	Length	Width	Height	All Weights Legal: No
Load	63' 0"	9' 6"	13' 6"	Load Weight: 1
Power Unit	22' 0"	LEGAL	LEGAL	Gross Weight: 92460
Trailer	41' 0"	0		
Overall	63' 0"	9' 6"	13' 6"	

	{Steer} Axle 1	Axle 2	Axle 3	Axle 4	Axle 5	Axle 6
Weight	12500	15770	15770	16140	16140	16140
Num of Tires	2	4	4	4	4	4
Tire Width	11	11	11	11	11	11
Space Between	10' 9"	4' 4"	27' 0"	4' 2"	4' 2"	

From BELLEVUE COMPOST FACILITY
To HURON COMPOST FACILITY
Via START ON OH-269 SB, OH-269D SB, US-20 EB, OH-4 NB, OH-2 EB, US-6 WB, END ON US-6 AT US-250
Miles 31.63

Comments
THIS MUST BE A NON-DIVISIBLE LOAD IN ACCORDANCE WITH SECTION 5501:2-1-01 OF THE OHIO ADMINISTRATIVE CODE.
--MAXIMUM PERMITTED SPEED MAY NOT EXCEED 55 MPH.--
The permittee is authorized to exit the permitted route at any State Highway intersection for food, fuel, rest, or repair provided that the hauler does not travel more than 5,280 feet (1 mile) from the interchange (measured as a lane mile from the junction of the off ramp) and does not cross under (if permitted height exceeds 13 feet 6 inches) or over any structure (structure is defined as anything 10 feet wide or greater). When re-entering the permitted route, the permittee must abide by the same restrictions as when exiting the permitted route. By traveling more than 5,280 feet (1 mile) or crossing over or under (if permitted height exceeds 13 feet 6 inches) any structure the permittee will be considered off route. In the event that the permittee travels beyond the one mile limit, crosses a structure within the one mile variance, or violates any other provision of the permit, the permittee is in violation and subject to applicable fines and penalties. The permittee should have the ability to see the facility where they are stopping from the permitted route. ODOT recommends that the permittee familiarize themselves with the various exits and entrances they may choose. Permission to travel county or township roads, local streets not part of the State Route, or the Ohio Turnpike must be obtained from the proper authorities. All Permitted Loads Must Stop At All Weigh Stations Regardless of In-Cab Transponder Signal.

Desired Effective Date 04/05/2019
Permit Effective Date From 04/05/2019-04/09/2019
Type Permit: Single Trip OS and/or OW
Status: Approved TECLW

OH190079072 REV 1
Fee: $ 145.00
Paid By: Credit Card

This is a valid permit issued by the Ohio Department of Transportation in accordance with Section 4513.34 Ohio Revised Code and Section 5501:2-1-1 through 5501:2-1-16 Ohio Administrative Code. Permits Limitation Provisions Form OS-1A (Rev01-18) must accompany permit.

JACK MARCHBANKS, Director
Ohio Department of Transportation

Office of Maintenance Administration
Special Hauling Permit Section

Saturday July 27, 2019

Erie Regional Planning Commission
ATTN: Carrie Whitaker, Project Manager
2900 Columbus Ave
Sandusky, OH 44870

Dear Carrie & Erie Regional Planning Commission Members,

Our family was pleased to read in the Sandusky Register on July 8, 2019, that the Erie Regional Planning Commission has embarked on a study to improve U.S. 6 between Sycamore Line in Sandusky, to Rye Beach Road in Huron. We commend the commission for these efforts.

We're submitting this letter & petition of signatures in agreement, to request the Erie Regional Planning Commission add ***placing an eastbound turning lane into Sawmill Creek Resort in Huron, Ohio***, as part of your U.S. 6 corridor study & improvement plan.

If this turn lane would have been in place in 2011, my brother-in-law, Richard Jenkins, would be alive today & my sister Jana, who was 48 years old at the time, would not be a widow.

As you probably know, traffic can be hazardous in that area; especially during the summer months. Traffic traveling west encounter the curve just before the Sawmill entrance & eastbound travelers turning into Sawmill (especially tourists not familiar with the area who decide at the last second to turn into Sawmill) can cause jam ups & in some cases, fatalities. An eastbound turning lane would greatly alleviate this problem.

As life-long residents of Erie County, our family would be grateful if no other family has to endure the heartache & loss that we have since Richard's tragic accident.

Thank you for your time & consideration in this matter.

