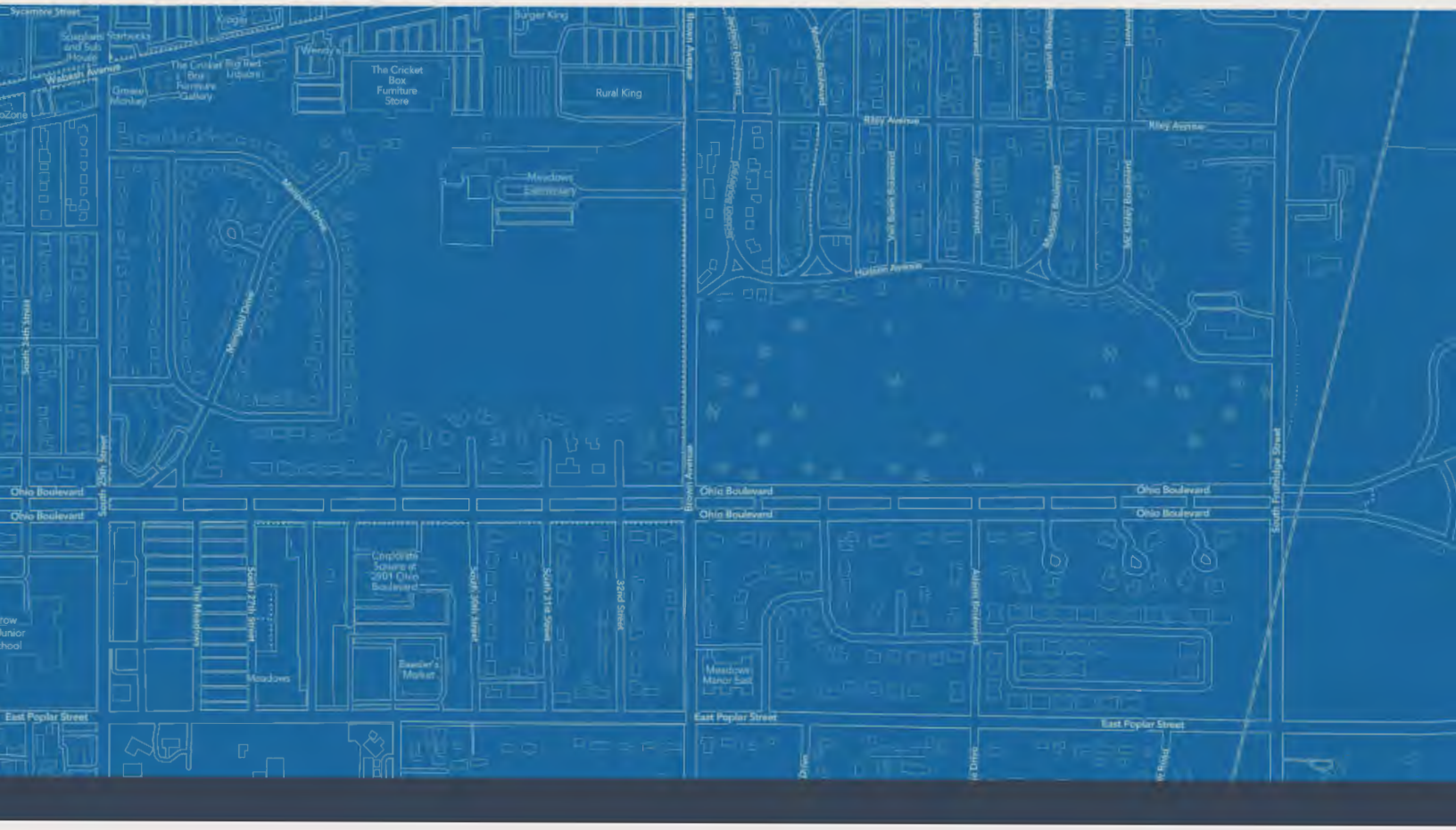
June 4, 2025



East Side Development Traffic Impact Study

City of Terre Haute
Department of Engineering

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Summary:

The Terre Haute Department of Engineering has been tasked with performing a traffic impact analysis for a proposed residential development located along the north side of Ohio Boulevard between Brown Avenue and Fruitridge Avenue. The traffic study uses guidance from INDOT's Guide to Traffic Impact Studies, ITE Trip Generation Manual, FHWA, and the MUTCD. The site is currently a partially wooded agricultural field that is zoned for single family residential. The proposed development would include 93 single family homes and a multi-family development containing 176 units. Traffic generated from the proposed development is estimated at 2066 trips per day and are not expected to create any new traffic problems. Overall, between intersections traffic flows freely, but some intersections with minor delay may increase incrementally. It should be noted that according to historic traffic data, current traffic volumes and the traffic volumes from the proposed development will be less than traffic volumes experienced in this area a decade ago. Improvements to the intersections of Ohio Boulevard and Fruitridge Avenue, and Fruitridge Avenue and Poplar Street are recommended, which should improve safety and efficiency beyond the current condition.

Data Collection:

Data on the existing roadways was collected through pneumatic tube counters, trail cameras, Miovision intersection cameras, and in person intersection observation. Pneumatic tube counters (Figure 1), which count, classify, and record speed of the passing vehicles, were installed on Ohio Boulevard, Brown Avenue, Fruitridge Avenue, and Poplar Street. Locations of traffic counter data collection are depicted in Figure 2. Pedestrian Counts were collected with motion activated trail cameras at the intersection Fruitridge Avenue and Ohio Boulevard the Department of Engineering utilized a pedestrian detection algorithm to determine the number of pedestrians passing through this intersection. Turning movements and delays were observed through the use of Miovision Scout camera systems and in person intersection observation. In addition to the data collected in the field, traffic accident histories were reviewed for the intersections and nearby roadways expected to be impacted by the proposed development.

Figure 1Traffic Counter Installation

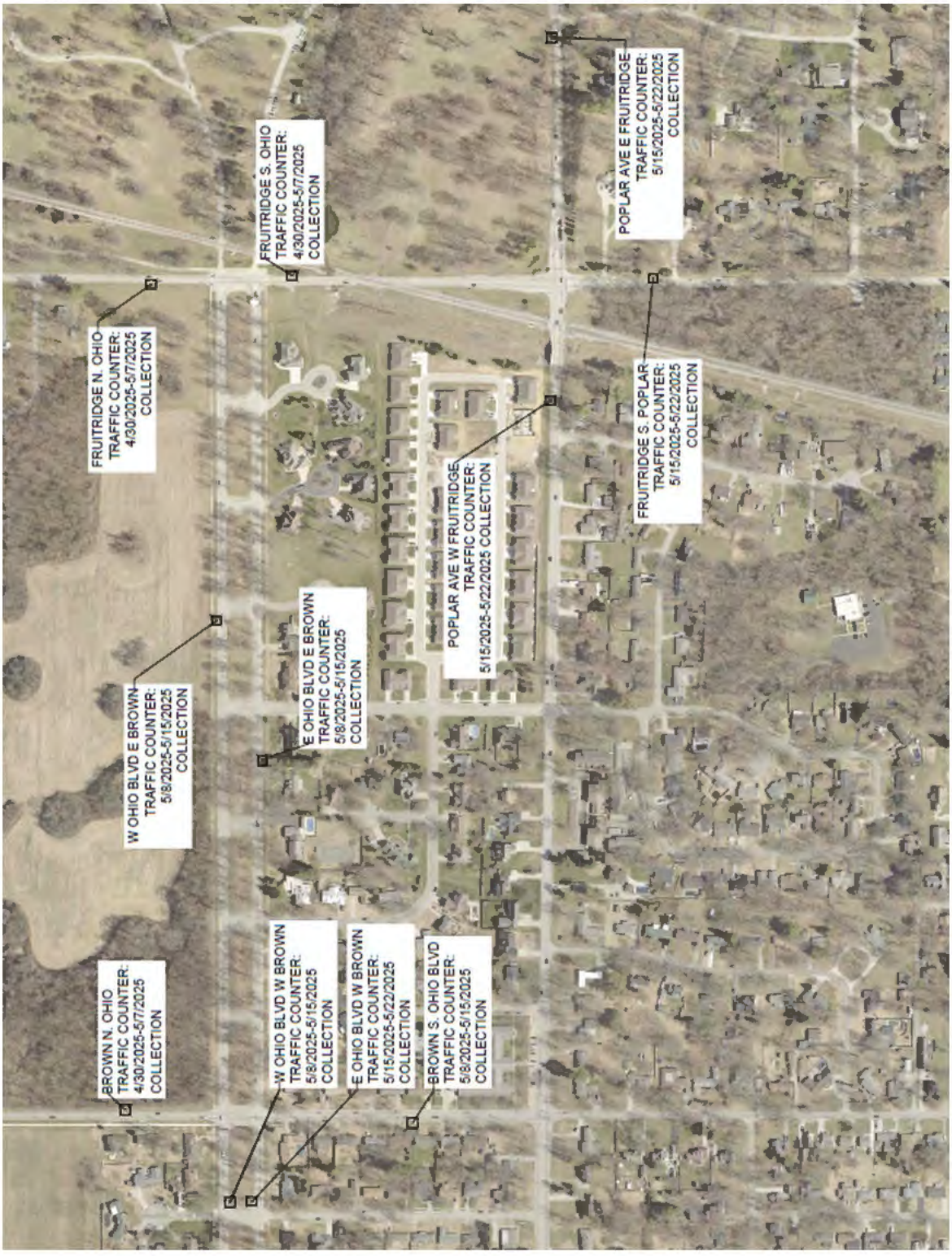


Figure 2 Traffic Counter Locations

Existing Conditions:

The area that included in this study revolves around a property (See Figure 3) that is approximately 45 acres along the north side of Ohio Boulevard between Brown Avenue and Fruitridge Avenue. This property is currently zoned for single family residential (R-1) and consists of a mixture of forest and agricultural crop production. R-1 zoning would currently allow for the following uses:

- One-family detached dwellings
- Cemeteries, crematories, and mausoleums, 400 feet buffer from surrounding residential
- Churches, Rectories, Parish Houses, Convents, and Monasteries
- Gardening and Nurseries
- Golf Courses
- Libraries
- Child care facilities
- Parks and playgrounds
- Schools

Figure 3 Project Site Location

While agricultural use of the property is not permitted by City Code, the use would fall into an existing non-conforming use as it appears to have been an existing use prior to the zoning code. The general vicinity of the proposed development consists of mostly residential development, Deming Park (155 acre

City park) on the east side, and Meadows Shopping Center to the west. The residential development in the immediate project area consists of single family residential, with the exception of duplex style condominium development (Park Place Condos) nearby.

Traffic Volume Trends:

A review of historic traffic counts in this area indicates that the traffic volumes in this area are not actively growing. Data was collected from City archived data, Thrive West Central, and INDOT's Traffic County Database System. While annual data on traffic volume is not available, locations with a history of 4 or more counts were chosen on key roadways in this area to determine a trend for traffic volumes. The locations sampled include Fruitridge Avenue at Ohio Boulevard, Ohio Boulevard at Brown Avenue, Brown Avenue at Ohio Boulevard, and Wabash Avenue at 25th Street. The historical traffic data can be viewed in Tables 1-4. In all cases, traffic volumes have remained stagnant or dropped significantly prior to 2020. Initially, it was thought that this decrease in traffic was likely due to Covid-19 lockdowns, but some roadways have yet to rebound. It is likely that these are not short term decreases and likely have other causes impacting long-term volumes. Other relevant factors include the opening of State Road 641 (2017), the completion of the Margaret Avenue overpass (2018), and the option for remote work.

Ohio Boulevard at Brown Ave.	
Year:	ADT: (Vehicles/Day)
1988	5099
1997	6671
2014	8749
2020	5048
2025	5795

Table 2

Fruitridge Avenue at Ohio Blvd.	
Year:	ADT: (Vehicles/Day)
1991	7090
1994	8744
1997	9264
2002	9231
2025	9363

Table 1

Brown Avenue at Ohio Blvd.	
Year:	ADT: (Vehicles/Day)
1997	4196
2014	4742
2020	3821
2024	4030
2025	4626

Table 3

Wabash Avenue at 25th Street	
Year:	ADT: (Vehicles/Day)
2009	16906
2013	16142
2020	11019
2024	11499

Table 4

Trip Generation:

The proposed development consists of a 93 unit single family residential subdivision, Brickyard Estates, and a 176 unit multi-family residential development, Paddock at the Park. The main entrance to the development is proposed to intersect with Ohio Boulevard at Adams Boulevard with an additional access point to the single family residential to Brown Avenue on the west side. For this study, the Department of Engineering is using the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). The ITE has developed the Trip Generation Manual to estimate the number of overall and peak hour trips are associate with different land uses, such as this proposed development. This manual was compiled from studies across the United States and Canada and is a valuable tool for transportation professionals. Using the Trip Generation Manual and the size and type of the development, the Engineering Department was able to estimate that average daily traffic generated by the site is 2066 trips per day. Traffic generated during the AM peak hour and PM peak hour were 137 trips per hour and 178 trips per hour, respectively (Table 5). Additionally, Table 6 depicts the predicted hourly traffic generated by this development based on the traffic loads of the surrounding streets. It should be noted that the number of trips indicated in this study represent trip ends that begin or end in the development. Table 5 indicates the typical percentages provided by the Trip Generation Manual of trips that are exiting or entering the development. All partial trips generated in this report were rounded up to the nearest whole number.

Trip Generation								
Single Family								
	Units:	Rate: (ITE)		Total Trips:	Exit Rate: (ITE)	Exit Trips:	Enter Rate: (ITE)	Enter Trips:
Day:	93	9.443	Trips/Unit	879	0.5	440	0.5	440
AM Peak:	93	0.7	Trips/Unit	66	0.74	49	0.26	18
PM Peak:	93	0.94	Trips/Unit	88	0.37	33	0.63	56
Multi-Family								
	Units:	Rate: (ITE)		Total Trips:	Exit Rate: (ITE)	Exit Trips:	Enter Rate: (ITE)	Enter Trips:
Day:	176	6.74	Trips/Unit	1187	0.5	594	0.5	594
AM Peak:	176	0.4	Trips/Unit	71	0.76	54	0.24	18
PM Peak:	176	0.51	Trips/Unit	90	0.37	34	0.63	57
Total Development:								
				Total Trips:	Exit Rate: (ITE)	Exit Trips:	Enter Rate: (ITE)	Enter Trips:
Day:				2066	0.5	1034	0.5	1034
AM Peak:				137	combined	103	combined	36
PM Peak:				178	combined	67	combined	113

Table 5 Trip Generation Calculations, ITE Trip Generation Manual

Time	% Distribuition	Hourly Count
0:00	0.47%	10
1:00	0.31%	7
2:00	0.26%	6
3:00	0.25%	6
4:00	0.34%	8
5:00	0.87%	18
6:00	2.13%	44
7:00	6.05%	125
8:00	5.22%	108
9:00	4.28%	89
10:00	5.47%	113
11:00	6.33%	131
12:00	7.18%	149
13:00	7.10%	147
14:00	7.39%	153
15:00	7.97%	165
16:00	8.73%	181
17:00	8.38%	173
18:00	6.53%	135
19:00	5.09%	105
20:00	4.32%	90
21:00	2.80%	58
22:00	1.63%	34
23:00	0.93%	20
Total=	100.00%	2063

Table 6 Trip Generation Traffic Distribution

Roadway Analysis:

The roadways which border the site were investigated with field data collection, traffic incident history, and citizen submittals to the Safe Streets Terre Haute program online mapping tool. This section of the report will only provide analysis for the roadway sections outside of the major intersections. For information regarding intersections, please see Intersection Analysis.

Ohio Boulevard, added to the National Register of Historic Places in 1989, is a 4 lane boulevard with an 80 feet wide tree lined median that serves as a linear park. This roadway section consists of a 190 feet right-of-way, dedicated sidewalks on each side, 5 feet wide directional bike lanes, and 12 feet wide travel lanes. Ohio Boulevard borders the south side of the proposed development. This particular section of roadway is heavily used by pedestrians as this roadway leads to the primary entrance of Deming Park. Ohio Boulevard has generally free flowing traffic between intersections with typical speeds in excess of the posted speed limit. Traffic information collected is displayed in Table 7. Traffic incidents in this section of roadway are low with only 4 incidents occurring between 2018 and 2024. No injuries were reported.

Road	Section	Lane	ADT	ADT All Lanes	Peak Hour Volume		85% (MPH)
Ohio Blvd	Btwn Brown Ave & Fruitridge Ave	EB	2634	4995	11:00-12:00	4:15-5:15	53.9
		WB	2361		7:30-8:30	4:30-5:30	46.5
Ohio Blvd	W of Brown Ave	EB	3335	5795	7:15-8:15	3:15-4:15	34.1
		WB	2460		7:30-8:30	2:45-3:45	34.3

Table 7 Ohio Blvd Traffic Summary

Fruitridge Avenue intersects with Ohio Boulevard and borders the proposed development on the east side. Fruitridge Avenue is a 2-lane, 2-way roadway with approximately 12' travel lanes. South of Ohio Boulevard and along Fruitridge Avenue no pedestrian infrastructure is present. North of Ohio Boulevard a 10' multi-use pathway exists on the east side of the roadway. Speeds on this section of the roadway indicate a minor problem with 85th percentile speeds in the 37-40 mph range. Traffic information collected for this roadway segment is displayed in Table 8. All of the traffic incidents in this section of roadway are related to the intersections, for accident information see intersection analysis.

Road	Section	Lane	ADT	ADT All Lanes	Peak Hour Volume		85% (MPH)
					AM	PM	
Fruitridge Ave	N of Ohio Blvd	SB	4497	8718	7:15-8:15	4:30-5:30	40.0
		NB	4221				
Fruitridge Ave	S of Ohio Blvd N of Poplar St	SB	4941	9363	7:30-8:30	4:30-5:30	37.2
		NB	4422				
Fruitridge Ave	S of Poplar St	SB	3796	7211	7:30-8:30	3:15-4:15	36.6
		NB	3415				

Table 8 Fruitridge Ave. Traffic Summary

Brown Avenue intersects with Ohio Boulevard and borders the proposed development on the west side. Brown Avenue is a 2-lane, 2-way roadway with approximate 12' travel lanes. Pedestrian infrastructure consists of an 8' sidewalk north of Ohio Boulevard and a 5' sidewalk south of Ohio Boulevard. All of the pedestrian infrastructure is on the west side of the roadway. Traffic information collected for this roadway segment is displayed in Table 9. Outside of major intersections there were a total of 8 traffic incidents from 2018 to 2024 with a total of 2 injuries in this segment of roadway. A small cluster of accidents with a similar cause did exist at the intersection of Riley Avenue and Brown Avenue due to a fence and vegetation that exists within the sight prism of the intersection. While these sight obstructions do appear to be outside of the right-of-way, this corner should be investigated to check compliance with City Code site prism requirements.

Road	Section	Lane	ADT	ADT All Lanes	Peak Hour Volume		85% (MPH)
Brown Ave	N of Ohio Blvd	SB	3153	6738	7:30-8:30	4:15-5:15	37.2
		NB	3585				
Brown Ave	S of Ohio Blvd	SB	2605	4626	7:15-8:15	4:30-5:30	34.4
		NB	2021				

Table 9 Brown Ave. Traffic Summary

Intersection Analysis:

The intersection of 25th Street and Ohio Boulevard, Brown Avenue and Ohio Boulevard, Fruitridge Avenue and Ohio Boulevard, and Fruitridge Avenue and Poplar Street were analyzed in this study. These intersections were chosen due to their locations near the proposed development, projected routes of traffic associated with the proposed development, traffic incident heat maps (Figure 4), and familiarity with the traffic patterns in the area. Intersections on Ohio Boulevard are particularly difficult due to the wide median, which nearly creates 2 separate intersections within the same intersection and limits storage space for left turning vehicles within the intersections.

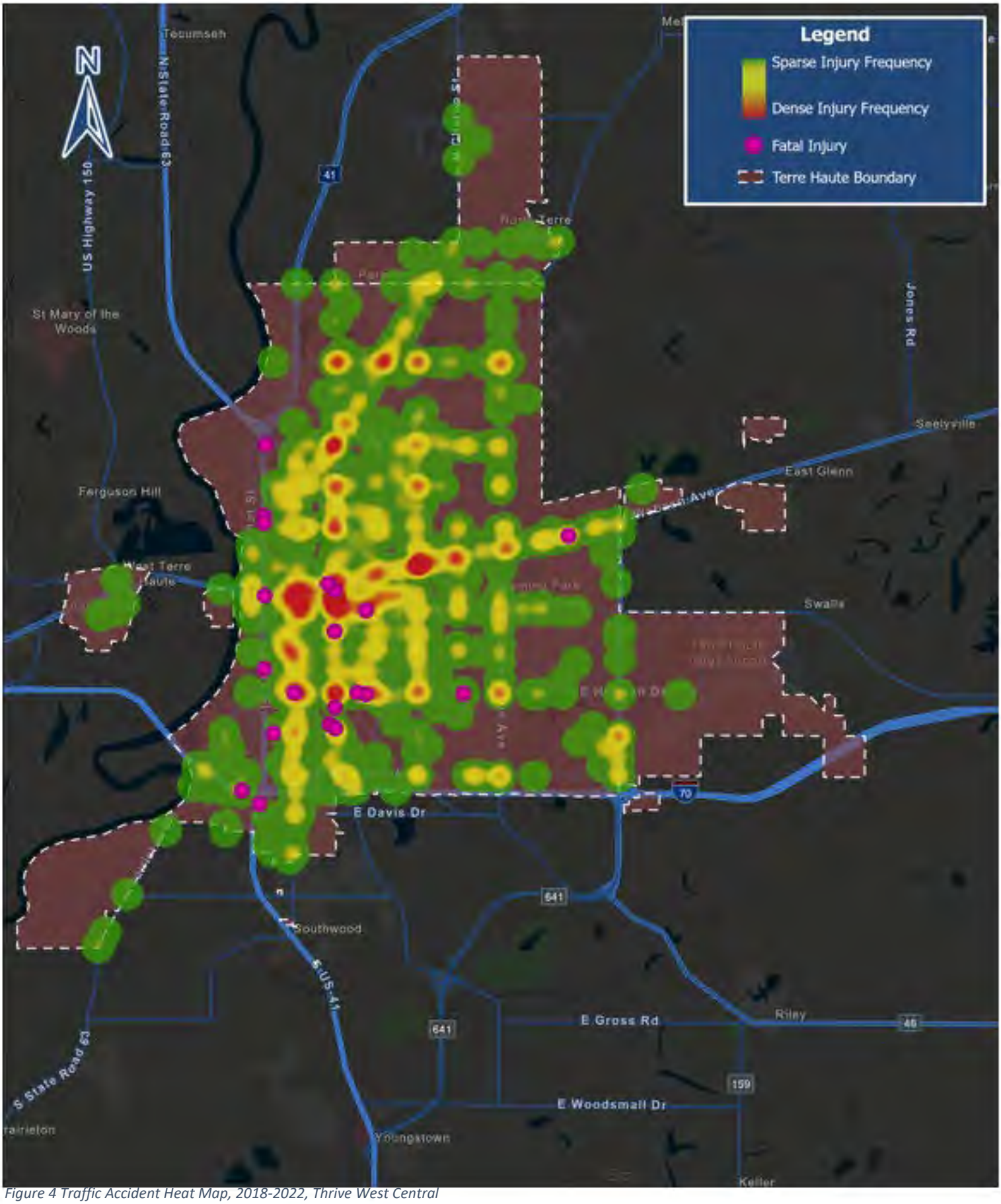


Figure 4 Traffic Accident Heat Map, 2018-2022, Thrive West Central

25th Street and Ohio Boulevard:

The intersection of 25th Street and Ohio Boulevard is a signalized intersection that consists of a timed signal with a phase for northbound and southbound 25th Street, and separate phases for westbound and eastbound Ohio Boulevard. This split phasing is utilized due to the large separation between eastbound and westbound traffic on Ohio Boulevard. Although the timing on this signal operates fairly well, given the difficult geometry of the intersection, additional traffic to this area may result in the need to calibrate the timing. Existing shortfalls with this intersection consist of:

- Split phasing of east/west traffic signal
- Limited left turn stacking area for 25th Street, approximately 1 vehicle/direction
- The signal heads are not visible once you enter the intersection, this is not typically an issue but given the length of this intersection it does provide a risk.
- Long pedestrian crosswalks on Ohio Boulevard.

A part of the intersection analysis includes review of the accident history from 2018-2024, which is summarized in Table 10. The largest number of accidents is associated with rear end accidents, followed by right angle and then left turn. At this intersection there was one bicycle related pedestrian and vehicle accident. Little information was available for the pedestrian accident at this location. Particular attention is paid to determining the cause of pedestrian, right angle, left turn, and head on collisions as they are more likely to result in injury or death. This incident history for this intersection did not provide any clear pattern or cause. Traffic data collection did note that speeding is an issue on Ohio Boulevard, which is a significant factor in rear end accidents along with distracted driving. As this intersection is the farthest from the proposed development, impact from the anticipated traffic was not analyzed due to the number of assumptions that would be needed regarding travel path. It is anticipated that efficiencies gained from improvements made to modernize this signal system would overcome the traffic generated by the proposed development.

25th Street and Ohio Boulevard Accident History								
Year:	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Total:**
Pedestrians:	0	0	0	1	0	0	0	**1**
Head On:	0	0	0	0	0	0	0	**0**
Rear End:	0	0	0	3	1	0	2	**6**
Ran Off Road:	0	0	0	2	1	0	0	**3**
Sideswipe:	0	0	0	1	0	0	1	**2**
Right Angle:	0	0	0	2	1	2	0	**5**
Right Turn:	0	0	0	0	0	0	0	**0**
Left Turn:	1	0	0	0	0	2	1	**4**
Object/Animal:	0	0	0	0	0	0	0	**0**
Backing:	0	0	0	0	0	0	0	**0**
Other:	0	1	0	0	0	0	0	**1**
Total Incidents:	**1**	**1**	**0**	**9**	**3**	**4**	**4**	**22**
Deaths:	0	0	0	0	0	0	0	**0**
Injuries:	0	0	0	2	0	4	2	**8**

Table 10

Brown Avenue and Ohio Boulevard:

The intersection of Brown Avenue and Ohio Boulevard is an all-way stop-controlled intersection. This intersection, due to the wide median, can cause some confusion amongst drivers regarding who has the right-of-way. While this intersection does have long crosswalks across Ohio Boulevard, they are less of a concern as all traffic is required to stop leading to greater safety for pedestrians. A part of the intersection analysis includes review of the accident history from 2018-2024, which is summarized in Table 11. There were a total of 8 traffic incidents with 2 injuries in the timeframe analyzed from 2018 to 2024. 7 of the accidents were right angle type accidents, with 1 bicycle related pedestrian and vehicle accident. The pedestrian accident occurred at night with the pedestrian wearing dark clothing and leaving the scene of the incident, so little is known regarding this accident. The right-angle collisions were investigated closely as these types of collisions are concerning. The majority of these collisions were at low speed and minor due to just accelerating from a stop sign. Two of the accidents, including all injuries reported at this intersection, were due to disregarding the stop sign. In these cases, speeding or distracted driving may have been the cause.

Brown Avenue and Ohio Boulevard Accident History								
Year:	2018	2019	2020	2021	2022	2023	2024	Total:
Pedestrians:	0	0	0	0	1	0	0	**1**
Rear End:	0	0	0	0	0	0	0	**0**
Ran Off Road:	0	0	0	0	0	0	0	**0**
Sideswipe:	0	0	0	0	0	0	0	**0**
Right Angle:	0	0	0	2	2	1	2	**7**
Left Turn:	0	0	0	0	0	0	0	**0**
Object/Animal:	0	0	0	0	0	0	0	**0**
Backing:	0	0	0	0	0	0	0	**0**
Other:	0	0	0	0	0	0	0	**0**
Total Incidents:	**0**	**0**	**0**	**2**	**3**	**1**	**2**	8
Deaths:	0	0	0	0	0	0	0	**0**
Injuries:	0	0	0	0	2	0	0	**2**

Table 11

Initially the options for this intersection considered were a traffic signal and a roundabout. The roundabout option (Figure 5) was discarded immediately due to size constraints and the impact it would have on the historic look of Ohio Boulevard. In place of the roundabout, a restricted access U-turn was considered. This configuration would fit in the space provided, provide most efficiencies of a roundabout, and would not negatively alter the median of Ohio Boulevard. The restricted access U-turn option (Figure 6) require the closing of Brown Avenue through the intersection of Ohio Boulevard and require motorists to use the existing crossovers in Ohio Boulevard in a similar fashion to a roundabout. The major difference, in this case is that cross traffic on Ohio Boulevard would not stop, and Brown Avenue would continue to stop at the intersection. This is becoming a more common tool being used on divided highways to increase efficiency, limit the conflict points in intersections, and reduce the severity of crashes similar to the benefits of a roundabout. A conflict point in an intersection is the location where paths of two or more road users intersect, creating the potential for a traffic incident. The disadvantages of this intersection design would be a potential for increased speed on Ohio Boulevard, poor accommodations for pedestrians, and driver confusion and frustration due to the configuration. This option was ultimately determined to not be acceptable due to the existing speeding

problems on Ohio Boulevard determined by data collection and the lack of a protected pedestrian crossing of Ohio Boulevard in a heavily used pedestrian corridor and a more contested crossing of Brown Avenue.

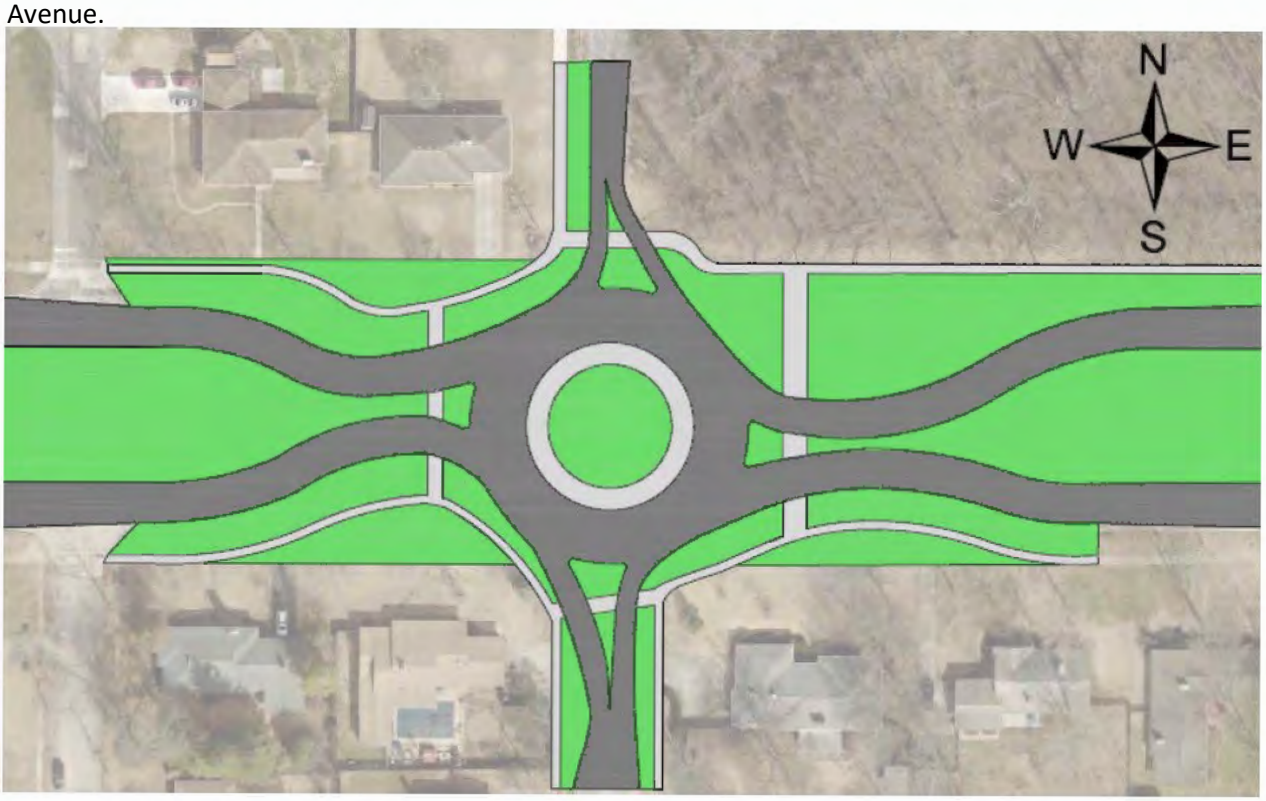


Figure 5 Ohio Blvd/Brown Ave Roundabout Concept

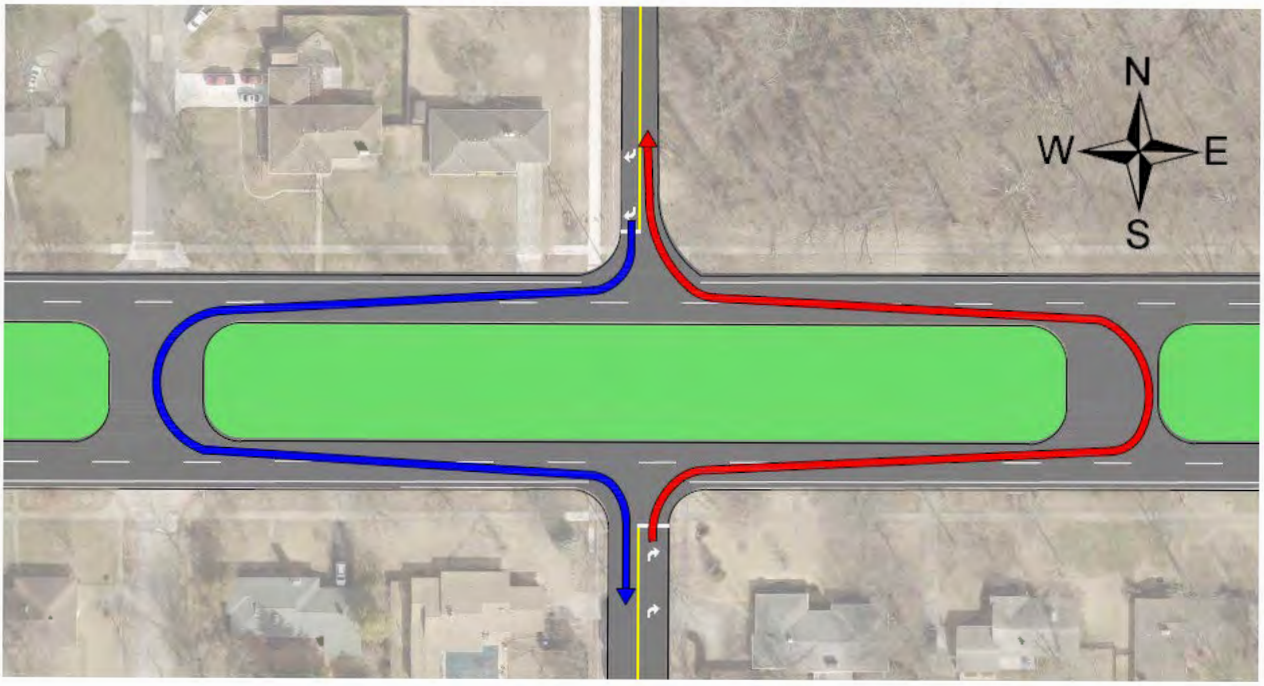


Figure 6 Ohio Blvd/Brown Ave Restricted Access U-turn Concept

A traffic signal warrant analysis was conducted for this intersection by Department of Engineering staff: "Using anticipated traffic projections, the proposed development traffic volumes reinforce the idea that the intersection would benefit from the enhancements. A traffic signal could be warranted under Warrant 3 but engineering judgement and MUTCD intent would recommend other measures before a traffic signal is installed. A traffic signal would likely increase average wait times for most drivers and create an additional burden for pedestrians crossing the intersection. Since construction and homeowners moving in is a multi-year process, this office has the opportunity to collect additional traffic data as units are built and reassess the intersection's functioning at a later date."

Brown & Ohio Existing Conditions:

Road	Section	ADT	Lane	Peak Hour		85% (MPH)	Ave Headway (sec)	Ave Gap (sec)
				AM	PM			
Brown Ave	North of Ohio Blvd	6738	Southbound	7:30-8:30	4:15-5:15	37.2	13.2	13.0
			Northbound					
Brown Ave	South of Ohio Blvd	4626	Southbound	7:15-8:15	4:30-5:30	34.4	18.7	18.4
			Northbound					
Ohio Blvd	Between Brown Ave & Fruitridge Ave	4995	Eastbound	11:00-12:00	4:15-5:15	53.9	35.8	35.6
			Westbound	7:30-8:30	4:30-5:30	46.5	36.5	36.4
Ohio Blvd	West of Brown Ave	5795	Eastbound	7:15-8:15	3:15-4:15	34.1	26.0	25.7
			Westbound	7:30-8:30	2:45-3:45	34.3	35.0	34.8

Table 12 - Existing Conditions Summary

Street	Direction	Left Turn (Veh)	Through (Veh)	Right Turn (Veh)	Ave Wait (sec)	Left Turn (%)	Right Turn (%)	Intersection Volume (%)
Brown	North	13	162	1	6.98	7%	1%	19%
Brown	South	15	133	68	5.75	7%	31%	23%
Ohio	East	83	124	31	10.7	35%	13%	26%
Ohio	West	4	233	56	4.57	1%	19%	32%

Table 13 - 5/23/2025 AM Peak Hour 7:30 AM to 8:30 AM

Street	Direction	Left Turn (Veh)	Through (Veh)	Right Turn (Veh)	Ave Wait (sec)	Left Turn (%)	Right Turn (%)	Intersection Volume (%)
Brown	North	11	163	4	5.51	6%	2%	19%
Brown	South	35	168	32	3.9	15%	14%	25%
Ohio	East	116	190	42	9.82	33%	12%	37%
Ohio	West	9	119	49	3	5%	28%	19%

Table 14 - 5/23/2025 PM Peak Hour - 4:15 PM to 5:15 PM

According to available information there were two reported accidents at the intersection of Ohio Boulevard and Brown Avenue in 2024. These accidents had no reported injuries or fatalities. In order to warrant a traffic control signal, the MUTCD (Manual on Uniform Traffic Control Devices) Warrant 7, section 4C.08 requires five or more reported crashes within a 12-month period susceptible to correction by a traffic control signal. Since the number of reported crashes is under the minimum and no injuries or deaths were reported Warrant 7 has not been met and a traffic control signal is not warranted.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The minimum vehicular volume (Condition A) required for a traffic control signal application is 600 vehicles per hour (VPH) for each of any 8 hours on the main approach, and 150 VPH for the same 8 hours on the minor approach (Warrant 1, MUTCD Section 4C.02). Ohio Blvd does not meet the requirement and Brown Ave exceeds the requirement.
B. Where Condition A is not satisfied, the interruption of continuous traffic (Condition B) will be applicable to determine if traffic volume on the major street is creating excessive delay, conflict in entering or crossing the major street for minor street traffic. The traffic volume required is 900 VPH for each of any 8 hours on the main approach, and 75 VPH for the same 8 hours on the minor approach. Ohio Blvd does not meet the requirement and Brown Ave exceeds the requirement.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since neither condition was met, a traffic control signal is not warranted. The highest hourly volumes recorded can be seen below in Table 15. The volumes recorded in the study are attached (see appendix).

Warrant 1, 8-Hour Vehicular Volume								
8- Hour Period	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Ohio Blvd	369	483	440	438	578	546	560	337
Brown Ave	253	248	244	264	372	288	293	189

Table 15 – MUTCD Warrant 1, 8-Hour Vehicular Volume

A traffic control signal shall be considered if for each of any 4 hours, the plotted points representing the VPH on Ohio Blvd (total of both approaches) and the corresponding VPH on the higher-volume Brown Ave approach (one direction only) all fall above the curve in Figure 1 for the existing combination of approach lanes (Warrant 2, MUTCD Section 4C.03). As seen in Figure 1, three of the plotted points fall below the curve while one point is above the curve. In order to warrant a traffic control signal, all of the points must fall above the curve. Since all four points do not fall above the curve, Warrant 2 is not met and a traffic control signal is not warranted.

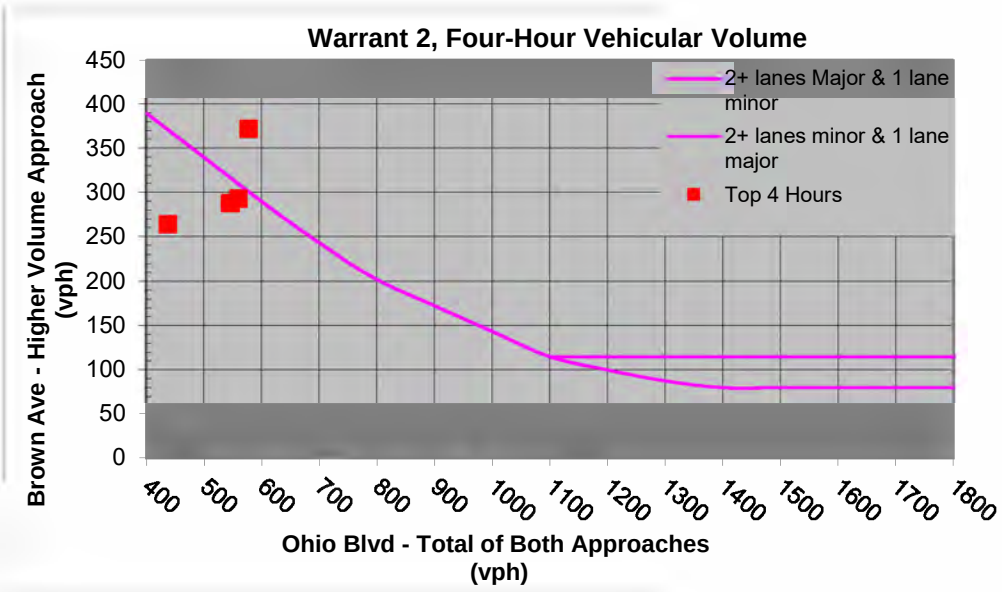


Figure 7 – MUTCD Warrant 2, 4-Hour Vehicular Volume

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour of an average day:

   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach. Brown Ave does not meet the requirement.
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; Brown Ave exceeds the requirement.
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches. The intersection of Brown Ave and Ohio Blvd exceeds the requirement.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. As seen in Figure 2 below, the point falls below the curve.

In order to warrant a traffic control signal either Condition A or Condition B must be met. Since neither condition was met, Warrant 3 is not met, and a traffic control signal is not warranted.

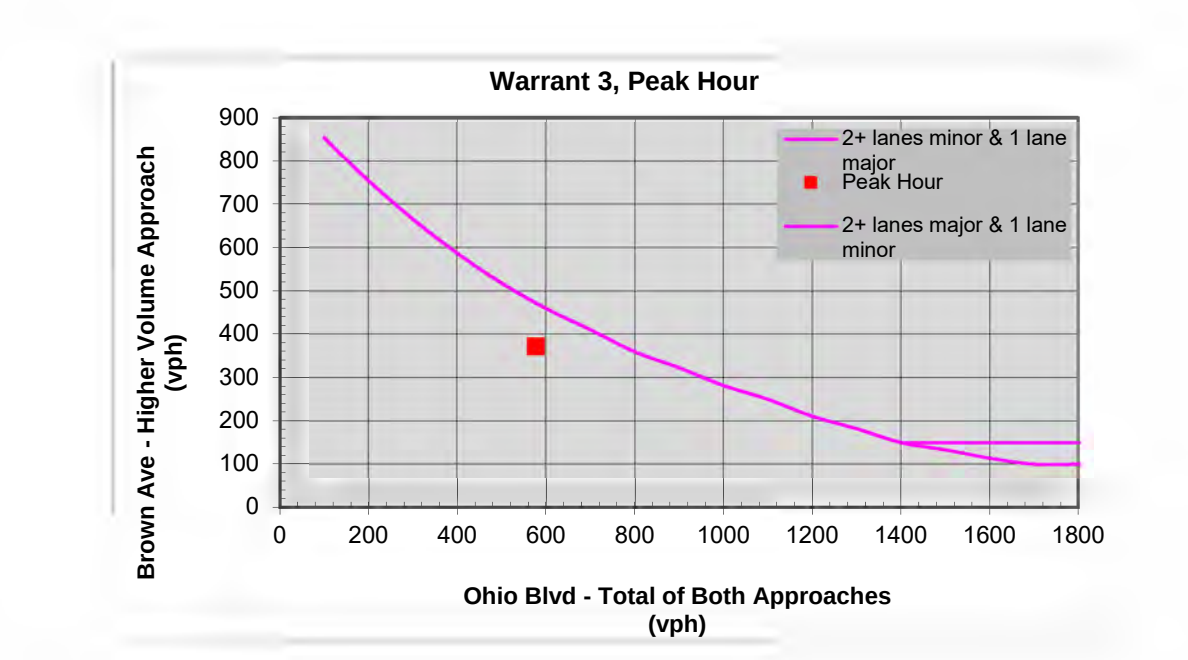


Figure 8 – MUTCD Warrant 3, Peak Hour Vehicular Volume

Top Hour	Ohio Blvd (VPH)	Brown Ave (VPH)	Ohio Blvd Total Stopped Time Delay (Hr)	Brown Ave Total Stopped Time Delay (Hr)
3:00 PM	578	372	1.13	0.57

Table 16 - Peak Hour Total Stopped Time

In summary, this intersection does not currently warrant a traffic control signal in terms of accident history or traffic volume. It is the recommendation that the intersection remains as a multi-way stop.

Brown & Ohio Proposed Conditions:

93 Single Family

Time of Day	Exit	Return
AM Peak Hour	49	18
PM Peak Hour	33	56
Total Daily	439	438
Average Non Peak Hour	16	17

176 Units Low Rise Multi-Family

Time of Day	Exit	Return
AM Peak Hour	54	18
PM Peak Hour	34	57
Total Daily	593	593
Average Non Peak Hour	23	24

Table 17 - Proposed Development Trip Generation

Using the existing traffic data and Table 17, new traffic data was projected with the following factors:

- $Average\ Non\ Peak\ Hour = \frac{Total\ Daily - (AM\ Peak + PM\ Peak)}{22}$
- It is assumed that exit traffic will use Ohio westbound or Brown southbound, the percentages are listed below:
    - Brown Southbound – 55% exit traffic (Average Non Peak, AM Peak, PM Peak)
    - Ohio Westbound – 80% exit traffic (Average Non Peak, AM Peak, PM Peak)
- It is assumed that return traffic will use Brown northbound and Ohio eastbound the percentages are listed below:
    - Brown Northbound – 80% return traffic (Average Non Peak, AM Peak, PM Peak)
    - Ohio Eastbound – 80% return traffic (Average Non Peak, AM Peak, PM Peak)

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The minimum vehicular volume (Condition A) required for a traffic control signal application is 600 vehicles per hour (VPH) for each of any 8 hours on the main approach, and 150 VPH for the same 8 hours on the minor approach (Warrant 1, MUTCD Section 4C.02). Ohio Blvd does not meet the requirement and Brown Ave exceeds the requirement.
B. Where Condition A is not satisfied, the interruption of continuous traffic (Condition B) will be applicable to determine if traffic volume on the major street is creating excessive delay, conflict in entering or crossing the major street for minor street traffic. The traffic volume required is 900 VPH for each of any 8 hours on the main approach, and 75 VPH for the same 8 hours on the minor approach. Ohio Blvd does not meet the requirement and Brown Ave exceeds the requirement.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since neither Condition was met, a traffic control signal is not warranted. The highest hourly volumes recorded can be seen below in Table 18. The proposed development traffic volumes generated in the study are attached (see appendix).

Warrant 1, 8-Hour Vehicular Volume								
8- Hour Period	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Ohio Blvd	480	547	504	502	722	610	624	401
Brown Ave	310	270	266	286	409	310	315	211

Table 18 – Proposed Development MUTCD Warrant 1, 8-Hour Vehicular Volume

A traffic control signal shall be considered if for each of any 4 hours, the plotted points representing the VPH on Ohio Blvd (total of both approaches) and the corresponding VPH on the higher-volume Brown Ave approach (one direction only) all fall above the curve in Figure 1 for the existing combination of approach lanes (Warrant 2, MUTCD Section 4C.03). As seen in Figure 5, three of the plotted points fall above the curve. Since all four points do not fall above the curve, Warrant 2 is not met and a traffic control signal is not warranted.

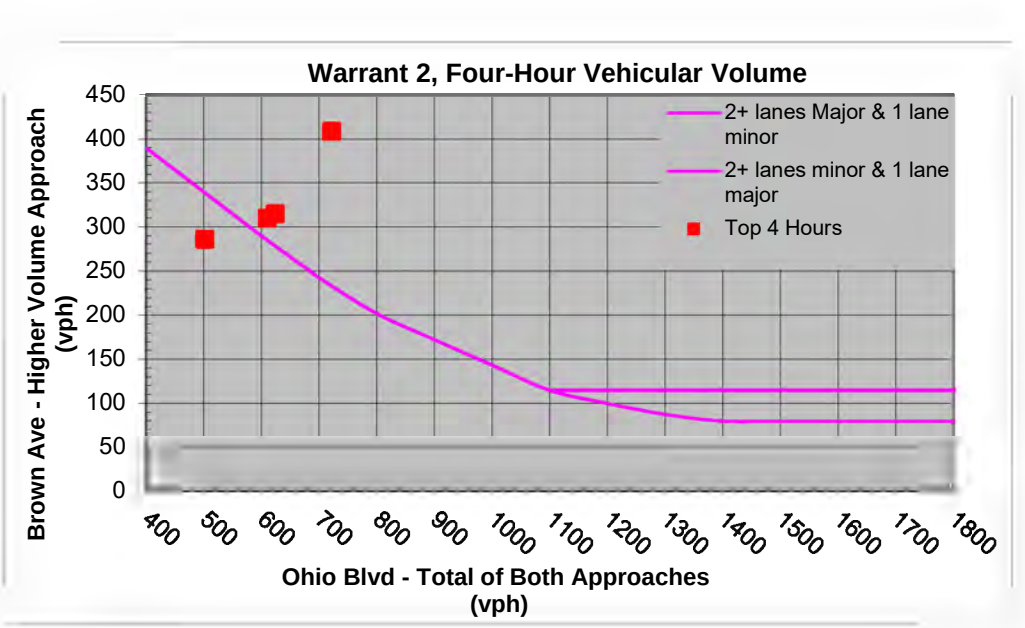


Figure 9 - Proposed Development Warrant 2, 4-Hour Vehicular Volume

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour of an average day:

   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach. Brown Ave does not meet the requirement.
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; Brown Ave exceeds the requirement.
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches. The intersection of Ohio Blvd and Brown Ave exceed the requirement.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. As seen in Figure 2 below, the point falls above the curve.

The MUTCD states “The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.” In order to warrant a traffic control signal either Condition A or Condition B must be met. Since Condition B was met, Warrant 3 is met and a traffic control signal could be warranted.

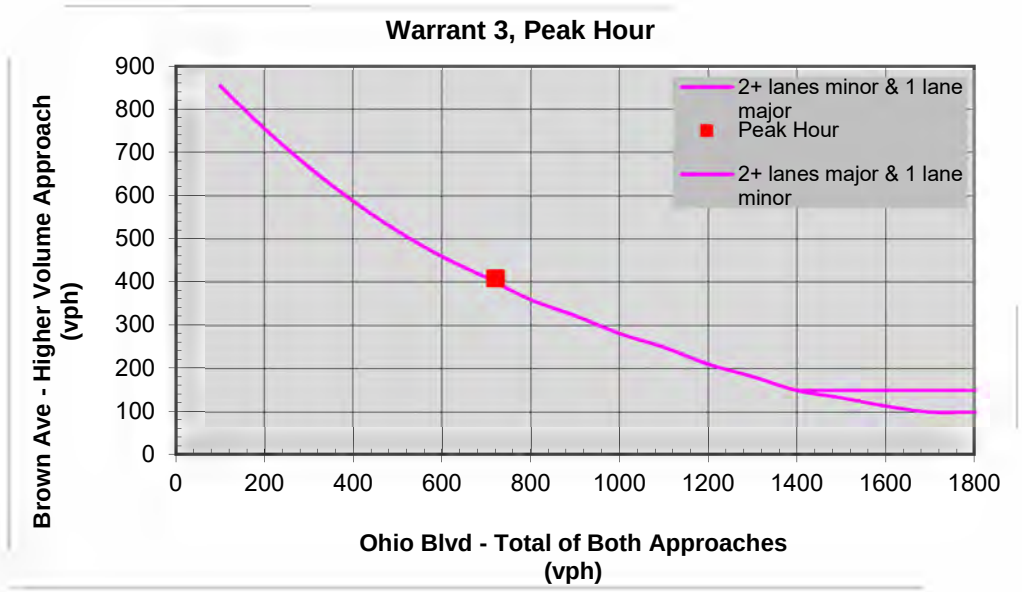


Figure 10 - Proposed Development Warrant 3, Peak Hour Vehicular Volume

Top Hour	Ohio Blvd (VPH)	Brown Ave (VPH)	Ohio Blvd Total Stopped Time Delay (Hr)	Brown Ave Total Stopped Time Delay (Hr)
3:00 PM	722	409	1.41	0.63

Table 19 - Proposed Development Peak Hour Total Stopped Time

In summary, this intersection could warrant a traffic control signal if the proposed development, and associated traffic is generated. Warrants 1 and 2 were not met based on projected traffic volumes. Warrant 3 met the volume minimum threshold. However, Brown Ave has a relatively low wait time therefore the minor-street traffic does not suffer an undue delay. A wait time of less than 10 seconds is reasonable for a multi-way stop, whereas a traffic signal would result in longer wait times for minor street traffic given the geometry of this intersection. Given the time required to construct the proposed development, it is my recommendation that this office monitor the intersection and collect local traffic data at a future date. Projected data can be helpful for a bigger picture but local traffic counts will give greater insight into what should be considered, creating a better intersection.

Fruitridge Avenue and Ohio Boulevard:

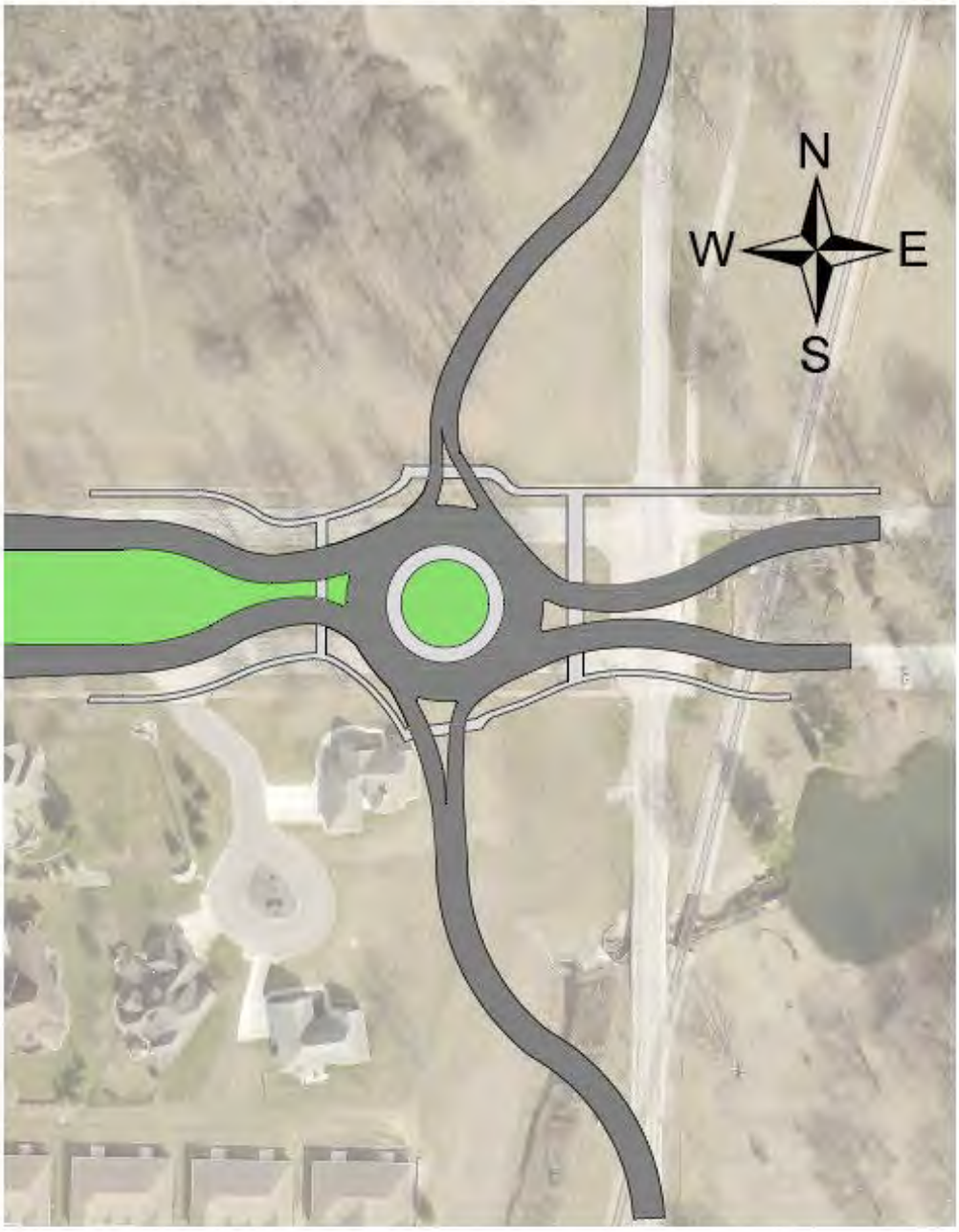


Figure 11 Fruitridge Ave/Ohio Blvd Roundabout Concept

The intersection of Fruitridge Avenue and Ohio Boulevard consists of a 2-way stop configuration in which Ohio Boulevard stops for Fruitridge Avenue. The east approach of Ohio Boulevard is the entrance to Deming Park and carries significantly lower traffic volumes. Due to the lower traffic volumes from the east approach, the wide median does not have as much of an impact on this intersection as other intersections in the corridor, but it does provide some geometry limitations. Additional difficulties from this intersection include a signalized railroad crossing is located approximately 70 feet east of this intersection and Thompson Ditch approximately 200 feet south of this intersection. Initially the options of a roundabout and traffic signal were analyzed for this intersection. The roundabout option (Figure 11) was immediately eliminated due to the location of the railroad crossing and Thompson Ditch. A part of the intersection analysis includes review of the accident history from 2018-2024, which is summarized in Table 20. There were a total of 27 accidents with 5 injuries during the time period analyzed, nearly half of the accidents were rear end collisions, 4 right angle collisions, and 0 pedestrian accidents. During intersection monitoring it was noted that the northbound left turn

was heavily used and vehicles would pass the stopped vehicle at speed on the right side as the width of the intersection is nearly 60 feet. This maneuver can lead to rear end collisions and is particularly dangerous for pedestrians. Rear end collisions can also be caused by distracted driving and excessive speeds.

Fruitridge Avenue and Ohio Boulevard Accident History								
Year:	2018	2019	2020	2021	2022	2023	2024	Total:
Pedestrians:	0	0	0	0	0	0	0	**0**
Rear End:	3	2	1	3	0	2	1	**12**
Ran Off Road:	1	0	0	0	0	1	0	**2**
Sideswipe:	0	0	1	1	0	0	0	**2**
Right Angle:	0	0	1	2	0	1	0	**4**
Left Turn:	0	0	0	1	0	1	0	**2**
Object/Animal:	1	0	0	0	0	1	1	**3**
Backing:	0	0	1	0	0	0	0	**1**
Other:	0	0	0	0	0	0	1	**1**
Total Incidents:	**5**	**2**	**4**	**7**	**0**	**6**	**3**	**27**
Deaths:	0	0	0	0	0	0	0	**0**
Injuries:	0	1	0	2	0	2	0	**5**

Table 20

A traffic signal warrant analysis was conducted for this intersection by Department of Engineering staff. Using anticipated traffic projections, the proposed development traffic volumes reinforce the need for intersection enhancements. Installing a traffic control signal is warranted, additional measures (Ohio extension, lane narrowing, etc.) will yield a better intersection that flows well outside of peak hours. Since construction and homeowners moving in is a multi-year process, this office has the opportunity to collect additional traffic data as units are built and reassess the intersection's functioning at a later date.

Fruitridge & Ohio Existing Conditions:

Road	Section	ADT	Lane	Peak Hour		85% (MPH)	Ave Headway (sec)	Ave Gap (sec)
				AM	PM			
Fruitridge Ave	North of Ohio Blvd	8718	Northbound	7:15-8:15	4:30-5:30	40.0	10.0	9.7
			Southbound					
Fruitridge Ave	South of Ohio Blvd	9363	Northbound	7:30-8:30	4:30-5:30	37.2	9.4	9.1
			Southbound					
Ohio Blvd	Between Brown Ave & Fruitridge Ave	4995	Eastbound	11:00-12:00	4:15-5:15	53.9	35.8	35.6
			Westbound	7:30-8:30	4:30-5:30	46.5	36.5	36.4

Table 212 - Existing Conditions Summary

	Direction	Left Turn (Veh)	Through (Veh)	Right Turn (Veh)	Ave Wait (sec)	Left Turn (%)	Intersection Volume (%)
Fruitridge	North	146	302	14	5.69	32%	43.4%
Fruitridge	South	11	301	155	8.38	2%	43.9%
Ohio	East	54	2	74	44.2	42%	12.2%
Deming Lane	West	1	2	2	-	20%	0.5%

Table 22 - 5/15/2025 AM Peak Hour 7:30 AM to 8:30 AM

Street	Direction	Left Turn (Veh)	Through (Veh)	Right Turn (Veh)	Ave Wait (sec)	Left Turn (%)	Intersection Volume (%)
Fruitridge	North	92	300	48	8.35	21%	35.5%
Fruitridge	South	14	394	76	9.17	3%	39.1%
Ohio	East	87	3	163	29.6	34%	20.4%
Deming Lane	West	18	23	20	15.6	30%	4.9%

Table 23- 5/15/2025 PM Peak Hour - 4:30 PM to 5:30 PM

According to available information, there were three reported accidents at the intersection of Ohio Boulevard and Fruitridge Avenue in 2024. These accidents had no reported injuries or fatalities. In order to warrant a traffic control signal, the MUTCD (Manual on Uniform Traffic Control Devices) Warrant 7, section 4C.08 requires five or more reported crashes within a 12-month period susceptible to correction by a traffic control signal. Since the number of reported crashes is under the minimum and no injuries or deaths were reported Warrant 7 has not been met and a traffic control signal is not warranted.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The minimum vehicular volume (Condition A) required for a traffic control signal application is 500 vehicles per hour (VPH) for each of any 8 hours on the main approach, and 200 VPH for the same 8 hours on the minor approach (Warrant 1, MUTCD Section 4C.02). Fruitridge Ave exceeds the requirement while Ohio Blvd does not meet the requirement.
B. Where Condition A is not satisfied, the interruption of continuous traffic (Condition B) will be applicable to determine if traffic volume on the major street is creating excessive delay, conflict

in entering or crossing the major street for minor street traffic. The traffic volume required is 750 VPH for each of any 8 hours on the main approach, and 100 VPH for the same 8 hours on the minor approach. Fruitridge Ave does not meet the requirement and Ohio Blvd exceeds the requirement.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since neither condition was met, although Condition A was close to meeting the minimum, a traffic control signal is not warranted. The highest hourly volumes recorded can be seen below in Table 4. The volumes recorded in the study are attached (see appendix).

Warrant 1, 8-Hour Vehicular Volume								
8- Hour Period	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Fruitridge Ave	530	602	646	705	883	786	814	610
Ohio Blvd	204	231	219	237	278	283	252	193

Table 24 – MUTCD Warrant 1, 8-Hour Vehicular Volume

A traffic control signal shall be considered if for each of any 4 hours, the plotted points representing the VPH on Fruitridge Ave (total of both approaches) and the corresponding VPH on the higher-volume Ohio Blvd approach (one direction only) all fall above the curve in Figure 1 for the existing combination of approach lanes (Warrant 2, MUTCD Section 4C.03). As seen in Figure 1, three of the plotted points fall above the curve while one point is below the curve, in order to warrant a traffic control signal all of the points must fall above the curve. Since all four points do not fall above the curve, Warrant 2 is not met and a traffic control signal is not warranted.

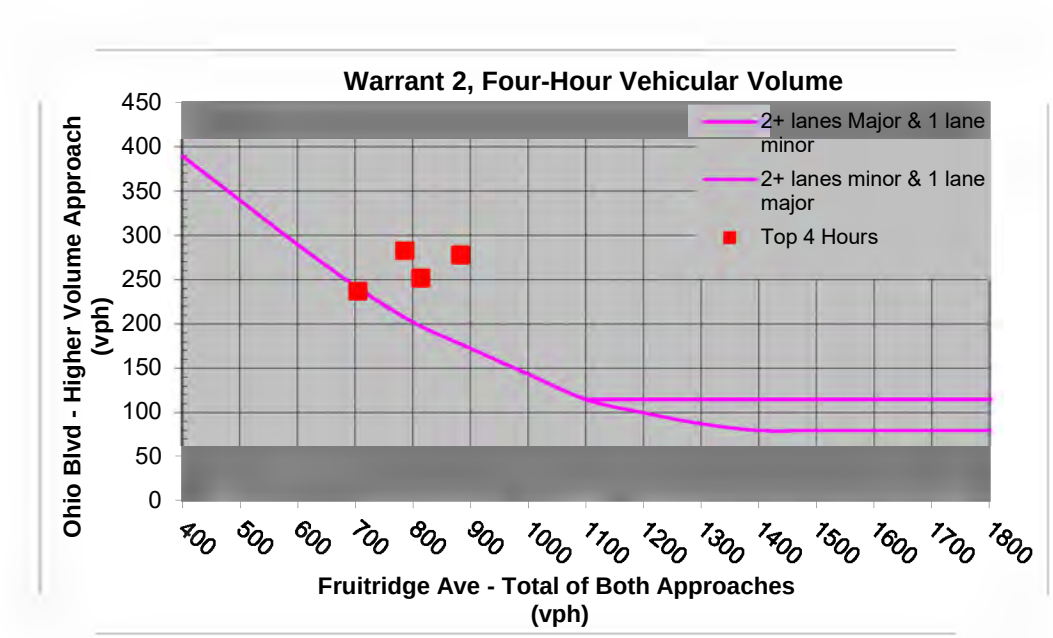


Figure 12 - MUTCD Warrant 2, 4-Hour Vehicular Volume

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour of an average day:

4. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach. Ohio Blvd does not meet the requirement.
5. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; Ohio Blvd exceeds the requirement.
6. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches. The intersection of Fruitridge Ave and Ohio Blvd exceeds the requirement.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. As seen in Figure 2 below, the point falls below the curve.

In order to warrant a traffic control signal either Condition A or Condition B must be met. Since neither condition was met, Warrant 3 is not met, and a traffic control signal is not warranted.

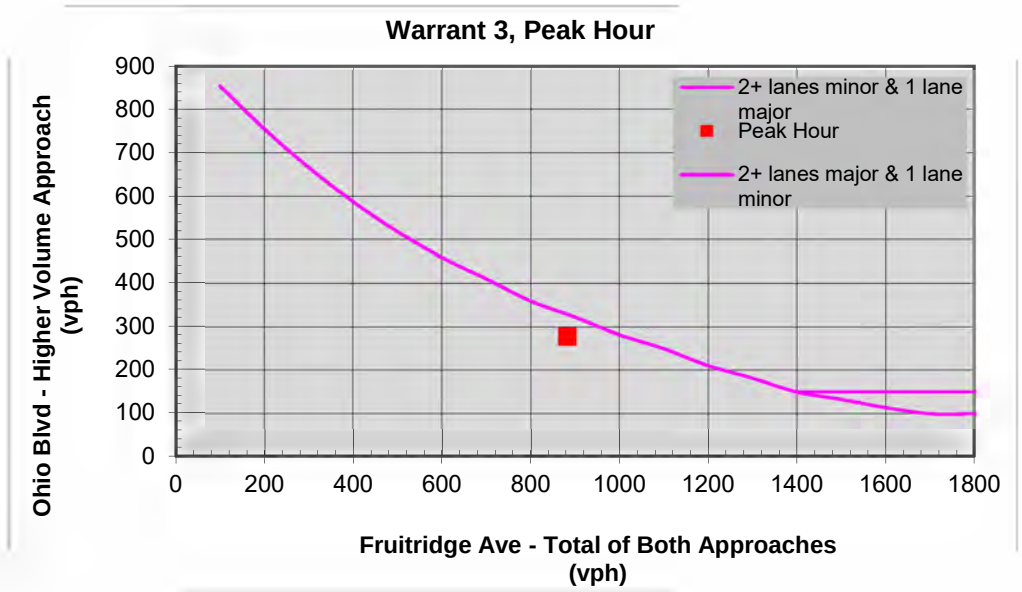


Figure 13 – MUTCD Warrant 3, Peak Hour Vehicular Volume

Top Hour	Fruitridge Avenue (VPH)	Ohio Blvd (VPH)	Fruitridge Ave Total Stopped Time Delay (Hr)	Ohio Blvd Total Stopped Time Delay (Hr)
3:00 PM	883	278	1.94	2.85

Table 25 - Peak Hour Total Stopped Time

The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria are met:

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5. As seen in Figure 3, all four points fall below the line.

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7. As seen in Figure 4, the point falls below the line.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since neither condition was met, Warrant 4 is not met and a traffic control signal is not warranted.

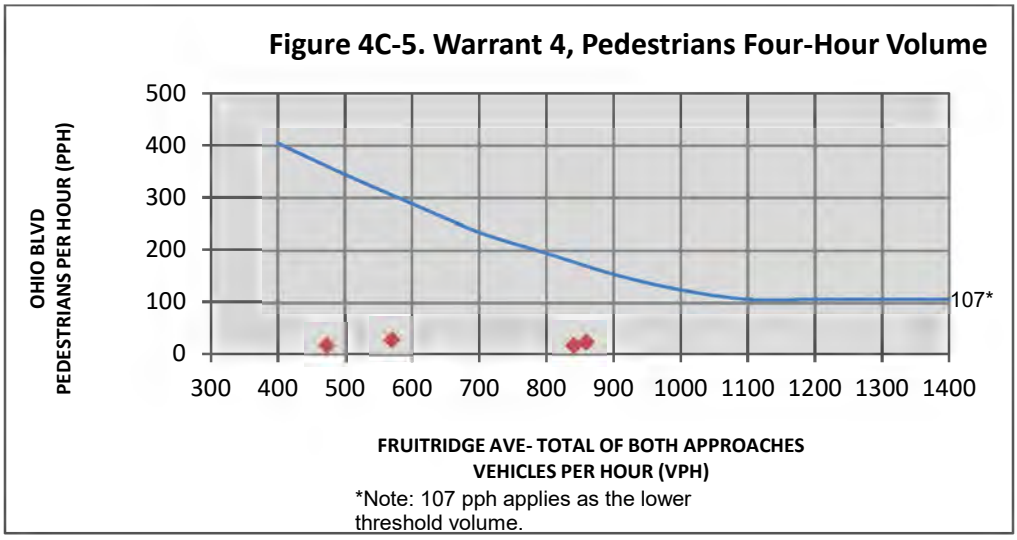


Figure 14 - Warrant 4, Pedestrian Four-Hour Volume

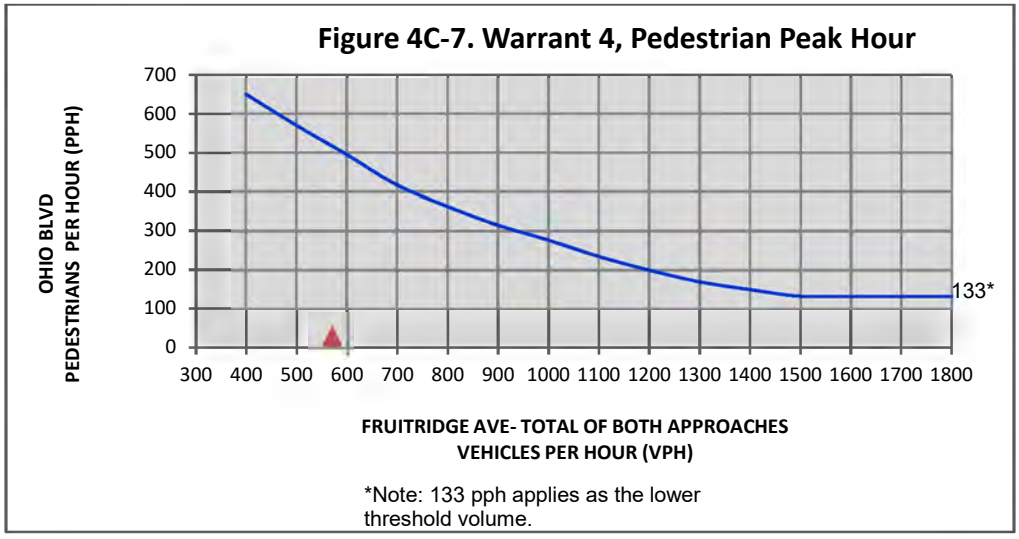


Figure 15 - Warrant 4, Pedestrian Peak Hour

In summary, this existing conditions do not warrant a traffic control signal through accident history, traffic volume, or pedestrian volume. While traffic volumes nearly exceed the warrants, the historic traffic data indicates stagnant or decreasing traffic.

Fruitridge & Ohio Proposed Conditions:

93 Single Family

Time of Day	Exit	Return
AM Peak Hour	49	18
PM Peak Hour	33	56
Total Daily	439	438
Average Non Peak Hour	16	17

176 Units Low Rise Multi-Family

Time of Day	Exit	Return
AM Peak Hour	54	18
PM Peak Hour	34	57
Total Daily	593	593
Average Non Peak Hour	23	24

Table 26 - Proposed Development Trip Generation

Using the existing traffic data and Table 6, new traffic data was projected with the following factors:

- $Average\ Non\ Peak\ Hour\ = \frac{Total\ Daily - (AM\ Peak + PM\ Peak)}{22}$
- It is assumed that return traffic will use Fruitridge the percentages are listed below:
    - Fruitridge Northbound – 55% return traffic (Average Non Peak, AM Peak, PM Peak)
    - Fruitridge Southbound – 25% return traffic (Average Non Peak, AM Peak, PM Peak)
- It is assumed that exit traffic will use Ohio eastbound, the percentage is listed below:
    - Ohio Eastbound – 80% exit traffic (Average Non Peak, AM Peak, PM Peak)
- Given the unique nature of this intersection, Ohio westbound traffic was treated as the incoming leg of the intersection. This is due to Deming Drive having a nominal amount of traffic for most times and to give a more conservative approach of the analysis.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

A. The minimum vehicular volume (Condition A) required for a traffic control signal application is 500 vehicles per hour (VPH) for each of any 8 hours on the main approach, and 200 VPH for the same 8 hours on the minor approach (Warrant 1, MUTCD Section 4C.02). Fruitridge Ave and Ohio Blvd exceed the requirement.
B. Where Condition A is not satisfied, the interruption of continuous traffic (Condition B) will be applicable to determine if traffic volume on the major street is creating excessive delay, conflict in entering or crossing the major street for minor street traffic. The traffic volume required is 750 VPH for each of any 8 hours on the main approach, and 100 VPH for the same 8 hours on the minor approach. Fruitridge Ave does not meet the requirement and Ohio Blvd exceeds the requirement.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since Condition A was met, a traffic control signal is warranted. The highest hourly volumes recorded can be seen below in Table 7. The proposed development traffic volumes generated in the study are attached (see appendix).

Warrant 1, 8-Hour Vehicular Volume

8- Hour Period	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Fruitridge Ave	559	635	679	738	973	819	847	643
Ohio Blvd	286	262	250	268	309	337	302	224

Table 27 – Proposed Development MUTCD Warrant 1, 8-Hour Vehicular Volume

A traffic control signal shall be considered if for each of any 4 hours, the plotted points representing the VPH on Fruitridge Ave (total of both approaches) and the corresponding VPH on the higher-volume Ohio Blvd approach (one direction only) all fall above the curve in Figure 1 for the existing combination of approach lanes (Warrant 2, MUTCD Section 4C.03). As seen in Figure 5, all of the plotted points fall above the curve. Since all four points fall above the curve, Warrant 2 is met and a traffic control signal is warranted.

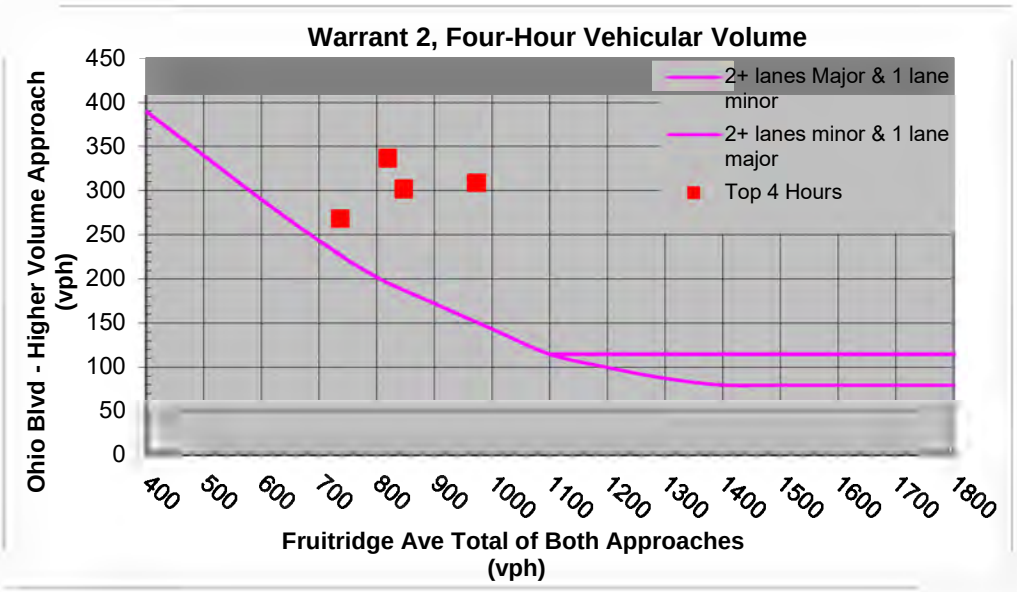


Figure 16 - Proposed Development Warrant 2, 4-Hour Vehicular Volume

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour of an average day:

   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach. Fruitridge Ave and Ohio Blvd do not equal or exceed the requirement.
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; Ohio Blvd exceeds the requirement.
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches. The intersection of Fruitridge Ave and Ohio Blvd exceeds the requirement.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. As seen in Figure 2 below, the point falls above the curve.

In order to warrant a traffic control signal either Condition A or Condition B must be met, since Condition B was met, Warrant 3 is met and a traffic control signal is warranted.

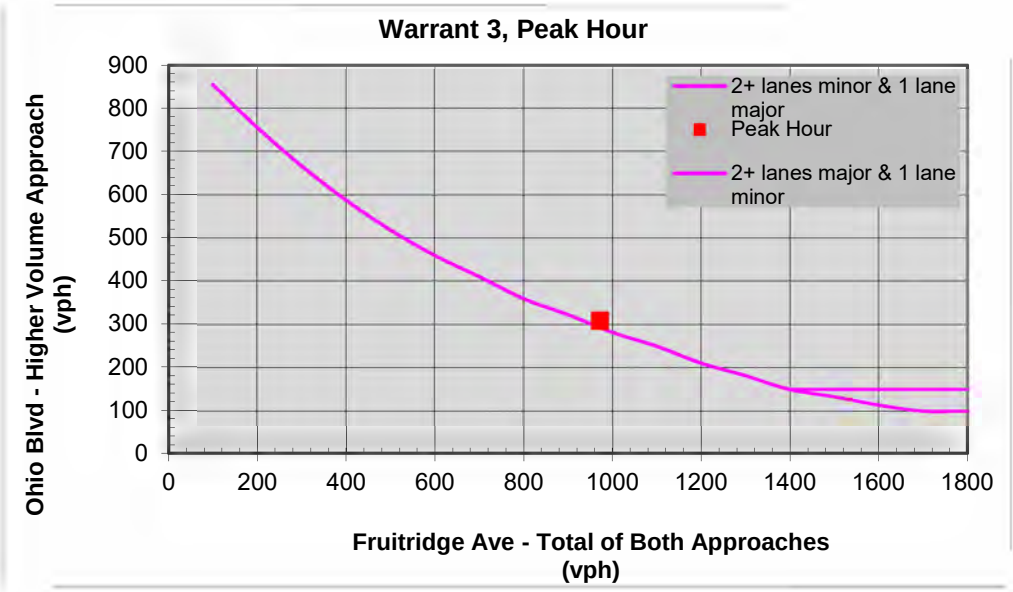


Figure 17 - Proposed Development Warrant 3, Peak Hour Vehicular Volume

Top Hour	Fruitridge Avenue (VPH)	Ohio Blvd (VPH)	Fruitridge Ave Total Stopped Time Delay (Hr)	Ohio Blvd Total Stopped Time Delay (Hr)
3:00 PM	973	309	2.13	3.17

Table 28 - Proposed Development Peak Hour Total Stopped Time

In summary, this intersection will warrant a traffic control signal if the proposed development, and associated traffic is generated. Warrants 1, 2, and 3 were met based on projected traffic volumes. Given the time required to construct the proposed development, it the Department of Engineering's recommendation that this office monitor the intersection and collect local traffic data at a future date. Projected data can be helpful for a bigger picture but local traffic counts will give greater insight into what should be considered, creating a better intersection.

Fruitridge Avenue and Poplar Street:

The intersection of Fruitridge Avenue and Poplar Street consists of a signalized intersection with Gridsmart video detection and protected left turns. There is not currently any pedestrian infrastructure. Restrictions on this intersection include signalized rail crossings approximately 130 feet to the west and 540 feet to the north. A part of the intersection analysis includes review of the accident history from 2018-2024, which is summarized in Table 29. There were a total of 36 accidents with 7 injuries in the timeframe analyzed. Nearly half of the accidents were rear end type collisions, with 2 right-angle collisions. Rear end collisions are commonly caused by speeding, distracted driving, or unexpected roadway conditions, such as congestion. After monitoring this intersection, it was determined that an inadequate southbound left turn lane results in congestion and driver frustration. The existing left turn lane has storage for approximately 3 vehicles, which leads to a bottleneck situation when the capacity is exceeded effectively halting all southbound traffic. In some cases, traffic would enter the opposing travel lane to reach the southbound left turn lane. It should also be noted that the signal was recalibrated on May 7th to achieve slightly better results, but ultimately more storage for the left turn lane is needed for current traffic volumes and additional volumes from the proposed development. Due to the location of the railroad crossing north of the intersection, the maximum turn lane that could be constructed is approximately 200 feet. A turn lane of 200 feet provides storage for 10 vehicles. Turn lane storage, according to FHWA should be approximately 1x-1.5x the left turning volume per signal cycle. Peak hour instersection observation indicates 8-10 vehicles utilize this turn lane per signal cycle. The extension of the turn lane combined with signal reprogramming should be sufficient to accommodate current and near future needs.

Poplar Street and Fruitridge Avenue Accident History								
Year:	2018	2019	2020	2021	2022	2023	2024	Total:
Pedestrians:	0	0	0	0	0	0	0	**0**
Head On:	0	0	1	1	1	1	0	**4**
Rear End:	0	1	1	2	1	5	7	**17**
Ran Off Road:	0	0	0	1	0	0	0	**1**
Sideswipe:	1	0	1	0	0	0	1	**3**
Right Angle:	0	0	1	0	0	1	0	**2**
Right Turn:	0	1	0	1	0	0	1	**3**
Left Turn:	0	0	0	1	1	0	0	**2**
Object/Animal:	0	0	0	1	1	0	0	**2**
Backing:	0	0	0	0	0	0	0	**0**
Other:	0	0	0	0	1	0	1	**2**
Total Incidents:	**1**	**2**	**4**	**7**	**5**	**7**	**10**	**36**
Deaths:	0	0	0	0	0	0	0	**0**
Injuries:	0	1	0	0	1	2	3	**7**

Table 29

Recommended Alternatives:

The data collected and analyzed throughout this study indicated that the estimated increase in traffic from the proposed development does not create any significant new traffic related issues, but does have the potential to accentuate some existing problems. The alternative recommended in this report will accommodate the traffic from the proposed development and address existing concerns in this area. It should be noted that, with any development, there will be a lag from beginning of project to traffic generation. These recommendations are for the fully developed state of the proposed development, which could be in the range of 3-15 years. The Terre Haute Department of Engineering recommends the following improvements to the roadways and intersections to increase efficiency and safety.

- **Ohio Boulevard:** Create a buffer of approximately 3 feet between the bike lane and travel lanes would narrow the travel lanes to approximately 10 feet. The buffer would provide increased safety for cyclists and narrower lanes would discourage speeding on Ohio Boulevard. Speeding should be monitored to verify speed compliance post installation. If speed is not mitigated, additional measures may be necessary. (Figure 18)

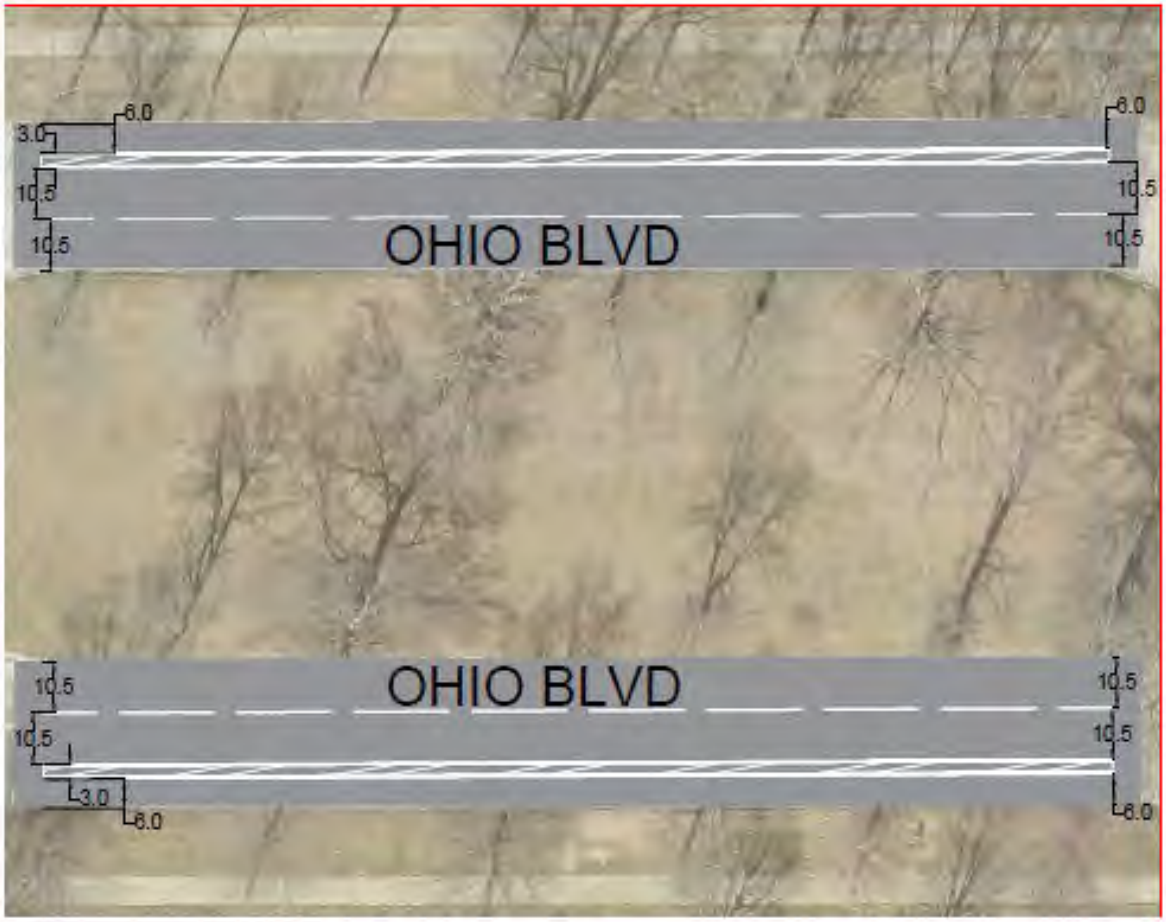


Figure 18 Ohio Blvd Recommended Alternative

- **Brown Avenue:** The intersection of Brown Avenue and Riley Avenue should be brought up to meet the standards within the Terre Haute City Code for sight distance on corners. If this cannot be accomplished, consider modifying the striping to push traffic to the west side of the roadway to increase visibility.
- **25th Street and Ohio Boulevard:** Update traffic signal at 25th Street and Ohio Boulevard. This traffic signal is becoming outdated. Equipment should be updated with newer equipment to include detection. The City of Terre Haute is working towards an overall traffic signal update project. When this signal is updated, the phasing and signal head locations should be investigated to determine the safest, most efficient solution.
- **Brown Avenue and Ohio Boulevard:** The recommended alternative for this intersection is to remain an all-way stop and monitor both delay times and accident rates. The accident history shows that this is a safe intersection that has an acceptable delay and accommodates pedestrians well.
- **Fruitridge Avenue and Poplar Street:** Widen Fruitridge Avenue on north approach to Poplar Street to create additional southbound to eastbound left turn storage and adjust signal to accommodate. Currently there is inadequate left turn storage in this location, this improvement will increase safety at the intersection and reduce congestion and driver frustration. The recommended alternative would be to increase the left turn lane to 200 feet, which is the maximum the roadway can be widened without interfering with the railroad operations. (Figure 19) Additionally, the City should continue to pursue upgrading the Gridsmart signal controller with live cloud access to provide live, remote monitoring signal programming capabilities.