Respectfully,

Rick + Carol Rinella

Rick & Carol Rinella
9903-F River Rd.
Huron, OH 44839
419-366-7864

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Paula Wicker / Paula Wicker	2506 Scheid Rd Huron	8/2/19
Christina Faraone / Christina Faraone	15 Lockwood Rd. MILAN	8/2/19
TODD CHAPMAN	121 WOODLAWN NORWALK OH 44857	8/2/19
Cindi Chapman Cindi Chapman	121 Woodlawn Norwalk	8/2/19
Brigitte Holtcamp BRIGITTE HOLTCAMP	314 CLAREMONT RD VERMILION	8/11/19
Larry Holt LARRY HOLTCAMP	314 CLAREMONT RD	8/11/19
Kathleen Arnett Kathleen Arnett	6215 Hidden Creek Lorain	8-11-19
~~Timothy Holt~~ Timothy Holt	14789 Mason Road Vermilion	8/11/19
Patrick McWhorter Patrick McWhorter	14915 Mason Vermilion OH	8/11/
Katherine McWhorter Katherine McWhorter	14915 Mason Vermilion	8/11/
Sharon Hurn SHARON HURN	9618 Angling Walkerville 44889	8/11/
Carol Rinella Carol Rinella	9903F River Rd Huron OH 44839	8-15-19
Rick Rinella RICK RINELLA	9903F River Rd Huron OH 44839	8-15-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Gabriell Fentress / Gabriell Fentress		8/1/19
Dorian Myers	1401 prospect st	8/1/19
Lesley Corso Lesley Corso	3504 Hull Rd	8/12/19
Kay Keefer Kay Keefer	306 Valley View Huron	8/14/19
Amanda Smith Kasnick	313 E. Adams	8/14/19
Dennis C. Bowerman Denise Bowerman	4924 St. Rte 269 Bellevue	8/14/19
Amanda Pietch Amanda Pietch	3 Marian Dr Norwalk	8-14-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Rick Meade / Rick MEADE	511 W. Main St Amherst	8/1/19
Donna Meade / DONNA MEADE	517 Putnam-Sandusky	8-1-2019
Judy Meade / Judy Meade	511 W. Main St S. Amherst	8/1/19
Ian Meade / Ian Meade	15316 Clifton Blvd.	Lakewood
Amy Meade / Amy Meade	15316 Clifton Blvd	Lakewood
Eric Meade / Eric Meade	3058 W. 116th St.	Clevelandish
Allison Parente / Allison Parente	3058 w 116th St	Cleve OH 44111
Lisa Wayne / Lisa WAYNE	3410 Alden Rd	Parma
8/3/19 Jeffrey C. Hamm / JEFFREY C. HAMM	3410 ALDEN DRIVE	8/3/19
Rick Wayne / RICK WAYNE	"	PARMA, OHIO 44134
Keith Miller / Keith Miller	891 South Lake St	South 8-3-19 Amherst
[illegible] / [illegible]	7522 Heritage way	Amherst OH 44001 8-3-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME		ADDRESS	DATE
Judith Andres	Judres	10110 Mudbrook Rd Huron	8-1-19
Larry Bruns	Larry Bruns	" "	"
Gordon Shields		10116 Mudbrook Rd.	8-1-19
Steve Andres		10110 Mudbrook Rd Huron	8-1-19
Stephanie Gilbert		2709 Hinde Ave	
Dennis Rasmus		605 ADAMS AVE	8-11-19
Kim R Rasmus		2907 Huron River Rd	8-11-19
Marian Corso	Marian Corso	323 Brunswick Dr Hur	8/11/19
Allison Schlessman		8519 Camp Rd Huron OH	8/11/19
Ashlee Schlessman		315 Brunswick Dr.	8/11/19
Chris Joseph		315 Brunswick Dr.	8-11-19
Cindy Schlessman	Cindy Schlessman	8519 Camp Rd. Huron	8/11/19
Olivia Smith	Olivia Smith	214 Heler Street Bellevue, OH	8/11/19
Megan Potter	megan potter	308 oakland ave	8/11/19
Alex Schlessman		2514 Fox Rd	8/11/19
Brittany N. Schlessman	Brittany Schlessman	2514 FOX Rd Huron, Ohio 44839	8/11/19
Dale Schlessman	Dale Schlessman	8519 Camp Rd	8/12/19
Charles Corso	CHARLES CORSO	1407 Cleve-Rd E	8-12-19
Jimmi Meade	JIMMI MEADE 9715 THOMAS RD MONROEVILLE		
Charles D Corso	CHARLES D CORSO JR	3504 Holl Rd Huron OH	8-12-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
[signature] LINDA SANDLE-EAGANS	215 E Shoreline Apt 309	8/7/19
[signature] Thomas Wood	417 E. Adams St.	8/8/19
[signature] / Albert L Rosado	303 E Washington St apt 7	8/8/19
[signature] / Russell V. Smith	323 E. J. Street	8/8/19
[signature] / Kuandetha Kladen	429½ E. Adams st Fl 2	
Lavonda Brown / Lavonda Brown	432 perry st.	
William Winters	1202 Carr St.	8/8/19
[signature] Mirage Castile	520 E. Washington St	8-8-19
Adam Woodruff	1302 Bunch Ave	8/9/19
[signature]	426 Decrey St Sandusky OH ~~[crossed out]~~ (416 ADAMS)	8/9/19
Mark [signature]		
Emery Brown	303 E. Washington Apt 6	8/9/19
[signature] Ebonie Brown	435 franklin St	
[signature] Dave Rachert	128 Perry St. Unit 2	
[signature] Spencer Farver	1909 5th St. Sandusky Ohio 44870	

(6)

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Monica Somavers	60 Horseshoe Dr.	1 Aug 19
Janie L Thompson JANIE L. THOMPSON	1413 Buckingham Sandusky	Aug 1, 2019
Melissa McKellick	2207 Fallen Timber Dr. Sandusky, OH	8-2-19
Holli Rapp	217 Depot street Castalia, OH	44824
Ashley Capodice Ashley Capodice	523 W. Perkins AVE	44870
Sandra Tuby SANDRA TUBY	1423 W. LARCHMONT Dr.	44870
Robin O'Brien Robin O'Brien	6503 Magill Rd Castalia, Ohio	44824
Patricia A. Sager	15 Sawmill Creek Dr. Huron, OH	44839