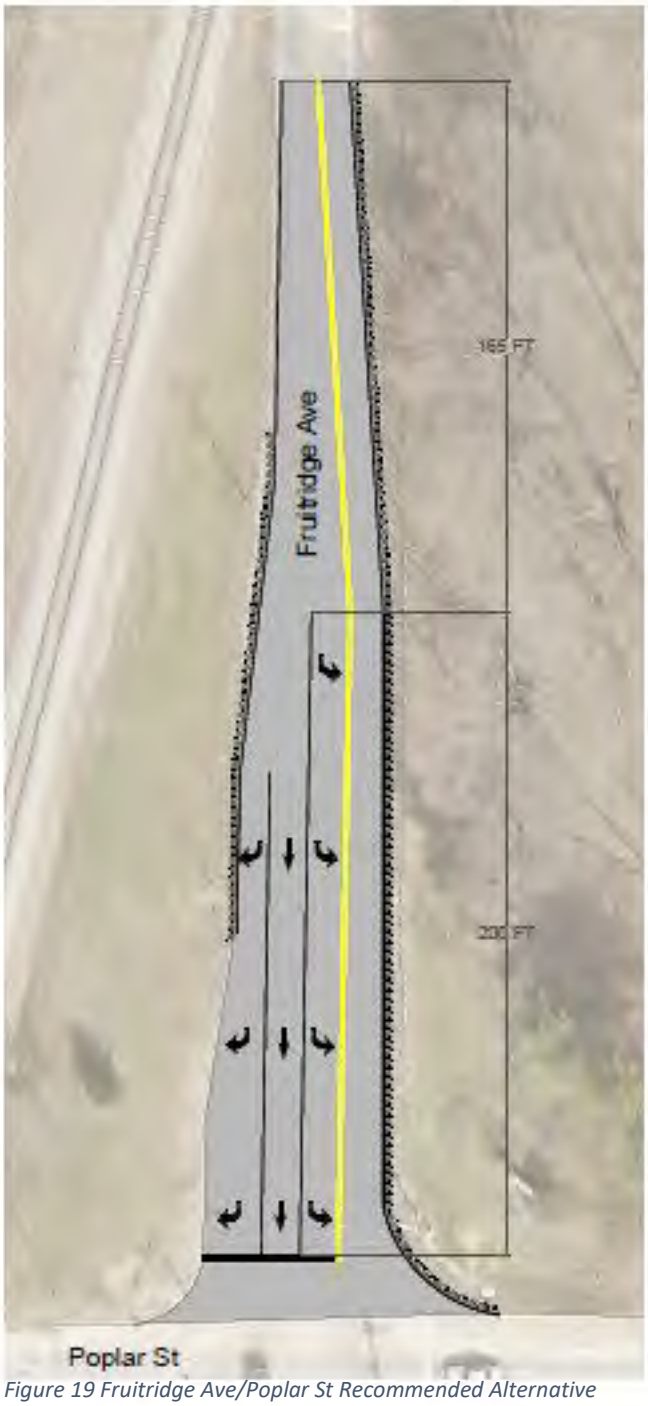


Figure 19 Fruitridge Ave/Poplar St Recommended Alternative

- **Fruitridge and Ohio:** Install a traffic control signal and make alterations to the intersection to better accommodate pedestrians. The traffic signal should have vehicle detection due to the differing volumes of traffic on each approach of Ohio Boulevard. A protected left turn phase is likely needed for northbound Fruitridge Avenue onto westbound Ohio Boulevard due to the turning volume. The turn lanes on the west approach of Ohio Boulevard should be changed to center lane being left/straight and right lane being right turn only. Pedestrian accommodations may include narrowing to the intersection to provide shorter crossings, elevated "speed table" crossings, and pedestrian signals to indicate when it is safe to cross the street. In addition to creating a shorter crossing, narrowing the lanes should lower overall vehicle speed through the intersection. Pedestrian accommodations should be design in conjunction with a proposed trail extension along Thompson Ditch. (Figure 20)

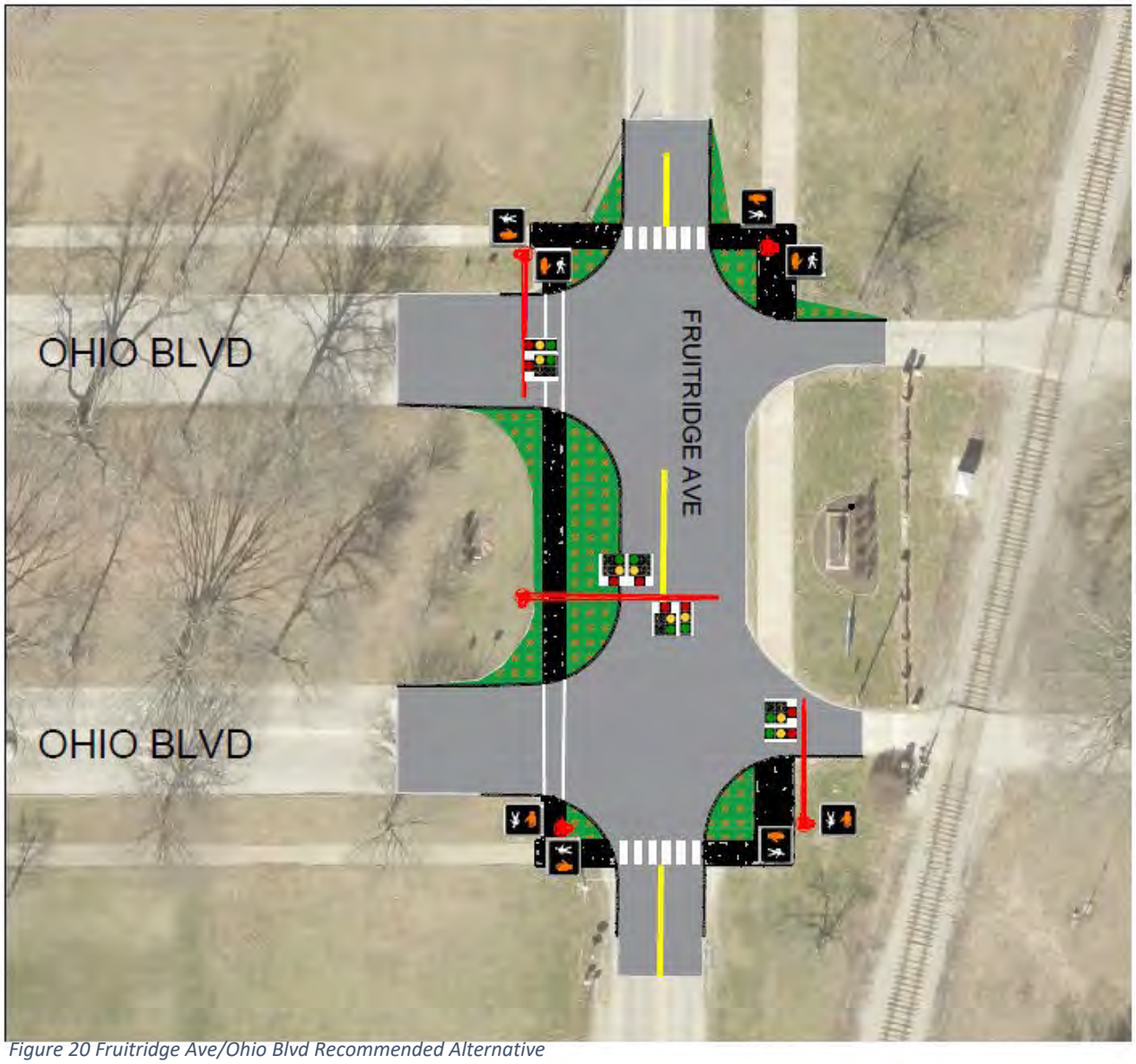
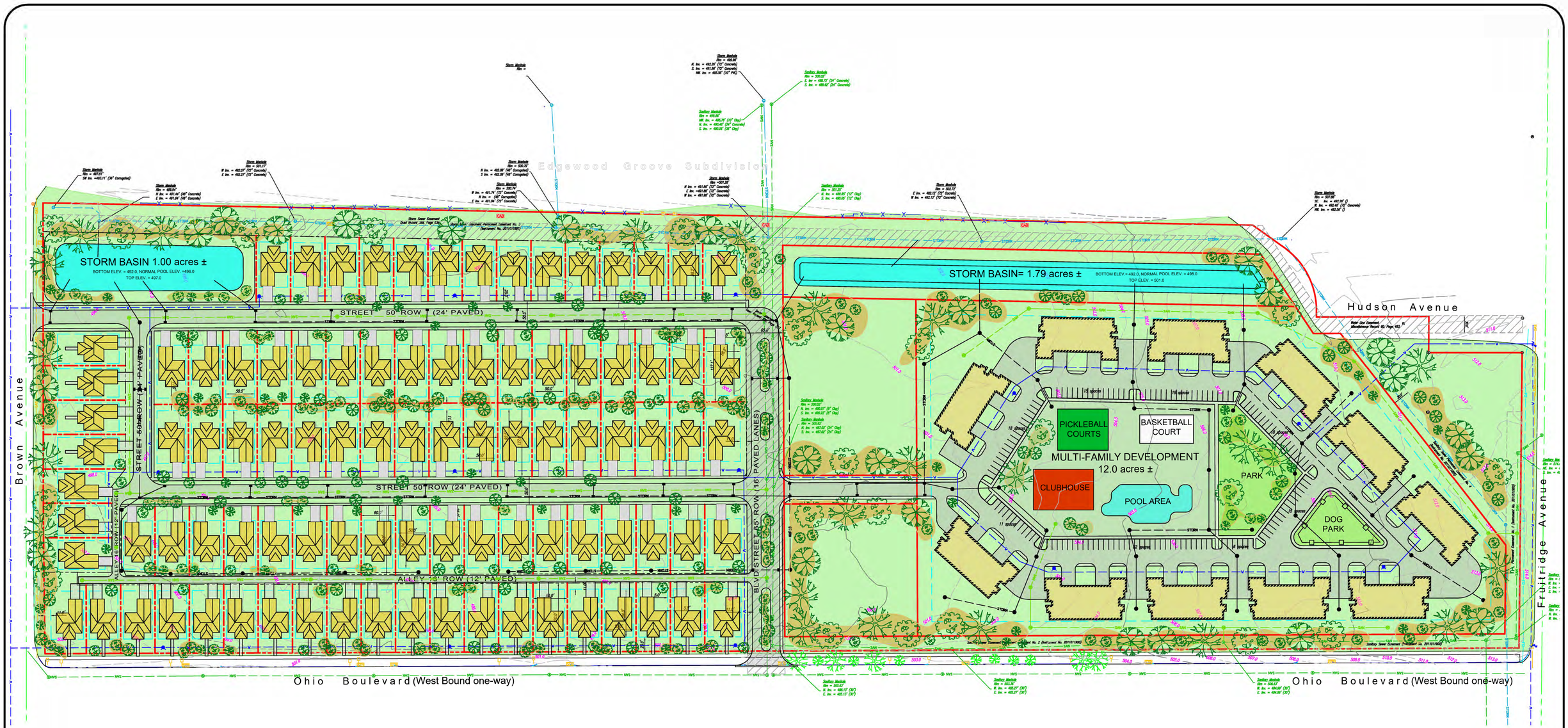


Figure 20 Fruitridge Ave/Ohio Blvd Recommended Alternative

Appendices



BRICKYARD ESTATES

PROPOSED RESIDENTIAL 93 LOT SINGLE FAMILY HOMES
TERRE HAUTE, VIGO COUNTY, INDIANA

PADDOCK AT THE PARK

PROPOSED RESIDENTIAL 176 UNIT MULTI FAMILY DEVELOPMENT
TERRE HAUTE, VIGO COUNTY, INDIANA

N

0 100' 200' 300'

Last Revised
10/08/2024
4/25/2025

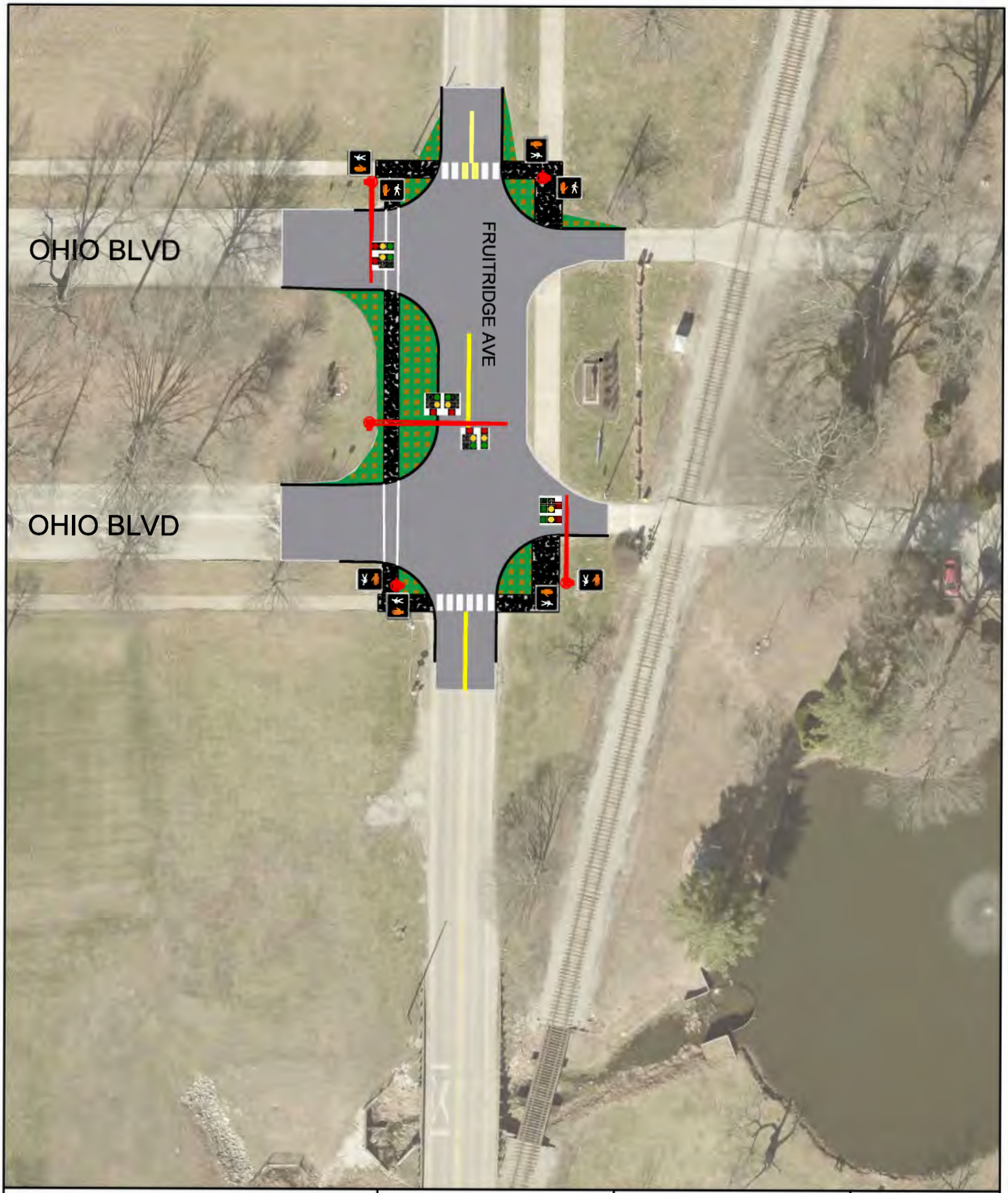
Project Number:	22-064
Date:	09/25/2024
Drawn By:	
Checked By:	
Approved By:	MV
Scale:	1" = 100'
File Name:	22-264A DD SITE PLAN

Sheet No. 1 of 3

fishbeck
Engineers | Architects | Scientists | Constructors
1285 S.Jackson Street,Suite B
Greencastle, IN 46135
765.653.6710
1216 S. 3rd Street
Terre Haute, IN 47802
812.238.9731
FISHBECK.COM

SITE NAME		SCALE	TITLE
BRICKYARD ESTATES		1'=500"	TRAFFIC COUNTERS
SITE NO.	CONTRACT NO.	DATE	DRAWN BY
XXXX	EXXX-XXX	5/28/2025	C.A.W.

SITE NAME		SCALE	TITLE	
OHIO BLVD		1" = 40'	LANE ADJUSTMENT	
SITE NO.	CONTRACT NO.	DATE	DRAWN BY	
XXXX	EXXX-XXX	5/28/2025	C.A.W.	



SITE NAME		SCALE	TITLE
FRUITRIDGE AND OHIO		1:50	TRAFFIC SIGNAL
SITE NO.	CONTRACT NO.	DATE	DRAWN BY
XXXX	EXXX-XXX	5/28/2025	C.A.W.

Basic Volume Report: BROWN N OHIO

Station ID : BROWN N OHIO
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : BROWN N OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		North	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 09:00 - 04/30/2025 To: 07:59 - 05/08/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
043025	W										177	208	212	251	238	299	318	315	396	214	201	130	79	47	19	3104
Month Total :											177	208	212	251	238	299	318	315	396	214	201	130	79	47	19	3104
Percent :											6%	7%	7%	8%	8%	10%	10%	10%	13%	7%	6%	4%	3%	2%	1%	
ADT :											177	208	212	251	238	299	318	315	396	214	201	130	79	47	19	3104

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	3104	0	0	0	Weekday (Mon-Fri) :	3104	100%
# Days :	0.0	0.0	0.0	0.6	0.0	0.0	0.0	ADT :	4966	
ADT :	0	0	0	4966	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
050125	T	24	13	8	9	12	48	118	319	215	164	192	222	264	221	285	439	339	344	269	194	119	84	43	22	3967
050225	F	20	7	4	11	11	43	123	349	233	192	200	240	262	278	285	464	353	284	243	167	153	100	59	34	4115
050325	S	30	15	12	10	11	16	55	69	111	196	221	250	247	188	210	174	175	175	183	125	102	92	69	33	2769
050425	S	19	19	10	6	6	19	55	47	98	106	110	170	205	211	195	181	153	154	165	109	100	56	49	19	2262
050525	M	9	11	6	9	7	51	128	303	229	171	171	218	260	269	250	355	323	316	250	166	122	71	37	22	3754
050625	T	17	13	10	13	17	47	131	288	257	180	177	212	267	256	264	361	318	401	282	170	144	78	48	22	3973
050725	W	7	6	7	12	12	56	133	321	205	172	181	244	241	241	290	338	338	349	247	202	175	106	46	25	3954
050825	T	16	10	10	12	14	50	143	310																	565
Month Total :		142	94	67	82	90	330	886	2006	1348	1181	1252	1556	1746	1664	1779	2312	1999	2023	1639	1133	915	587	351	177	25359
Percent :		1%	0%	0%	0%	0%	1%	3%	8%	5%	5%	5%	6%	7%	7%	7%	9%	8%	8%	6%	4%	4%	2%	1%	1%	
ADT :		18	12	8	10	11	41	111	251	193	169	179	222	249	238	254	330	286	289	234	162	131	84	50	25	3557

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2262	3754	3973	3954	4532	4115	2769	Weekday (Mon-Fri) :	20328	80%
# Days :	1.0	1.0	1.0	1.0	1.3	1.0	1.0	ADT :	3812	
ADT :	2262	3754	3973	3954	3399	4115	2769	Weekend (Sat-Sun) :	5031	20%
Percent :	9%	15%	16%	16%	18%	16%	11%	ADT :	2516	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		South	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 09:00 - 04/30/2025 To: 07:59 - 05/08/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
043025	W										165	159	198	250	221	236	319	298	309	251	216	115	91	44	28	2900
Month Total :											165	159	198	250	221	236	319	298	309	251	216	115	91	44	28	2900
Percent :											6%	5%	7%	9%	8%	8%	11%	10%	11%	9%	7%	4%	3%	2%	1%	
ADT :											165	159	198	250	221	236	319	298	309	251	216	115	91	44	28	2900

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	2900	0	0	0	Weekday (Mon-Fri) :	2900	100%
# Days :	0.0	0.0	0.0	0.6	0.0	0.0	0.0	ADT :	4640	
ADT :	0	0	0	4640	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
050125	T	18	7	7	5	13	19	82	200	187	161	152	234	219	237	255	365	323	283	241	205	160	88	35	29	3525
050225	F	14	9	4	8	15	19	63	227	185	185	210	253	248	244	264	372	288	293	189	189	149	106	57	38	3629
050325	S	21	21	12	9	13	17	37	63	108	166	207	196	191	180	190	209	140	165	153	149	109	97	74	46	2573
050425	S	15	17	9	6	10	14	31	40	53	104	114	163	181	202	186	162	137	153	140	102	90	65	34	19	2047
050525	M	12	9	4	5	11	21	66	194	162	142	168	208	203	237	246	314	316	274	187	169	119	73	32	23	3195
050625	T	9	8	9	7	12	16	65	189	196	147	191	187	231	218	249	340	328	295	217	200	129	84	47	18	3392
050725	W	6	11	5	12	16	24	75	204	175	153	174	219	248	216	244	332	292	270	211	206	161	90	52	32	3428
050825	T	23	7	4	7	13	27	78	221																	380
Month Total :		118	89	54	59	103	157	497	1338	1066	1058	1216	1460	1521	1534	1634	2094	1824	1733	1338	1220	917	603	331	205	22169
Percent :		1%	0%	0%	0%	0%	1%	2%	6%	5%	5%	5%	7%	7%	7%	7%	9%	8%	8%	6%	6%	4%	3%	1%	1%	
ADT :		15	11	7	7	13	20	62	167	152	151	174	209	217	219	233	299	261	248	191	174	131	86	47	29	3123

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2047	3195	3392	3428	3905	3629	2573	Weekday (Mon-Fri) :	17549	79%
# Days :	1.0	1.0	1.0	1.0	1.3	1.0	1.0	ADT :	3290	
ADT :	2047	3195	3392	3428	2929	3629	2573	Weekend (Sat-Sun) :	4620	21%
Percent :	9%	14%	15%	15%	18%	16%	12%	ADT :	2310	

Basic Volume Summary: BROWN N OHIO

Grand Total For Data From: 09:00 - 04/30/2025 To: 07:59 - 05/08/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	142	94	67	82	90	330	886	2006	1348	1358	1460	1768	1997	1902	2078	2630	2314	2419	1853	1334	1045	666	398	196	28463
Lane #2	118	89	54	59	103	157	497	1338	1066	1223	1375	1658	1771	1755	1870	2413	2122	2042	1589	1436	1032	694	375	233	25069
TOTAL	260	183	121	141	193	487	1383	3344	2414	2581	2835	3426	3768	3657	3948	5043	4436	4461	3442	2770	2077	1360	773	429	53532

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	3%	7%	5%	5%	5%	6%	7%	7%	7%	9%	8%	8%	7%	5%	4%	2%	1%	1%
Lane #2	0%	0%	0%	0%	0%	1%	2%	5%	4%	5%	5%	7%	7%	7%	7%	10%	8%	8%	6%	6%	4%	3%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	3%	6%	5%	5%	5%	6%	7%	7%	7%	9%	8%	8%	6%	5%	4%	3%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	18	12	8	10	11	41	111	251	193	170	183	221	250	238	260	329	289	302	232	167	131	83	50	25	3585
Lane #2	15	11	7	7	13	20	62	167	152	153	172	207	221	219	234	302	265	255	199	180	129	87	47	29	3153
TOTAL	33	23	15	17	24	61	173	418	345	323	355	428	471	457	494	631	554	557	431	347	260	170	97	54	6738

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2262	3754	3973	7058	4532	4115	2769	Weekday (Mon-Fri) :	23432	82%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	3933	
ADT :	2262	3754	3973	4343	3399	4115	2769	Weekend (Sat-Sun) :	5031	18%
Percent :	8%	13%	14%	25%	16%	14%	10%	ADT :	2516	

LANE #2

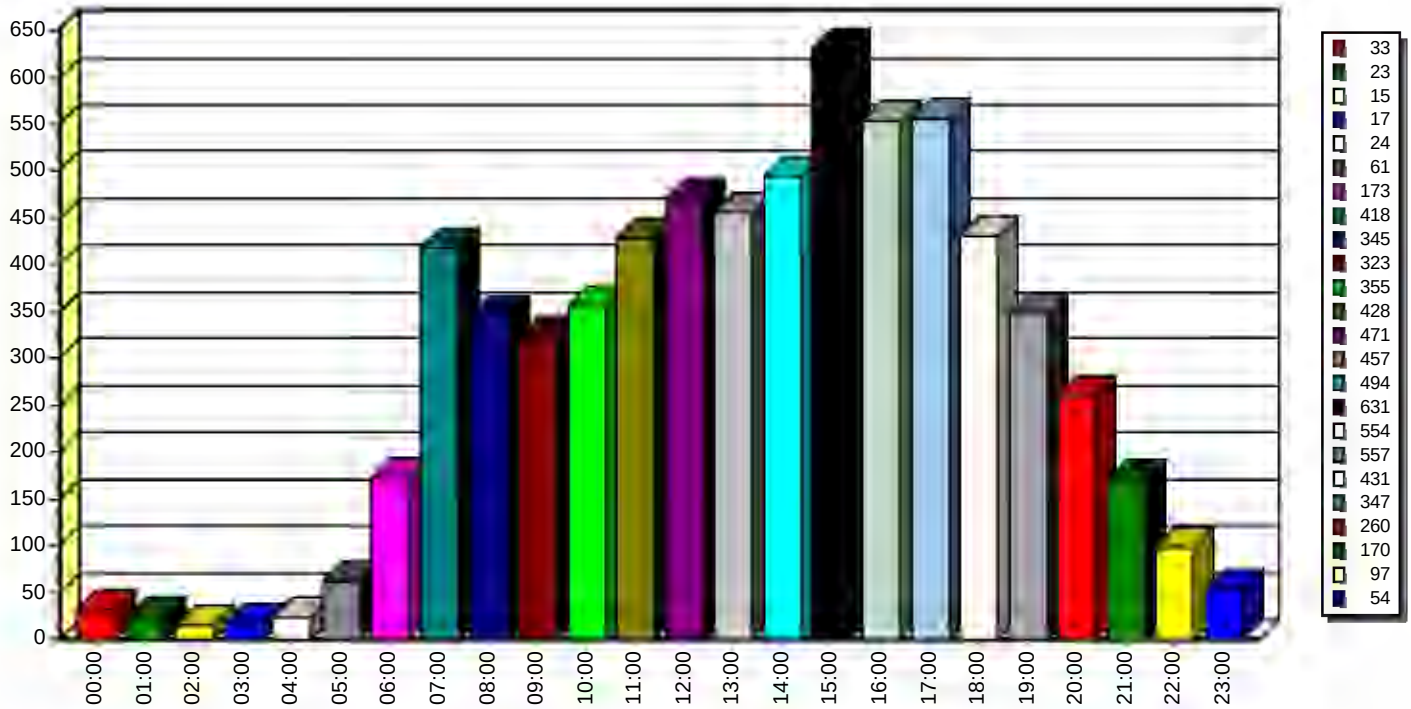
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2047	3195	3392	6328	3905	3629	2573	Weekday (Mon-Fri) :	20449	82%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	3432	
ADT :	2047	3195	3392	3894	2929	3629	2573	Weekend (Sat-Sun) :	4620	18%
Percent :	8%	13%	14%	25%	16%	14%	10%	ADT :	2310	

ALL LANES

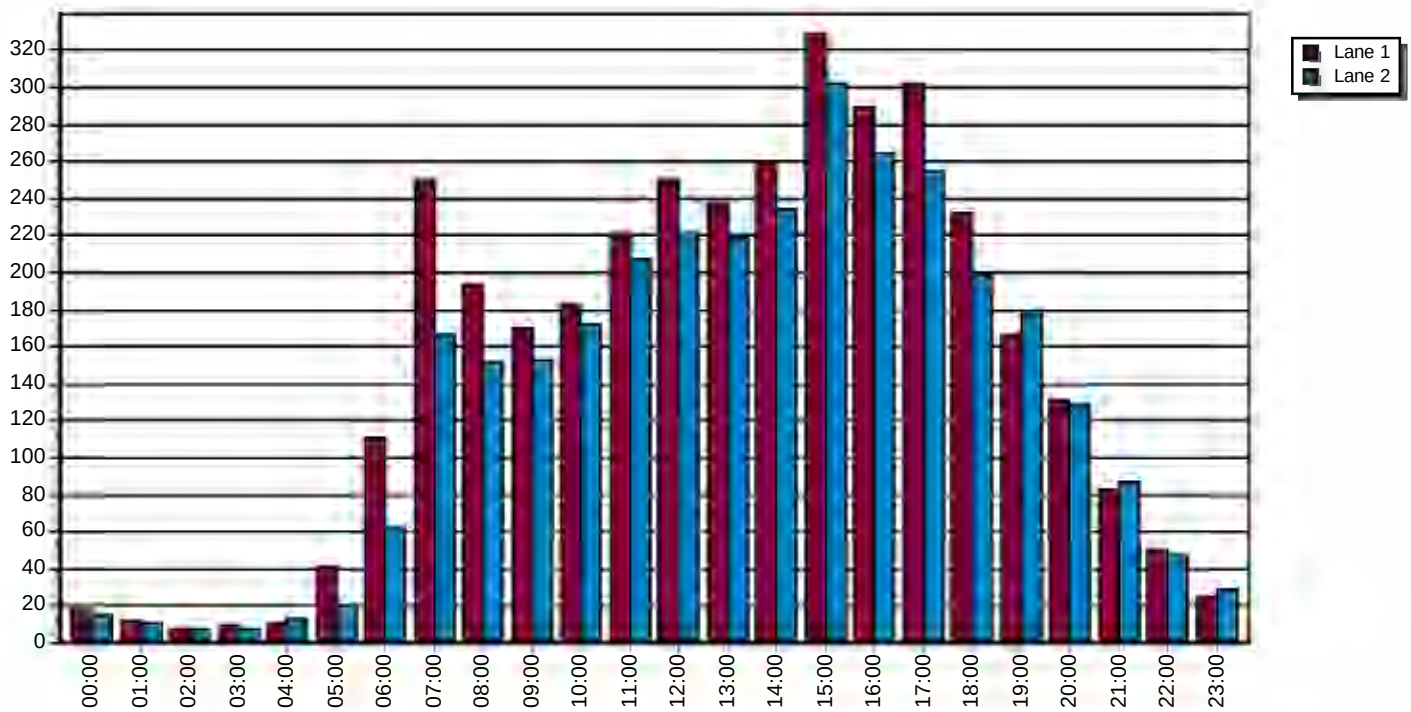
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	4309	6949	7365	13386	8437	7744	5342	Weekday (Mon-Fri) :	43881	82%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	7365	
ADT :	4309	6949	7365	8238	6328	7744	5342	Weekend (Sat-Sun) :	9651	18%
Percent :	8%	13%	14%	25%	16%	14%	10%	ADT :	4826	

BROWN N OHIO Charts For Data From: 09:00 - 04/30/2025 To: 07:59 - 05/08/2025

ADT Volume vs. Time (all lanes combined)

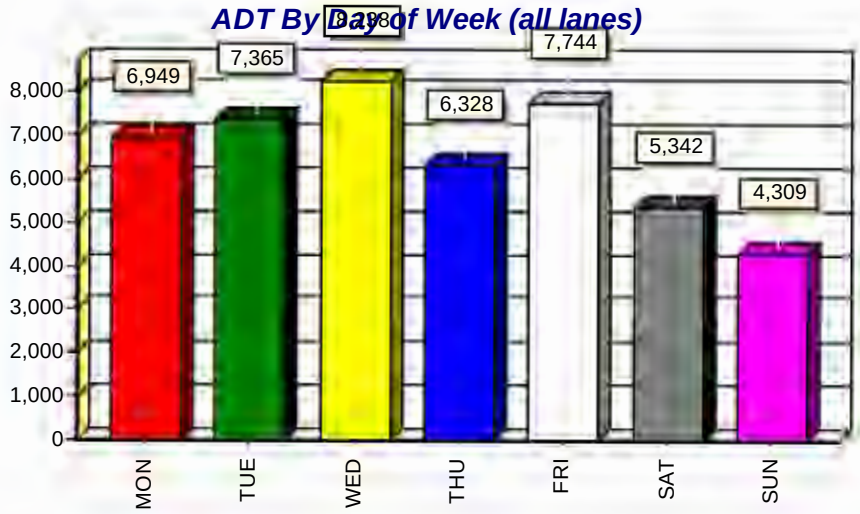


ADT Volume vs. Time (lane comparison)



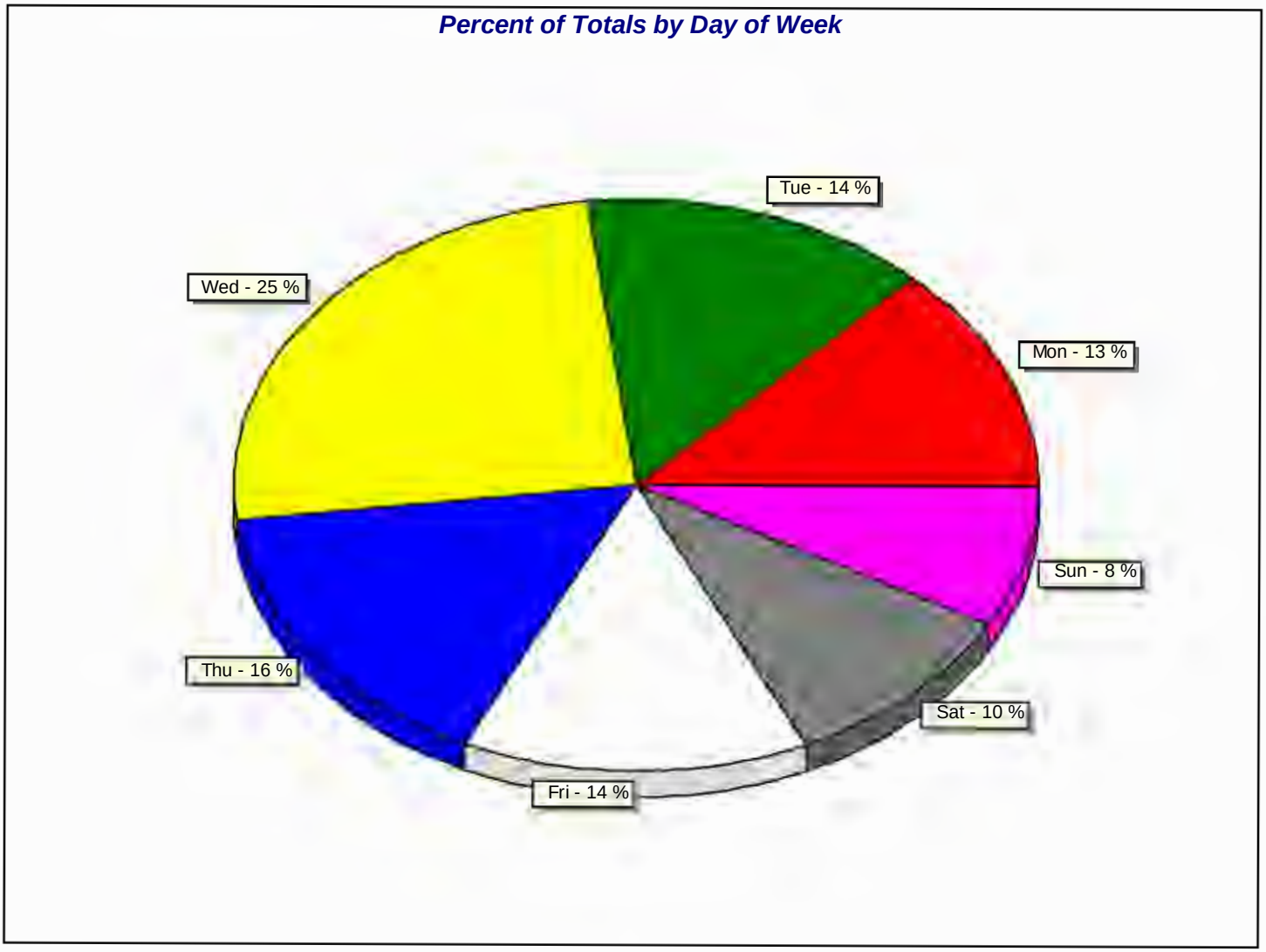
BROWN N OHIO Charts For Data From: 09:00 - 04/30/2025 To: 07:59 - 05/08/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	6949	6949	1.0
Tue	7365	7365	1.0
Wed	8238	13386	1.6
Thu	6328	8437	1.3
Fri	7744	7744	1.0
Sat	5342	5342	1.0
Sun	4309	4309	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: BROWN N OHIO

Station ID : BROWN N OHIO
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : BROWN N OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		North	Axle-Axle	4.0 ft	
2.		South	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	6809	(96%)	Cars :	4739	(98%)	Cars :	**6292**	(96%)
Trucks :	270	(4%)	Trucks :	74	(2%)	Trucks :	**221**	(4%)
Total :	7079		Total :	4813		Total :	**6513**	

Speed Totals

50 % :	32.4 mph	Top Speed :	99.5 mph	Average Truck Speed :	31.8 mph
85 % :	37.2 mph	Low Speed :	4.0 mph	Average Car Speed :	32.1 mph
Avg :	32.1 mph	10mph Pace Speed:	27.4 - 37.3 (71.4%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:30 - 08:30 (Avg 464)		04:30 - 05:30 (34.7 mph)
Weekend :	11:00 - 12:00 (Avg 389)		06:30 - 07:30 (34.1 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:15 - 17:15 (Avg 629)		17:45 - 18:45 (32.7 mph)
Weekend :	12:30 - 13:30 (Avg 415)		22:45 - 23:45 (34.1 mph)

Grand Totals

Total Cars :	50336 (6292 ADT)	Average Length :	10.7 ft	Average Headway :	13.2 sec
Total Trucks :	1768 (221 ADT)	Average Axles :	2.1	Average Gap :	13.0 sec
Total Volume :	52104 (6513 ADT)				

Per-Vehicle Summary Report: BROWN S OHIO

Station ID : BROWN S OHIO
Info Line 1 : Southbound
Info Line 2 : Northbound
GPS Lat/Lon :
DB File : BROWN S OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48343
Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		South	Axle-Axle	4.0 ft	
2.		North	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	4690	(96%)	Cars :	3881	(98%)	Cars :	**4460**	(97%)
Trucks :	152	(4%)	Trucks :	53	(2%)	Trucks :	**124**	(3%)
Total :	4842		Total :	3935		Total :	**4584**	

Speed Totals

50 % :	30.1 mph	Top Speed :	98.1 mph	Average Truck Speed :	29.6 mph
85 % :	34.4 mph	Low Speed :	4.2 mph	Average Car Speed :	30.0 mph
Avg :	30.0 mph	10mph Pace Speed:	25.2 - 35.1 (76.6%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:15 - 08:15 (Avg 320)		03:00 - 04:00 (33.5 mph)
Weekend :	11:00 - 12:00 (Avg 289)		03:45 - 04:45 (33.7 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:30 - 17:30 (Avg 466)		22:30 - 23:30 (31.1 mph)
Weekend :	12:15 - 13:15 (Avg 309)		18:15 - 19:15 (31.4 mph)

Grand Totals

Total Cars :	31410 (	4460 ADT)	Average Length : 10.4 ft	Average Headway :	18.7 sec
Total Trucks :	876 (	124 ADT)	Average Axles : 2.1	Average Gap :	18.4 sec
Total Volume :	32286 (	4584 ADT)			

Volume Summary Report: BROWN S OHIO

Station ID : BROWN S OHIO
Info Line 1 : Southbound
Info Line 2 : Northbound
GPS Lat/Lon :
DB File : BROWN S OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48343

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide / 2	Comment
1.		South	Normal	Veh.	No	
2.		North	Normal	Veh.	No	

Total Count:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	129	61	42	52	46	115	322	907	814	719	922	1168	1272	1228	1407	1681	1666	1543	1097	1072	800	570	310	185	18128
Lane #2	70	46	21	43	53	202	443	1019	755	565	773	821	974	953	1106	1036	1120	1156	895	671	517	429	245	137	14050
TOTAL	199	107	63	95	99	317	765	1926	1569	1284	1695	1989	2246	2181	2513	2717	2786	2699	1992	1743	1317	999	555	322	32178

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	5%	4%	4%	5%	6%	7%	7%	8%	9%	9%	9%	6%	6%	4%	3%	2%	1%
Lane #2	0%	0%	0%	0%	0%	1%	3%	7%	5%	4%	6%	6%	7%	7%	8%	7%	8%	8%	6%	5%	4%	3%	2%	1%
TOTAL	1%	0%	0%	0%	0%	1%	2%	6%	5%	4%	5%	6%	7%	7%	8%	8%	9%	8%	6%	5%	4%	3%	2%	1%

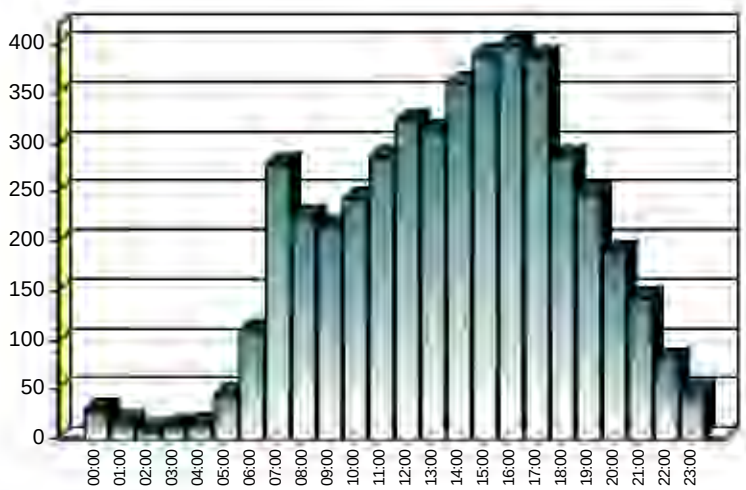
ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	18	9	6	7	7	16	46	130	116	120	132	167	182	175	201	240	238	220	157	153	114	81	44	26	2605
Lane #2	10	7	3	6	8	29	63	146	108	94	110	117	139	136	158	148	160	165	128	96	74	61	35	20	2021
TOTAL	28	16	9	13	15	45	109	276	224	214	242	284	321	311	359	388	398	385	285	249	188	142	79	46	4626

ALL LANES

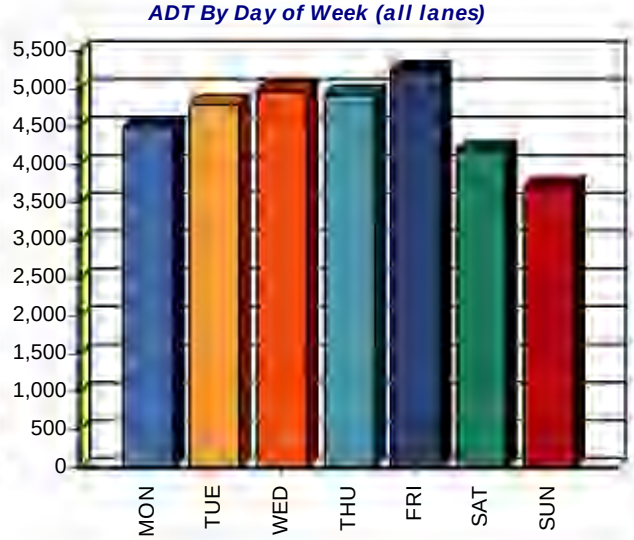
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	3706	4521	4801	4984	4714	5248	4204
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	3706	4521	4801	4984	4919	5248	4204
Percent :	12%	14%	15%	15%	15%	16%	13%

	Total	Percent
Weekday (Mon-Fri) :	24268	75%
ADT :	4894	
Weekend (Sat-Sun) :	7910	25%
ADT :	3955	

ADT Volume vs. Time (all lanes combined)



ADT By Day of Week (all lanes)



Basic Volume Report: FRUIT N OHIO

Station ID : FRUIT N OHIO
Info Line 1 : Southbound
Info Line 2 : Northbound
GPS Lat/Lon :
DB File : FRUIT N OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48345
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		South	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 10:00 - 04/30/2025 To: 07:59 - 05/08/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
043025	W											236	256	280	308	288	485	473	436	279	233	205	98	73	33	3683
Month Total :												236	256	280	308	288	485	473	436	279	233	205	98	73	33	3683
Percent :												6%	7%	8%	8%	8%	13%	13%	12%	8%	6%	6%	3%	2%	1%	
ADT :												236	256	280	308	288	485	473	436	279	233	205	98	73	33	3683

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	3683	0	0	0	Weekday (Mon-Fri) :	3683	100%
# Days :	0.0	0.0	0.0	0.6	0.0	0.0	0.0	ADT :	6314	
ADT :	0	0	0	6314	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

		0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
050125	T	13	10	9	9	8	45	123	442	342	209	248	255	268	292	285	487	429	422	289	252	176	114	54	32	4813
050225	F	25	11	9	14	13	30	119	378	334	243	267	263	321	327	386	508	432	429	307	213	185	147	106	76	5143
050325	S	26	29	10	15	11	26	35	119	184	256	292	312	294	256	247	271	290	342	212	195	130	135	115	74	3876
050425	S	37	27	10	10	4	10	33	56	133	172	196	240	250	281	280	239	249	246	210	153	129	71	44	24	3104
050525	M	20	6	6	10	13	28	107	400	332	202	227	226	281	261	254	454	421	379	281	226	143	109	49	35	4470
050625	T	17	19	5	14	11	36	134	398	349	234	238	285	313	265	303	444	470	412	288	239	167	126	75	54	4896
050725	W	15	14	8	15	9	33	128	362	328	227	266	251	262	265	298	472	468	435	299	253	202	120	67	42	4839
050825	T	14	10	6	12	7	47	127	403																	626
Month Total :		167	126	63	99	76	255	806	2558	2002	1543	1734	1832	1989	1947	2053	2875	2759	2665	1886	1531	1132	822	510	337	31767
Percent :		1%	0%	0%	0%	0%	1%	3%	8%	6%	5%	5%	6%	6%	6%	6%	9%	9%	8%	6%	5%	4%	3%	2%	1%	
ADT :		21	16	8	12	10	32	101	320	286	220	248	262	284	278	293	411	394	381	269	219	162	117	73	48	4465

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3104	4470	4896	4839	5439	5143	3876	Weekday (Mon-Fri) :	24787	78%
# Days :	1.0	1.0	1.0	1.0	1.3	1.0	1.0	ADT :	4648	
ADT :	3104	4470	4896	4839	4079	5143	3876	Weekend (Sat-Sun) :	6980	22%
Percent :	10%	14%	15%	15%	17%	16%	12%	ADT :	3490	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		North	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 10:00 - 04/30/2025 To: 07:59 - 05/08/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
043025	W											223	235	254	261	319	363	357	363	267	234	187	113	63	32	3271
Month Total :												223	235	254	261	319	363	357	363	267	234	187	113	63	32	3271
Percent :												7%	7%	8%	8%	10%	11%	11%	11%	8%	7%	6%	3%	2%	1%	
ADT :												223	235	254	261	319	363	357	363	267	234	187	113	63	32	3271

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	0	3271	0	0	0	Weekday (Mon-Fri) :	3271	100%
# Days :	0.0	0.0	0.0	0.6	0.0	0.0	0.0	ADT :	5607	
ADT :	0	0	0	5607	0	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	0%	100%	0%	0%	0%	ADT :	0	

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
050125	T	16	18	21	19	31	70	160	350	286	231	204	221	283	259	317	397	383	362	277	228	196	120	57	40	4546
050225	F	25	24	15	17	31	56	156	333	286	239	219	263	267	289	309	392	373	355	305	226	190	157	101	84	4712
050325	S	50	25	18	27	20	38	76	178	157	194	235	315	275	289	243	277	250	211	271	194	164	135	100	66	3808
050425	S	49	34	24	28	14	22	58	134	94	130	168	185	268	301	261	215	197	213	173	152	136	76	61	34	3027
050525	M	15	7	11	17	28	74	160	335	267	214	190	239	232	249	263	310	344	348	283	187	172	111	55	49	4160
050625	T	14	16	13	16	36	73	182	330	256	216	212	252	275	238	316	344	357	385	285	232	218	125	73	49	4513
050725	W	25	8	15	15	29	61	174	338	243	223	223	260	285	247	268	354	393	393	289	251	216	136	85	33	4564
050825	T	25	16	16	18	31	68	184	353																	711
Month Total :		219	148	133	157	220	462	1150	2351	1589	1447	1451	1735	1885	1872	1977	2289	2297	2267	1883	1470	1292	860	532	355	30041
Percent :		1%	0%	0%	1%	1%	2%	4%	8%	5%	5%	5%	6%	6%	6%	7%	8%	8%	8%	6%	5%	4%	3%	2%	1%	
ADT :		27	19	17	20	28	58	144	294	227	207	207	248	269	267	282	327	328	324	269	210	185	123	76	51	4207

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3027	4160	4513	4564	5257	4712	3808	Weekday (Mon-Fri) :	23206	77%
# Days :	1.0	1.0	1.0	1.0	1.3	1.0	1.0	ADT :	4351	
ADT :	3027	4160	4513	4564	3943	4712	3808	Weekend (Sat-Sun) :	6835	23%
Percent :	10%	14%	15%	15%	17%	16%	13%	ADT :	3418	

Basic Volume Summary: FRUIT N OHIO

Grand Total For Data From: 10:00 - 04/30/2025 To: 07:59 - 05/08/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	167	126	63	99	76	255	806	2558	2002	1543	1970	2088	2269	2255	2341	3360	3232	3101	2165	1764	1337	920	583	370	35450
Lane #2	219	148	133	157	220	462	1150	2351	1589	1447	1674	1970	2139	2133	2296	2652	2654	2630	2150	1704	1479	973	595	387	33312
TOTAL	386	274	196	256	296	717	1956	4909	3591	2990	3644	4058	4408	4388	4637	6012	5886	5731	4315	3468	2816	1893	1178	757	68762

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	7%	6%	4%	6%	6%	6%	6%	7%	9%	9%	9%	6%	5%	4%	3%	2%	1%
Lane #2	1%	0%	0%	0%	1%	1%	3%	7%	5%	4%	5%	6%	6%	6%	7%	8%	8%	8%	6%	5%	4%	3%	2%	1%
TOTAL	1%	0%	0%	0%	0%	1%	3%	7%	5%	4%	5%	6%	6%	6%	7%	9%	9%	8%	6%	5%	4%	3%	2%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	21	16	8	12	10	32	101	320	286	220	246	261	284	282	293	420	404	388	271	221	167	115	73	46	4497
Lane #2	27	19	17	20	28	58	144	294	227	207	209	246	267	267	287	332	332	329	269	213	185	122	74	48	4221
TOTAL	48	35	25	32	38	90	245	614	513	427	455	507	551	549	580	752	736	717	540	434	352	237	147	94	8718

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3104	4470	4896	8522	5439	5143	3876	Weekday (Mon-Fri) :	28470	80%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	4812	
ADT :	3104	4470	4896	5382	4079	5143	3876	Weekend (Sat-Sun) :	6980	20%
Percent :	9%	13%	14%	24%	15%	15%	11%	ADT :	3490	

LANE #2

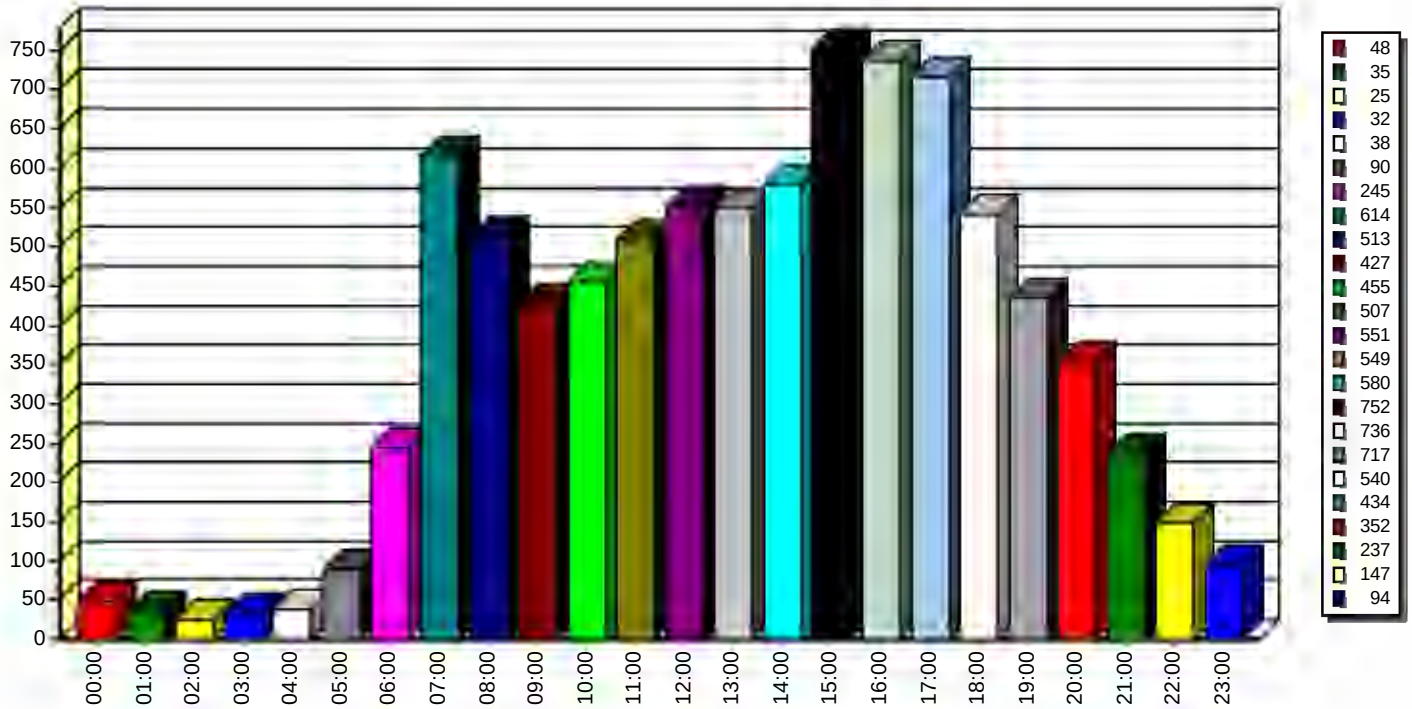
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3027	4160	4513	7835	5257	4712	3808	Weekday (Mon-Fri) :	26477	79%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	4475	
ADT :	3027	4160	4513	4948	3943	4712	3808	Weekend (Sat-Sun) :	6835	21%
Percent :	9%	12%	14%	24%	16%	14%	11%	ADT :	3418	

ALL LANES

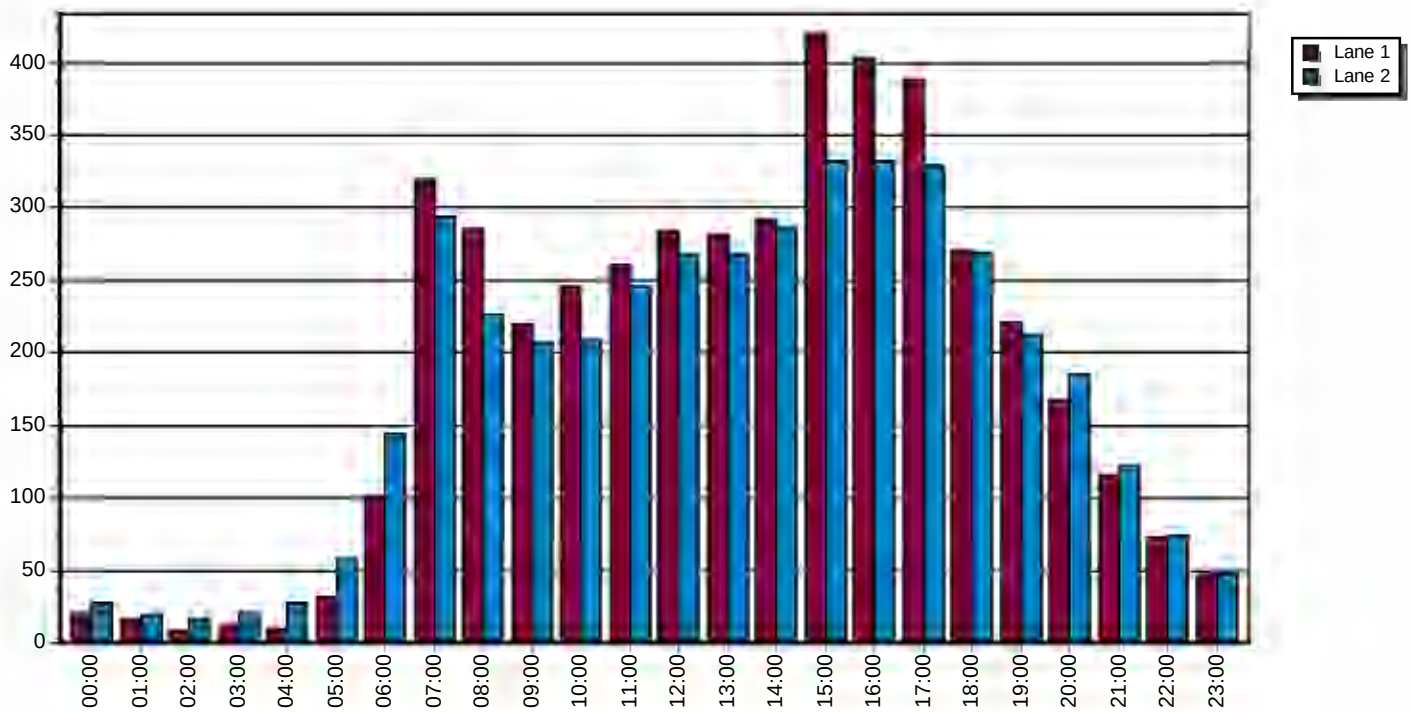
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	6131	8630	9409	16357	10696	9855	7684	Weekday (Mon-Fri) :	54947	80%
# Days :	1.0	1.0	1.0	1.6	1.3	1.0	1.0	ADT :	9287	
ADT :	6131	8630	9409	10331	8022	9855	7684	Weekend (Sat-Sun) :	13815	20%
Percent :	9%	13%	14%	24%	16%	14%	11%	ADT :	6908	

FRUIT N OHIO Charts For Data From: 10:00 - 04/30/2025 To: 07:59 - 05/08/2025

ADT Volume vs. Time (all lanes combined)

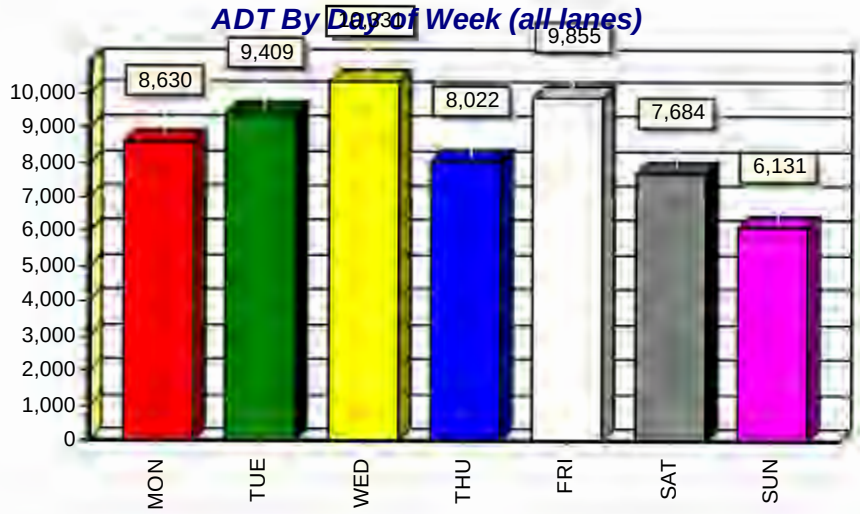


ADT Volume vs. Time (lane comparison)



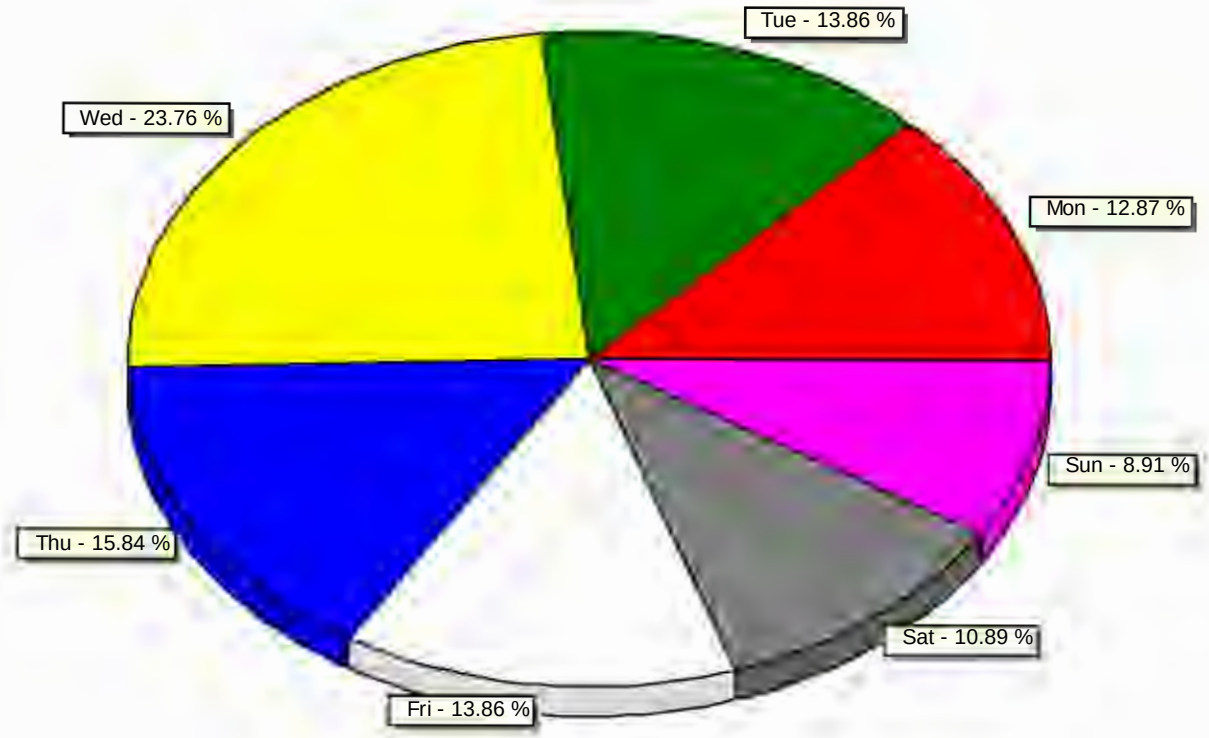
FRUIT N OHIO Charts For Data From: 10:00 - 04/30/2025 To: 07:59 - 05/08/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	8630	8630	1.0
Tue	9409	9409	1.0
Wed	10331	16357	1.6
Thu	8022	10696	1.3
Fri	9855	9855	1.0
Sat	7684	7684	1.0
Sun	6131	6131	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: FRUIT N OHIO

Station ID : FRUIT N OHIO

Info Line 1 : Southbound
Info Line 2 : Northbound
GPS Lat/Lon :
DB File : FRUIT N OHIO.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48345

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		South	Axle-Axle	4.0 ft	
2.		North	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	8913	(96%)	Cars :	6755	(98%)	Cars :	**8373**	(96%)
Trucks :	322	(4%)	Trucks :	119	(2%)	Trucks :	**271**	(4%)
Total :	9235		Total :	6874		Total :	**8645**	

Speed Totals

50 % :	35.3 mph	Top Speed :	99.9 mph	Average Truck Speed :	36.3 mph
85 % :	40.0 mph	Low Speed :	5.3 mph	Average Car Speed :	35.4 mph
Avg :	35.4 mph	10mph Pace Speed:	30.3 - 40.2 (73.9%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:15 - 08:15 (Avg 681)		04:30 - 05:30 (37.3 mph)
Weekend :	11:00 - 12:00 (Avg 521)		04:15 - 05:15 (37.6 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:30 - 17:30 (Avg 852)		22:30 - 23:30 (36.2 mph)
Weekend :	13:00 - 14:00 (Avg 559)		19:45 - 20:45 (36.4 mph)

Grand Totals

Total Cars :	66991 (	8373 ADT)	Average Length : 10.6 ft	Average Headway :	10.0 sec
Total Trucks :	2173 (	271 ADT)	Average Axles : 2.1	Average Gap :	9.7 sec
Total Volume :	69164 (	8645 ADT)			

Basic Volume Report: FRUIT S POPLAR

Station ID : FRUIT S POPLAR
Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : FRUIT S POPLAR.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA49403
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		North	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T												237	237	241	278	265	285	328	260	180	123	110	59	37	2640
051625	F	26	13	11	16	16	36	145	247	220	190	220	215	251	260	280	276	269	277	189	125	123	121	91	69	3686
051725	S	37	27	14	22	15	17	66	121	159	157	197	238	252	234	215	225	251	227	216	169	142	123	87	71	3282
051825	S	34	25	18	10	12	6	36	66	111	131	149	205	273	249	232	220	239	261	197	169	128	83	65	40	2959
051925	M	15	12	8	14	19	53	130	239	216	176	177	193	202	228	255	276	287	304	233	158	128	96	50	36	3505
052025	T	17	8	5	18	19	47	124	245	212	156	148	184	199	204	229	270	272	279	222	173	137	106	48	36	3358
052125	W	17	5	10	19	18	51	133	252	211																716
Month Total :		146	90	66	99	99	210	634	1170	1129	810	891	1272	1414	1416	1489	1532	1603	1676	1317	974	781	639	400	289	20146
Percent :		1%	0%	0%	0%	0%	1%	3%	6%	6%	4%	4%	6%	7%	7%	7%	8%	8%	8%	7%	5%	4%	3%	2%	1%	
ADT :		24	15	11	17	17	35	106	195	188	162	178	212	236	236	248	255	267	279	220	162	130	107	67	48	3415

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	2959	3505	3358	716	2640	3686	3282
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0
ADT :	2959	3505	3358	1909	4874	3686	3282
Percent :	15%	17%	17%	4%	13%	18%	16%

	Total	Percent
Weekday (Mon-Fri) :	13905	69%
ADT :	3550	
Weekend (Sat-Sun) :	6241	31%
ADT :	3121	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		South	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T												214	241	288	266	415	345	357	277	230	178	103	54	35	3003
051625	F	26	12	7	9	24	21	64	299	252	187	221	251	278	306	263	383	344	352	203	192	137	122	76	62	4091
051725	S	33	18	13	17	24	7	29	109	118	117	239	281	275	232	225	279	236	238	221	205	178	155	77	44	3370
051825	S	30	25	15	9	8	9	25	76	85	178	207	212	262	245	244	260	227	247	224	187	148	97	62	21	3103
051925	M	12	8	4	13	14	34	71	287	267	189	212	204	258	248	259	386	401	388	251	235	160	107	62	26	4096
052025	T	23	11	9	14	22	19	73	278	240	163	167	207	249	237	282	389	348	396	263	209	179	122	61	30	3991
052125	W	17	16	5	23	9	23	77	290	274																734
Month Total :		141	90	53	85	101	113	339	1339	1236	834	1046	1369	1563	1556	1539	2112	1901	1978	1439	1258	980	706	392	218	22388
Percent :		1%	0%	0%	0%	0%	1%	2%	6%	6%	4%	5%	6%	7%	7%	7%	9%	8%	9%	6%	6%	4%	3%	2%	1%	
ADT :		24	15	9	14	17	19	57	223	206	167	209	228	261	259	257	352	317	330	240	210	163	118	65	36	3796

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	3103	4096	3991	734	3003	4091	3370
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0
ADT :	3103	4096	3991	1957	5544	4091	3370
Percent :	14%	18%	18%	3%	13%	18%	15%

	Total	Percent
Weekday (Mon-Fri) :	15915	71%
ADT :	4063	
Weekend (Sat-Sun) :	6473	29%
ADT :	3237	

Basic Volume Summary: FRUIT S POPLAR

Grand Total For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	146	90	66	99	99	210	634	1170	1129	810	891	1272	1414	1416	1489	1532	1603	1676	1317	974	781	639	400	289	20146
Lane #2	141	90	53	85	101	113	339	1339	1236	834	1046	1369	1563	1556	1539	2112	1901	1978	1439	1258	980	706	392	218	22388
TOTAL	287	180	119	184	200	323	973	2509	2365	1644	1937	2641	2977	2972	3028	3644	3504	3654	2756	2232	1761	1345	792	507	42534

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	3%	6%	6%	4%	4%	6%	7%	7%	7%	8%	8%	8%	7%	5%	4%	3%	2%	1%
Lane #2	1%	0%	0%	0%	0%	1%	2%	6%	6%	4%	5%	6%	7%	7%	7%	9%	8%	9%	6%	6%	4%	3%	2%	1%
TOTAL	1%	0%	0%	0%	0%	1%	2%	6%	6%	4%	5%	6%	7%	7%	7%	9%	8%	9%	6%	5%	4%	3%	2%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	24	15	11	17	17	35	106	195	188	162	178	212	236	236	248	255	267	279	220	162	130	107	67	48	3415
Lane #2	24	15	9	14	17	19	57	223	206	167	209	228	261	259	257	352	317	330	240	210	163	118	65	36	3796
TOTAL	48	30	20	31	34	54	163	418	394	329	387	440	497	495	505	607	584	609	460	372	293	225	132	84	7211

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2959	3505	3358	716	2640	3686	3282	Weekday (Mon-Fri) :	13905	69%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	3550	
ADT :	2959	3505	3358	1909	4874	3686	3282	Weekend (Sat-Sun) :	6241	31%
Percent :	15%	17%	17%	4%	13%	18%	16%	ADT :	3121	

LANE #2

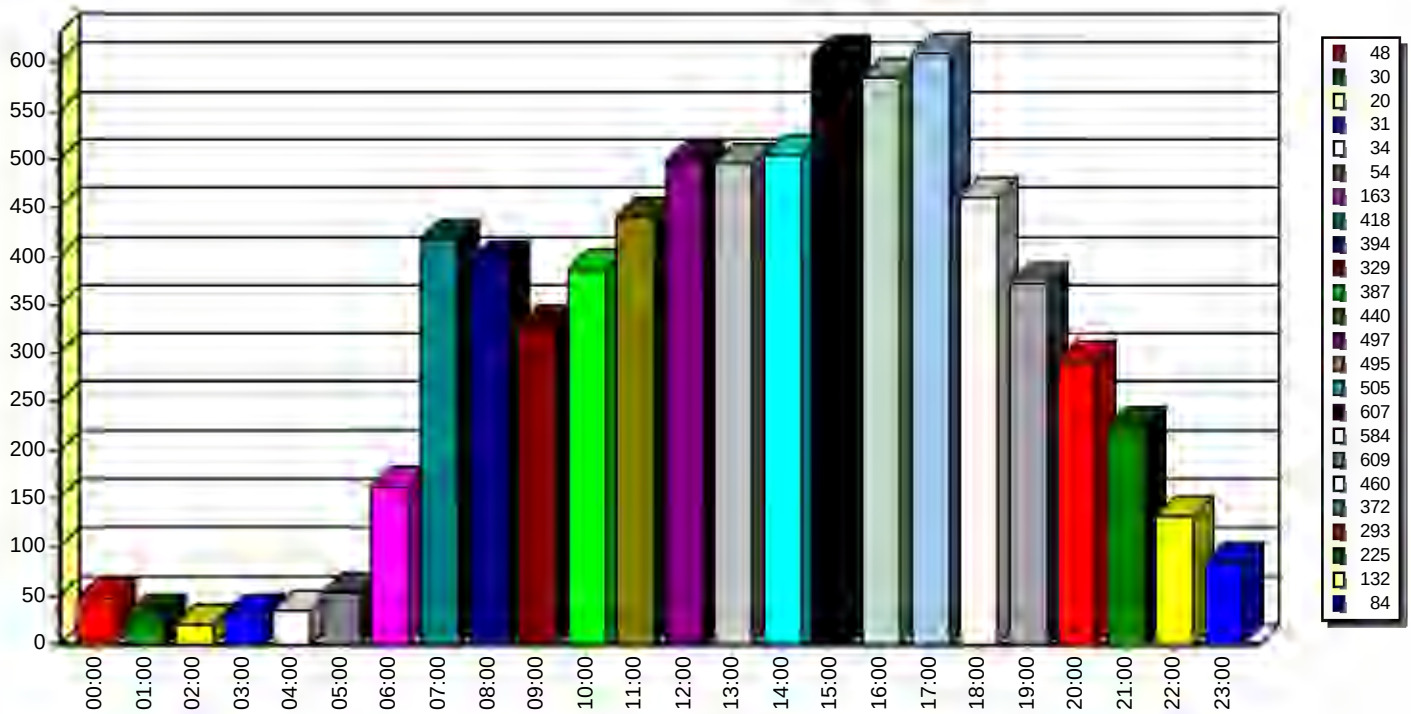
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3103	4096	3991	734	3003	4091	3370	Weekday (Mon-Fri) :	15915	71%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	4063	
ADT :	3103	4096	3991	1957	5544	4091	3370	Weekend (Sat-Sun) :	6473	29%
Percent :	14%	18%	18%	3%	13%	18%	15%	ADT :	3237	

ALL LANES

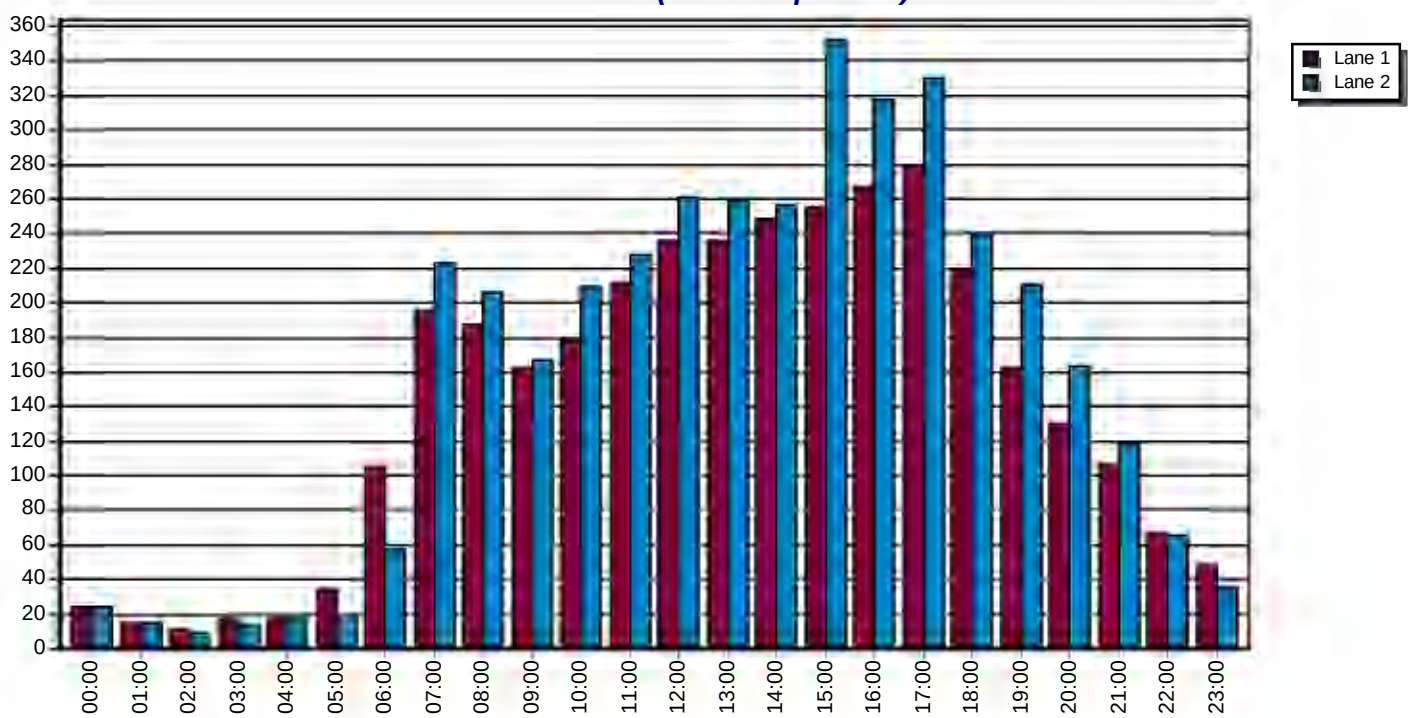
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	6062	7601	7349	1450	5643	7777	6652	Weekday (Mon-Fri) :	29820	70%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	7614	
ADT :	6062	7601	7349	3867	10418	7777	6652	Weekend (Sat-Sun) :	12714	30%
Percent :	14%	18%	17%	3%	13%	18%	16%	ADT :	6357	

FRUIT S POPLAR Charts For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT Volume vs. Time (all lanes combined)

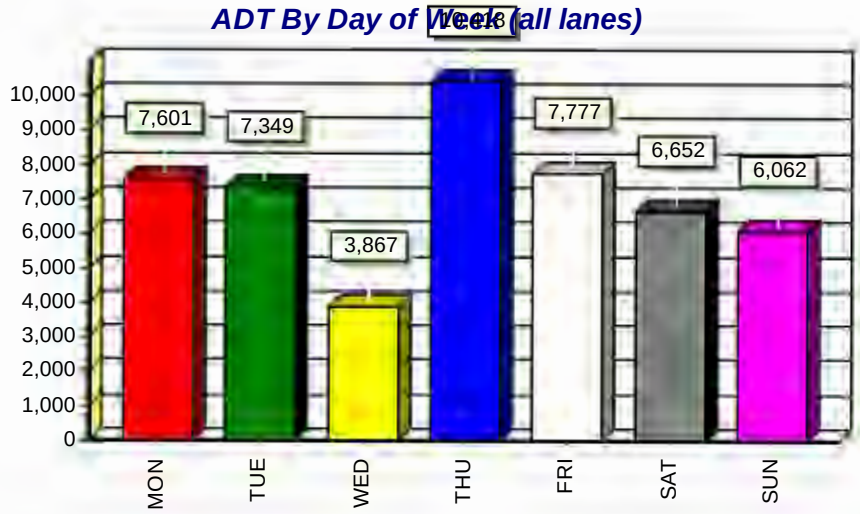


ADT Volume vs. Time (lane comparison)



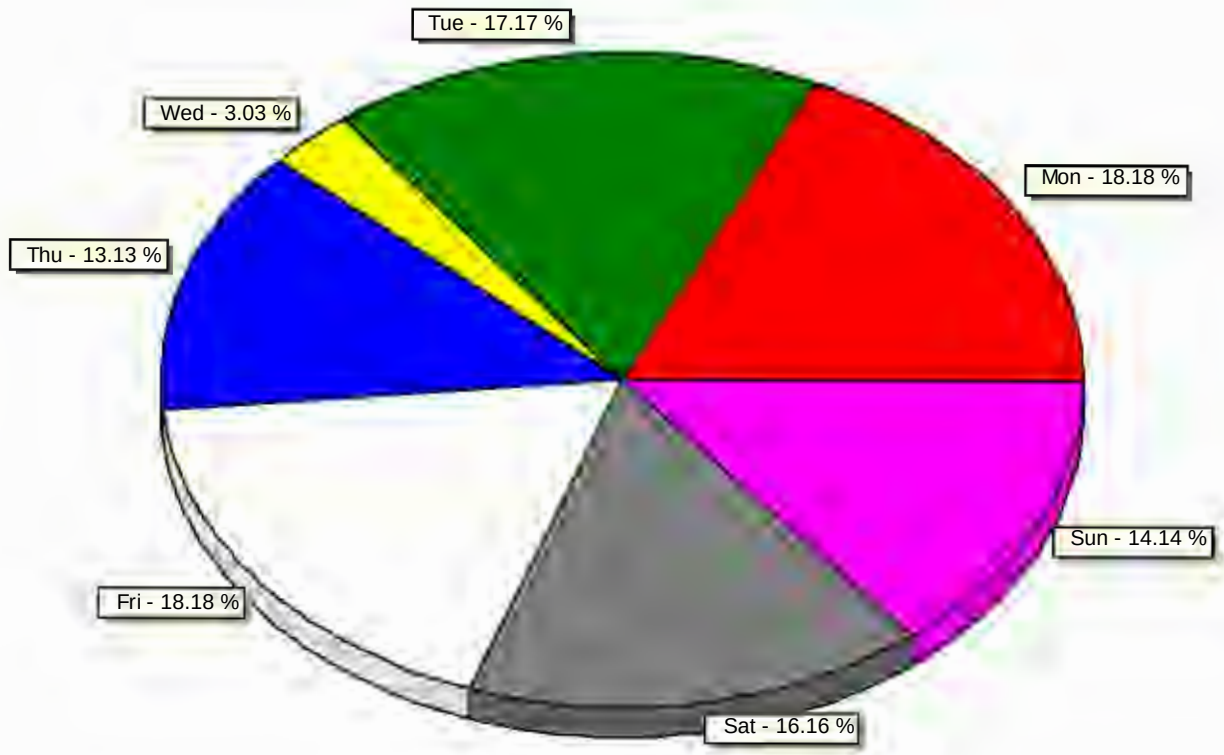
FRUIT S POPLAR Charts For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	7601	7601	1.0
Tue	7349	7349	1.0
Wed	3867	1450	0.4
Thu	10418	5643	0.5
Fri	7777	7777	1.0
Sat	6652	6652	1.0
Sun	6062	6062	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: FRUIT S POPLAR

Station ID : FRUIT S POPLAR

Info Line 1 : Northbound
Info Line 2 : Southbound
GPS Lat/Lon :
DB File : FRUIT S POPLAR.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA49403

Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		North	Axle-Axle	4.0 ft	
2.		South	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	6938	(93%)	Cars :	6059	(96%)	Cars :	**6645**	(94%)
Trucks :	478	(7%)	Trucks :	223	(4%)	Trucks :	**393**	(6%)
Total :	7417		Total :	6282		Total :	**7039**	

Speed Totals

50 % :	31.9 mph	Top Speed :	98.3 mph	Average Truck Speed :	31.8 mph
85 % :	36.6 mph	Low Speed :	4.0 mph	Average Car Speed :	31.9 mph
Avg :	31.9 mph	10mph Pace Speed:	27.0 - 36.9 (73.9%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:30 - 08:30 (Avg 457)		02:30 - 03:30 (36.5 mph)
Weekend :	11:00 - 12:00 (Avg 458)		04:45 - 05:45 (36.7 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	15:15 - 16:15 (Avg 656)		22:45 - 23:45 (34.2 mph)
Weekend :	12:00 - 13:00 (Avg 523)		22:45 - 23:45 (34.4 mph)

Grand Totals

Total Cars :	39873 (	6645 ADT)	Average Length : 11.1 ft	Average Headway :	12.2 sec
Total Trucks :	2361 (	393 ADT)	Average Axles : 2.1	Average Gap :	11.9 sec
Total Volume :	42234 (	7039 ADT)			

Volume Summary Report: OHIO EB

Station ID : OHIO EB
Info Line 1 : Eastbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO EB.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA49403
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide / 2	Comment
1.		East	Normal	Veh.	No	

Total Count:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	71	66	59	61	88	200	346	587	883	749	1048	1189	1322	1319	1363	1521	1750	1573	1204	963	817	567	360	200	18306

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	3%	5%	4%	6%	6%	7%	7%	7%	8%	10%	9%	7%	5%	4%	3%	2%	1%

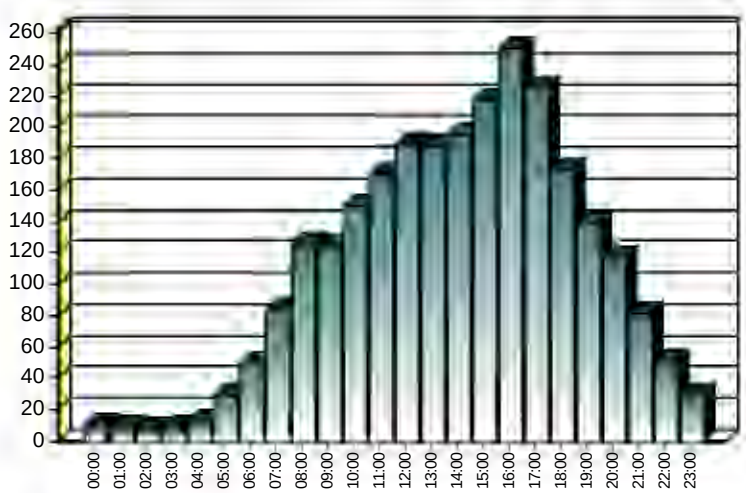
ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	10	9	8	9	13	29	49	84	126	125	150	170	189	188	195	217	250	225	172	138	117	81	51	29	2634

Lane #1

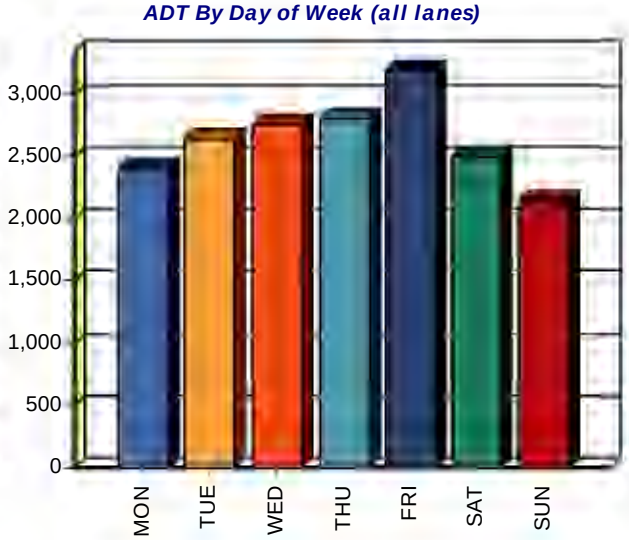
	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	2137	2400	2639	2756	2688	3185	2501
# Days :	1.0	1.0	1.0	1.0	1.0	1.0	1.0
ADT :	2137	2400	2639	2756	2805	3185	2501
Percent :	12%	13%	14%	15%	15%	17%	14%

	Total	Percent
Weekday (Mon-Fri) :	13668	75%
ADT :	2757	
Weekend (Sat-Sun) :	4638	25%
ADT :	2319	

ADT Volume vs. Time (all lanes combined)



ADT By Day of Week (all lanes)



Volume Summary Report: OHIO WB

Station ID : OHIO WB
Info Line 1 : Westbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO WB.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48345

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide / 2	Comment
1.		West	Normal	Veh.	No	

Total Count:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	90	40	32	24	30	99	390	1503	922	729	841	997	1158	1133	1189	1231	1265	1322	1053	795	677	399	203	121	16243

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	9%	6%	4%	5%	6%	7%	7%	7%	8%	8%	8%	6%	5%	4%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	13	6	5	3	4	14	56	215	154	122	120	142	165	162	170	176	181	189	150	114	97	57	29	17	2361

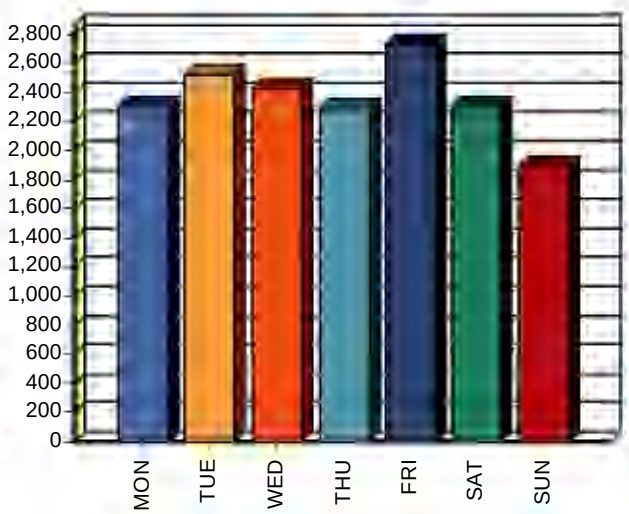
Lane #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	1886	2302	2517	2423	2090	2725	2300
# Days :	1.0	1.0	1.0	1.0	0.9	1.0	1.0
ADT :	1886	2302	2517	2423	2280	2725	2300
Percent :	12%	14%	15%	15%	13%	17%	14%

	Total	Percent
Weekday (Mon-Fri) :	12057	74%
ADT :	2452	
Weekend (Sat-Sun) :	4186	26%
ADT :	2093	

ADT Volume vs. Time (all lanes combined)

ADT By Day of Week (all lanes)



Basic Volume Report: OHIO EB BROWN

Station ID : OHIO EB BROWN
Info Line 1 : Eastbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO EB BROWN.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		East	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T											181	269	282	263	271	418	374	319	230	161	144	94	36	28	3070
051625	F	14	11	18	11	15	39	99	194	195	155	202	206	273	270	248	391	352	330	187	167	95	91	59	52	3674
051725	S	39	17	8	16	7	25	47	118	127	172	225	328	244	210	189	237	223	187	178	172	130	80	72	27	3078
051825	S	34	23	10	12	14	19	21	27	58	101	142	154	194	210	170	207	194	156	150	140	112	68	40	26	2282
051925	M	11	7	7	8	15	38	92	202	185	161	180	198	263	226	228	325	361	347	209	220	139	79	31	21	3553
052025	T	10	16	10	11	20	42	78	216	186	163	156	220	218	228	250	362	365	346	222	208	124	88	46	24	3609
052125	W	13	12	8	15	18	53	104	187	186																596
Month Total :		121	86	61	73	89	216	441	944	937	752	1086	1375	1474	1407	1356	1940	1869	1685	1176	1068	744	500	284	178	19862
Percent :		1%	0%	0%	0%	0%	1%	2%	5%	5%	4%	5%	7%	7%	7%	7%	10%	9%	8%	6%	5%	4%	3%	1%	1%	
ADT :		20	14	10	12	15	36	74	157	156	150	181	229	246	235	226	323	312	281	196	178	124	83	47	30	3335

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	2282	3553	3609	596	3070	3674	3078
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0
ADT :	2282	3553	3609	1589	5263	3674	3078
Percent :	11%	18%	18%	3%	15%	18%	15%

	Total	Percent
Weekday (Mon-Fri) :	14502	73%
ADT :	3664	
Weekend (Sat-Sun) :	5360	27%
ADT :	2680	

Basic Volume Summary: OHIO EB BROWN

Grand Total For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	121	86	61	73	89	216	441	944	937	752	1086	1375	1474	1407	1356	1940	1869	1685	1176	1068	744	500	284	178	19862
TOTAL	121	86	61	73	89	216	441	944	937	752	1086	1375	1474	1407	1356	1940	1869	1685	1176	1068	744	500	284	178	19862

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	5%	5%	4%	5%	7%	7%	7%	7%	10%	9%	8%	6%	5%	4%	3%	1%	1%
TOTAL	1%	0%	0%	0%	0%	1%	2%	5%	5%	4%	5%	7%	7%	7%	7%	10%	9%	8%	6%	5%	4%	3%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	20	14	10	12	15	36	74	157	156	150	181	229	246	235	226	323	312	281	196	178	124	83	47	30	3335
TOTAL	20	14	10	12	15	36	74	157	156	150	181	229	246	235	226	323	312	281	196	178	124	83	47	30	3335

LANE #1

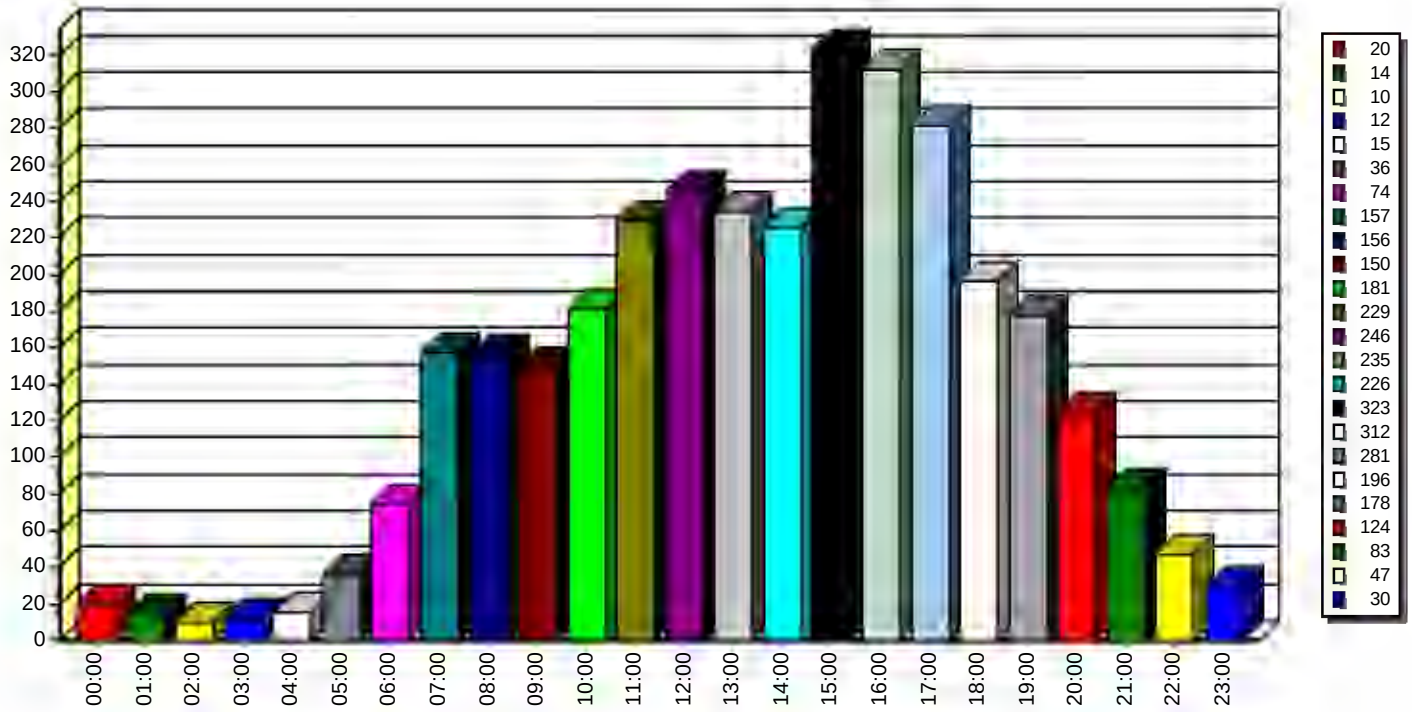
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2282	3553	3609	596	3070	3674	3078	Weekday (Mon-Fri) :	14502	73%
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0	ADT :	3664	
ADT :	2282	3553	3609	1589	5263	3674	3078	Weekend (Sat-Sun) :	5360	27%
Percent :	11%	18%	18%	3%	15%	18%	15%	ADT :	2680	

ALL LANES

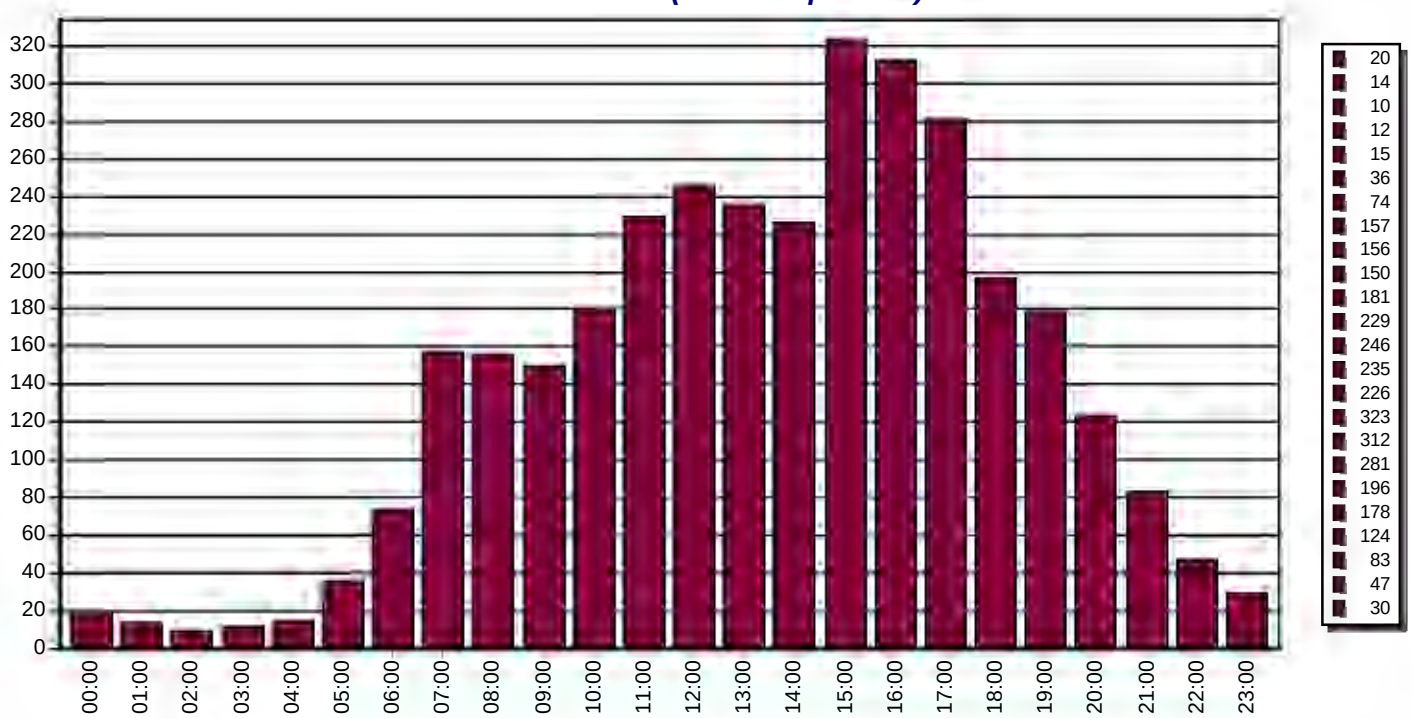
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2282	3553	3609	596	3070	3674	3078	Weekday (Mon-Fri) :	14502	73%
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0	ADT :	3664	
ADT :	2282	3553	3609	1589	5263	3674	3078	Weekend (Sat-Sun) :	5360	27%
Percent :	11%	18%	18%	3%	15%	18%	15%	ADT :	2680	

OHIO EB BROWN Charts For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT Volume vs. Time (all lanes combined)

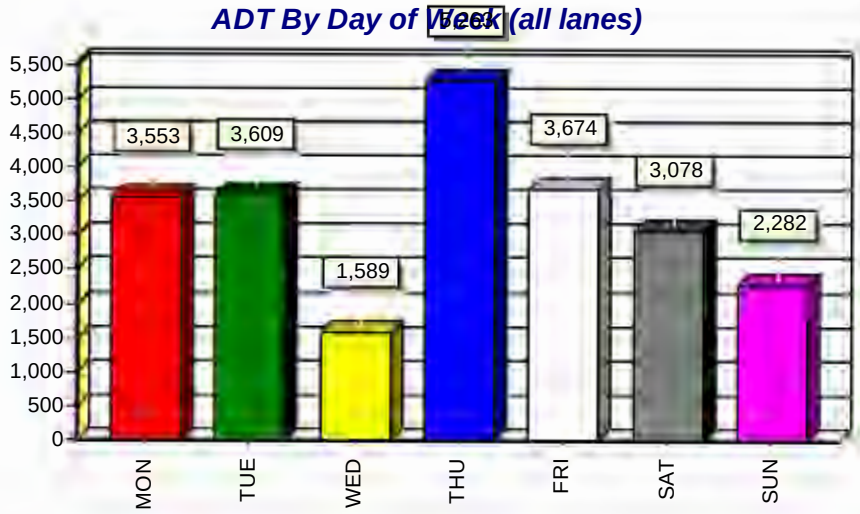


ADT Volume vs. Time (lane comparison)