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE 7-27-19
Jana Jenkins	2810 Bogart Rd Huron Ohio	
Vontilla L Rasnick	Vontilla L Rasnick 2907 Huron Ave Huron Ohio 44839	
[illegible]	Lori Strader 428 Sycamore Line Huron Ohio 44839	
Gerry Dabney	Gerry Dabney 211 Ridgewood Ave. Huron Ohio 44839	7-27-19
Sarah Likes	Sarah Likes 533 1/2 Berlin Rd Huron OH 44839	7-27-19
Sherry Hood	154 W. Shoreway Dr. Sandusky 44870	
Ruth Kent	6803 Skadden Rd Sandusky 44870	7-27-19
Debra M. Beverick	DEBRA M BEVERICK 1401 ST. RT. 113 E MILAN OH 44846	7-27-19
Frank A. Beverick	FRANK A. BEVERICK 1401 ST. RT. 113 E. MILAN OH 44846	7-27-19
Kathy Stallard	Kathy Stallard 5030 Knight Rd. Huron Ohio 44839	
Lisa Kleinhans	Lisa Kleinhans 307 Tiffin Ave Huron, OH 44839	
Patricia E. Shupe	Patricia E. Shupe 183 S. main St. Milan, OH 44846	7-27-19
Linda Chaffin	Linda Chaffin 31 W. Church St. Milan	7-27-19
Doris M. Rasnick	Doris Rasnick 908 River Rd. Huron, Ohio	7-27-19
Donna J. Rasnick	9903 - D River Rd Huron, O	7-28-19
Abigail Rogowski	3139 Stowenburgh Dr. Hilliard Oh	7-28-19
Dan Rogowski	3139 Stowenburgh Dr Hilliard OH	7/28/19
Bridget Wicker	9803 River Rd. Huron OH	7-31-19
Nate Wicker	9803 River Rd Huron OH	8-1-19
Derek Frey + Sarah Baker	9818 River Rd Huron Oh.	

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Dawn DeLDottag	6 Westwind Dr	7/31/19
Misty Taylor Misty Taylor	111 Caldera Dr.	7/31/19
Brian L Rohrbacher Brian L. Rohrbacher	112 Homestead St	7/31/19
Jordan Burrows	236 E Water St	7-31-19
Margaret Rohrbacher Margaret Rohrbacher	112 Homestead St	7-31-19
Cameron Price	1712 Winnebago Ave	7.31.19
Cole Schoewe	236 E Water st	7-31-19
Hannah Rohrbacher Hannah Rohrbacher	112 Homestead St	7/31/19
Jackson Gill	351 Lima Sandusky Rd	7/31/19
	114 Douglas Drive Sandusky OHIO 44870	8.1.19
	1648 oakmont LN	8/1/19
Laura Steiner	414 Franklin St	8/1/19
Julie Capodice	134 E Cayuga TR	8/1/19
Latrice Miller	808 Decatur St	8/1/19
	525 Autumn Street	8-1-2019
Pam Grealy	6713 Hayes Ave. Sandusky	8-1-19
Linda Bethe	3 Bennett Ln Unit B, Norwalk Ohio	8-1-19
	1409 5th St. Sandusky oh	8/1/19
Holly Merick	1108 Foster Ave Elyria, OH	8/1/19
Cheryl A. Yancey	1106 Wamayo Dr Sandusky, Oh	8-1-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Sonya Phelps	2117 Heritage Dr. Sandusky, Oh	7/29/19
Samantha Williams	513 Shelby St. Sandusky Oh.	7/29/19
Rose Weatherspoon	1412 Julianne Ct.	7-24-19
Todd Wilson / Todd Wilson	2522 W. Strub Rd	7/29/19
Samantha Pond	2006 Foxtrail #5	7-30-19
Shannon Graver	1805 E Shore Way Dr. Apt. P	7-30-19
Connie Wyckoff	1116 Warren St Sandusky	7-30-19
Jackie Lewis / Jackie Lewis	1611 Oakmont LN Sandusky	7/30/19
Shannon Graver	1416 E Bogart Rd. Sandusky	7/30/19
Tina M. Woody	461 Mill Pond Dr. Sandusky	7-30-19
[illegible]	703 Buckeye Ln. Sandusky, OH	7/30/19
[illegible]	741 Westpointe Dr Amherst, OH 44001	7/30/19
Stephanie Hall	816 Force Ave	07/30/19
Elise Deer	713 meigs St. Sandusky OH	7/30/19
Rebecca J. Strayer	5297 C. Rd. 175 Clyde OH 43410	7/30/19
Robb Toft	734 Keller Ln. Sandusky, 44870	
Jamie Wilson	432 High St. Bellevue	4/4/11
Margaret-My Robinson	Margaret Rohrbacher 112 Homestead St Sandusky Ohio	44870
Danielle Banda	Danielle Banda 3616 Hull Rd Huron, OH	44839
Lori Knick	Lori Knick 43 S. Compass Dr, Vermilion, OH	7/31/19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Lauri Knight Lauri Knight	216 W. Bratt St	07/29/19
Sandy Carey	211 Benedict Ave	7/29/19
Russ Tolson	934 Oliver St. Sheffield Lake, OH	7/29/19
Nancy Stewart	8711 Ransom Rd. Monroeville, OH	7/29/19
Sharon Loomis	1113 E. Bogart Rd. Sandusky, OH 44870	
Heather Eckert	2811 Peterson Ln Sandusky OH 44870	
Timothy Eckert	2811 Peterson Ln Sandusky OH 44870	
Thess Miller	1605 Pelton Park Lane Sandusky, OH 44870	
Sarah Allen/Sarah Allen	7318 Smoky Rd Berlin Hts OH	
Shane Allen	7318 Smoky Rd Berlin Hts OH	19
Rachael Lucas	7318 Smoky Rd Berlin Hts OH	
Laura Nemeth Laura Nemeth	4009 Cleveland Rd. E, Huron	
Melanie Smoot Melanie Smoot	1913 Adrian Cir. Sand. OH	7.29.18
Kim Carmen Kim Carmen	658 N. Woodhill, Amherst, OH 44001	
Dan Miller	89 Sunny Lane, Tiffin, Ohio 44883	
Amy DiFilippo Amy DiFilippo	502 Hazel St. Amherst, OH 44001	
Connie L. Wehner Connie Wehner	2711 Monticello Ln. Sandusky, OH 4487	
Catherine Lawrence Catherine Lawrence	405 Leisure Dr. Huron, 4483	
Sandy Gilliam ~~Stell~~ Sandy Gilliam	3611 Grant Ave Sandusky, Ohio	
Natasha Jones Natasha Jones	Sandusky, OH 44870	

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Heather Lilje / Heather Lilje	2202 Wilbert St.	7-29-19
Kay Sims / Kay Sims	4060 St Rt 601 S Milan OH 44846	7-29-19
Sarah A Baker	3208 Cleveland Rd W #5, Huron	7/29/19
Sandra Newman / Sandra Newman	2610 Pioneer tr. 902	7-29-19
Michelle Drury / Michelle Drury	300 N. Main St. North Fairfield, OH	7-29-19
Kimberly Dixon / Kimberly Dixon	232 Jackson St Sandusky	7-29-19
Tammy S. Schippel	7109 Mason Road Sandusky, Oh 44870	29 July 2019
Kathleen Williams	509½ Berlin Rd Apt A Huron OH 44839	7/29/19
Myra Baker	5743 US Highway 6 Vickery, Oh 43464	7-29-
Jessica Fox	1502 Taylor St. Sandusky OH. 44870	7/29/19
Elizabeth Banda	1107 N.C.R. 302, Clyde OH 43410	7-29-19
Sherry Pipke	205 44th St. Sandusky, OH. 44870	7/29/19
Duane Querin	3105 Boos Rd Huron, OH 44839 ~~44870~~	7/29/19
Shannon Tipton / Shannon Tipton	404 Jackson St. Sandusky Ohio	44870
Rebecca Schwanger / Rebecca Schwanger	865 CROSSTREES Sandusky Ohio	44870
Lacey Phillips / Lacey Phillips	14010 St. Rt. 113 Wakeman, OH	44889
Girtha Shine / Girtha Shine	P.O. Box 961 Sandusky OH	7/29/19
Karen Fuller / Karen Fuller	205 44th St. Sandusky, OH.	7-29-19
K Holbrook / Kay Holbrook	318 Bryan Rd milan OH 44846	7-29-19
Mary Ohlemacher / Mary Ohlemacher	3403 Milan Rd Sandusky Oh 44870	7-29-19

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Thomas C. Steinmetz	Thomas C. Steinmetz 917 Berlin Huron	Aug 4-19
Jill D. Steinmetz	Jill D. Steinmetz 917 Berlin Rd Huron OH	8/6/2019
DALE KESSLER	320 Miami Place Huron	8/11/2019
Lorena Peterson	3407 Schaad Rd Huron Oh.	8/11/2019
Paul Fessenden	Paul Fessenden 4 Valley Park Dr	Norwalk OH 8-11-19
Bryan Parthemore	Bryan Parthemore 903 Strowbridge Dr,	Huron, OH 8-11-2019
Andrew Wolff	Andrew Wolff 517 Snowy Egret Dr.	Huron, OH 8/11/2019
[illegible]	401 Strongridge Rd. Sandusky Oh	8-11-19
[illegible]	DAVID WINBIGLER 549 BERLIN RD	OHIO HURON 8-11-19
Mike Sudsina	MIKE SUDSINA 415 Strouse LN	44870 Sandusky 8-11-19
Mark Angus	MARK ANGUS 90 Palmer Dr.	Sandusky, Oh. 44870

We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

SIGNATURE/PRINT NAME	ADDRESS	DATE
Shelly Stipe	523 Berlin Rd	8/3/19
Danielle Roth	516 Cleveland Rd W	8/3/19
Catherine Ramey	207 Carton Huron	8/3/19
[illegible]	704 River Rd	8-3-19
Lindsey Ramey	704 River Rd	8-12-19
[illegible]	123 Ott. St	8/13/19
Pat Bursiel	3310 Boos Rd	8-13-19
Candy Sikora	27 McKinley St	8-13-19
Keith Kay	704 River Rd	8-13-19
Lynette L Camp	417 Wilbur Ave	8-13-19
Jennifer Keffer	412 Wyandot Pl	8-13-19
Mary Weber	636 River Rd	8-13-19
Maureen Watrous	636 River Rd	8-13-19
Rosemary Watrous	Main St Huron	8-13-19
Chad Jones	604 River Rd	8-14-19
Diana Coffman	604 River Rd, Huron	8-14-19