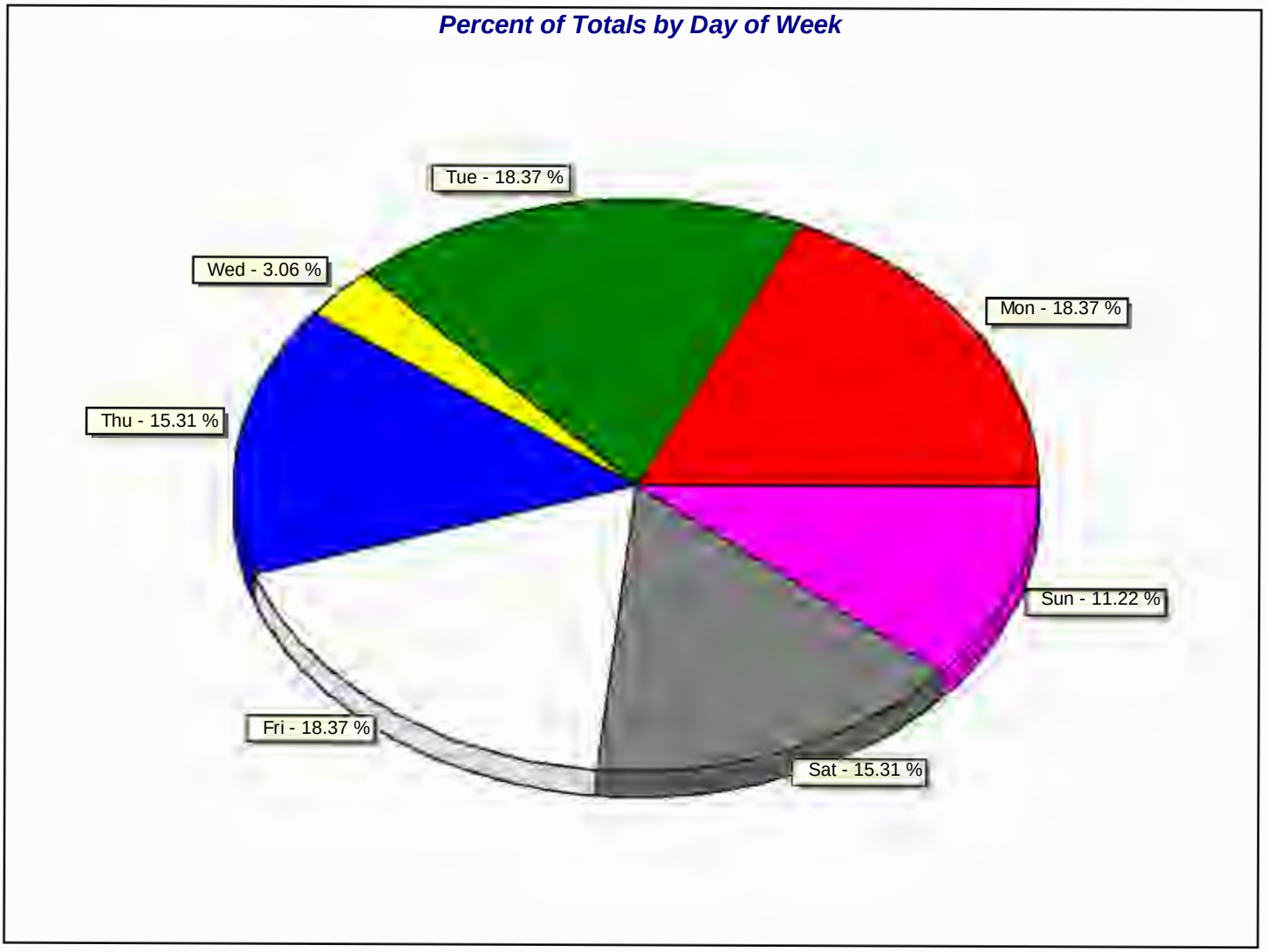
OHIO EB BROWN Charts For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	3553	3553	1.0
Tue	3609	3609	1.0
Wed	1589	596	0.4
Thu	5263	3070	0.6
Fri	3674	3674	1.0
Sat	3078	3078	1.0
Sun	2282	2282	1.0

Percent of Totals by Day of Week



Vehicle General Flow Report: OHIO EB BROWN

Station ID : OHIO EB BROWN
Info Line 1 : Eastbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO EB BROWN.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		East	Axle-Axle	4.0 ft	

Lane #1 From: 09:23 - 05/15/2025 To: 09:13 - 05/21/2025

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars		Total Trucks	
05/15/2025 - Thu	00:00								
	01:00								
	02:00								
	03:00								
	04:00								
	05:00								
	06:00								
	07:00								
	08:00								
	09:00	108	29.4 mph	20.1 sec	19.8 sec	104	(96%)	4	(4%)
	10:00	181	30.2 mph	19.8 sec	19.5 sec	170	(93%)	11	(7%)
	11:00	268	29.7 mph	13.5 sec	13.2 sec	260	(97%)	8	(3%)
	12:00	282	28.4 mph	12.8 sec	12.5 sec	263	(93%)	19	(7%)
	13:00	262	30.1 mph	13.7 sec	13.5 sec	250	(95%)	12	(5%)
	14:00	270	30.6 mph	13.3 sec	13.0 sec	256	(94%)	14	(6%)
	15:00	406	27.1 mph	8.9 sec	8.5 sec	364	(89%)	42	(11%)
	16:00	373	28.2 mph	9.7 sec	9.3 sec	353	(94%)	20	(6%)
	17:00	310	27.4 mph	11.5 sec	11.2 sec	291	(93%)	19	(7%)
	18:00	230	29.4 mph	15.7 sec	15.5 sec	225	(97%)	5	(3%)
	19:00	161	30.3 mph	22.2 sec	22.0 sec	152	(94%)	9	(6%)
	20:00	143	29.8 mph	25.3 sec	25.1 sec	143	(100%)	0	(0%)
	21:00	94	30.4 mph	38.0 sec	37.8 sec	94	(100%)	0	(0%)
	22:00	36	30.3 mph	100.6 sec	100.4 sec	36	(100%)	0	(0%)
	23:00	28	30.3 mph	128.3 sec	128.1 sec	28	(100%)	0	(0%)
Daily Totals:		***3152***	***29.0 mph***	***16.7 sec***	***16.4 sec***	***2989***	**(94%)**	***163***	**(6%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars	Total Trucks
05/16/2025 - Fri	00:00	14	31.8 mph	240.5 sec	240.3 sec	14 (100%)	0 (0%)
	01:00	11	30.1 mph	305.8 sec	305.5 sec	10 (90%)	1 (10%)
	02:00	18	31.4 mph	214.7 sec	214.5 sec	16 (88%)	2 (12%)
	03:00	11	34.5 mph	315.1 sec	314.9 sec	11 (100%)	0 (0%)
	04:00	15	32.4 mph	244.3 sec	244.0 sec	15 (100%)	0 (0%)
	05:00	39	32.3 mph	93.9 sec	93.6 sec	39 (100%)	0 (0%)
	06:00	99	31.8 mph	35.9 sec	35.7 sec	95 (95%)	4 (5%)
	07:00	194	28.5 mph	18.9 sec	18.6 sec	178 (91%)	16 (9%)
	08:00	195	29.8 mph	18.3 sec	18.0 sec	179 (91%)	16 (9%)
	09:00	155	30.0 mph	23.1 sec	22.8 sec	146 (94%)	9 (6%)
	10:00	202	29.3 mph	18.0 sec	17.7 sec	191 (94%)	11 (6%)
	11:00	206	30.3 mph	17.4 sec	17.2 sec	198 (96%)	8 (4%)
	12:00	273	29.2 mph	13.1 sec	12.8 sec	260 (95%)	13 (5%)
	13:00	270	29.1 mph	13.5 sec	13.2 sec	251 (92%)	19 (8%)
	14:00	248	30.3 mph	14.4 sec	14.1 sec	234 (94%)	14 (6%)
	15:00	362	28.0 mph	10.1 sec	9.6 sec	333 (91%)	29 (9%)
	16:00	352	28.2 mph	10.2 sec	9.9 sec	328 (93%)	24 (7%)
	17:00	330	27.7 mph	10.8 sec	10.5 sec	305 (92%)	25 (8%)
	18:00	187	30.1 mph	19.3 sec	19.1 sec	185 (98%)	2 (2%)
	19:00	167	29.1 mph	21.6 sec	21.3 sec	165 (98%)	2 (2%)
	20:00	95	31.4 mph	37.9 sec	37.7 sec	91 (95%)	4 (5%)
	21:00	91	28.9 mph	38.5 sec	38.3 sec	91 (100%)	0 (0%)
	22:00	59	30.1 mph	62.0 sec	61.7 sec	59 (100%)	0 (0%)
	23:00	52	31.1 mph	69.3 sec	69.0 sec	52 (100%)	0 (0%)
Daily Totals:		***3645***	***29.3 mph***	***23.6 sec***	***23.3 sec***	***3446*** **(94%)**	***199*** **(6%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars	Total Trucks
05/17/2025 - Sat	00:00	37	31.5 mph	93.9 sec	93.7 sec	36 (97%)	1 (3%)
	01:00	17	28.7 mph	215.0 sec	214.8 sec	17 (100%)	0 (0%)
	02:00	8	31.8 mph	439.3 sec	439.1 sec	8 (100%)	0 (0%)
	03:00	16	32.2 mph	224.4 sec	224.1 sec	16 (100%)	0 (0%)
	04:00	7	31.9 mph	526.2 sec	526.0 sec	7 (100%)	0 (0%)
	05:00	25	30.3 mph	134.4 sec	134.2 sec	25 (100%)	0 (0%)
	06:00	47	31.3 mph	82.3 sec	82.1 sec	46 (97%)	1 (3%)
	07:00	118	29.3 mph	30.6 sec	30.3 sec	111 (94%)	7 (6%)
	08:00	124	25.1 mph	28.7 sec	28.4 sec	120 (96%)	4 (4%)
	09:00	169	27.3 mph	21.5 sec	21.2 sec	162 (95%)	7 (5%)
	10:00	223	28.1 mph	16.2 sec	15.9 sec	214 (95%)	9 (5%)
	11:00	325	25.7 mph	11.1 sec	10.8 sec	309 (95%)	16 (5%)
	12:00	243	29.1 mph	14.7 sec	14.4 sec	233 (95%)	10 (5%)
	13:00	210	29.2 mph	17.2 sec	16.9 sec	202 (96%)	8 (4%)
	14:00	188	29.8 mph	19.1 sec	18.9 sec	172 (91%)	16 (9%)
	15:00	234	29.5 mph	15.4 sec	15.1 sec	227 (97%)	7 (3%)
	16:00	223	29.1 mph	16.2 sec	15.9 sec	216 (96%)	7 (4%)
	17:00	187	29.5 mph	19.3 sec	19.1 sec	183 (97%)	4 (3%)
	18:00	177	30.3 mph	20.2 sec	19.9 sec	170 (96%)	7 (4%)
	19:00	171	29.4 mph	21.3 sec	21.0 sec	168 (98%)	3 (2%)
	20:00	130	30.2 mph	27.5 sec	27.3 sec	129 (99%)	1 (1%)
	21:00	80	28.8 mph	43.3 sec	43.0 sec	79 (98%)	1 (2%)
	22:00	72	29.2 mph	52.0 sec	51.8 sec	71 (98%)	1 (2%)
	23:00	27	29.1 mph	132.8 sec	132.6 sec	26 (96%)	1 (4%)
Daily Totals:		***3058***	***28.8 mph***	***28.2 sec***	***28.0 sec***	***2947*** **(96%)**	***111*** **(4%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars	Total Trucks
05/18/2025 - Sun	00:00	34	30.4 mph	102.1 sec	101.9 sec	34 (100%)	0 (0%)
	01:00	23	29.5 mph	159.5 sec	159.2 sec	23 (100%)	0 (0%)
	02:00	10	29.5 mph	336.0 sec	335.8 sec	10 (100%)	0 (0%)
	03:00	12	31.2 mph	271.4 sec	271.2 sec	12 (100%)	0 (0%)
	04:00	14	32.7 mph	296.8 sec	296.6 sec	13 (92%)	1 (8%)
	05:00	18	32.3 mph	176.4 sec	176.0 sec	16 (88%)	2 (12%)
	06:00	21	31.6 mph	189.3 sec	189.0 sec	20 (95%)	1 (5%)
	07:00	27	32.6 mph	131.6 sec	131.4 sec	27 (100%)	0 (0%)
	08:00	58	31.0 mph	61.4 sec	61.2 sec	57 (98%)	1 (2%)
	09:00	101	31.1 mph	37.3 sec	37.1 sec	99 (98%)	2 (2%)
	10:00	142	30.8 mph	25.2 sec	24.9 sec	135 (95%)	7 (5%)
	11:00	154	29.3 mph	23.1 sec	22.9 sec	150 (97%)	4 (3%)
	12:00	192	30.5 mph	19.1 sec	18.8 sec	186 (96%)	6 (4%)
	13:00	210	30.1 mph	16.9 sec	16.7 sec	201 (95%)	9 (5%)
	14:00	170	30.4 mph	21.5 sec	21.2 sec	166 (97%)	4 (3%)
	15:00	207	29.0 mph	17.3 sec	17.1 sec	205 (99%)	2 (1%)
	16:00	194	29.5 mph	18.4 sec	18.1 sec	185 (95%)	9 (5%)
	17:00	156	31.5 mph	23.4 sec	23.1 sec	153 (98%)	3 (2%)
	18:00	150	30.0 mph	23.9 sec	23.6 sec	147 (98%)	3 (2%)
	19:00	139	29.5 mph	25.6 sec	25.4 sec	136 (97%)	3 (3%)
	20:00	112	29.2 mph	32.6 sec	32.3 sec	109 (97%)	3 (3%)
	21:00	68	30.8 mph	52.4 sec	52.2 sec	66 (97%)	2 (3%)
	22:00	40	30.8 mph	89.5 sec	89.3 sec	38 (95%)	2 (5%)
	23:00	26	30.0 mph	136.8 sec	136.5 sec	26 (100%)	0 (0%)
Daily Totals:		***2278***	***30.2 mph***	***37.9 sec***	***37.6 sec***	***2214*** **(97%)**	***64*** **(3%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars	Total Trucks
05/19/2025 - Mon	00:00	11	30.3 mph	297.2 sec	297.0 sec	11 (100%)	0 (0%)
	01:00	7	32.1 mph	452.5 sec	452.3 sec	7 (100%)	0 (0%)
	02:00	7	30.4 mph	543.9 sec	543.7 sec	5 (71%)	2 (29%)
	03:00	8	29.9 mph	451.4 sec	451.2 sec	8 (100%)	0 (0%)
	04:00	13	31.1 mph	282.0 sec	281.7 sec	13 (100%)	0 (0%)
	05:00	38	30.9 mph	101.8 sec	101.6 sec	37 (97%)	1 (3%)
	06:00	92	31.9 mph	39.3 sec	39.0 sec	91 (98%)	1 (2%)
	07:00	202	29.6 mph	17.9 sec	17.6 sec	190 (94%)	12 (6%)
	08:00	185	30.3 mph	19.3 sec	19.1 sec	174 (94%)	11 (6%)
	09:00	161	30.7 mph	22.4 sec	22.2 sec	152 (94%)	9 (6%)
	10:00	179	29.7 mph	20.1 sec	19.8 sec	170 (94%)	9 (6%)
	11:00	198	29.5 mph	18.1 sec	17.9 sec	189 (95%)	9 (5%)
	12:00	256	28.9 mph	14.1 sec	13.8 sec	248 (96%)	8 (4%)
	13:00	225	29.3 mph	16.1 sec	15.8 sec	217 (96%)	8 (4%)
	14:00	228	29.8 mph	15.6 sec	15.3 sec	219 (96%)	9 (4%)
	15:00	325	28.0 mph	11.2 sec	10.9 sec	304 (93%)	21 (7%)
	16:00	359	27.0 mph	10.0 sec	9.6 sec	335 (93%)	24 (7%)
	17:00	335	26.5 mph	10.8 sec	10.4 sec	309 (92%)	26 (8%)
	18:00	208	29.8 mph	17.3 sec	17.0 sec	198 (95%)	10 (5%)
	19:00	219	28.5 mph	16.3 sec	16.0 sec	212 (96%)	7 (4%)
	20:00	139	29.0 mph	26.0 sec	25.7 sec	133 (95%)	6 (5%)
	21:00	77	29.7 mph	46.9 sec	46.7 sec	77 (100%)	0 (0%)
	22:00	31	30.3 mph	114.5 sec	114.3 sec	31 (100%)	0 (0%)
	23:00	21	30.0 mph	170.3 sec	170.1 sec	21 (100%)	0 (0%)
Daily Totals:		***3524***	***29.0 mph***	***24.4 sec***	***24.1 sec***	***3351*** **(95%)**	***173*** **(5%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars		Total Trucks	
05/20/2025 - Tue	00:00	10	29.1 mph	236.3 sec	236.1 sec	10	(100%)	0	(0%)
	01:00	16	30.1 mph	298.2 sec	298.0 sec	15	(93%)	1	(7%)
	02:00	10	31.5 mph	363.9 sec	363.6 sec	8	(80%)	2	(20%)
	03:00	11	32.9 mph	315.8 sec	315.6 sec	11	(100%)	0	(0%)
	04:00	20	31.4 mph	178.0 sec	177.8 sec	20	(100%)	0	(0%)
	05:00	42	31.0 mph	89.7 sec	89.4 sec	41	(97%)	1	(3%)
	06:00	77	30.3 mph	46.1 sec	45.8 sec	73	(94%)	4	(6%)
	07:00	216	28.9 mph	16.9 sec	16.6 sec	202	(93%)	14	(7%)
	08:00	185	29.3 mph	19.4 sec	19.1 sec	173	(93%)	12	(7%)
	09:00	163	30.4 mph	21.8 sec	21.6 sec	156	(95%)	7	(5%)
	10:00	156	29.6 mph	23.0 sec	22.7 sec	148	(94%)	8	(6%)
	11:00	220	30.2 mph	16.6 sec	16.3 sec	214	(97%)	6	(3%)
	12:00	218	28.6 mph	16.3 sec	16.0 sec	201	(92%)	17	(8%)
	13:00	228	30.1 mph	16.0 sec	15.8 sec	223	(97%)	5	(3%)
	14:00	250	29.2 mph	14.4 sec	14.1 sec	231	(92%)	19	(8%)
	15:00	339	27.7 mph	10.6 sec	10.3 sec	313	(92%)	26	(8%)
	16:00	365	27.3 mph	9.9 sec	9.5 sec	336	(92%)	29	(8%)
	17:00	346	28.5 mph	10.4 sec	10.1 sec	322	(93%)	24	(7%)
	18:00	221	29.6 mph	16.0 sec	15.8 sec	217	(98%)	4	(2%)
	19:00	208	29.0 mph	17.6 sec	17.3 sec	199	(95%)	9	(5%)
	20:00	124	30.8 mph	28.7 sec	28.5 sec	123	(99%)	1	(1%)
	21:00	86	29.5 mph	41.3 sec	41.1 sec	85	(98%)	1	(2%)
	22:00	46	29.7 mph	70.9 sec	70.7 sec	45	(97%)	1	(3%)
	23:00	24	32.1 mph	165.4 sec	165.1 sec	24	(100%)	0	(0%)
Daily Totals:		***3581***	***29.1 mph***	***24.1 sec***	***23.8 sec***	***3390***	**(94%)**	***191***	**(6%)**

	Time	Volume	Avg Speed	Avg Headway	Avg Gap	Total Cars		Total Trucks	
05/21/2025 - Wed	00:00	13	30.8 mph	259.3 sec	259.1 sec	13	(100%)	0	(0%)
	01:00	12	28.3 mph	263.5 sec	263.3 sec	11	(91%)	1	(9%)
	02:00	8	29.8 mph	506.1 sec	505.8 sec	8	(100%)	0	(0%)
	03:00	15	29.3 mph	243.4 sec	243.2 sec	14	(93%)	1	(7%)
	04:00	17	31.9 mph	204.7 sec	204.5 sec	17	(100%)	0	(0%)
	05:00	53	32.4 mph	71.1 sec	70.8 sec	52	(98%)	1	(2%)
	06:00	103	31.6 mph	35.6 sec	35.4 sec	101	(98%)	2	(2%)
	07:00	187	29.2 mph	19.1 sec	18.8 sec	174	(93%)	13	(7%)
	08:00	186	29.5 mph	19.4 sec	19.1 sec	170	(91%)	16	(9%)
	09:00	35	27.7 mph	23.8 sec	23.5 sec	32	(91%)	3	(9%)
	10:00								
	11:00								
	12:00								
	13:00								
	14:00								
	15:00								
	16:00								
	17:00								
	18:00								
	19:00								
	20:00								
	21:00								
	22:00								
	23:00								
Daily Totals:		***629***	***30.0 mph***	***52.7 sec***	***52.4 sec***	***592***	**(94%)**	***37***	**(6%)**

Vehicle General Flow Report - Grand Totals

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	3406	(94%)	Cars :	2580	(96%)	Cars :	**3133**	(95%)
Trucks :	188	(6%)	Trucks :	87	(4%)	Trucks :	**155**	(5%)
Total :	3595		Total :	2668		Total :	**3288**	

Speed Totals

50 % :	29.5 mph	Top Speed :	95.4 mph	Average Truck Speed :	27.9 mph
85 % :	34.1 mph	Low Speed :	4.1 mph	Average Car Speed :	29.3 mph
Avg :	29.2 mph	10mph Pace Speed:	24.7 - 34.6 (71.7%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:15 - 08:15 (Avg 231)		04:30 - 05:30 (32.1 mph)
Weekend :	11:00 - 12:00 (Avg 239)		02:15 - 03:15 (32.6 mph)

PM Peak Hour (Volume)		PM Peak Hour (Speed)	
Weekday :	15:15 - 16:15 (Avg 390)		23:00 - 24:00 (30.9 mph)
Weekend :	15:00 - 16:00 (Avg 220)		17:15 - 18:15 (30.5 mph)

Grand Totals

Total Cars :	18929 (	3133 ADT)	Average Length : 11.6 ft	Average Headway :	26.0 sec
Total Trucks :	938 (	155 ADT)	Average Axles : 2.1	Average Gap :	25.7 sec
Total Volume :	19867 (	3288 ADT)			

Basic Volume Report: OHIO EB

Station ID : OHIO EB
Info Line 1 : Eastbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO EB.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA49403

Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		East	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 09:30 - 05/08/2025 To: 09:14 - 05/15/2025

Date	Time	:00	:15	:30	:45	Total
05/08/25	09:00			40	43	83
Thu	10:00	31	33	47	35	146
	11:00	38	49	49	73	209
	12:00	70	52	50	47	219
	13:00	62	51	40	58	211
	14:00	51	47	41	38	177
	15:00	45	56	53	63	217
	16:00	47	68	59	57	231
	17:00	67	63	55	32	217
	18:00	42	43	36	39	160
	19:00	37	35	28	30	130
	20:00	31	33	32	18	114
	21:00	28	53	33	22	136
	22:00	11	7	16	13	47
	23:00	9	11	6	4	30
Day Total :						2327

AM Total :	438 (18.8%)	Peak AM Hour : 11:00 =	209 (9.0%)	Peak AM Factor : 0.716	Average Period :	40.1
PM Total :	1889 (81.2%)	Peak PM Hour : 16:15 =	251 (10.8%)	Peak PM Factor : 0.896	Average Hour :	160.5

Date	Time	:00	:15	:30	:45	Total
05/09/25	00:00	2	0	1	0	3
Fri	01:00	5	1	3	4	13
	02:00	5	2	0	1	8
	03:00	1	2	2	4	9
	04:00	1	5	3	4	13
	05:00	6	7	12	7	32
	06:00	7	14	19	17	57
	07:00	14	19	31	32	96
	08:00	40	38	41	39	158
	09:00	32	31	39	58	160
	10:00	45	47	32	44	168
	11:00	40	49	48	67	204
	12:00	58	61	38	74	231
	13:00	51	47	68	53	219
	14:00	66	42	65	64	237
	15:00	71	78	69	60	278
	16:00	75	82	69	57	283
	17:00	71	66	66	49	252
	18:00	38	52	52	51	193
	19:00	38	43	43	38	162
	20:00	44	47	39	27	157
	21:00	32	34	25	24	115
	22:00	22	22	33	19	96
	23:00	11	7	15	8	41
Day Total :						3185

AM Total :	921 (28.9%)	Peak AM Hour : 11:00 =	204 (6.4%)	Peak AM Factor : 0.761	Average Period : 33.2
PM Total :	2264 (71.1%)	Peak PM Hour : 15:30 =	286 (9.0%)	Peak PM Factor : 0.872	Average Hour : 132.7

Date	Time	:00	:15	:30	:45	Total
05/10/25	00:00	9	5	4	2	20
Sat	01:00	4	5	1	5	15
	02:00	3	2	1	4	10
	03:00	2	2	2	2	8
	04:00	1	1	3	3	8
	05:00	4	6	6	7	23
	06:00	2	4	10	3	19
	07:00	6	11	11	23	51
	08:00	11	16	19	32	78
	09:00	22	21	35	25	103
	10:00	38	53	43	41	175
	11:00	36	29	38	37	140
	12:00	30	43	33	19	125
	13:00	33	35	44	41	153
	14:00	57	49	37	72	215
	15:00	54	38	55	35	182
	16:00	59	69	76	75	279
	17:00	69	57	47	51	224
	18:00	38	61	50	58	207
	19:00	37	42	45	37	161
	20:00	29	26	24	27	106
	21:00	24	17	21	13	75
	22:00	25	18	15	20	78
	23:00	15	15	5	11	46
Day Total :						2501

AM Total :	650 (26.0%)	Peak AM Hour : 10:00 =	175 (7.0%)	Peak AM Factor : 0.825	Average Period : 26.1
PM Total :	1851 (74.0%)	Peak PM Hour : 16:15 =	289 (11.6%)	Peak PM Factor : 0.951	Average Hour : 104.2

Date	Time	:00	:15	:30	:45	Total
05/11/25	00:00	3	6	2	1	12
Sun	01:00	2	5	2	3	12
	02:00	4	4	1	1	10
	03:00	2	0	2	0	4
	04:00	2	0	0	2	4
	05:00	1	5	2	5	13
	06:00	3	2	5	7	17
	07:00	6	3	7	9	25
	08:00	13	17	16	27	73
	09:00	12	24	23	22	81
	10:00	30	35	35	35	135
	11:00	38	44	39	34	155
	12:00	49	48	58	64	219
	13:00	42	52	57	47	198
	14:00	54	47	48	49	198
	15:00	47	51	39	36	173
	16:00	59	40	59	43	201
	17:00	43	43	42	39	167
	18:00	34	33	36	37	140
	19:00	33	33	31	15	112
	20:00	25	23	33	20	101
	21:00	9	14	12	12	47
	22:00	10	7	5	5	27
	23:00	5	3	4	1	13
Day Total :						2137

AM Total :	541 (25.3%)	Peak AM Hour :	10:45 =	156 (7.3%)	Peak AM Factor : 0.886	Average Period :	22.3
PM Total :	1596 (74.7%)	Peak PM Hour :	12:00 =	219 (10.2%)	Peak PM Factor : 0.855	Average Hour :	89.0

Date	Time	:00	:15	:30	:45	Total
05/12/25	00:00	1	1	1	0	3
Mon	01:00	1	2	0	0	3
	02:00	4	2	0	1	7
	03:00	1	2	5	4	12
	04:00	1	2	3	6	12
	05:00	5	6	13	8	32
	06:00	7	12	14	18	51
	07:00	10	15	23	37	85
	08:00	36	26	32	45	139
	09:00	35	28	44	26	133
	10:00	29	28	37	35	129
	11:00	20	34	43	36	133
	12:00	51	33	41	42	167
	13:00	52	43	36	41	172
	14:00	39	50	43	51	183
	15:00	48	59	47	46	200
	16:00	53	58	61	59	231
	17:00	57	62	50	53	222
	18:00	36	41	60	28	165
	19:00	31	42	21	20	114
	20:00	30	17	23	17	87
	21:00	19	23	10	16	68
	22:00	9	13	7	5	34
	23:00	5	6	5	2	18
Day Total :						2400

AM Total :	739 (30.8%)	Peak AM Hour : 08:45 =	152 (6.3%)	Peak AM Factor : 0.844	Average Period : 25.0
PM Total :	1661 (69.2%)	Peak PM Hour : 16:30 =	239 (10.0%)	Peak PM Factor : 0.964	Average Hour : 100.0

Date	Time	:00	:15	:30	:45	Total
05/13/25	00:00	2	2	3	4	11
Tue	01:00	0	4	0	1	5
	02:00	0	7	1	0	8
	03:00	1	2	3	3	9
	04:00	1	6	5	6	18
	05:00	5	9	11	6	31
	06:00	7	20	19	16	62
	07:00	12	18	27	42	99
	08:00	34	26	37	36	133
	09:00	31	29	32	41	133
	10:00	32	36	35	36	139
	11:00	35	37	43	41	156
	12:00	50	30	45	50	175
	13:00	37	51	43	51	182
	14:00	39	42	48	35	164
	15:00	51	65	51	75	242
	16:00	59	72	71	62	264
	17:00	73	65	54	49	241
	18:00	50	43	37	36	166
	19:00	47	31	32	35	145
	20:00	43	33	32	22	130
	21:00	20	18	13	12	63
	22:00	12	14	9	4	39
	23:00	6	13	2	3	24
Day Total :						2639

AM Total :	804 (30.5%)	Peak AM Hour : 11:00 =	156 (5.9%)	Peak AM Factor : 0.907	Average Period : 27.5
PM Total :	1835 (69.5%)	Peak PM Hour : 16:15 =	278 (10.5%)	Peak PM Factor : 0.927	Average Hour : 110.0

Date	Time	:00	:15	:30	:45	Total
05/14/25	00:00	1	7	0	2	10
Wed	01:00	4	3	4	1	12
	02:00	3	5	0	1	9
	03:00	0	1	5	4	10
	04:00	2	3	3	7	15
	05:00	4	8	7	12	31
	06:00	5	18	21	25	69
	07:00	18	26	25	41	110
	08:00	33	45	30	32	140
	09:00	29	40	35	35	139
	10:00	45	41	34	36	156
	11:00	42	45	51	54	192
	12:00	40	45	42	59	186
	13:00	49	45	41	49	184
	14:00	46	37	55	51	189
	15:00	40	71	65	53	229
	16:00	66	58	71	66	261
	17:00	89	62	58	41	250
	18:00	39	39	53	42	173
	19:00	34	32	50	23	139
	20:00	31	27	41	23	122
	21:00	23	16	18	6	63
	22:00	13	7	9	10	39
	23:00	8	15	3	2	28
Day Total :						2756

AM Total :	893 (32.4%)	Peak AM Hour : 11:00 =	192 (7.0%)	Peak AM Factor : 0.889	Average Period : 28.7
PM Total :	1863 (67.6%)	Peak PM Hour : 16:30 =	288 (10.4%)	Peak PM Factor : 0.809	Average Hour : 114.8

Date	Time	:00	:15	:30	:45	Total
05/15/25	00:00	5	3	1	3	12
Thu	01:00	3	2	0	1	6
	02:00	1	4	1	1	7
	03:00	2	4	1	2	9
	04:00	1	6	4	7	18
	05:00	8	10	11	9	38
	06:00	13	15	21	22	71
	07:00	18	27	37	39	121
	08:00	34	31	51	46	162
	09:00	16				16
Day Total :						460

AM Total :	460 (100.0%)	Peak AM Hour : 08:00 =	162 (35.2%)	Peak AM Factor : 0.794	Average Period : 12.4
PM Total :		Peak PM Hour :		Peak PM Factor :	Average Hour : 49.7

Basic Volume Summary: OHIO EB

Grand Total For Data From: 09:30 - 05/08/2025 To: 09:14 - 05/15/2025

Lane	Total Count		# Of Days	ADT	Avg. Period	Avg. Hour	AM Total & Percent	PM Total & Percent
#1.	18405	(100.0%)	6.99	2633	27.4	109.7	5446 (29.6%)	12959 (70.4%)
ALL	18405		6.99	2633	27.4	109.7	5446 (29.6%)	12959 (70.4%)

Lane	Peak AM Hour		Date	Peak AM Factor	Peak PM Hour		Date	Peak PM Factor
#1.	11:00 =	209	05/08/2025	0.716	16:15 =	289	05/10/2025	0.951

Per-Vehicle Summary Report: OHIO EB

Station ID : OHIO EB
Info Line 1 : Eastbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO EB.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA49403
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		East	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	2005	(82%)	Cars :	1905	(85%)	Cars :	**1977**	(83%)
Trucks :	437	(18%)	Trucks :	319	(15%)	Trucks :	**404**	(17%)
Total :	2443		Total :	2225		Total :	**2381**	

Speed Totals

50 % :	40.5 mph	Top Speed :	100.0 mph	Average Truck Speed :	54.5 mph
85 % :	53.9 mph	Low Speed :	5.5 mph	Average Car Speed :	40.8 mph
Avg :	43.1 mph	10mph Pace Speed:	33.9 - 43.8 (58.0%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	11:00 - 12:00 (Avg 166)		02:30 - 03:30 (45.6 mph)
Weekend :	10:15 - 11:15 (Avg 155)		03:45 - 04:45 (53.4 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:15 - 17:15 (Avg 230)		22:00 - 23:00 (45.6 mph)
Weekend :	16:00 - 17:00 (Avg 237)		21:45 - 22:45 (45.2 mph)

Grand Totals

Total Cars :	13923 (1977 ADT)	Average Length :	13.9 ft	Average Headway :	35.8 sec
Total Trucks :	2845 (404 ADT)	Average Axles :	3.3	Average Gap :	35.6 sec
Total Volume :	16768 (2381 ADT)				

Basic Volume Report: OHIO WB BROWN

Station ID : OHIO WB BROWN
Info Line 1 : Westbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO WB BROWN.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		West	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 11:00 - 05/08/2025 To: 08:59 - 05/15/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
050825	T												174	191	214	169	213	183	183	109	84	85	66	24	15	1710
050925	F	7	3	5	3	6	12	56	282	213	169	142	157	199	180	198	238	213	246	150	138	110	62	32	25	2846
051025	S	23	10	4	2	3	8	24	56	105	125	144	160	141	174	186	154	169	199	176	160	88	69	34	23	2237
051125	S	16	13	6	2	2	10	16	51	75	87	97	140	155	139	140	143	151	147	136	111	101	34	19	12	1803
051225	M	4	2	6	5	2	18	51	310	210	118	124	118	150	161	178	192	175	177	146	92	76	42	30	8	2395
051325	T	10	3	4	0	3	22	57	344	222	138	137	152	177	146	167	237	215	186	178	125	90	45	20	12	2690
051425	W	11	2	2	0	6	10	54	321	186	137	127	148	181	147	164	226	211	196	147	124	100	66	27	17	2610
051525	T	14	3	4	3	11	17	68	326	217																663
Month Total :		85	36	31	15	33	97	326	1690	1228	774	771	1049	1194	1161	1202	1403	1317	1334	1042	834	650	384	186	112	16954
Percent :		1%	0%	0%	0%	0%	1%	2%	10%	7%	5%	5%	6%	7%	7%	7%	8%	8%	8%	6%	5%	4%	2%	1%	1%	
ADT :		12	5	4	2	5	14	47	241	175	129	129	150	171	166	172	200	188	191	149	119	93	55	27	16	2460

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	1803	2395	2690	2610	2373	2846	2237
# Days :	1.0	1.0	1.0	1.0	0.9	1.0	1.0
ADT :	1803	2395	2690	2610	2589	2846	2237
Percent :	11%	14%	16%	15%	14%	17%	13%

	Total	Percent
Weekday (Mon-Fri) :	12914	76%
ADT :	2627	
Weekend (Sat-Sun) :	4040	24%
ADT :	2020	

Basic Volume Summary: OHIO WB BROWN

Grand Total For Data From: 11:00 - 05/08/2025 To: 08:59 - 05/15/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	85	36	31	15	33	97	326	1690	1228	774	771	1049	1194	1161	1202	1403	1317	1334	1042	834	650	384	186	112	16954
TOTAL	85	36	31	15	33	97	326	1690	1228	774	771	1049	1194	1161	1202	1403	1317	1334	1042	834	650	384	186	112	16954

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	10%	7%	5%	5%	6%	7%	7%	7%	8%	8%	8%	6%	5%	4%	2%	1%	1%
TOTAL	1%	0%	0%	0%	0%	1%	2%	10%	7%	5%	5%	6%	7%	7%	7%	8%	8%	8%	6%	5%	4%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	12	5	4	2	5	14	47	241	175	129	129	150	171	166	172	200	188	191	149	119	93	55	27	16	2460
TOTAL	12	5	4	2	5	14	47	241	175	129	129	150	171	166	172	200	188	191	149	119	93	55	27	16	2460

LANE #1

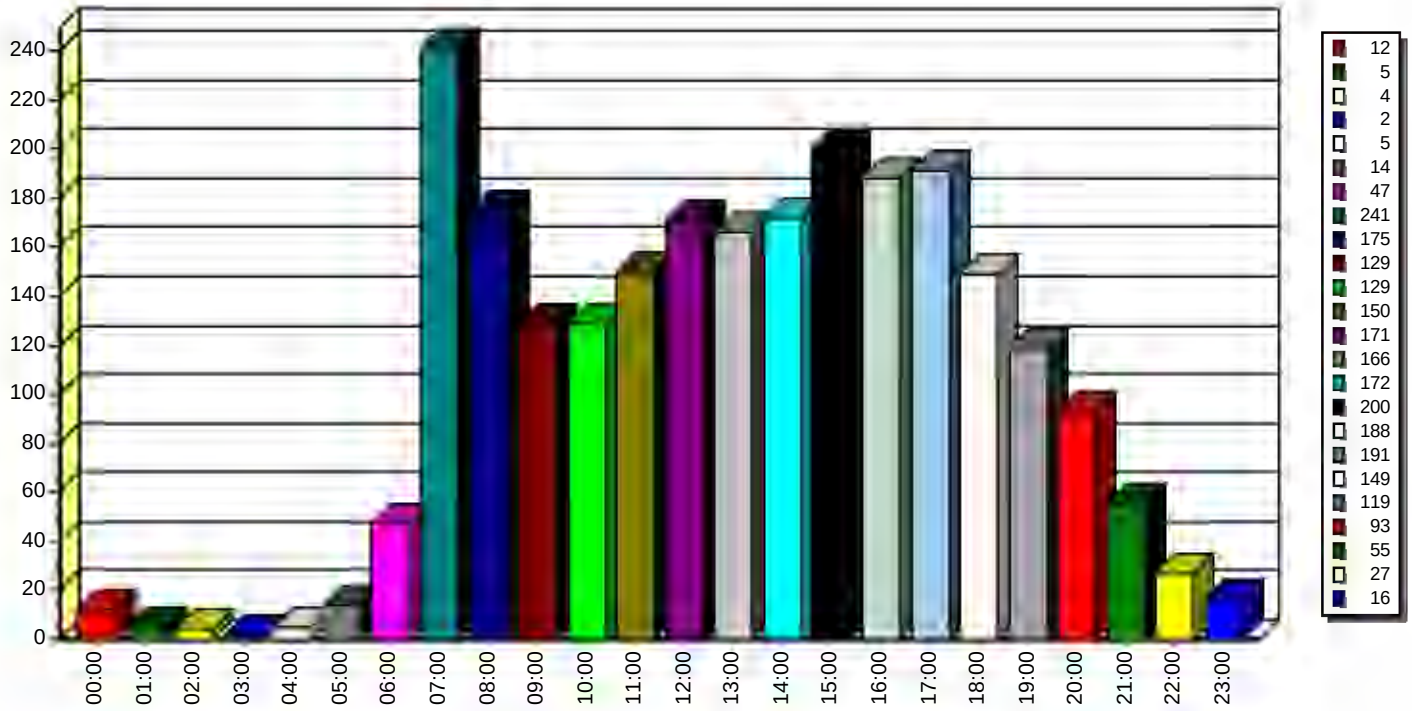
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	1803	2395	2690	2610	2373	2846	2237	Weekday (Mon-Fri) :	12914	76%
# Days :	1.0	1.0	1.0	1.0	0.9	1.0	1.0	ADT :	2627	
ADT :	1803	2395	2690	2610	2589	2846	2237	Weekend (Sat-Sun) :	4040	24%
Percent :	11%	14%	16%	15%	14%	17%	13%	ADT :	2020	

ALL LANES

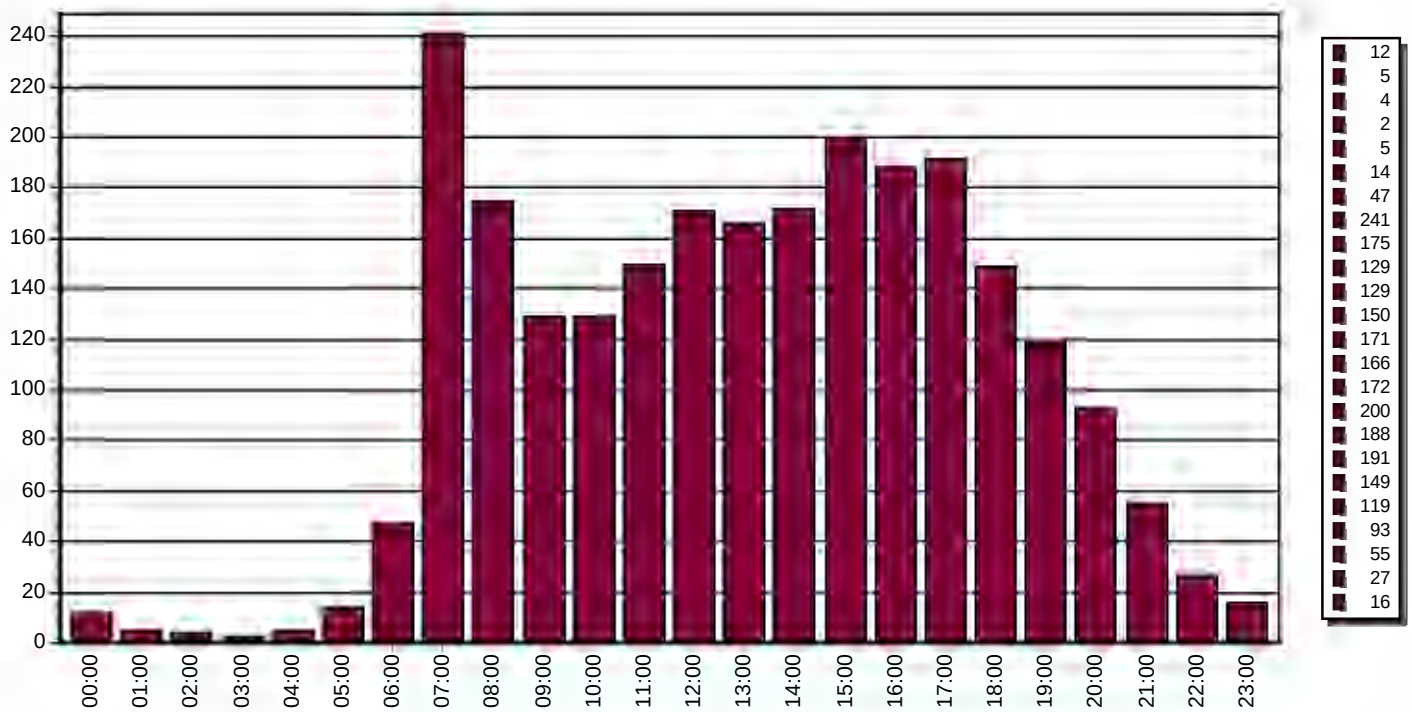
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	1803	2395	2690	2610	2373	2846	2237	Weekday (Mon-Fri) :	12914	76%
# Days :	1.0	1.0	1.0	1.0	0.9	1.0	1.0	ADT :	2627	
ADT :	1803	2395	2690	2610	2589	2846	2237	Weekend (Sat-Sun) :	4040	24%
Percent :	11%	14%	16%	15%	14%	17%	13%	ADT :	2020	

OHIO WB BROWN Charts For Data From: 11:00 - 05/08/2025 To: 08:59 - 05/15/2025

ADT Volume vs. Time (all lanes combined)

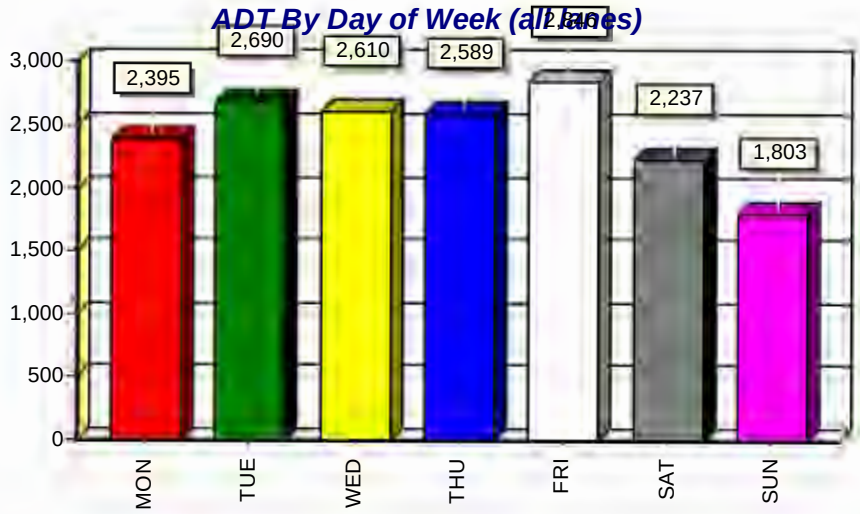


ADT Volume vs. Time (lane comparison)



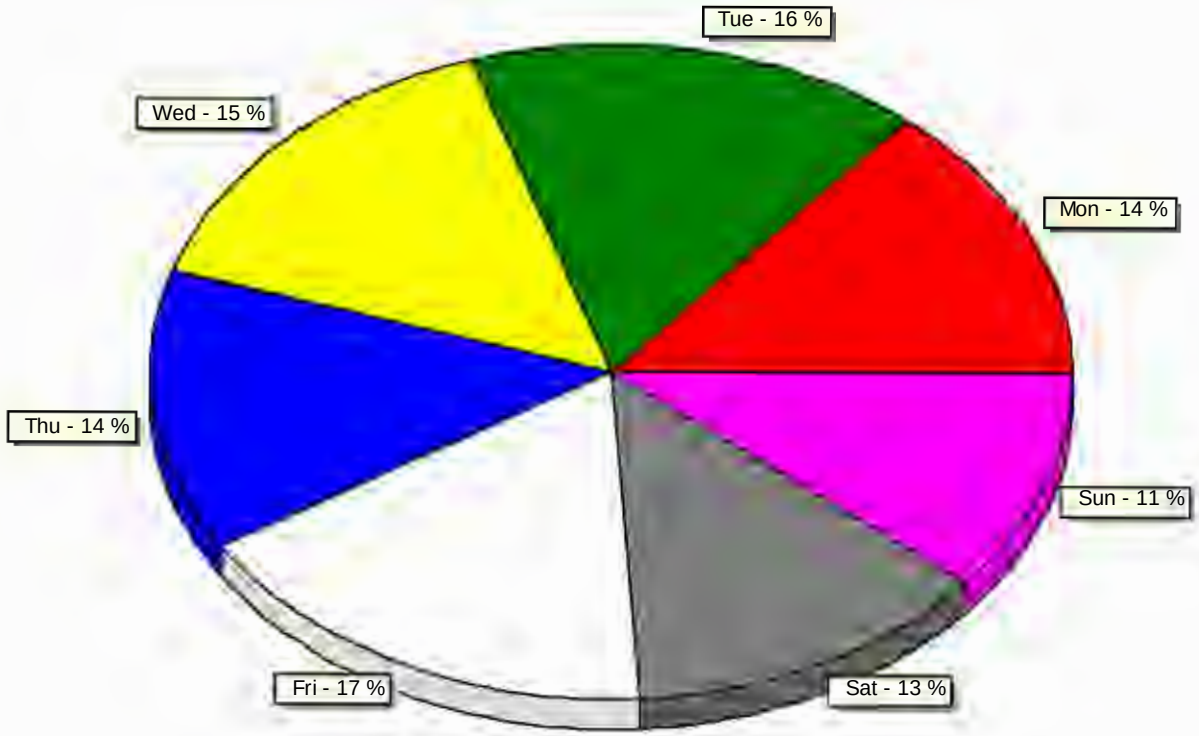
OHIO WB BROWN Charts For Data From: 11:00 - 05/08/2025 To: 08:59 - 05/15/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	2395	2395	1.0
Tue	2690	2690	1.0
Wed	2610	2610	1.0
Thu	2589	2373	0.9
Fri	2846	2846	1.0
Sat	2237	2237	1.0
Sun	1803	1803	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: OHIO WB BROWN

Station ID : OHIO WB BROWN
Info Line 1 : Westbound
Info Line 2 :
GPS Lat/Lon :
DB File : OHIO WB BROWN.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48346
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		West	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

	Weekday		Weekend		**Total ADT**	
Cars :	2557	(98%)	1985	(98%)	**2394**	(98%)
Trucks :	48	(2%)	29	(2%)	**42**	(2%)
Total :	2606		2014		**2437**	