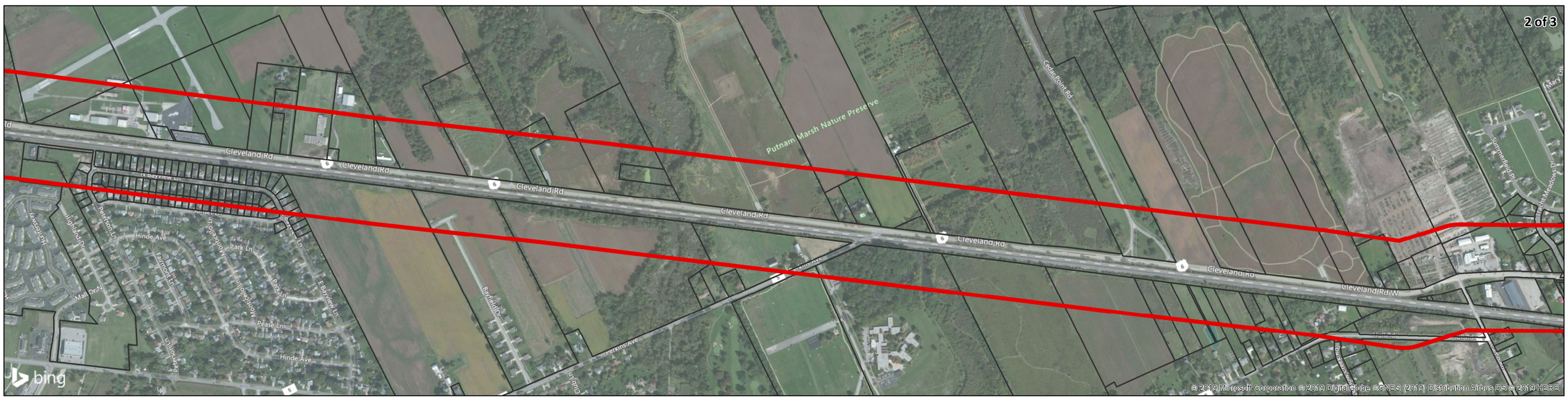
We the undersigned, submit our signatures to the Erie Regional Planning Commission in agreement that ***an east bound turn lane into Sawmill Creek Resort, needs to be added to the U.S. 6 improvement between Sycamore Line in Sandusky, Ohio to Rye Beach Rd in Huron, Ohio.***

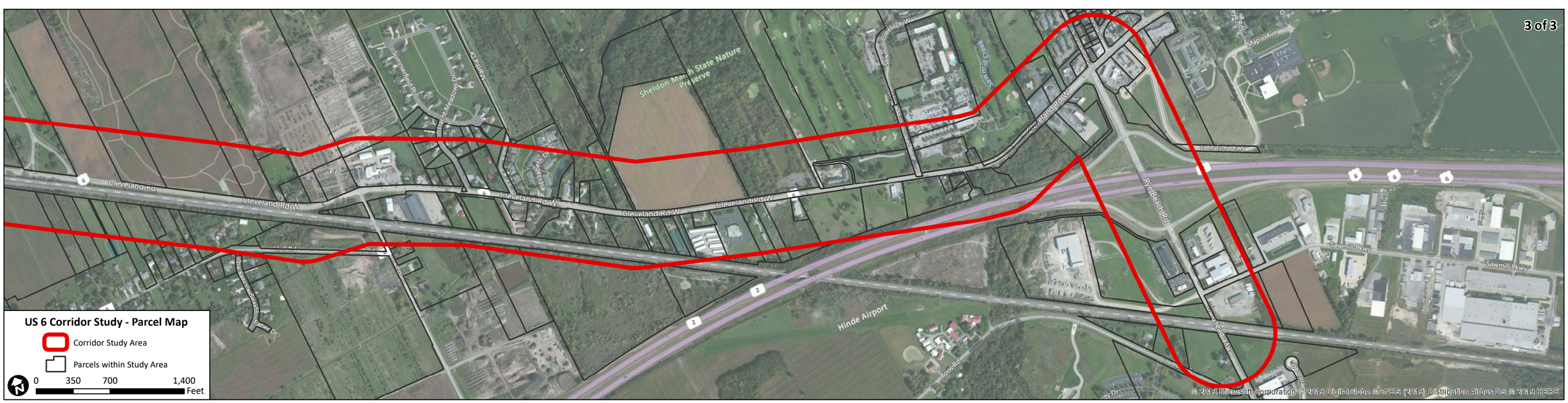
SIGNATURE/PRINT NAME	ADDRESS	DATE
Patty Dau	724 Sycamore	8/7/20
Jacqueline R. Roesch	430 E. Market	8/7/19
Amanda M. Fresch	2905 Milan Rd	8/7/19
Jessica R. Hoegner	432 E Washington	8/7/19

Appendix O

Proposed Alternatives

1 of 3
Cleveland Rd
Milan Rd
E Perkins Ave
Adrian Circle
Remington Ave
Oakmont Ln
S Larchmont Dr
Ashburn Dr
12th St
13th St
Fallen Timber Dr
Fox Run Trail
Foxborough Circle
Aspen Run Rd
Laurel Ln
E Oldgate Rd
Heritage Dr
Columbus Ave
Campbell St
Franklin St
Warren St
Milan Rd
Pipe St
bing
© 2019 Microsoft Corporation © 2019 DigitalGlobe ©CNES (2019) Distribution Airbus DS © 2019 HERE


2 of 3
Cleveland Rd
Cleveland Rd W
Putnam Marsh Nature Preserve
Bayfield Dr
Hinde Ave
Pease Ln
Bark Ln
Fairmont Ln
Mall Dr N
Cedar Point Rd
Perkins Ave
bing
© 2019 Microsoft Corporation © 2019 DigitalGlobe ©CNES (2019) Distribution Airbus DS © 2019 HERE


3 of 3
Cleveland Rd W
Sheldon Marsh State Nature Preserve
Hinde Airport
Sawmill Creek
Sawmill Pkwy
Riverbend Rd
Maple Ave
Lake Erie Pkwy
Summerfield Pl
Heights Meadows Dr
Mallard Dr
Tapawingo Dr
Boos Rd
US 6 Corridor Study - Parcel Map
Corridor Study Area
Parcels within Study Area
0 350 700 1,400 Feet
© 2019 Microsoft Corporation © 2019 DigitalGlobe ©CNES (2019) Distribution Airbus DS © 2019 HERE

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
A	SIGNAL MODERNIZATION, REMOVAL OF UNWARRANTED SIGNALS, PAVEMENT RESTRIPING, REMOVAL OF REVERSIBLE LANE, AND ADD EB RIGHT TURN LANE ON US 6 AT REMINGTON AVE INTERSECTION IN THE CITY OF SANDUSKY	$1,530,000	$145,000
A1	BUTLER ST REMAINS OPEN W/ SIGNAL UPGRADE (INCLUDES TOTAL PAVEMENT REPLACEMENT)	$2,940,000	N/A
A2	BUTLER ST CLOSED W/ CUL-DE-SAC AND SIGNAL REMOVED	$90,000	$5,000
B1	CONSTRUCTION OF MODERN ROUNDABOUT AT CEDAR POINT DR INTERSECTION (EASTERN ALIGNMENT)	$1,400,000	$510,000
B2	CONSTRUCTION OF MODERN ROUNDABOUT AT CEDAR POINT DR INTERSECTION (WESTERN ALIGNMENT)	$1,380,000	$535,000

COSTS IN 2024 DOLLARS

SB LEFT TURN LANE LENGTHENING FROM 140' TO 200'

WB LEFT TURN LANE LENGTHENING FROM 220' TO 450'

SIGNAL NOT WARRANTED

SIGNAL NOT WARRANTED

REMOVE REVERSIBLE LANES

POTENTIAL STREET CLOSURE

SIGNAL NOT WARRANTED

CLEVELAND RD (US 6)

SYCAMORE LINE (US 250)

MILAN RD

ERIE BLVD

MCKINLEY ST

ROOSEVELT ST

AVONDALE ST

BUTLER ST

HUNTINGTON AVE

COWDERY ST

PARISH ST

(A1) BUTLER ST OPEN
(A2) BUTLER ST CLOSED
(A) REMOVE REVERSIBLE LANES

BUTLER ST OPEN
BUTLER ST CLOSED

90/141 | 184/308
78/130 | 324/359
241/285 | 335/452

C 2043 DESIGN YEAR LOS (SIGNAL/ROUNDABOUT)

E F 2043 DESIGN YEAR LOS (STOP-CONTROLLED)

CALCULATED | CHECKED

From Sycamore Line (US 250) to Cowdery Street

US 6 CORRIDOR

1/2

CASTAWAY BAY

MODIFY EXISTING SB LANE USE TO PROVIDE ONE LEFT & ONE RIGHT LANE

SIGNAL NOT WARRANTED

PROVIDE WB & NB PROTECTED & PERMITTED LEFT TURN PHASES

POTENTIAL WIDENING TO NORTH TO AVOID BUILDING IMPACTS

CEDAR POINT DR

HARBOUR PKWY

CLEVELAND RD (US 6)

SOUTH LEG

E F AM PM

STOP

PIPE ST

(NO BUILD) (A) C B AM D C PM

(NO BUILD) (A) C B AM D C PM

(NO BUILD) (A) C C AM B D PM

(A) (NO BUILD) C C AM B D PM

(A) (NO BUILD) B C AM C C PM

(NO BUILD) (A) B B AM C B PM

AM PM
B C
C C
NO BUILD
(A) UPGRADE SIGNAL (ADD/IMPROVE TURN LANES)

NO HISTORY OF CRASHES ASSOCIATED WITH WB LANE CONFIGURATION

PROVIDE 250' EB RIGHT TURN LANE

WB LEFT TURN LANE LENGTHENING FROM 120' TO 200'

AM PM
C D NO BUILD
B C (A) UPGRADED SIGNAL/RESTRIPING W/LANE CHANGES
A A (B1) ROUNDABOUT (EASTERN)
A A (B2) ROUNDABOUT (WESTERN)