Speed Totals

50 % :	30.3 mph	Top Speed :	95.6 mph	Average Truck Speed :	32.9 mph
85 % :	34.3 mph	Low Speed :	4.2 mph	Average Car Speed :	30.1 mph
Avg :	30.2 mph	10mph Pace Speed:	25.2 - 35.1 (80.1%)		

Peak Hour Totals

AM Peak Hour (Volume)	AM Peak Hour (Speed)
Weekday : 07:30 - 08:30 (Avg 296)	00:15 - 01:15 (31.5 mph)
Weekend : 11:00 - 12:00 (Avg 149)	02:45 - 03:45 (33.2 mph)
PM Peak Hour (Volume)	**PM Peak Hour (Speed)**
Weekday : 14:45 - 15:45 (Avg 221)	22:45 - 23:45 (31.4 mph)
Weekend : 17:00 - 18:00 (Avg 172)	21:30 - 22:30 (30.6 mph)

Grand Totals

Total Cars :	16760 (	2394 ADT)	Average Length : 9.9 ft	Average Headway :	35.0 sec
Total Trucks :	299 (	42 ADT)	Average Axles : 2.1	Average Gap :	34.8 sec
Total Volume :	17059 (	2437 ADT)			

Basic Volume Report: POPLAR E FRUIT

Station ID : POPLAR E FRUIT
Info Line 1 : Eastbound
Info Line 2 : Westbound
GPS Lat/Lon :
DB File : POPLAR E FRUIT.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48345
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		East	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T												396	347	336	370	479	499	476	321	270	195	145	68	46	3948
051625	F	13	3	11	16	23	53	110	242	301	254	283	372	383	382	364	495	501	489	296	251	156	157	113	57	5325
051725	S	41	18	13	10	20	31	48	111	211	299	339	371	337	336	328	342	338	267	272	240	224	173	86	59	4514
051825	S	42	17	5	6	12	19	30	54	113	178	226	292	313	327	317	308	302	308	276	217	172	101	54	30	3719
051925	M	17	6	7	12	24	59	97	205	280	218	242	278	315	340	375	476	530	453	338	274	227	141	52	37	5003
052025	T	14	14	7	10	25	44	97	212	257	217	242	312	324	297	361	428	481	455	348	290	193	141	51	34	4854
052125	W	11	7	8	13	17	58	106	258	270																748
Month Total :		138	65	51	67	121	264	488	1082	1432	1166	1332	2021	2019	2018	2115	2528	2651	2448	1851	1542	1167	858	424	263	28111
Percent :		0%	0%	0%	0%	0%	1%	2%	4%	5%	4%	5%	7%	7%	7%	8%	9%	9%	9%	7%	5%	4%	3%	2%	1%	
ADT :		23	11	9	11	20	44	81	180	239	233	266	337	337	336	353	421	442	408	309	257	195	143	71	44	4770

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	3719	5003	4854	748	3948	5325	4514
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0
ADT :	3719	5003	4854	1995	7289	5325	4514
Percent :	13%	18%	17%	3%	14%	19%	16%

	Total	Percent
Weekday (Mon-Fri) :	19878	71%
ADT :	5075	
Weekend (Sat-Sun) :	8233	29%
ADT :	4117	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.		West	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T												341	322	311	348	359	351	394	271	188	213	116	45	38	3297
051625	F	18	8	6	9	22	43	121	459	332	299	279	351	351	317	361	427	447	407	239	176	149	134	70	38	5063
051725	S	35	28	18	5	11	27	47	164	277	296	309	415	299	284	310	289	293	355	292	233	156	145	79	51	4418
051825	S	30	15	10	7	12	19	26	65	160	203	261	308	328	325	282	284	296	327	268	216	157	102	69	26	3796
051925	M	18	7	7	9	18	47	134	491	392	283	261	271	311	289	365	359	332	417	306	201	132	106	54	35	4845
052025	T	10	9	14	8	19	40	134	488	382	286	253	282	307	304	332	361	358	435	250	143	175	96	59	34	4779
052125	W	17	8	6	7	16	34	144	498	374																1104
Month Total :		128	75	61	45	98	210	606	2165	1917	1367	1363	1968	1918	1830	1998	2079	2077	2335	1626	1157	982	699	376	222	27302
Percent :		0%	0%	0%	0%	0%	1%	2%	8%	7%	5%	5%	7%	7%	7%	7%	8%	8%	9%	6%	4%	4%	3%	1%	1%	
ADT :		21	13	10	8	16	35	101	361	320	273	273	328	320	305	333	347	346	389	271	193	164	117	63	37	4644

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3796	4845	4779	1104	3297	5063	4418	Weekday (Mon-Fri) :	19088	70%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	4874	
ADT :	3796	4845	4779	2944	6087	5063	4418	Weekend (Sat-Sun) :	8214	30%
Percent :	14%	18%	18%	4%	12%	19%	16%	ADT :	4107	

Basic Volume Summary: POPLAR E FRUIT

Grand Total For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	138	65	51	67	121	264	488	1082	1432	1166	1332	2021	2019	2018	2115	2528	2651	2448	1851	1542	1167	858	424	263	28111
Lane #2	128	75	61	45	98	210	606	2165	1917	1367	1363	1968	1918	1830	1998	2079	2077	2335	1626	1157	982	699	376	222	27302
TOTAL	266	140	112	112	219	474	1094	3247	3349	2533	2695	3989	3937	3848	4113	4607	4728	4783	3477	2699	2149	1557	800	485	55413

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	1%	2%	4%	5%	4%	5%	7%	7%	7%	8%	9%	9%	9%	7%	5%	4%	3%	2%	1%
Lane #2	0%	0%	0%	0%	0%	1%	2%	8%	7%	5%	5%	7%	7%	7%	7%	8%	8%	9%	6%	4%	4%	3%	1%	1%
TOTAL	0%	0%	0%	0%	0%	1%	2%	6%	6%	5%	5%	7%	7%	7%	7%	8%	9%	9%	6%	5%	4%	3%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	23	11	9	11	20	44	81	180	239	233	266	337	337	336	353	421	442	408	309	257	195	143	71	44	4770
Lane #2	21	13	10	8	16	35	101	361	320	273	273	328	320	305	333	347	346	389	271	193	164	117	63	37	4644
TOTAL	44	24	19	19	36	79	182	541	559	506	539	665	657	641	686	768	788	797	580	450	359	260	134	81	9414

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3719	5003	4854	748	3948	5325	4514	Weekday (Mon-Fri) :	19878	71%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	5075	
ADT :	3719	5003	4854	1995	7289	5325	4514	Weekend (Sat-Sun) :	8233	29%
Percent :	13%	18%	17%	3%	14%	19%	16%	ADT :	4117	

LANE #2

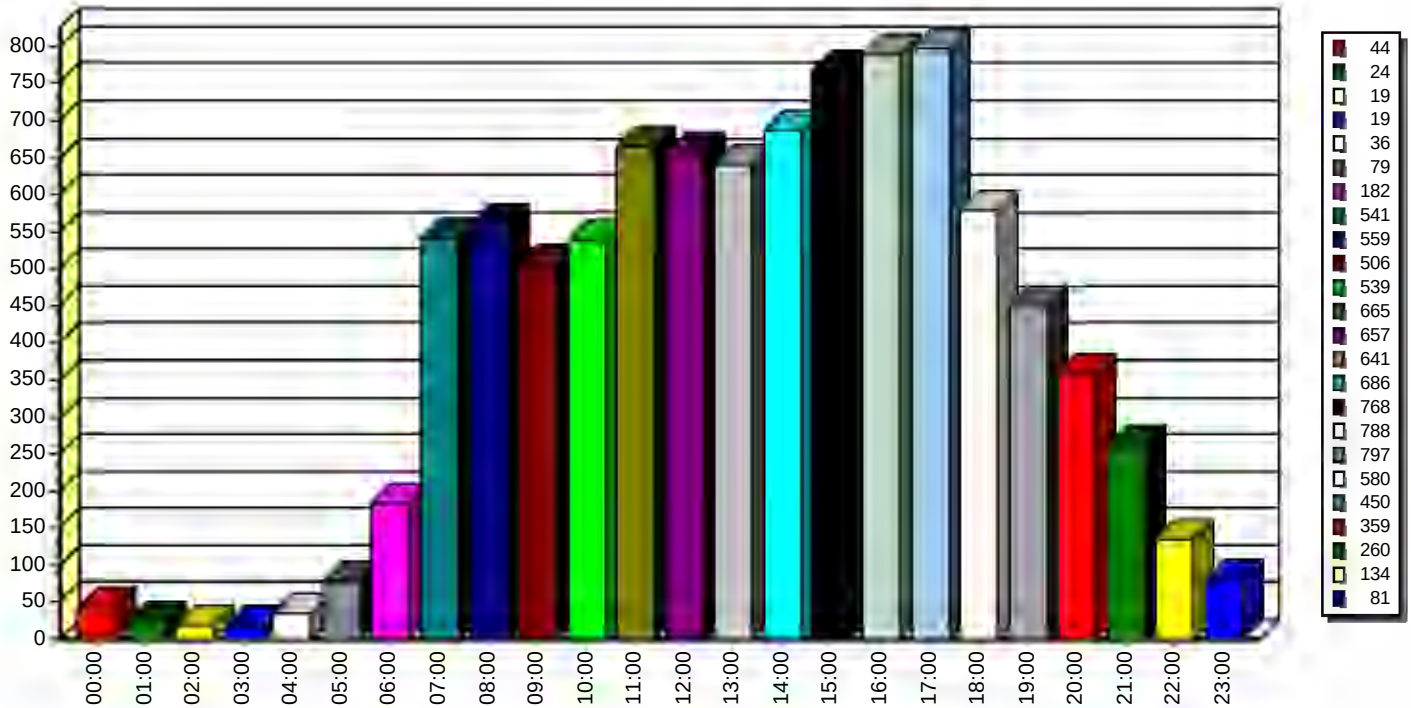
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3796	4845	4779	1104	3297	5063	4418	Weekday (Mon-Fri) :	19088	70%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	4874	
ADT :	3796	4845	4779	2944	6087	5063	4418	Weekend (Sat-Sun) :	8214	30%
Percent :	14%	18%	18%	4%	12%	19%	16%	ADT :	4107	

ALL LANES

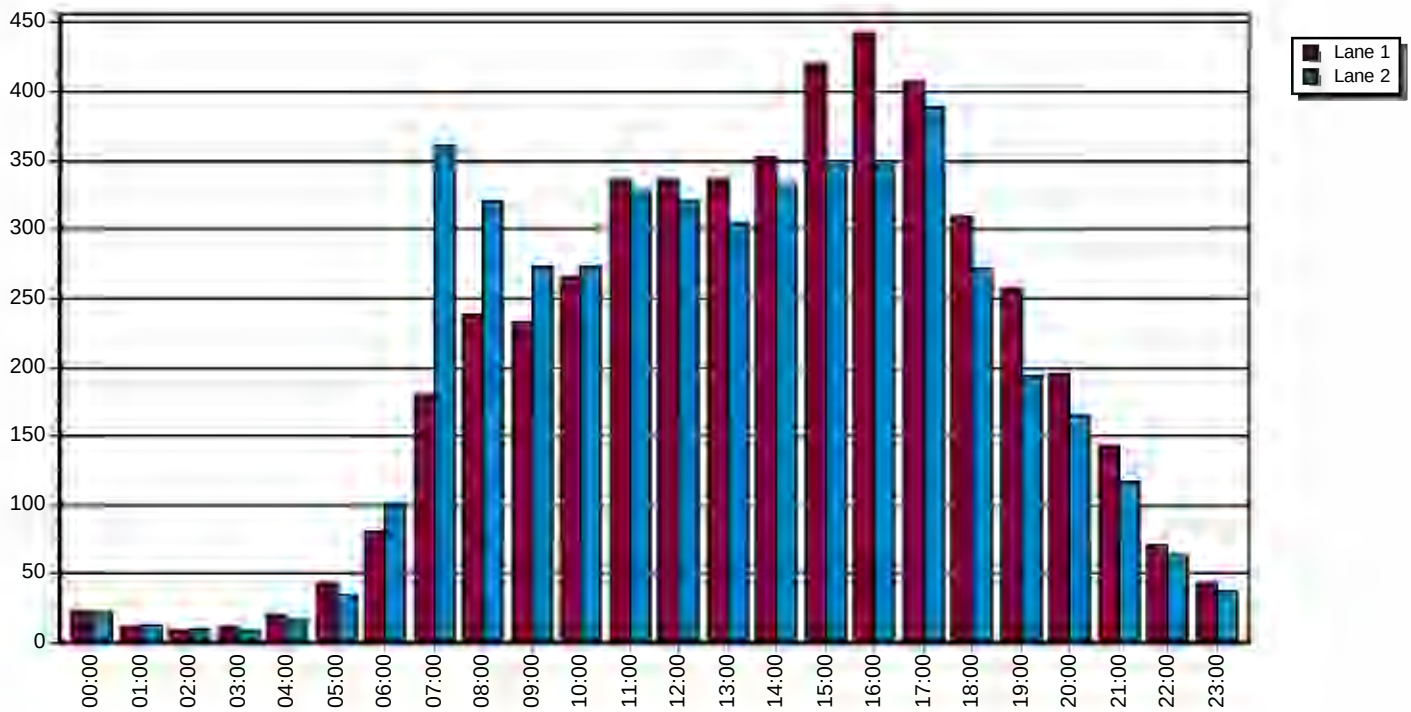
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	7515	9848	9633	1852	7245	10388	8932	Weekday (Mon-Fri) :	38966	70%
# Days :	1.0	1.0	1.0	0.4	0.5	1.0	1.0	ADT :	9949	
ADT :	7515	9848	9633	4939	13375	10388	8932	Weekend (Sat-Sun) :	16447	30%
Percent :	14%	18%	17%	3%	13%	19%	16%	ADT :	8224	

POPLAR E FRUIT Charts For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT Volume vs. Time (all lanes combined)

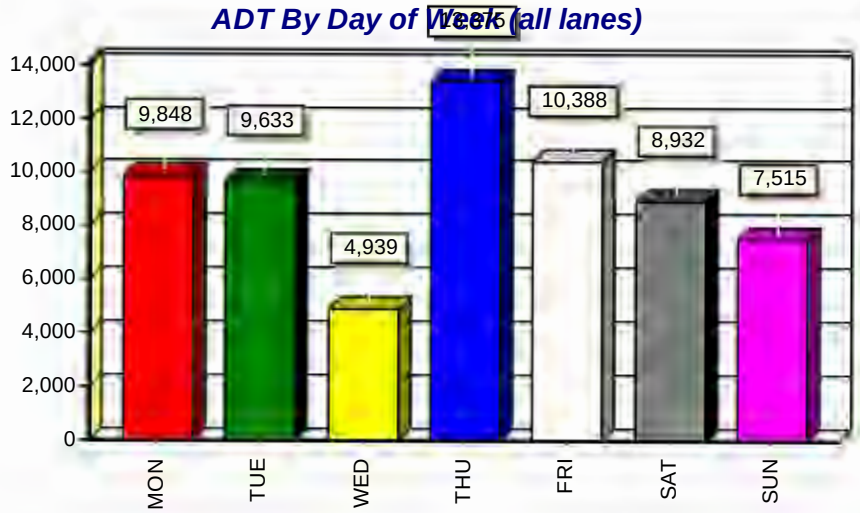


ADT Volume vs. Time (lane comparison)



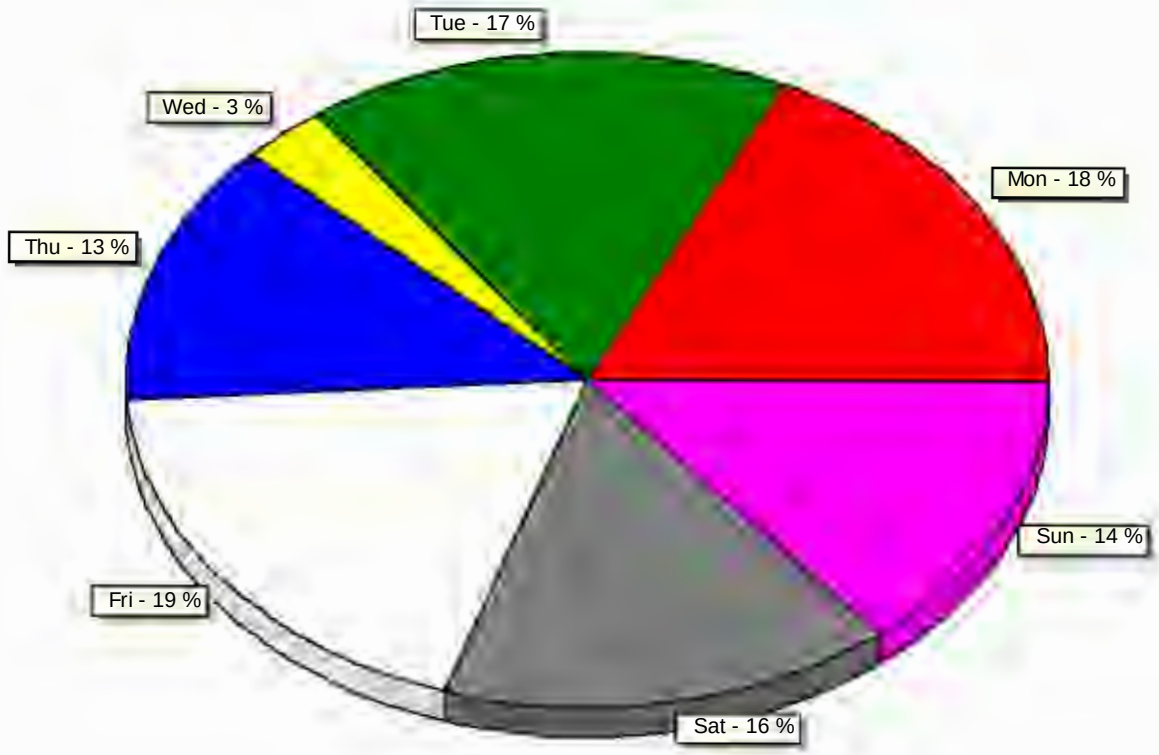
POPLAR E FRUIT Charts For Data From: 11:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	9848	9848	1.0
Tue	9633	9633	1.0
Wed	4939	1852	0.4
Thu	13375	7245	0.5
Fri	10388	10388	1.0
Sat	8932	8932	1.0
Sun	7515	7515	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: POPLAR E FRUIT

Station ID : POPLAR E FRUIT

Info Line 1 : Eastbound
Info Line 2 : Westbound
GPS Lat/Lon :
DB File : POPLAR E FRUIT.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48345
Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		East	Axle-Axle	4.0 ft	
2.		West	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	9501	(96%)	Cars :	8010	(97%)	Cars :	**9004**	(97%)
Trucks :	320	(4%)	Trucks :	165	(3%)	Trucks :	**269**	(3%)
Total :	9822		Total :	8175		Total :	**9273**	

Speed Totals

50 % :	36.5 mph	Top Speed :	99.9 mph	Average Truck Speed :	37.3 mph
85 % :	40.5 mph	Low Speed :	5.6 mph	Average Car Speed :	36.3 mph
Avg :	36.3 mph	10mph Pace Speed:	31.5 - 41.4 (79.5%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	07:30 - 08:30 (Avg 661)		04:45 - 05:45 (37.8 mph)
Weekend :	10:45 - 11:45 (Avg 686)		05:15 - 06:15 (39.1 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:30 - 17:30 (Avg 943)		18:15 - 19:15 (36.7 mph)
Weekend :	12:45 - 13:45 (Avg 637)		15:15 - 16:15 (37.0 mph)

Grand Totals

Total Cars :	54025 (	9004 ADT)	Average Length : 10.6 ft	Average Headway :	9.2 sec
Total Trucks :	1614 (	269 ADT)	Average Axles : 2.1	Average Gap :	9.0 sec
Total Volume :	55639 (	9273 ADT)			

Basic Volume Report: POPLAR W FRUIT

Station ID : POPLAR W FRUIT
Info Line 1 : Westbound
Info Line 2 : Eastbound
GPS Lat/Lon :
DB File : POPLAR W FRUIT.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48343
Number of Lanes : 1
Posted Speed Limit : 0.0 mph

Lane #1 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.		West	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T											267	276	271	291	287	308	277	319	255	148	158	94	41	24	3016
051625	F	17	9	10	8	15	39	106	340	264	260	251	290	313	272	304	373	390	326	215	167	126	102	65	43	4305
051725	S	31	21	17	12	9	24	42	190	351	361	277	380	236	225	250	207	235	284	238	187	134	99	80	43	3933
051825	S	29	13	10	5	10	14	31	75	167	156	197	243	239	255	222	236	236	270	228	147	129	82	71	36	3101
051925	M	16	7	4	9	10	46	102	352	322	222	221	242	268	280	299	309	274	360	276	174	103	73	45	26	4040
052025	T	13	7	12	9	18	33	114	347	298	221	208	266	260	238	265	343	322	337	216	114	137	90	44	29	3941
052125	W	17	9	7	6	15	35	117	381	301																888
Month Total :		123	66	60	49	77	191	512	1685	1703	1220	1421	1697	1587	1561	1627	1776	1734	1896	1428	937	787	540	346	201	23224
Percent :		1%	0%	0%	0%	0%	1%	2%	7%	7%	5%	6%	7%	7%	7%	7%	8%	7%	8%	6%	4%	3%	2%	1%	1%	
ADT :		21	11	10	8	13	32	85	281	284	244	237	283	265	260	271	296	289	316	238	156	131	90	58	34	3913

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	3101	4040	3941	888	3016	4305	3933
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0
ADT :	3101	4040	3941	2368	5170	4305	3933
Percent :	13%	17%	17%	4%	13%	19%	17%

	Total	Percent
Weekday (Mon-Fri) :	16190	70%
ADT :	4090	
Weekend (Sat-Sun) :	7034	30%
ADT :	3517	

Lane #2 Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	East		Normal	Veh.	No	

Lane #2 Basic Volume Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
051525	T											218	265	264	265	271	377	376	336	257	216	157	110	62	38	3212
051625	F	18	16	12	14	24	41	79	212	210	213	211	305	298	314	286	369	392	362	237	214	146	107	85	54	4219
051725	S	33	17	14	12	21	28	41	87	188	258	312	323	287	264	255	266	257	214	213	190	165	108	78	41	3672
051825	S	34	19	4	2	12	13	30	46	101	143	220	245	250	260	240	235	222	247	207	160	131	72	52	27	2972
051925	M	13	6	5	12	24	56	76	211	212	184	201	221	243	264	314	343	401	345	251	210	152	104	48	28	3924
052025	T	16	12	8	11	24	42	80	198	184	179	201	237	262	250	275	318	380	371	281	254	154	83	42	31	3893
052125	W	11	13	5	10	18	51	84	240	178																610
Month Total :		125	83	48	61	123	231	390	994	1073	977	1363	1596	1604	1617	1641	1908	2028	1875	1446	1244	905	584	367	219	22502
Percent :		1%	0%	0%	0%	1%	1%	2%	4%	5%	4%	6%	7%	7%	7%	7%	8%	9%	8%	6%	6%	4%	3%	2%	1%	
ADT :		21	14	8	10	21	39	65	166	179	195	227	266	267	270	274	318	338	313	241	207	151	97	61	37	3785

	Sun	Mon	Tue	Wed	Thu	Fri	Sat
DW Totals :	2972	3924	3893	610	3212	4219	3672
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0
ADT :	2972	3924	3893	1627	5506	4219	3672
Percent :	13%	17%	17%	3%	14%	19%	16%

	Total	Percent
Weekday (Mon-Fri) :	15858	70%
ADT :	4006	
Weekend (Sat-Sun) :	6644	30%
ADT :	3322	

Basic Volume Summary: POPLAR W FRUIT

Grand Total For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	123	66	60	49	77	191	512	1685	1703	1220	1421	1697	1587	1561	1627	1776	1734	1896	1428	937	787	540	346	201	23224
Lane #2	125	83	48	61	123	231	390	994	1073	977	1363	1596	1604	1617	1641	1908	2028	1875	1446	1244	905	584	367	219	22502
TOTAL	248	149	108	110	200	422	902	2679	2776	2197	2784	3293	3191	3178	3268	3684	3762	3771	2874	2181	1692	1124	713	420	45726

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	1%	0%	0%	0%	0%	1%	2%	7%	7%	5%	6%	7%	7%	7%	7%	8%	7%	8%	6%	4%	3%	2%	1%	1%
Lane #2	1%	0%	0%	0%	1%	1%	2%	4%	5%	4%	6%	7%	7%	7%	7%	8%	9%	8%	6%	6%	4%	3%	2%	1%
TOTAL	1%	0%	0%	0%	0%	1%	2%	6%	6%	5%	6%	7%	7%	7%	7%	8%	8%	8%	6%	5%	4%	2%	2%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	21	11	10	8	13	32	85	281	284	244	237	283	265	260	271	296	289	316	238	156	131	90	58	34	3913
Lane #2	21	14	8	10	21	39	65	166	179	195	227	266	267	270	274	318	338	313	241	207	151	97	61	37	3785
TOTAL	42	25	18	18	34	71	150	447	463	439	464	549	532	530	545	614	627	629	479	363	282	187	119	71	7698

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	3101	4040	3941	888	3016	4305	3933	Weekday (Mon-Fri) :	16190	70%
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0	ADT :	4090	
ADT :	3101	4040	3941	2368	5170	4305	3933	Weekend (Sat-Sun) :	7034	30%
Percent :	13%	17%	17%	4%	13%	19%	17%	ADT :	3517	

LANE #2

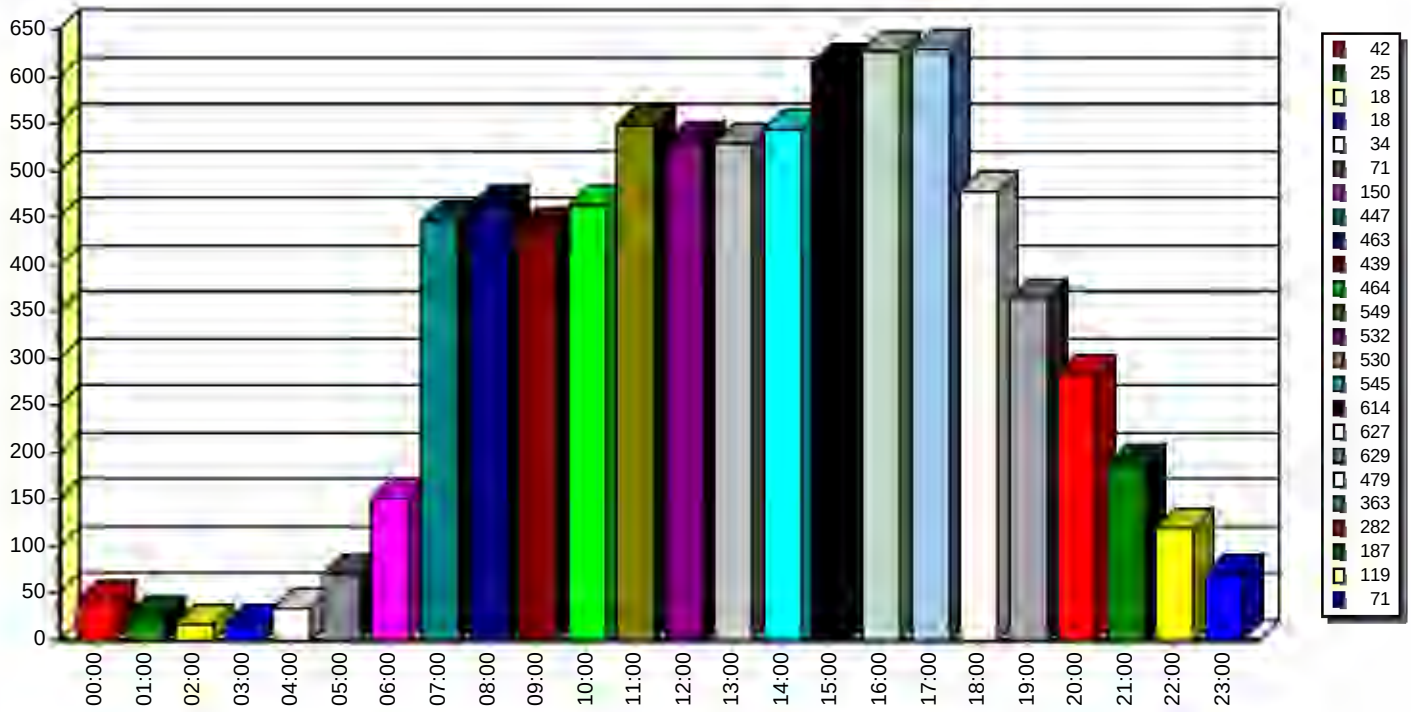
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	2972	3924	3893	610	3212	4219	3672	Weekday (Mon-Fri) :	15858	70%
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0	ADT :	4006	
ADT :	2972	3924	3893	1627	5506	4219	3672	Weekend (Sat-Sun) :	6644	30%
Percent :	13%	17%	17%	3%	14%	19%	16%	ADT :	3322	

ALL LANES

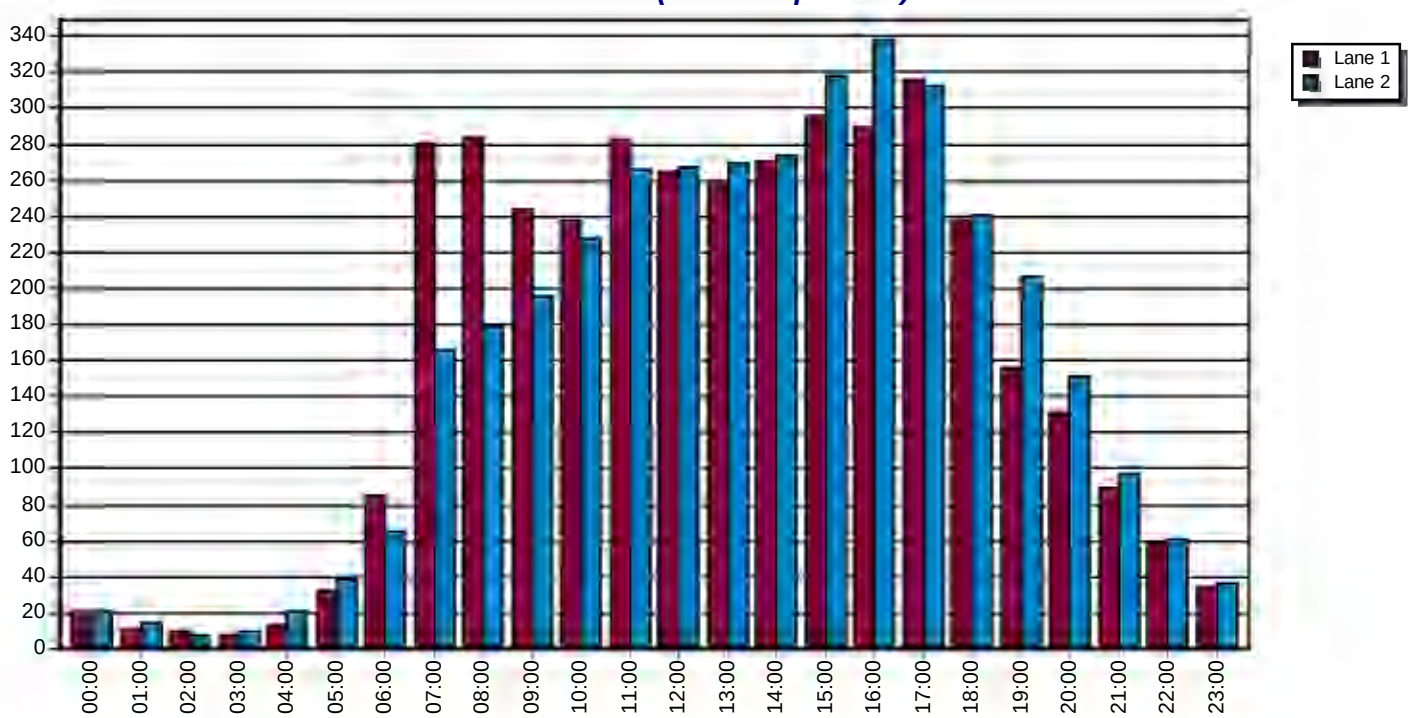
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	6073	7964	7834	1498	6228	8524	7605	Weekday (Mon-Fri) :	32048	70%
# Days :	1.0	1.0	1.0	0.4	0.6	1.0	1.0	ADT :	8096	
ADT :	6073	7964	7834	3995	10677	8524	7605	Weekend (Sat-Sun) :	13678	30%
Percent :	13%	17%	17%	3%	14%	19%	17%	ADT :	6839	

POPLAR W FRUIT Charts For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT Volume vs. Time (all lanes combined)

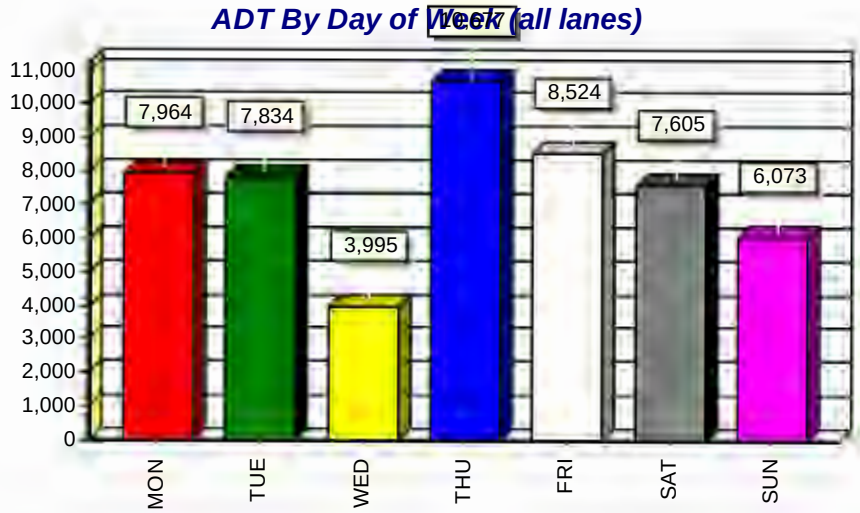


ADT Volume vs. Time (lane comparison)



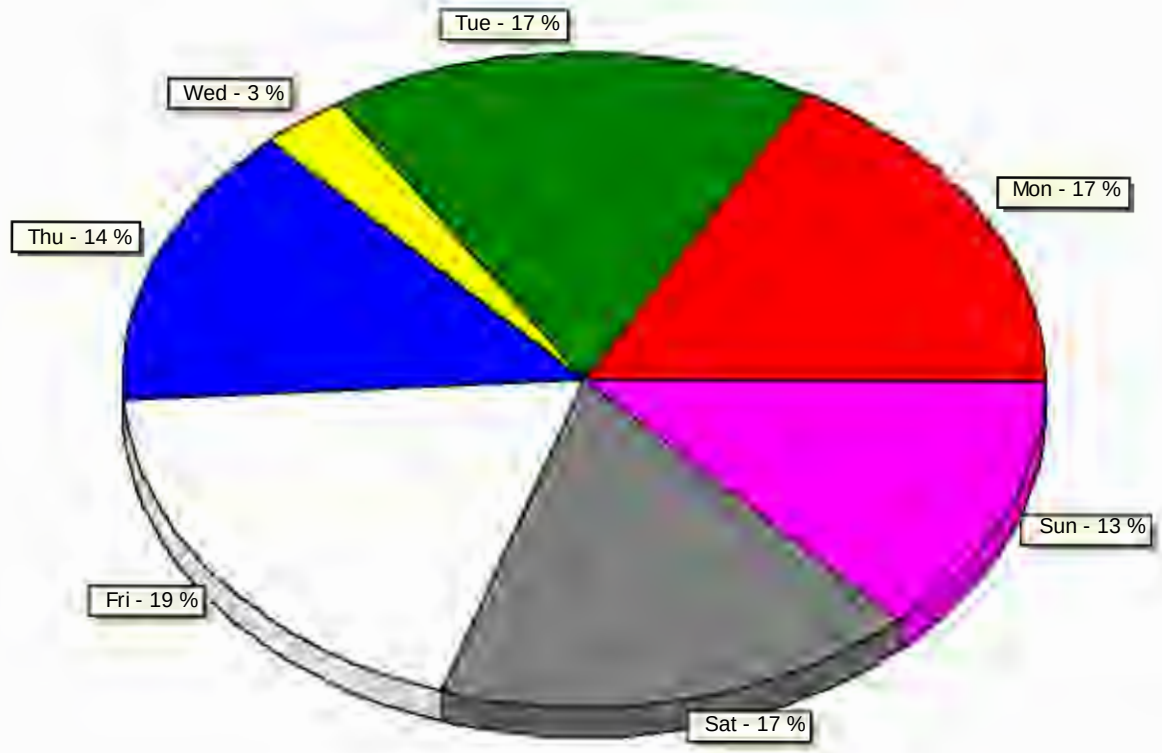
POPLAR W FRUIT Charts For Data From: 10:00 - 05/15/2025 To: 08:59 - 05/21/2025

ADT By Day of Week (all lanes)



DAY	ADT	TOTAL	# DAYS
Mon	7964	7964	1.0
Tue	7834	7834	1.0
Wed	3995	1498	0.4
Thu	10677	6228	0.6
Fri	8524	8524	1.0
Sat	7605	7605	1.0
Sun	6073	6073	1.0

Percent of Totals by Day of Week



Per-Vehicle Summary Report: POPLAR W FRUIT

Station ID : POPLAR W FRUIT

Info Line 1 : Westbound
Info Line 2 : Eastbound
GPS Lat/Lon :
DB File : POPLAR W FRUIT.DB

Last Connected Device Type : OmegaX3
Version Number : 2.09
Serial Number : XA48343
Number of Lanes : 2
Posted Speed Limit : 0.0 mph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.		West	Axle-Axle	4.0 ft	
2.		East	Axle-Axle	4.0 ft	

Average Daily Traffic (ADT)

Weekday			Weekend			**Total ADT**		
Cars :	7504	(95%)	Cars :	6583	(97%)	Cars :	**7199**	(96%)
Trucks :	360	(5%)	Trucks :	174	(3%)	Trucks :	**298**	(4%)
Total :	7865		Total :	6757		Total :	**7498**	

Speed Totals

50 % :	30.3 mph	Top Speed :	99.9 mph	Average Truck Speed :	28.6 mph
85 % :	34.9 mph	Low Speed :	4.0 mph	Average Car Speed :	29.7 mph
Avg :	29.6 mph	10mph Pace Speed:	25.6 - 35.5 (69.9%)		

Peak Hour Totals

AM Peak Hour (Volume)		AM Peak Hour (Speed)	
Weekday :	11:00 - 12:00 (Avg 519)		01:15 - 02:15 (33.1 mph)
Weekend :	11:00 - 12:00 (Avg 586)		04:45 - 05:45 (33.9 mph)
PM Peak Hour (Volume)		**PM Peak Hour (Speed)**	
Weekday :	16:30 - 17:30 (Avg 698)		22:00 - 23:00 (31.4 mph)
Weekend :	17:00 - 18:00 (Avg 504)		19:00 - 20:00 (31.5 mph)

Grand Totals

Total Cars :	43497 (	7199 ADT)	Average Length : 11.1 ft	Average Headway :	11.4 sec
Total Trucks :	1805 (	298 ADT)	Average Axles : 2.1	Average Gap :	11.1 sec
Total Volume :	45302 (	7498 ADT)			

(111) PEDESTRIAN

STREET NAME:	BROWN — SOUTH OF OHIO
DIRECTION:	NORTHBOUND
EVALUATOR:	NORMAN CARUAL
TIME:	7:30 - 8:36 AM
WEATHER:	FOGGY COLD 46° / SUNNY

LEFT TURN	THROUGH	RIGHT TURN
13	162	1

BUS ROUTE BACK TO MOTORPOOL

5.95, 11.6, 9.85, 3.56, 2.24, 4.38, 16.39, 6.26, 5.08, 7.68

7.55, 6.63, 7.11, 4.80, 3.96, 6.11, 10.78, 8.33, 1.51, 8.18

4.81, 6.14, 4.68, 10.05, 6.23, 5.58, 8.83, 5.71, 9.10, 11.11

4.93, 8.68, 7.61, 8.63, 13.93, 4.54, 5.61, 11.76, 7.46

AVE 6.98

STREET NAME: [redacted] Brown Ave		
DIRECTION: SB		
EVALUATOR: Preston		
TIME: 7:30		
WEATHER:		
LEFT TURN	THROUGH	RIGHT TURN
15	133	68

6
4
4
9
5
8
4
4

5.75 Avg

STREET NAME: Ohio Blvd		
DIRECTION: East		
EVALUATOR: Caleb		
TIME: 7:15 am - 8:15 am		
WEATHER: Sunny, Light Fog		
LEFT TURN	THROUGH	RIGHT TURN
83	124	31

Delay (sec): 7, 4, 4, 20, 23.5, 5.5, 10, 10, 13, 14, 9, 13
10, 8, 8, 13, 17, 8, 10, 10, 7.5
} Avg = 10.7 seconds

Queue: 4, 5

Ped: 1111

Note: Partial lane closure at 20th & Ohio EB

STREET NAME: Brown and Ohio		
DIRECTION: West Bound		
EVALUATOR: Kevin Swarts II		
TIME: 7:30 – 8:30		
WEATHER:		
LEFT TURN	THROUGH	RIGHT TURN
4	233	56

AD: 2s, 3s, 5s, 3s, 3s, 6s, 10s

4.57 Avg

P: 11

STREET NAME: BROWN - SOUTH OF OHIO		
DIRECTION: NORTHBOUND		
EVALUATOR:		
TIME: 4:15 - 5:15 PM		
WEATHER: 73° SUNNY		
LEFT TURN	THROUGH	RIGHT TURN
11	163	4

6.46 2.89
4.95 2.81
1.38 17.34
5.25 7.75
4.18 7.58
7.81 4.98
5.39 2.55
5.16 1.95
5.85 3.09
5.68 4.86
5.57 4.16
6.90
6.91
8.0

Ave 5.51

STREET NAME: Brown Ave		
DIRECTION: South bound		
EVALUATOR: Preston		
TIME: 4:15 to 5:15		
WEATHER:		
LEFT TURN	THROUGH	RIGHT TURN
35	168	32

3 4
7 3
3 7
6 3
2
6
3
4
2
3
4
3

3.9 Avg

STREET NAME: Ohio Blvd		
DIRECTION: East		
EVALUATOR: Caleb Williams		
TIME: 4:15 pm – 5:15 pm		
WEATHER: Sunny Partial clouds		
LEFT TURN	THROUGH	RIGHT TURN
116	190	42

Delay: 15, 7, 7, 5, 8, 7, 12, 11, 7, 6, 7.5, 17, 10.5, 11.5, 5, 5.5, 17, 7, 8, 13.5, 10
26, 11, 8, 3

9.82 AVG

Queue: 4, 9

Notes: Turn arrow lane closure at 29th & Ohio, Memorial weekend

STREET NAME: Brown and Ohio		
DIRECTION: West B		
EVALUATOR: Kevin Swartzell		
TIME: 4:15 – 5:15		
WEATHER:		
 LEFT TURN	 THROUGH	 RIGHT TURN
9	119	49

AD: 2s, 2s, 2s, 2s, 7s, 3s

Avg: 3

P:

STREET NAME:	FRUITRIDGE AVE
DIRECTION:	NORTHBOUND
EVALUATOR:	NORMAN CARUAL
TIME:	7:30 AM - 8:30 AM
WEATHER:	CLOUDY 69°

LEFT TURN	THROUGH	RIGHT TURN
146	302	14

3.33
1.63
6.25
10.38
6.68
15.71
2.18
7.25
3.36
2.65
7.95
6.88
2.0
7.08
1.15
3.14
2.5
3.88
2.15
16.40
17.06
8.56
10.45
8.35
7.26
1.16
2.88
2-6
9.11
12.16

1.18
1.18
4.71
7.19
5.93
1.71
1.33
3.34
8.06
6.11
1.84
7.85
5.63
5.41
3.25
4.18
11.86
2.80
3.20
2.03
1.91
4.50
6.95
5.5
1.11
4.29
2.06
4.9
4.18

26
6.
2.86
4.96
7.58
6.23
7.13
4.10
7.0
3.0
0.63
2.72
23.98
5.22
6.89
3.60
9.64
7.78
3.33
2.85
13.13
12.05
8.93

110
112
114
116
118
120
122
124
126
128
130

132
134
136
138
140
142
144

146
148
150

AVE

5.69

STREET NAME: Fruitridge Ave		
DIRECTION: SB		
EVALUATOR: Preston		
TIME: 7:30		
WEATHER:		
LEFT TURN	THROUGH	RIGHT TURN
11	301	155

13
21
8
7
5
3
9
2

8.375 Avg

STREET NAME: Ohio Blvd		
DIRECTION: East Bound		
EVALUATOR: Caleb		
TIME: 7:30 am - 8:30 p.m.		
WEATHER: Sunny, Partial Clouds		
LEFT TURN	THROUGH	RIGHT TURN
54	2	74

Delay: 22sec, 2:28", 27.3", 48", 15", 1':04", 20", 1':13", 15", 10"

Avg 44.2 sec

Queue: 3, 7

STREET NAME: Deming Dr		
DIRECTION: WB		
EVALUATOR: Kevin Swartzell		
TIME: 7:30 - 8:30		
WEATHER: Sunny with light clouds		
 LEFT TURN	 THROUGH	 RIGHT TURN
I	II	II

AD: .2, .4

Ped: ~~NW~~ NW

STREET NAME:	FRUITRIDGE AVE
DIRECTION:	NORTHBOUND
EVALUATOR:	
TIME:	4:30 PM – 5:30 PM
WEATHER:	CLOUDY WINDY 88°

LEFT TURN	THROUGH	RIGHT TURN
92	300	48

13.68
15.18
16.35
7.51
3.15
2.56
16.38
1.10
2.63
10.41
3.70
10.10
0.79
4.90
20.28
5.28
9.13
5.81
6.66
2.66
10.43
0.61
13.76
4.95
3.56
8.10
3.53

33.23
7.69
6.29
6.66
14.60
1.44
36.38
1.76
9.73
10.19
5.45
1.31
4.06
5.18

8.35 Ave

STREET NAME: Fruitridge Ave	
DIRECTION: SB	
EVALUATOR: Preston	
TIME: 4:30 + 5:30	
WEATHER: warm / sunny	

LEFT TURN	THROUGH	RIGHT TURN
14	394	76

12
6
12
13
3
9

Avg 9.17 sec

STREET NAME: Ohio Blvd		
DIRECTION: East		
EVALUATOR: Caleb Williams		
TIME: 4:30 p.m – 5:30 p.m		
WEATHER: Sunny, Partial clouds		
LEFT TURN	THROUGH	RIGHT TURN
87	3	163

Delay: 10", 7", 26", 28", 25", 20", 16", 27", 13", 1'18", 43", 1', 26", 29", 32"

Queue: L: 4, 5
R: 3, 4, 5, 6, 7

STREET NAME: Daming Dr		
DIRECTION: WB		
EVALUATOR: Kevin Swartzell		
TIME: 430-530		
WEATHER: Sunny and light clouds		
LEFT TURN	THROUGH	RIGHT TURN
18	23	20

AD: 2s, 15s, 37s, 4s, 20s, 4s, 46s, 11s, 15s, 3s, 13s, 4s, 6s, 6s, 8s, 46, 11s, 15s, 3s, 13s, 4s, 6s, 5s, 46s, 6s, 10s, 5s, 2s, 11s, 17s, 2s, 8s, 3s, 6s, 2s, 6s, 2s, 8s, 7s, 1m 4s, 6s, 12s, 24s 13s, 16s, 27s, 15s, 28s, 12s, 2s, 12s, 45s, 20s, 3s, 29s, 5s, 29s, 27s, 10s, 3s, 30s, 17s, 7s

Avg 15.6

Ped:

25

November 2, 1969 for a Certificate of Use and Occupancy for the use of any land or building if permitted under the preceding sentence shall be issued by the Office of the Zoning Administrator, the certificate to contain a finding as to what the last use was of said land or building prior to the effective date of this Article, and finding that the use proposed to be commenced is similar to said last use.

Sec. 10-176 through Sec. 10-179 Reserved for Future Use.

Division VIII. Residential Districts.[195]

Sec. 10-180 Uses, Permitted.

a. General.

The following uses of land or buildings are permitted in the districts indicated hereinafter under the conditions specified, with the exception of:

(1) Uses lawfully established on the effective date of this Comprehensive Zoning Ordinance, or

(2) Special uses allowed in accordance with the provision of Sec. 10-181;

(3) Planned Developments because of their unique characteristics and nature shall be processed in accordance with Sections 10-257 and 10-262.

No building or tract of land shall be devoted to any use other than a use permitted hereinafter in the zoning district in which such building or tract of land shall be located. Uses already established on the effective date of this Comprehensive Zoning Ordinance and rendered non-conforming by the provisions thereof shall be subject to the regulations of Division VII governing non-conforming uses.

For the purposes of this Division VIII, uses lawfully established on the effective date of this Comprehensive Zoning Ordinance shall be deemed to include those lawfully established after such effective date under a building permit issued prior thereto in the manner prescribed in Sec. 7-9.

b. Uses, Permitted - R-l Single-Family Residence District.

(1) One-family detached dwellings.

(2) Cemeteries, including crematories and mausoleums in conjunction therewith if not located within four hundred feet (400') of any other property in a Residence District.

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[195] Editor's Note: All drawings or diagrams referred to in this Division are on file in the Office of the City Clerk and are available for public inspection during regular business hours.

(3) Churches, Rectories, and Parish Houses.

(4) Convents and Monasteries.

(5) Gardening, including nurseries, provided that no offensive odors or dust are created.

(6) Golf Courses, but not including commercially-operated driving ranges or miniature golf courses, provided that no clubhouse shall be located within three hundred feet (300') of any other property in a Residence District.

(7) Libraries, Public. (Ord. No. 1, 1967, § 1131.01 a. - b., 7-6-67)

(8) Child Care.

(A) UNLICENSED CHILD CARE.

An individual, or other entity, may provide child care in their residence for less than twenty-four (24) continuous hours to five (5) or fewer children at any time excluding relatives of the individual.

(B) LICENSED CHILD CARE.

An individual, or other entity, who is licensed by the Vigo County Department of Public Welfare and the State Department of Public Welfare may provide child care services for children under the age of fourteen (14). The caregiver may not exceed ten (10) children, including their own children, at any one time.

(C) Licensed or unlicensed child care centers shall not be permitted in residential districts that do not comply to Subsections (A) and (B) above.

(9) Home Occupations. (Gen. Ord. No. 17, 2000, 9-14-00)

(10) Parks and Playgrounds, publicly owned and operated.

(11) Schools, elementary and high, non-boarding and including playgrounds and athletic fields incidental thereto.

(12) Signs, as regulated by Sec. 10-141 and Table 5.

(13) Temporary buildings and trailers for construction purposes, for a period not to exceed the lawful duration of such construction.

(14) Accessory uses.

(15) A private outdoor swimming pool, fully enclosed by a barrier fence five feet (5') high or an equivalent barrier.

(16) Residential Facility for the Developmentally Disabled. (Gen. Ord. No. 19, 1997, 2-12-98)

(17) Residential Facility for the Mentally Ill. (Gen. Ord. No. 19, 1997, 2-12-98)

c. Uses, Permitted - R-2 Two-Family Residence District.

(1) Any use permitted in the R-l District.

(2) Dwellings - one and two family attached or detached.

d. Uses, Permitted - R-3 General Residence District.

(1) Any use permitted in the R-l and R-2 Districts.

(2) Apartment Hotels.

(3) Colleges and universities, but not business colleges or trade schools.

(4) Fraternal, philanthropic and charitable use or institutions, provided that not more than twenty-five percent (25%) of the gross floor area or four thousand (4,000) square feet shall be used as office space.

(5) Fraternity and sorority houses.

(6) Hospitals, sanitariums, and convalescent homes.

(7) Institutions for the aged and for children.

(8) Lodging Houses and Tourist Homes.

(9) Nursery Schools, Boarding.

(10) Private Clubs or Lodges - not operated for profit, provided that not more than twenty percent (20%) of the gross floor area or two thousand (2,000) square feet, whichever is greater, shall be used as office space.

(11) Rest Homes and Nursing Homes.

(12) Schools, elementary and high, Boarding.

(13) Housing for elderly persons including commissary facilities for the exclusive use of tenants accessible only through the lobby with no advertising or display visible from outside the building. (Ord. No. 1, 1967, § 1131.01 (b. (10) – (14), c., d., 7-6-67)

(14) Apartment House.

e. Uses, Permitted - R-T Mobile Home Trailer Park District. Uses permitted in the R-T zone are subject to the following requirements:

(1) All mobile home parks shall comply with all provisions of this Division and any other applicable ordinance of this City, all regulations of the State Fire Marshal, all regulations of the State Board of Health, and all regulations of the County Department of Health, and all laws of the State of Indiana.

(2) All mobile home parks coming into existence after the effective date of this Division shall be limited to the use of independent mobile homes.

(3) The provisions of Chapter 321, Acts of 1955, as amended, entitled, "An Act To Provide For Health, Sanitation, and Safety Standards For Persons Occupying Mobile Homes." and Regulations HSE 21 effective December 15, 1955, as amended, entitled, "Mobile Home Parks," issued by the State Board of Health pursuant to Section 3 of said Act, and as may be amended from time to time, are incorporated by reference into this Division and made a part hereof. Should any provision of said Act or of said Regulations be in conflict with any provision of this Division, then in such event, the provisions of this Division shall prevail.

(4) All ingress and egress shall be approved by the Board of Public Works and Safety in accordance with rules and regulations they may adopt from time to time.

Sec. 10-181 Uses, Special.

a. General.

Upon application to the Board of Zoning Appeals, the following uses may be permitted as special uses in the districts listed hereafter in accordance with the provisions of Sec. 10-264. (Gen. Ord. No. 13, 2000, 6-8-00)

b. Special Uses R-l District.[196]

(1) Municipal or privately-owned recreation buildings or community centers.

(2) Public utility and public service uses, including:

(A) Bus turn-arounds (off-street);

[196] Sec. 10-181 b.(3) *et al*. regarding an automobile parking lot in a Residence District on a lot over 75 feet wide was deleted from the *Code* by General Ordinance No. 18, 2004, As Amended, which was passed on Nov. 9, 2004.

(B) Electric sub-stations;

(C) Fire stations;

(D) Police stations;

(E) Public art galleries and museums;

(F) Railroad passenger stations;

(G) Railroad right-of-way;

(H) Telephone exchanges and telephone transmission equipment buildings; (Gen. Ord. No. 25, 2000, 1-11-01)

(I) Water filtration plants;

(J) Water pumping stations;

(K) Water reservoirs.

c. Special Uses R-2 District. Any use allowed as a special use in an R-l District.

d. Special Uses R-3 District.

(1) Any use allowed as a special use in an R-l District.

(2) Government operated health centers.

(3) Open or enclosed accessory off-street parking facilities for the storage of private passenger automobiles, when located elsewhere than on the same zoning lot as the principal use served and subject to the provisions of Sec. 10-137.

(4) Parking lots, open and other than accessory for the storage of private passenger automobiles, and subject to the provisions of Sec. 101-37.

Sec. 10-182 Building Lines, Thoroughfare Plan Requirements.

a. In newly developing residential area and building setback lines shall be as set forth in the Subdivision Control Ordinance.

b. However, in areas already developed with buildings, the minimum required building setback shall be the average of the existing building setbacks in the block.

c. In figuring the average setback, buildings located entirely on the rear half of the lots shall not be counted.

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

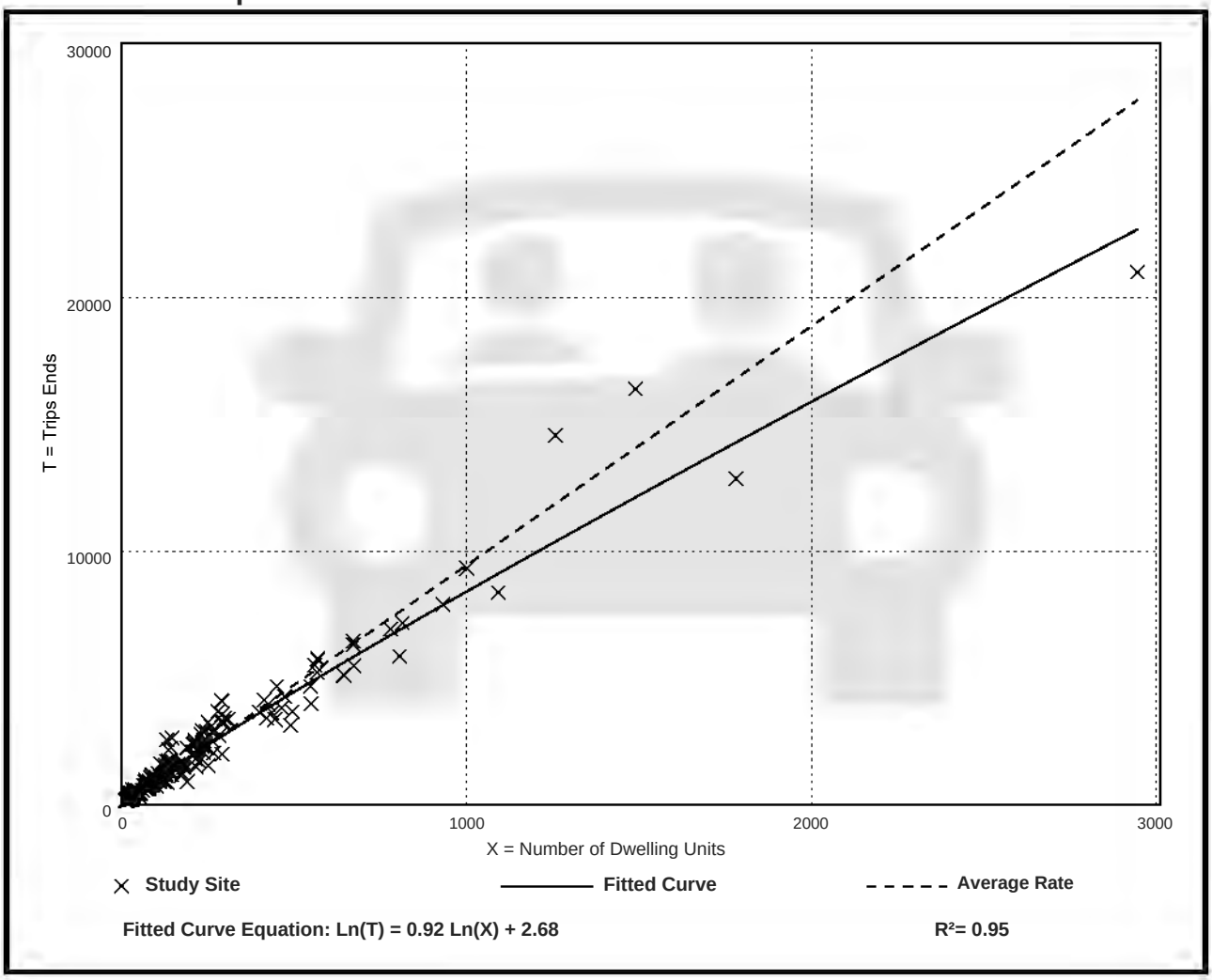
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



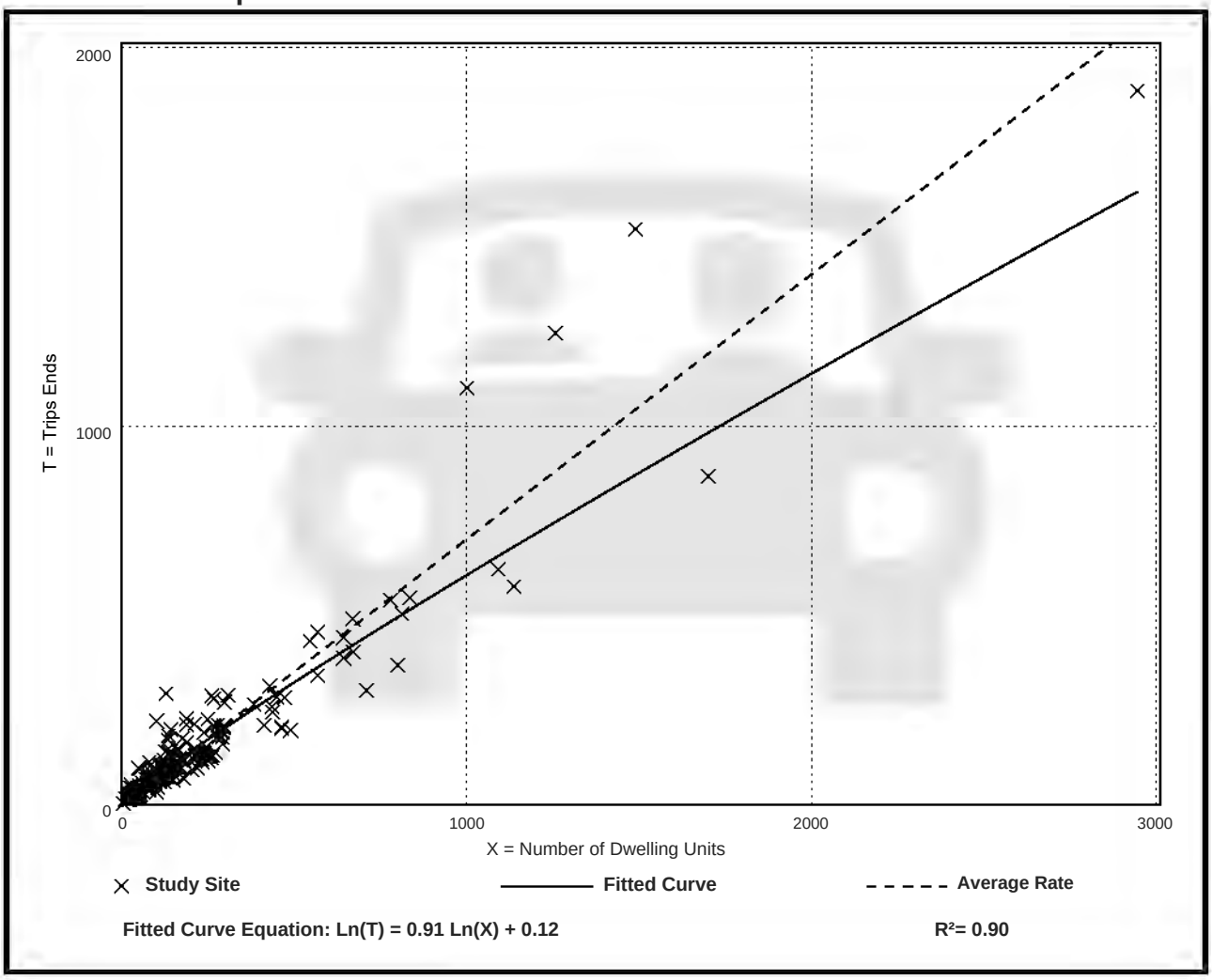
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



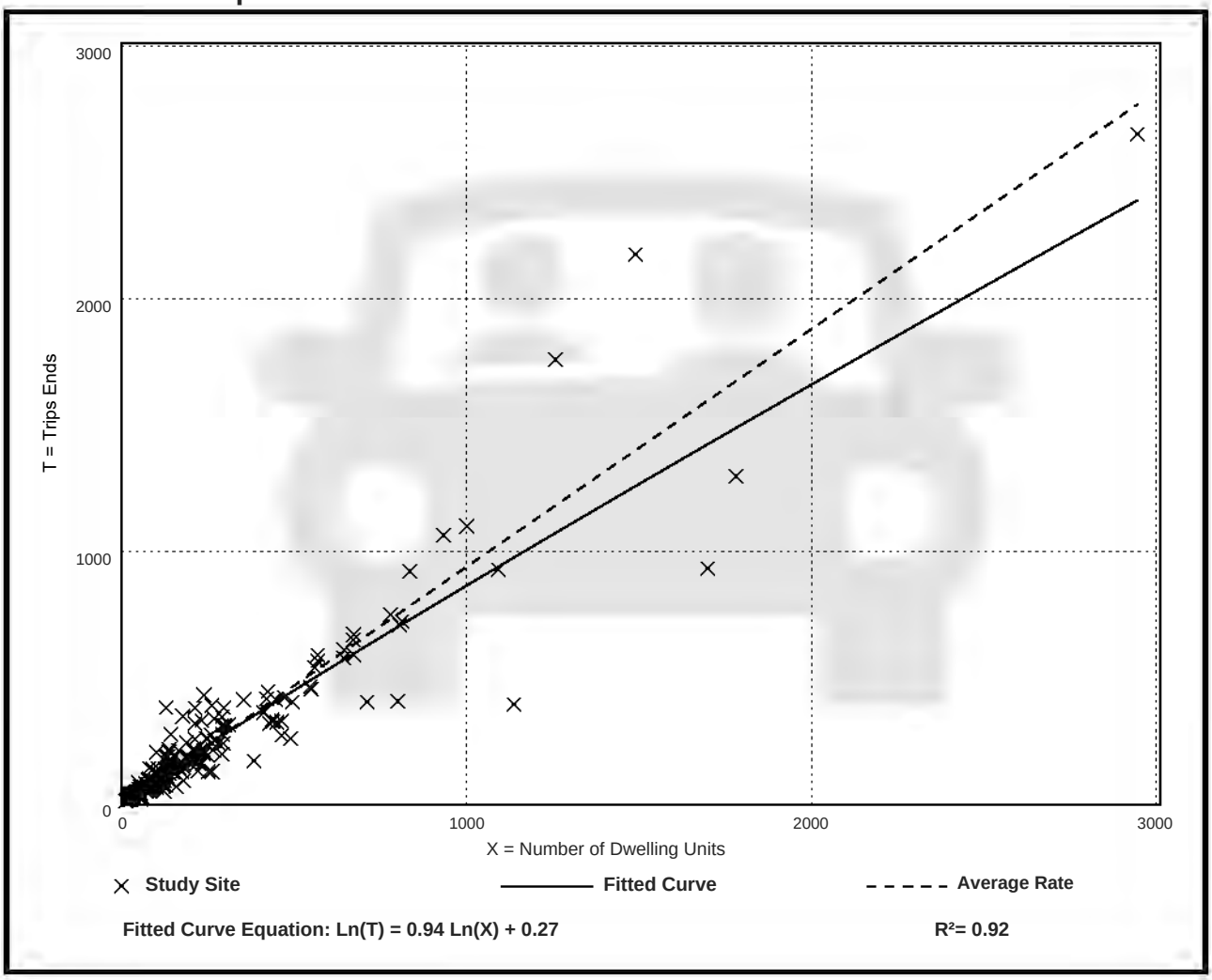
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing
(210)

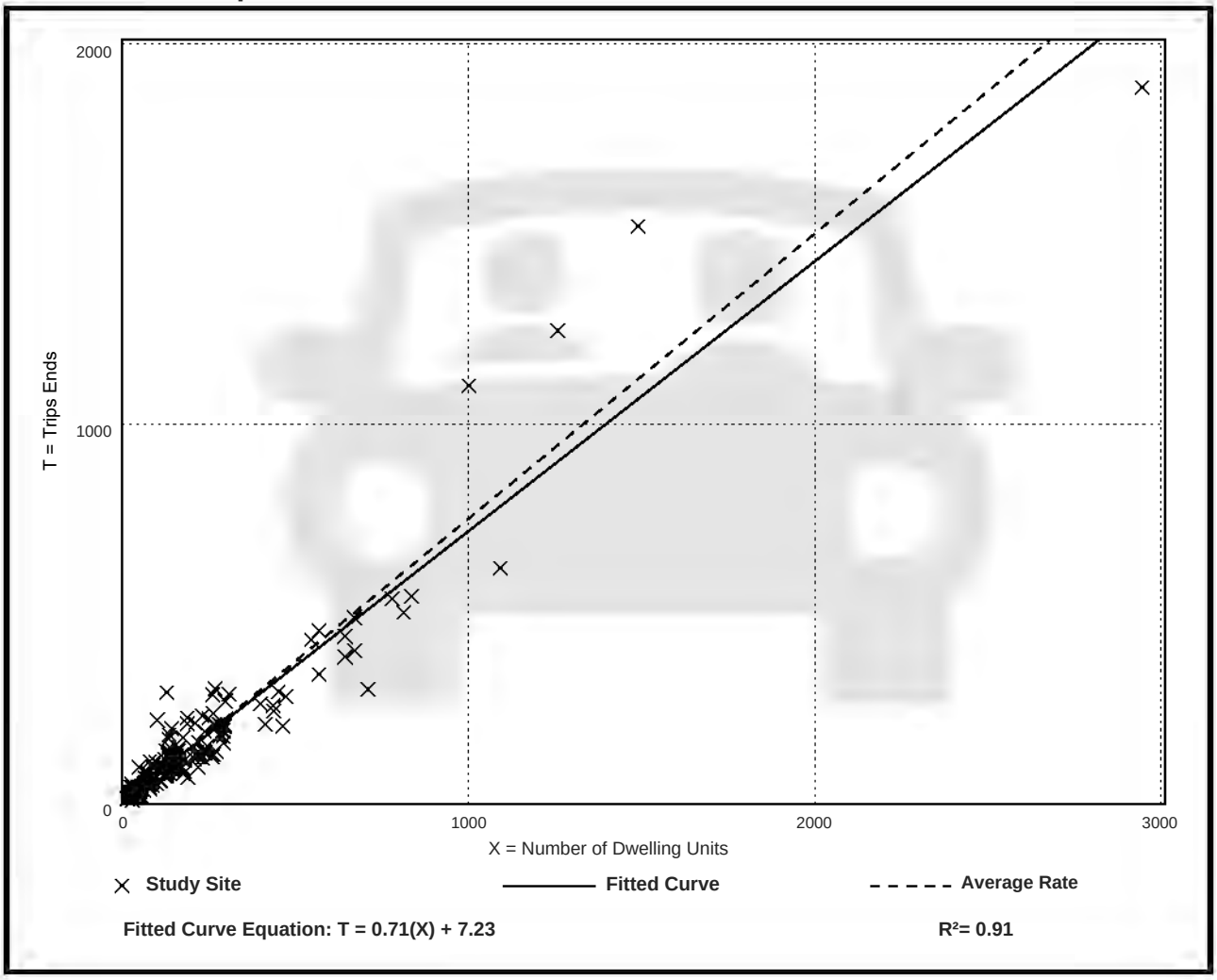
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 169
Avg. Num. of Dwelling Units: 217
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.75	0.34 - 2.27	0.25

Data Plot and Equation



Single-Family Detached Housing
(210)

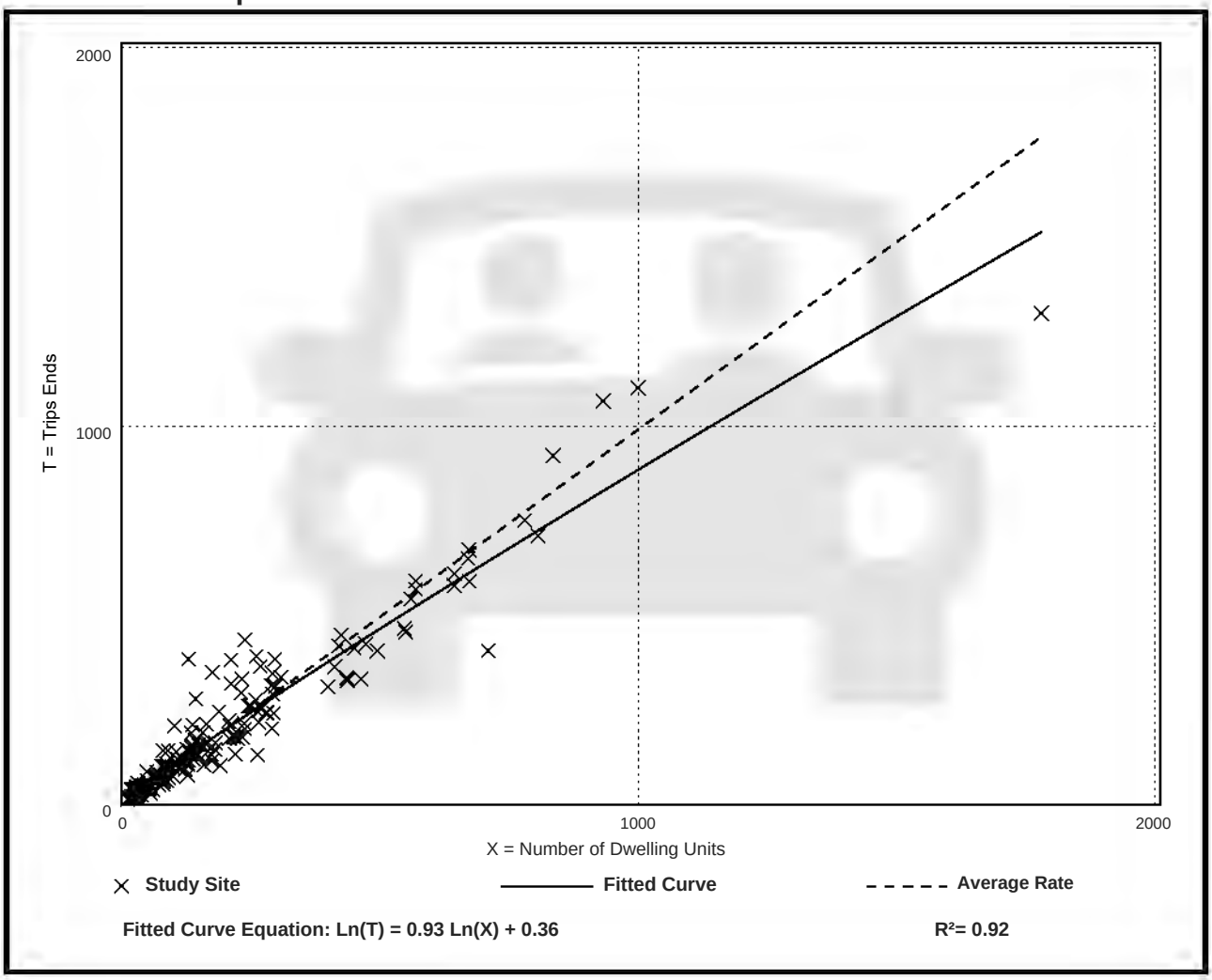
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 178
Avg. Num. of Dwelling Units: 203
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.49 - 2.98	0.28

Data Plot and Equation



Single-Family Detached Housing
(210)

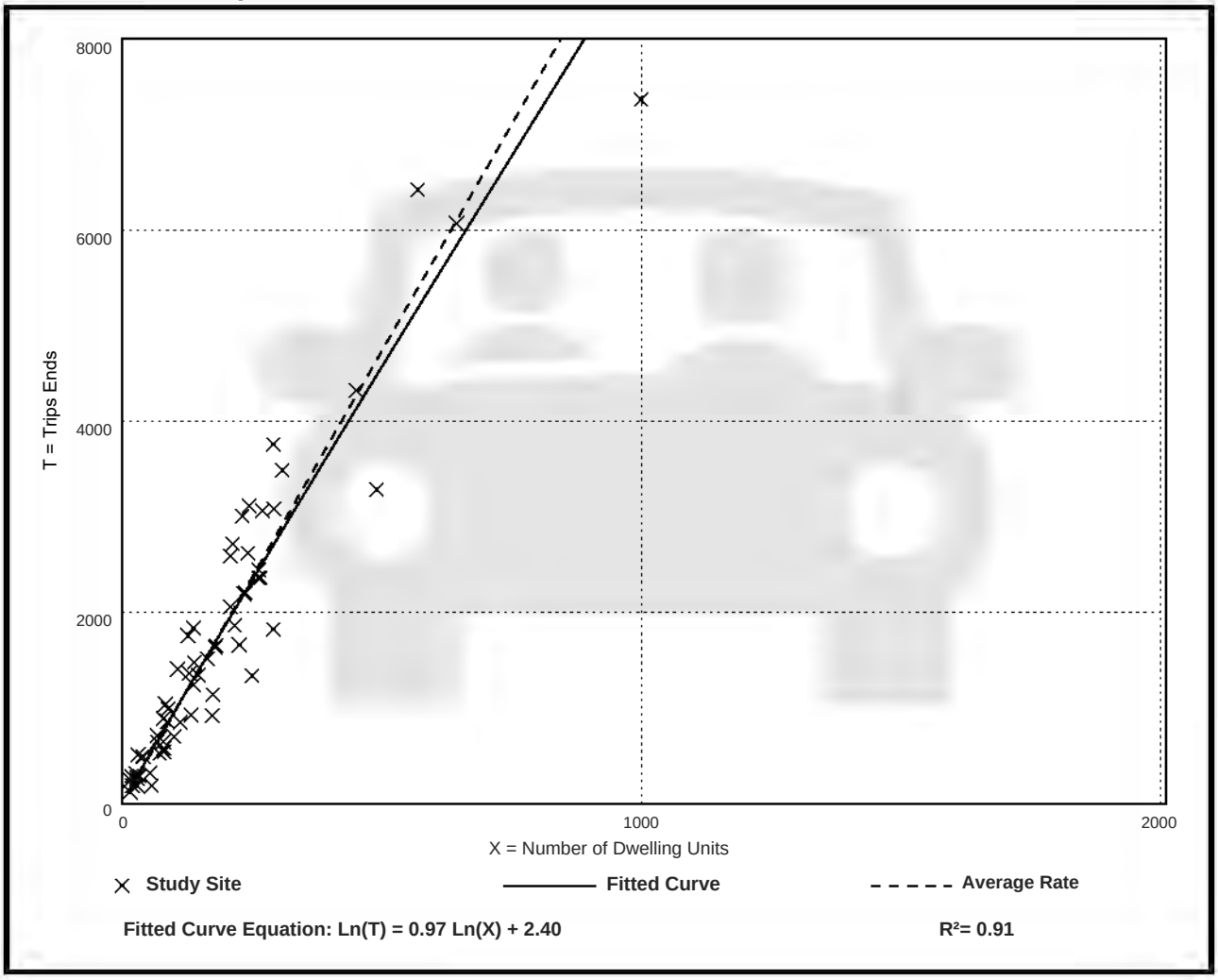
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 63
Avg. Num. of Dwelling Units: 179
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.48	3.36 - 16.52	2.26

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.40

R^2= 0.91

Single-Family Detached Housing
(210)

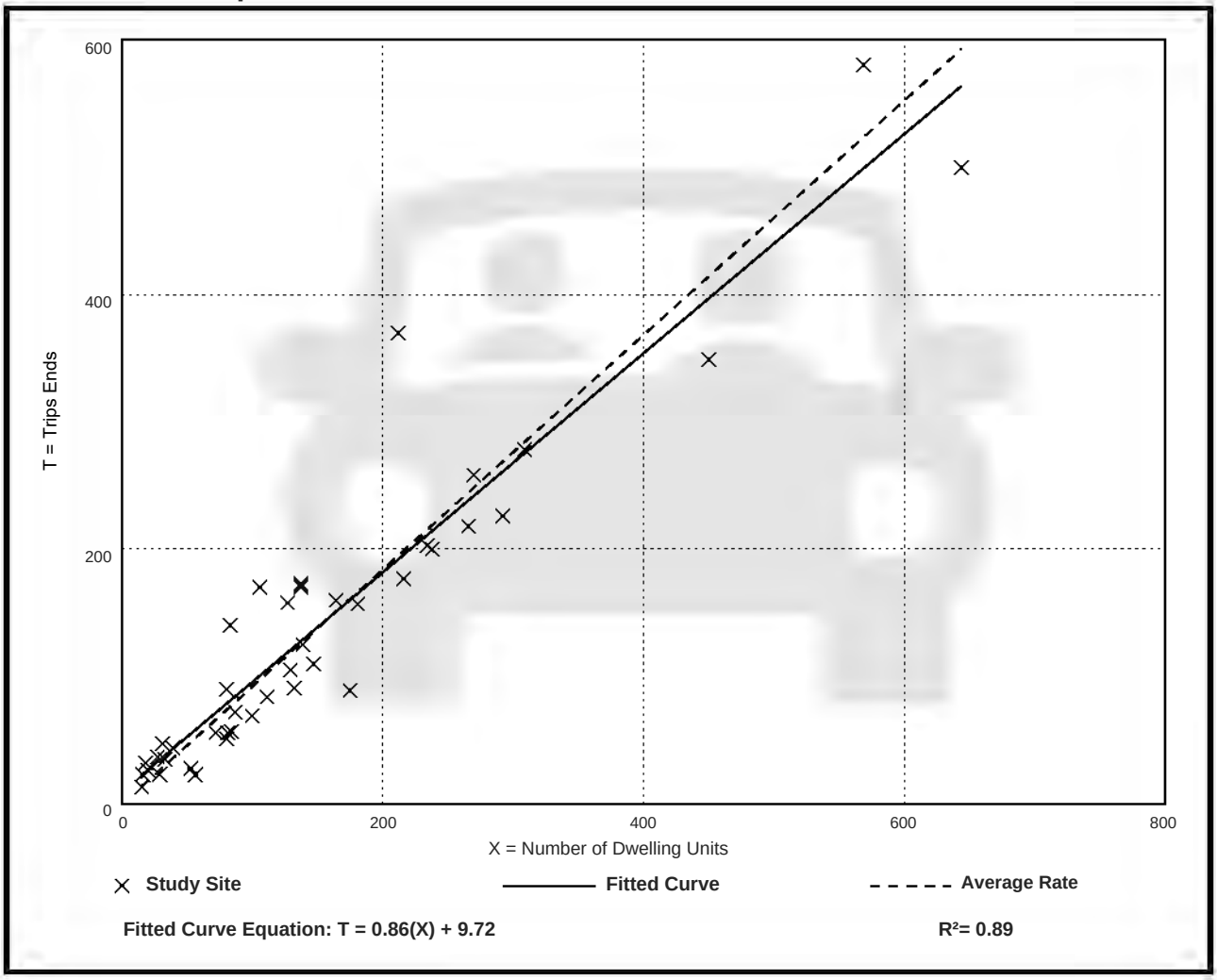
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



Single-Family Detached Housing
(210)

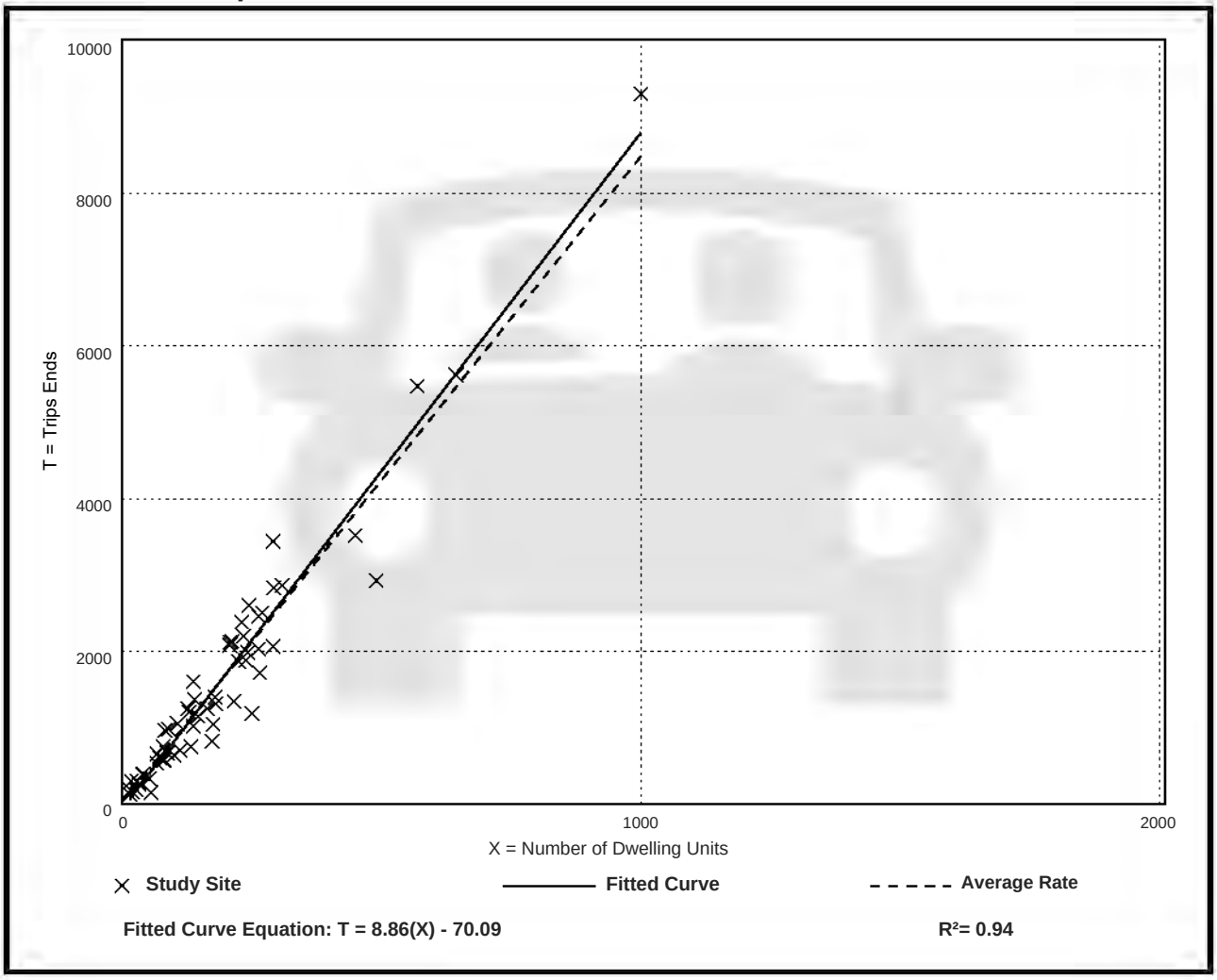
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 60
Avg. Num. of Dwelling Units: 186
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.48	2.61 - 16.44	1.74

Data Plot and Equation



Single-Family Detached Housing
(210)

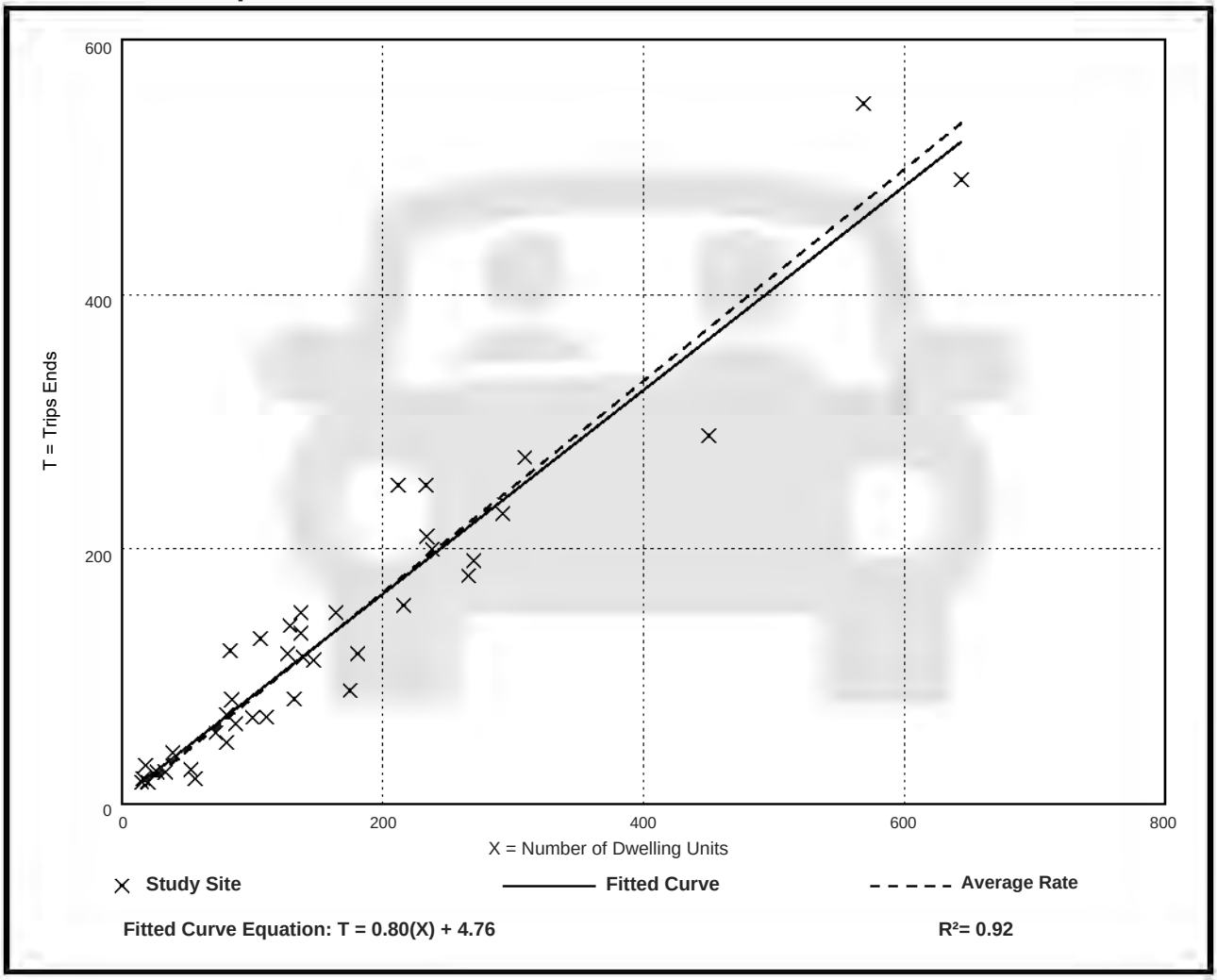
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 162
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.83	0.36 - 1.67	0.19

Data Plot and Equation



Single-Family Detached Housing
(210)

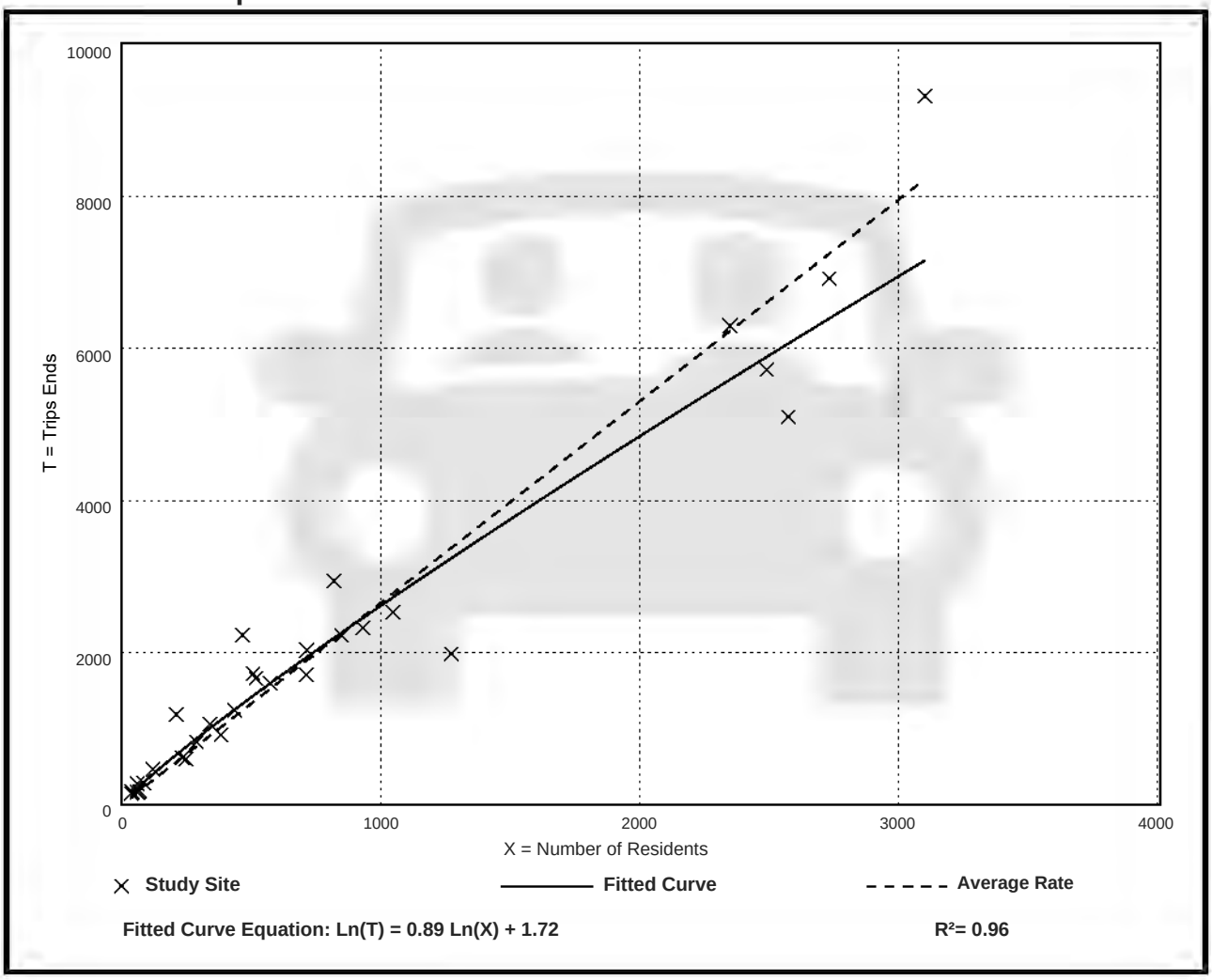
Vehicle Trip Ends vs: Residents
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Residents: 810
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.65	1.56 - 5.62	0.64

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) + 1.72

R^2= 0.96

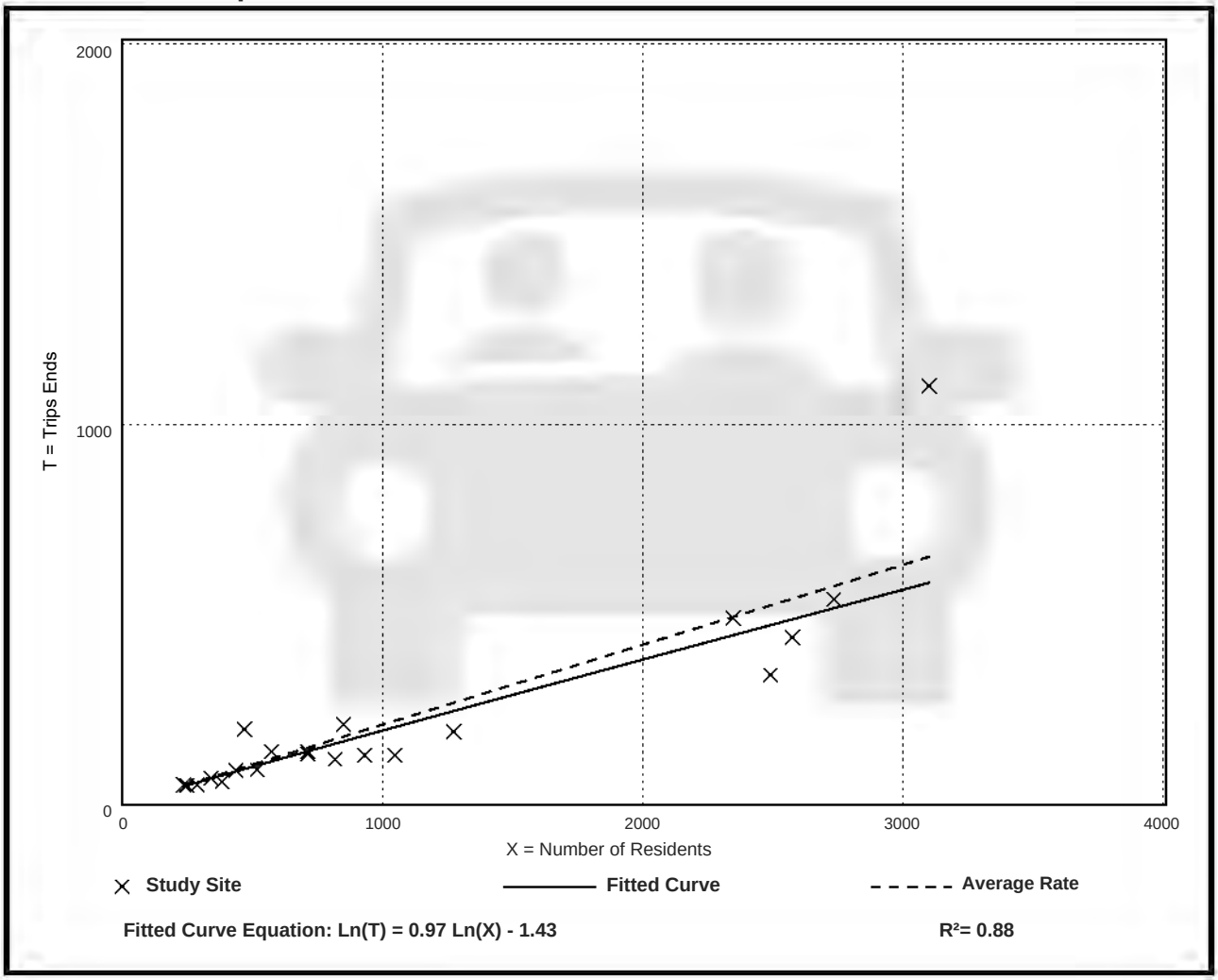
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Residents
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. Num. of Residents: 1100
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.12 - 0.42	0.08