REMOVE CHANGEABLE LANE EB TO PROVIDE ONE LEFT & ONE THROUGH LANE

NORFOLK SOUTHERN RAILROAD

REMINGTON AVE

C 2043 DESIGN YEAR LOS (SIGNAL/ROUNDABOUT)

E F 2043 DESIGN YEAR LOS (STOP-CONTROLLED)

CALCULATED | CHECKED

From East of Cowdery Street to Sandusky Corp Line

US 6 CORRIDOR

2/2

US 6 CORRIDOR PLANNING STUDY

HORIZONTAL SCALE IN FEET
0 50
25 100

Cedar Point Dr. Roundabout Alt. B1

CASTAWAY BAY
CEDAR POINT DR
CLEVELAND RD. (US 6)
HOLIDAY INN EXPRESS
QUALITY INN
THE JERSEY PONY
QUAKER STEAK & LUBE
AMAZEMENT
HOWARD JOHNSON
JAPANESE STEAKHOUSE
ECONO LODGE
6
N
US 6 CORRIDOR PLANNING STUDY
Cedar Point Dr. Roundabout Alt. B2
0 50
25 100
HORIZONTAL SCALE IN FEET

JOSEPH STEINEN
WILDLIFE AREA

CLEVELAND RD (US 6)

6

RAILROAD CROSSING

PERKINS AVE

US 6 CORRIDOR PLANNING STUDY

0 100
50 200
HORIZONTAL SCALE IN FEET

(C1) Perkins Ave. Roundabout

ERPC

TranSystems

JOSEPH STEINEN
WILDLIFE AREA

MAPLES

CLEVELAND RD (US 6)

6

Perkins Avenue

PERKINS AVE

RAIL ROAD CROSSING

DILDINE DITCH

PLUM BROOK

US 6 CORRIDOR PLANNING STUDY

(C2) Perkins Ave. Realignment

N

0 100
50 200
HORIZONTAL SCALE IN FEET

JOSEPH STEINEN
WILDLIFE AREA

MAPLES

CLEVELAND RD (US 6)

6

Perkins Avenue

PERKINS AVE

RAIL ROAD CROSSING

DILDINE DITCH

PLUM BROOK

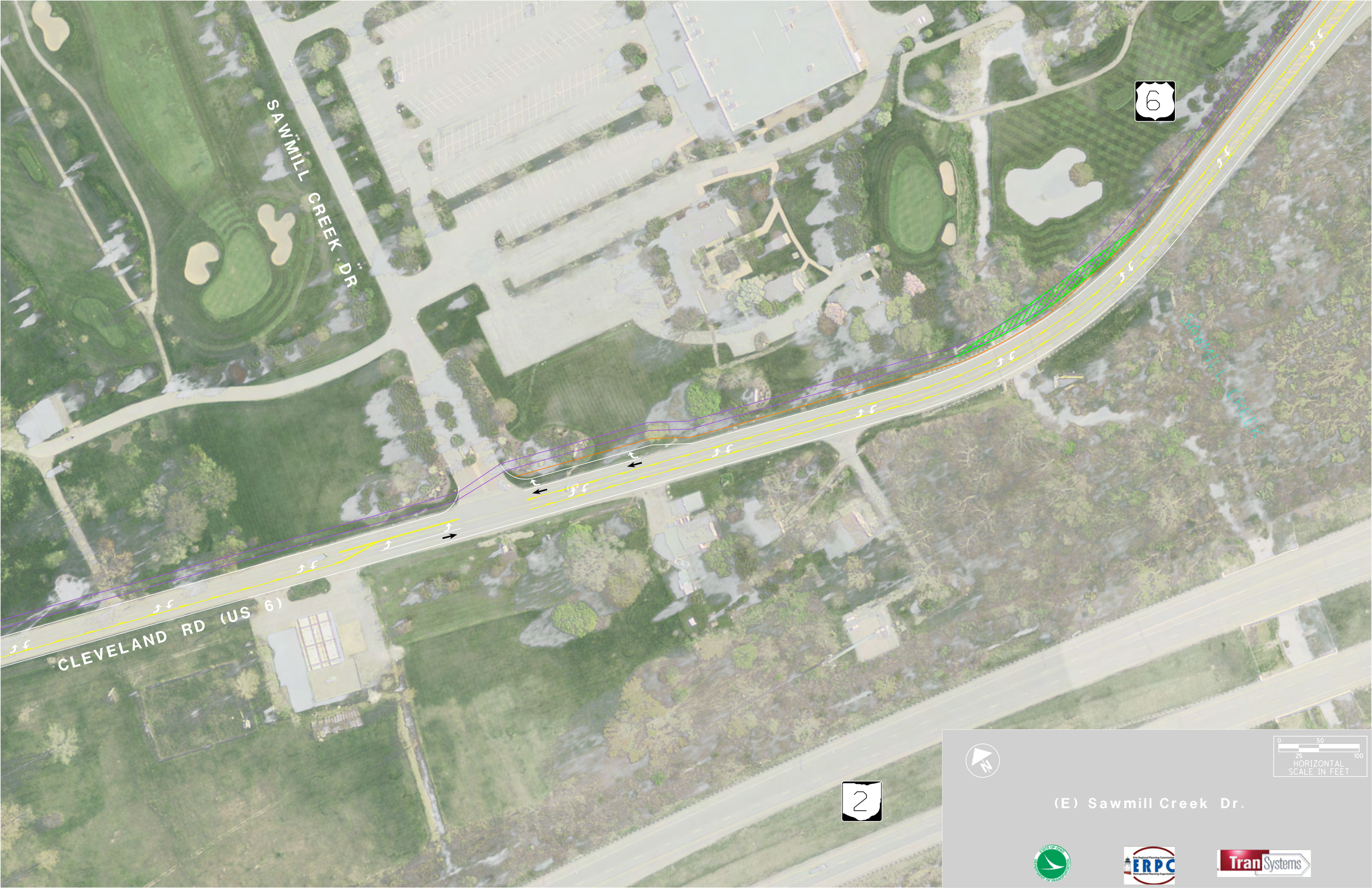
US 6 CORRIDOR PLANNING STUDY

HORIZONTAL SCALE IN FEET
0 100 60 200

(C3) Perkins Ave. Grade Separation

BARNES NURSERY
6
CAMP RD
CLEVELAND RD (US 6)
Camp Road
RAIL ROAD CROSSING
NORFOLK SOUTHERN RAILROAD
HULL RD
N
0
50
25
100
HORIZONTAL SCALE IN FEET
(D1) Camp Rd. Roundabout
ERPC
TranSystems

BARNES NURSERY
"Per ECAT Analysis, recommend installing TWLT lane up to Sawmill Creek (Approx. 1 Mile)"
6
CLEVELAND RD (US 6)
CAMP RD
NORFOLK SOUTHERN RAILROAD
RAIL ROAD CROSSING
HULL RD
US 6 CORRIDOR PLANNING STUDY
(D2) Camp Rd.
0 50
25 100
HORIZONTAL SCALE IN FEET


SAWMILL CREEK DR
6
SAWMILL CREEK
CLEVELAND RD (US 6)
2
(E) Sawmill Creek Dr.
0
50
25
100
HORIZONTAL
SCALE IN FEET
ERPC
TranSystems

SR 2 WB EXIT RAMP

SR 2 EB ENTRANCE RAMP

SAWMILL PARKWAY

CITY OF HURON

HURON TOWNSHIP

Rye Beach Road

RYE BEACH RD

RAILROAD CROSSING

CLEVELAND RD (US 6)

SR 2 WB ENTRANCE RAMP

SR 2 EB EXIT RAMP

NORFOLK SOUTHERN RR

US 6 CORRIDOR PLANNING STUDY

0 100 50 200
HORIZONTAL SCALE IN FEET

(F1) Rye Beach Rd. Roundabout

US 6 CORRIDOR PLANNING STUDY

(F2) Rye Beach Rd. Restriped Lanes

0 50 100 200
HORIZONTAL SCALE IN FEET

Yellow Line Bus Route

Red Line Bus Route

Proposed New Bridge

Complete Sidewalk Connectivity

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Blue Line Bus Route

BUTLER ST

6

250

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

Complete Sidewalk Connectivity

Proposed Multi-Use Path

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000
AT2	MODAL CONNECTION ALONG THE NORTH SIDE OF US 6 FROM CEDAR POINT DR TO E. SHOREWAY DR IN THE CITY OF SANDUSKY (TO BE DETERMINED - BIKE PATH OR SIDEWALK)	$645,000	$5,000
AT3	COMPLETE SELECT SIDEWALK CONNECTIONS ALONG US 6 IN THE CITY OF SANDUSKY	$365,000	$80,000

COSTS IN 2024 DOLLARS

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

N W E S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000

**COSTS IN 2024 DOLLARS*

Yellow Line Bus Route

Red Line Bus Route

Proposed Multi-Use Path

6

6

PERKINS AVE

CEDAR POINT RD

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge
(Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk)
(Proposed by US 6 Corridor Planning Study)

N
W E
S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000

**COSTS IN 2024 DOLLARS*

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge
(Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk)
(Proposed by US 6 Corridor Planning Study)

N
W E
S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems

ALTERNATIVE	DESCRIPTION	CONSTRUCTION COSTS*	ROW/UTILITY COSTS
AT1	MULTI-USE PATH ALONG THE NORTH SIDE OF US 6 FROM E. SHOREWAY DR TO RYE BEACH RD	$1,090,000	$160,000
AT4	MULTIMODAL CONNECTION ALONG THE EAST SIDE OF RYE BEACH RD IN THE CITY OF HURON (TO BE DETERMINED - BIKE PATH OR SIDEWALK)	$85,000	$5,000

COSTS IN 2024 DOLLARS

Proposed Multi-Use Path

Complete Multimodal Link (Bike Path or Sidewalk)

RYE BEACH RD

500' Study Area Buffer

Blue Line Bus Route

Red Line Bus Route

Yellow Line Bus Route

Existing Multi-Use Path

Proposed Multi-Use Path

Multi-Use Path with New Bridge (Currently under design by the City of Sandusky)

Existing Sidewalk

Proposed Sidewalk

Modal Facility - To Be Determined (Bike Path or Sidewalk) (Proposed by US 6 Corridor Planning Study)

N W E S

1 inch = 450 feet

US 6 Corridor Planning Study
Active Transportation Mapping

TranSystems