Data Plot and Equation



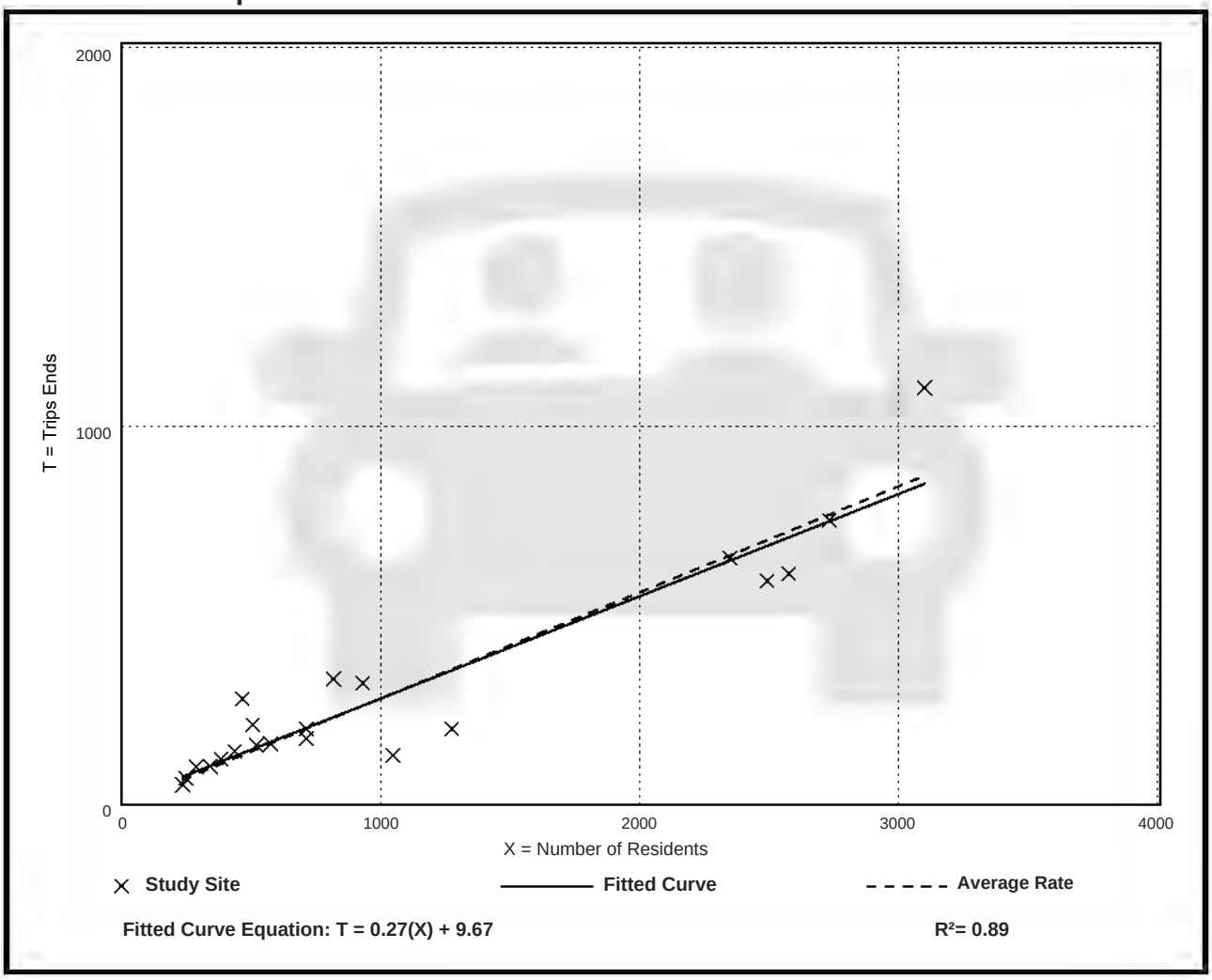
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Residents
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. Num. of Residents: 1083
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.28	0.12 - 0.60	0.08

Data Plot and Equation



Single-Family Detached Housing
(210)

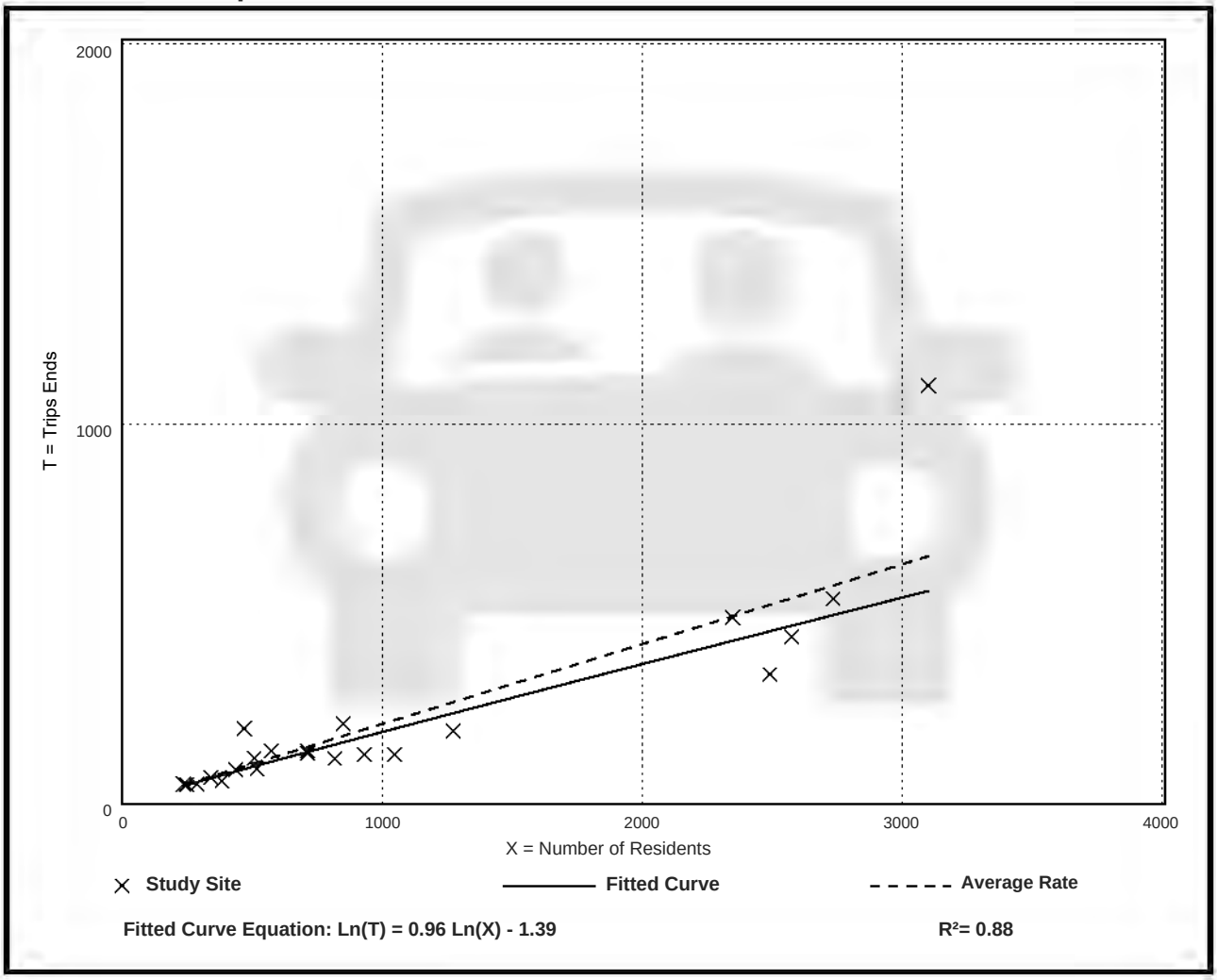
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Residents: 1073
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.12 - 0.42	0.08

Data Plot and Equation



Single-Family Detached Housing
(210)

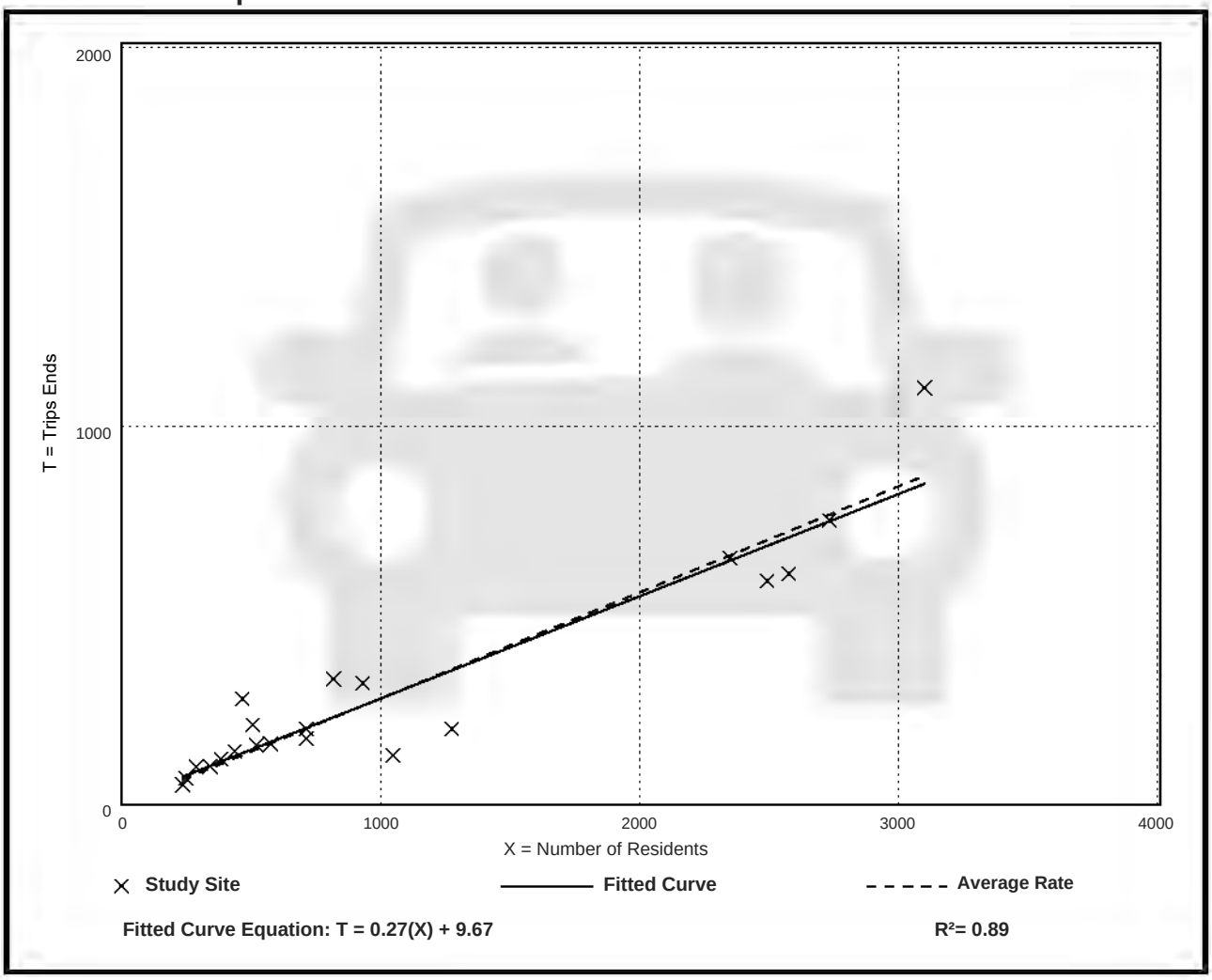
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. Num. of Residents: 1083
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.28	0.12 - 0.60	0.08

Data Plot and Equation



Single-Family Detached Housing
(210)

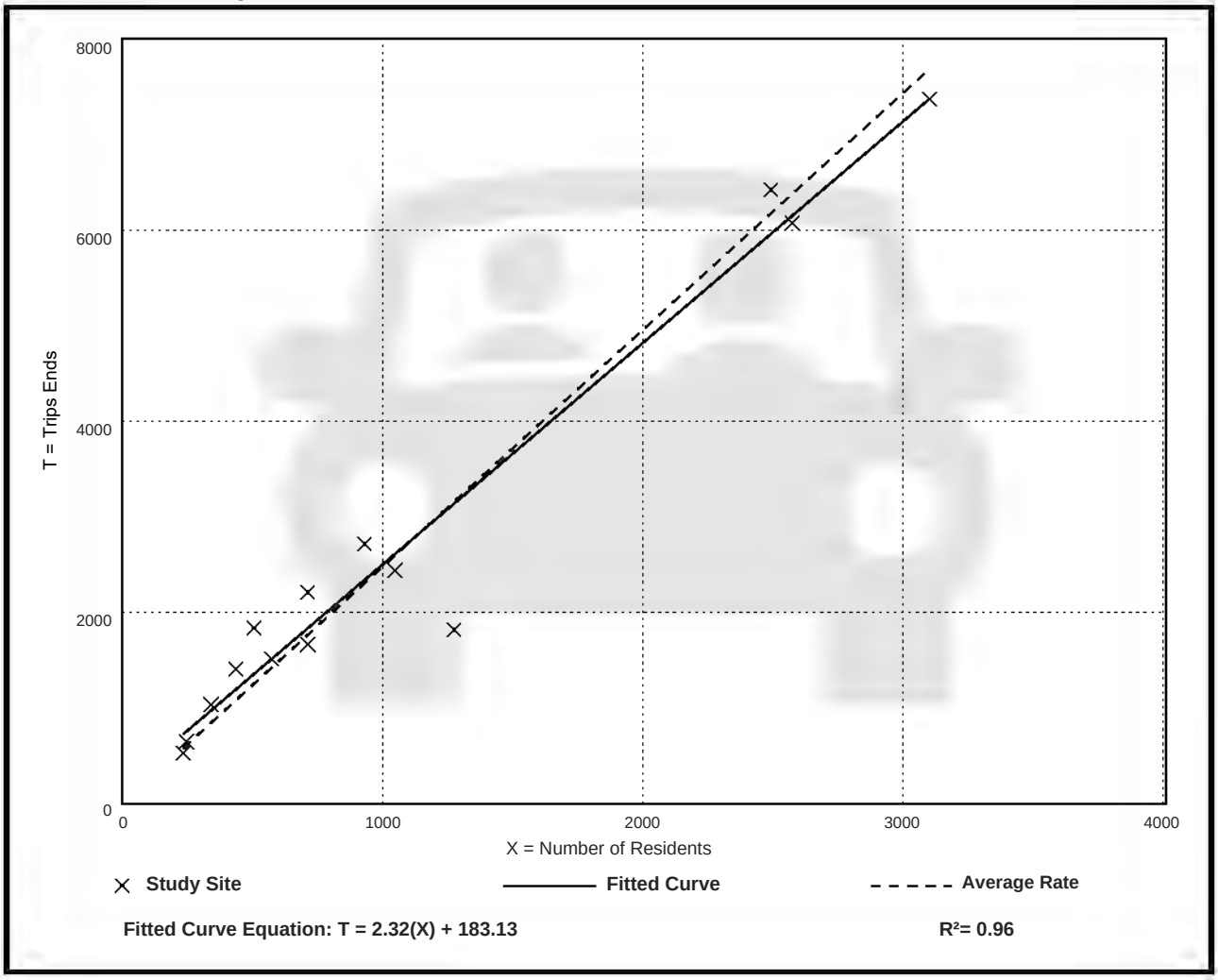
Vehicle Trip Ends vs: Residents
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Residents: 1085
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.48	1.43 - 3.63	0.46

Data Plot and Equation



Fitted Curve Equation: T = 2.32(X) + 183.13

R^2= 0.96

Single-Family Detached Housing
(210)

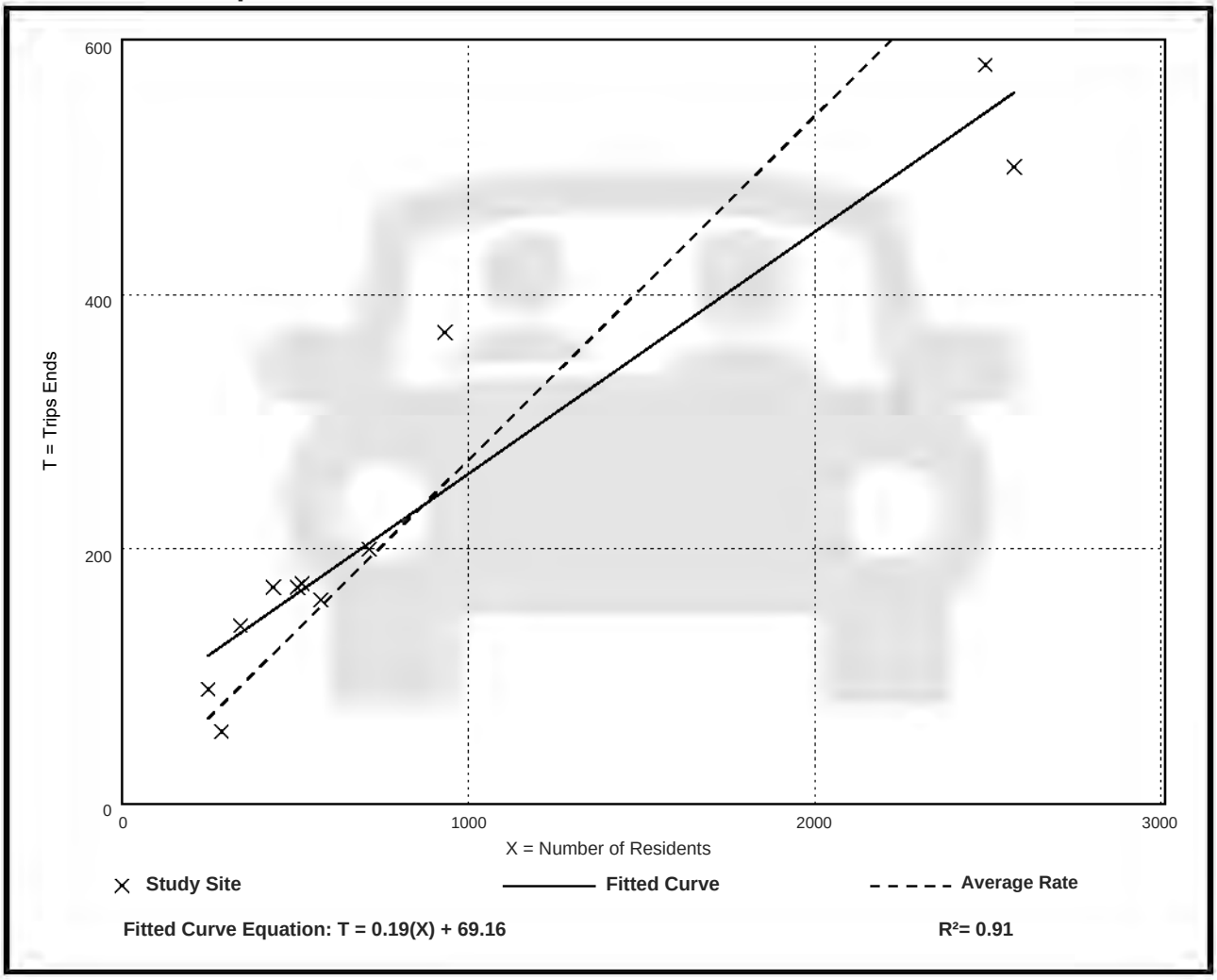
Vehicle Trip Ends vs: Residents
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Residents: 875
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.19 - 0.41	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.19(X) + 69.16

R^2= 0.91

Single-Family Detached Housing
(210)

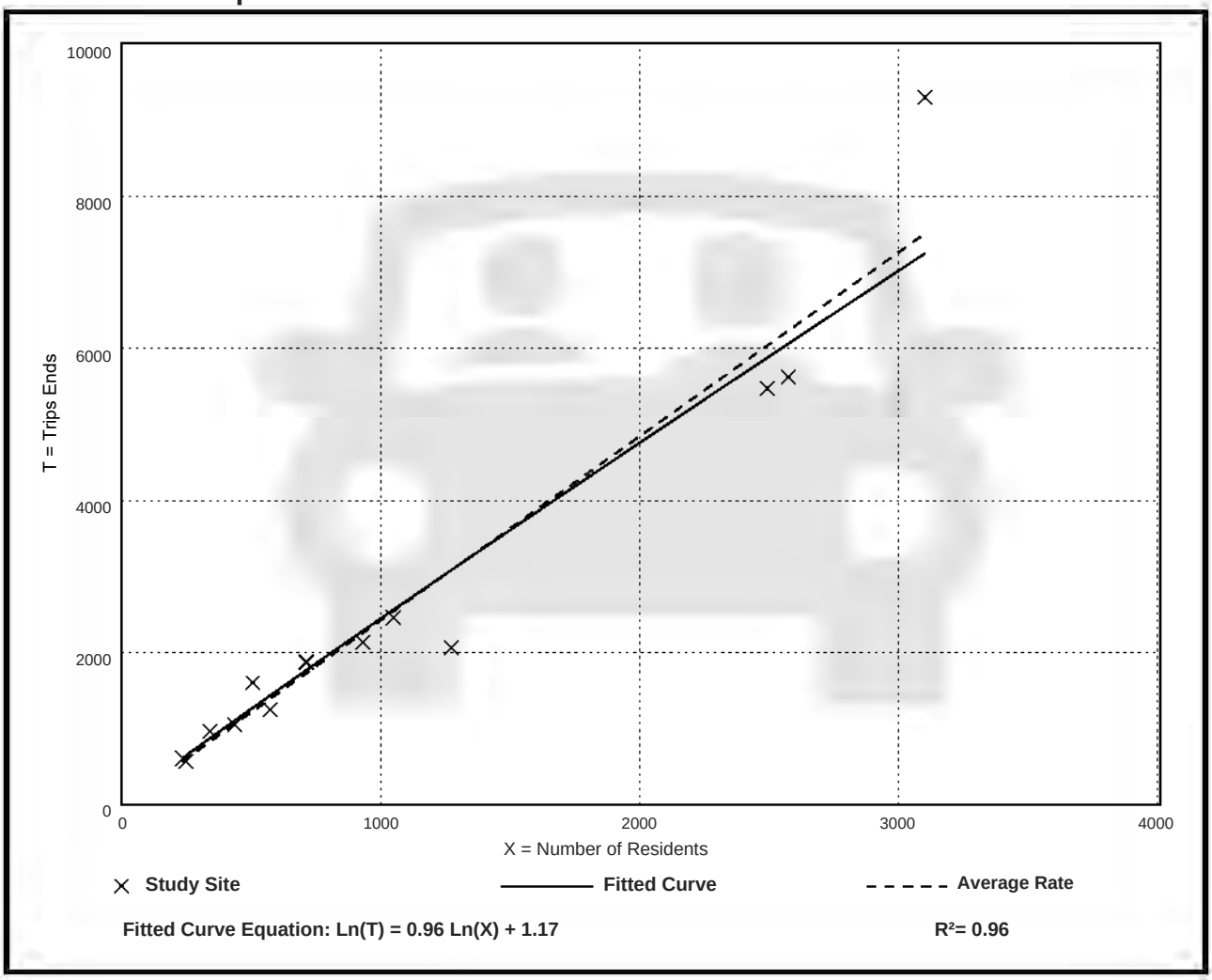
Vehicle Trip Ends vs: Residents
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Residents: 1085
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.42	1.62 - 3.16	0.43

Data Plot and Equation



Single-Family Detached Housing
(210)

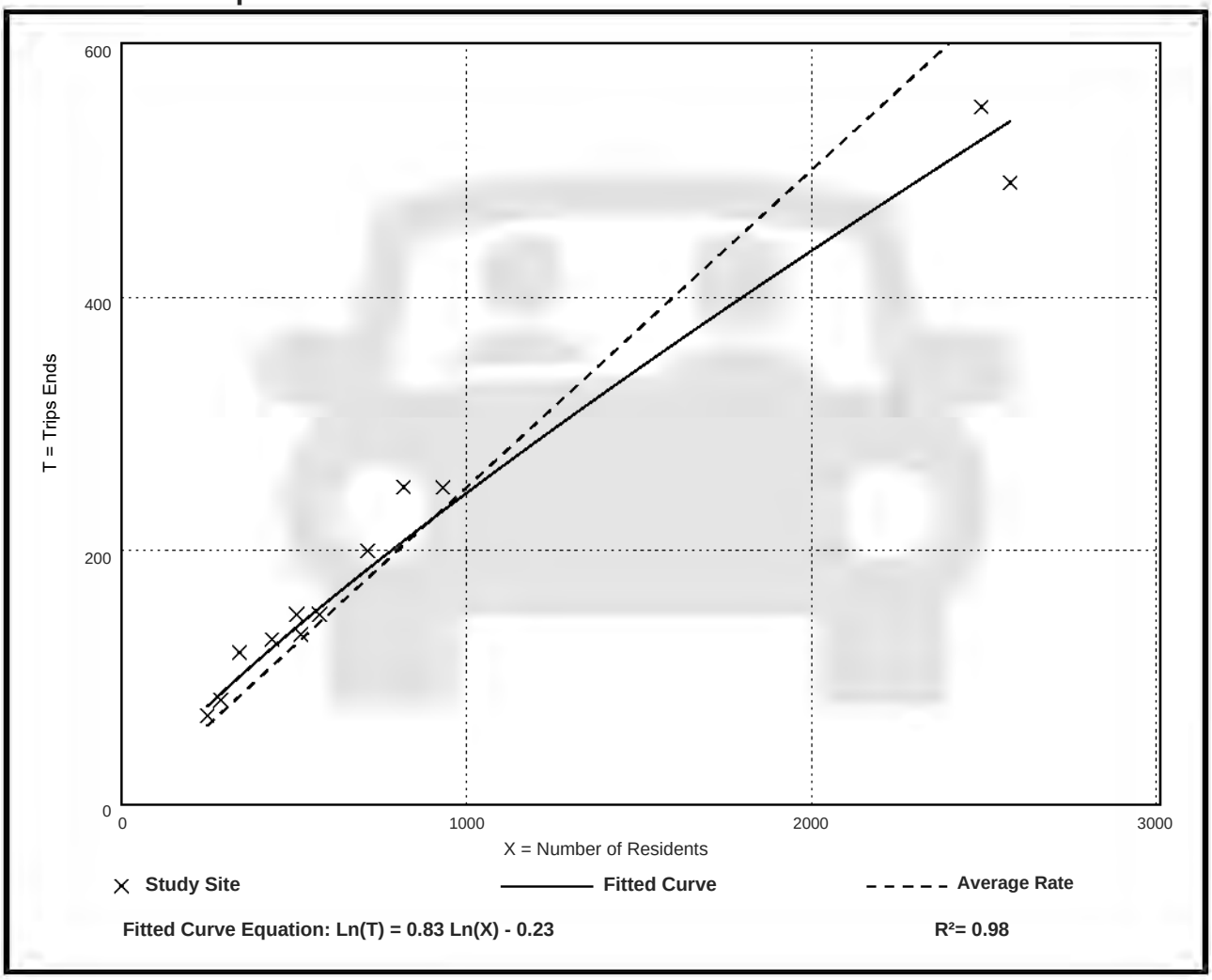
Vehicle Trip Ends vs: Residents
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Residents: 870
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.25	0.19 - 0.35	0.05

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) - 0.23

R^2= 0.98

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

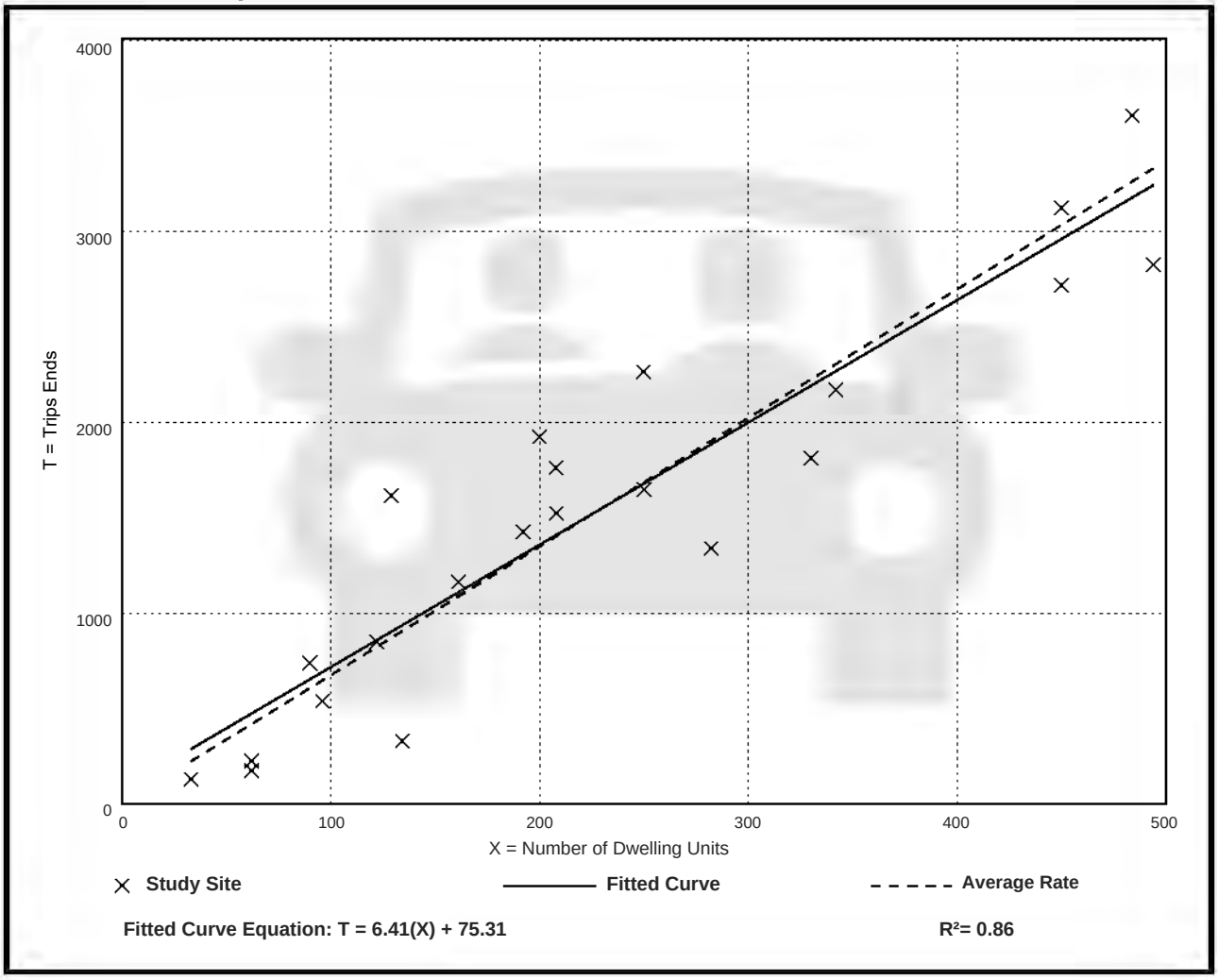
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



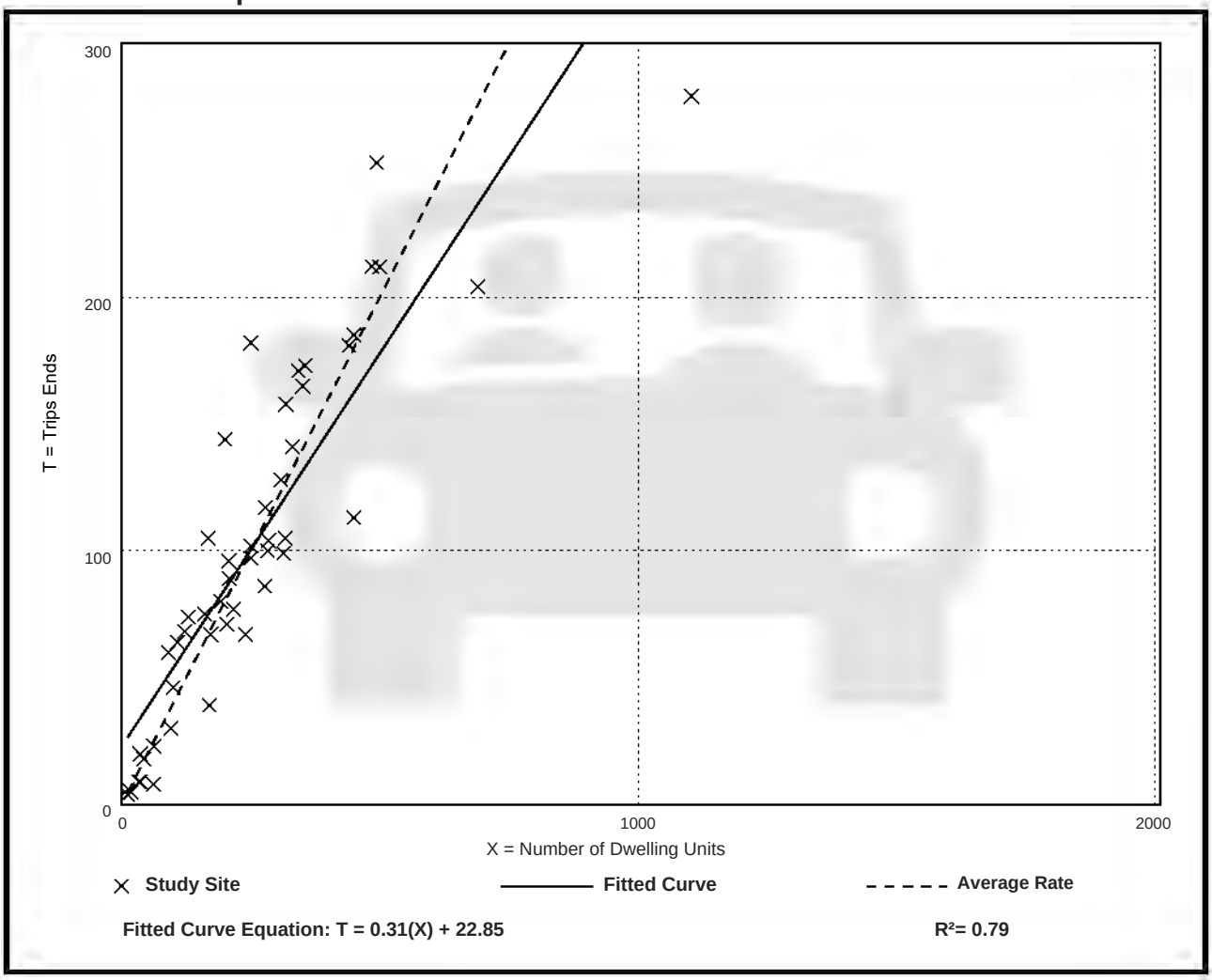
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



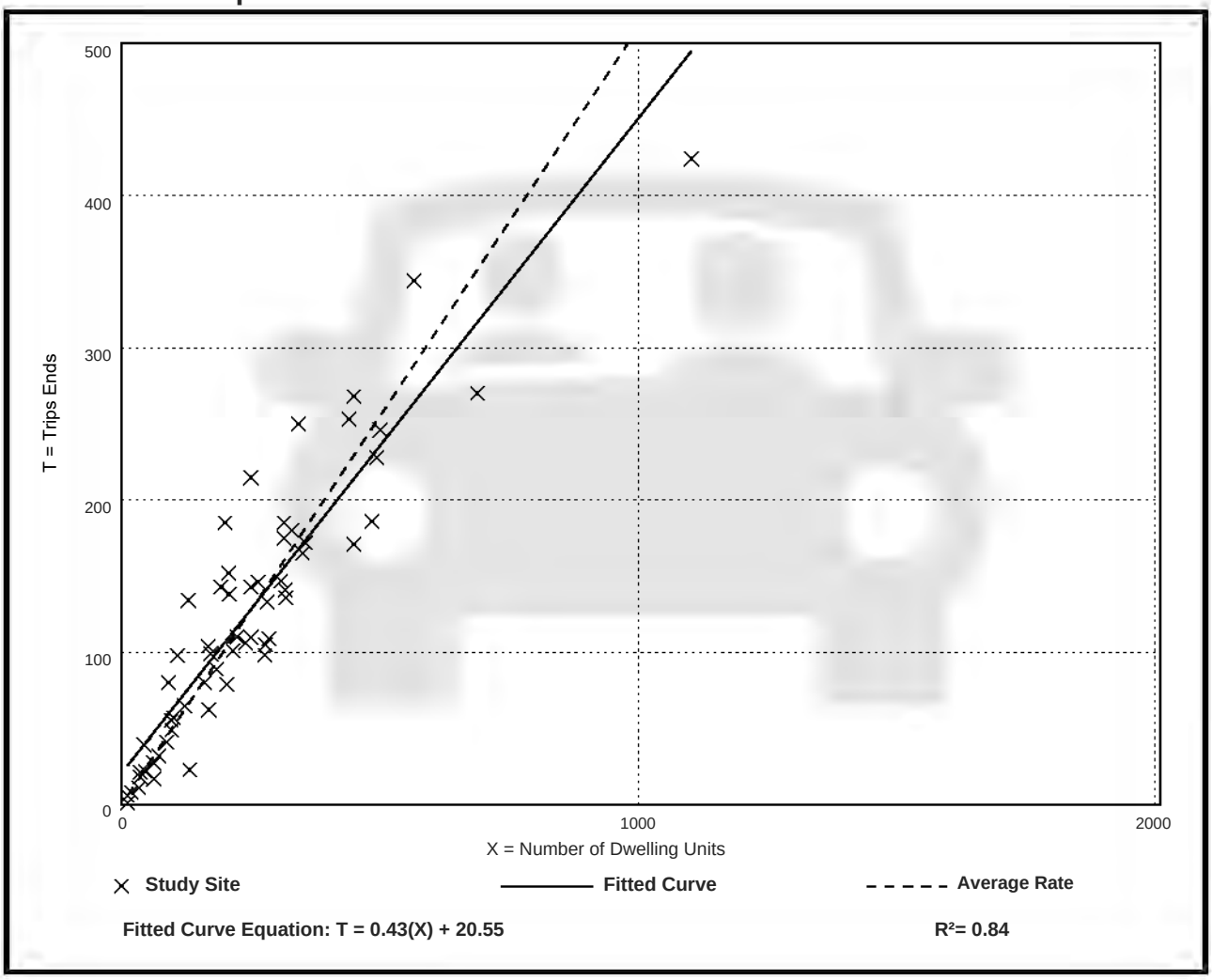
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

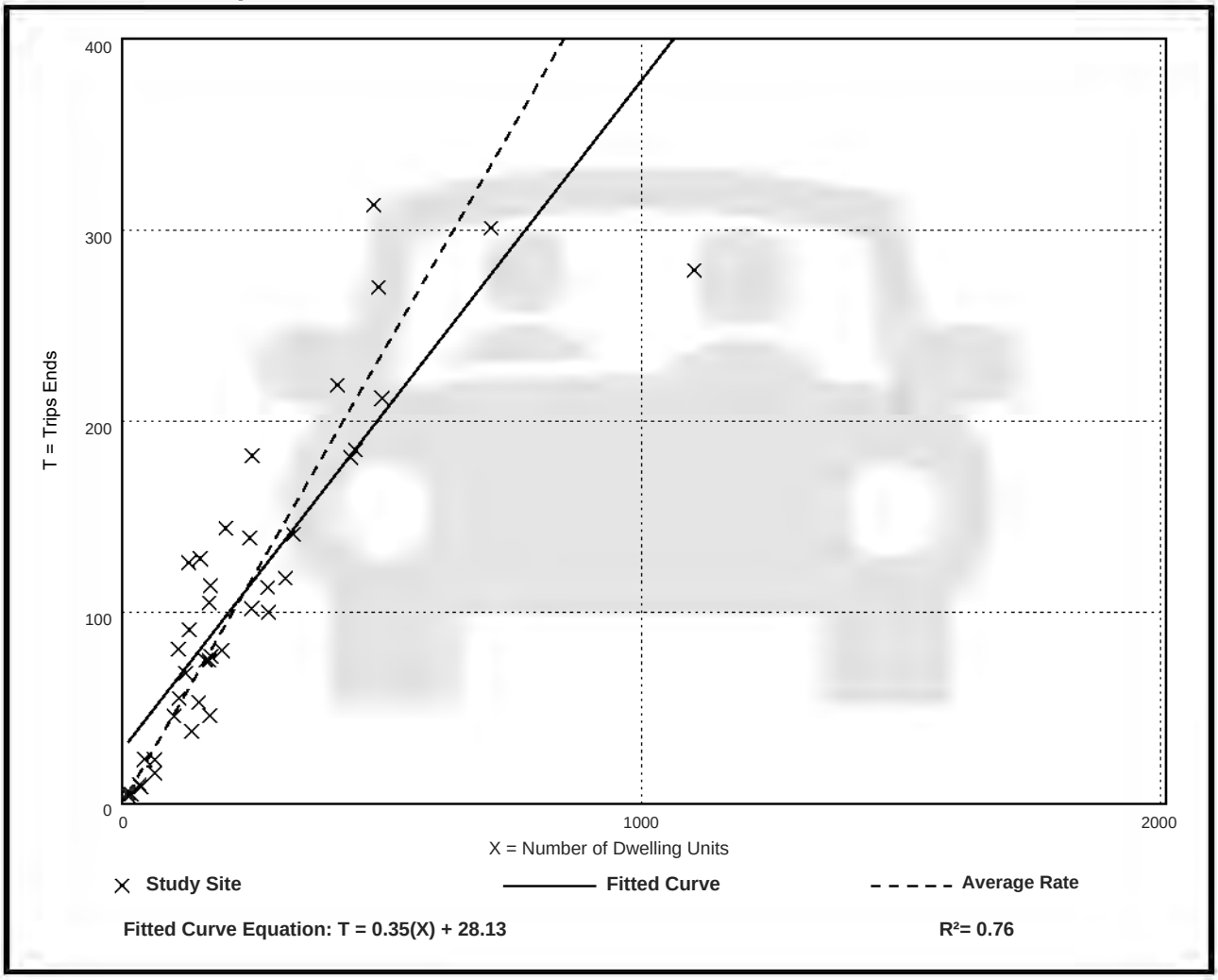
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. Num. of Dwelling Units: 234
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.47	0.25 - 0.98	0.16

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

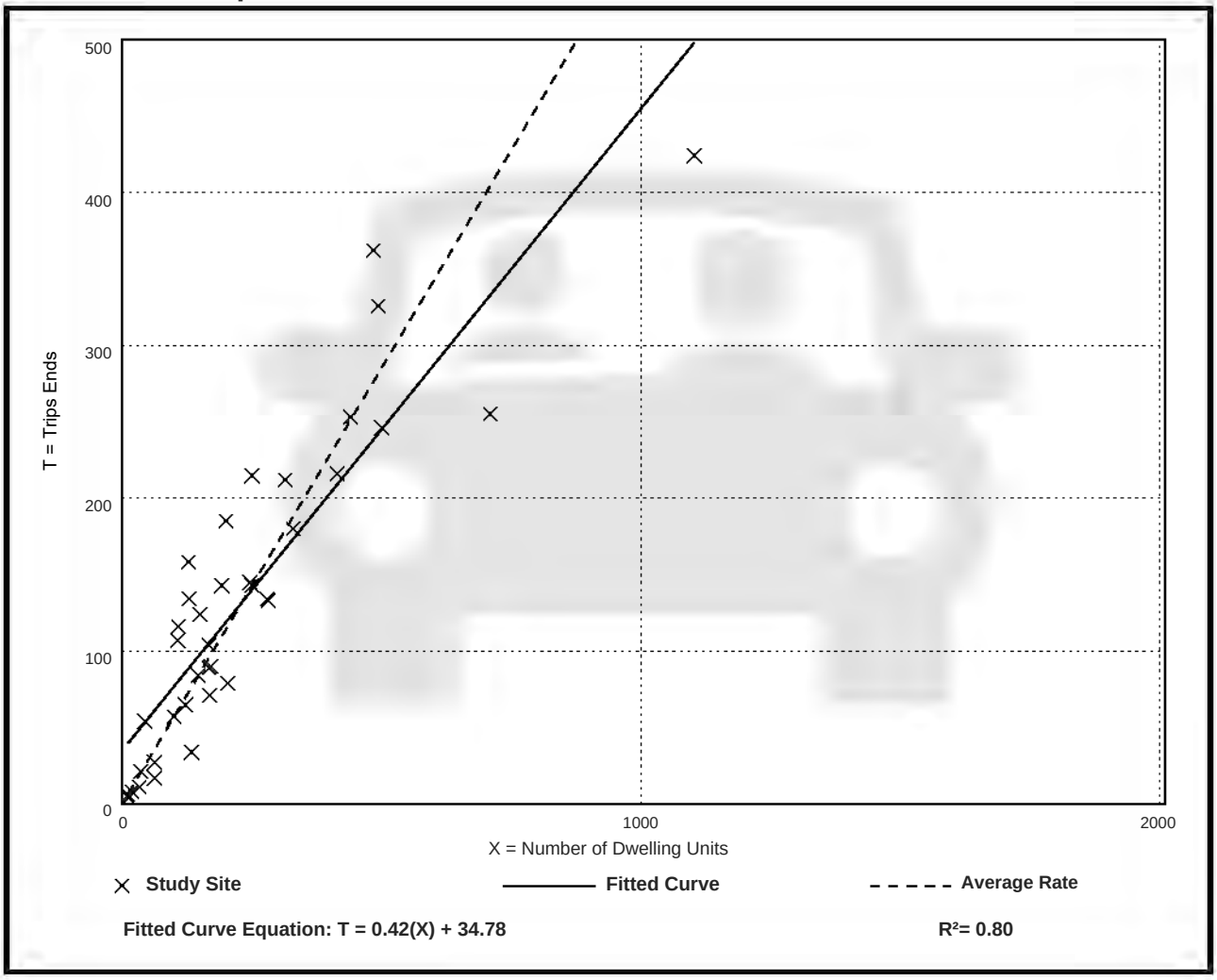
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 38
Avg. Num. of Dwelling Units: 231
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.25 - 1.26	0.20

Data Plot and Equation



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

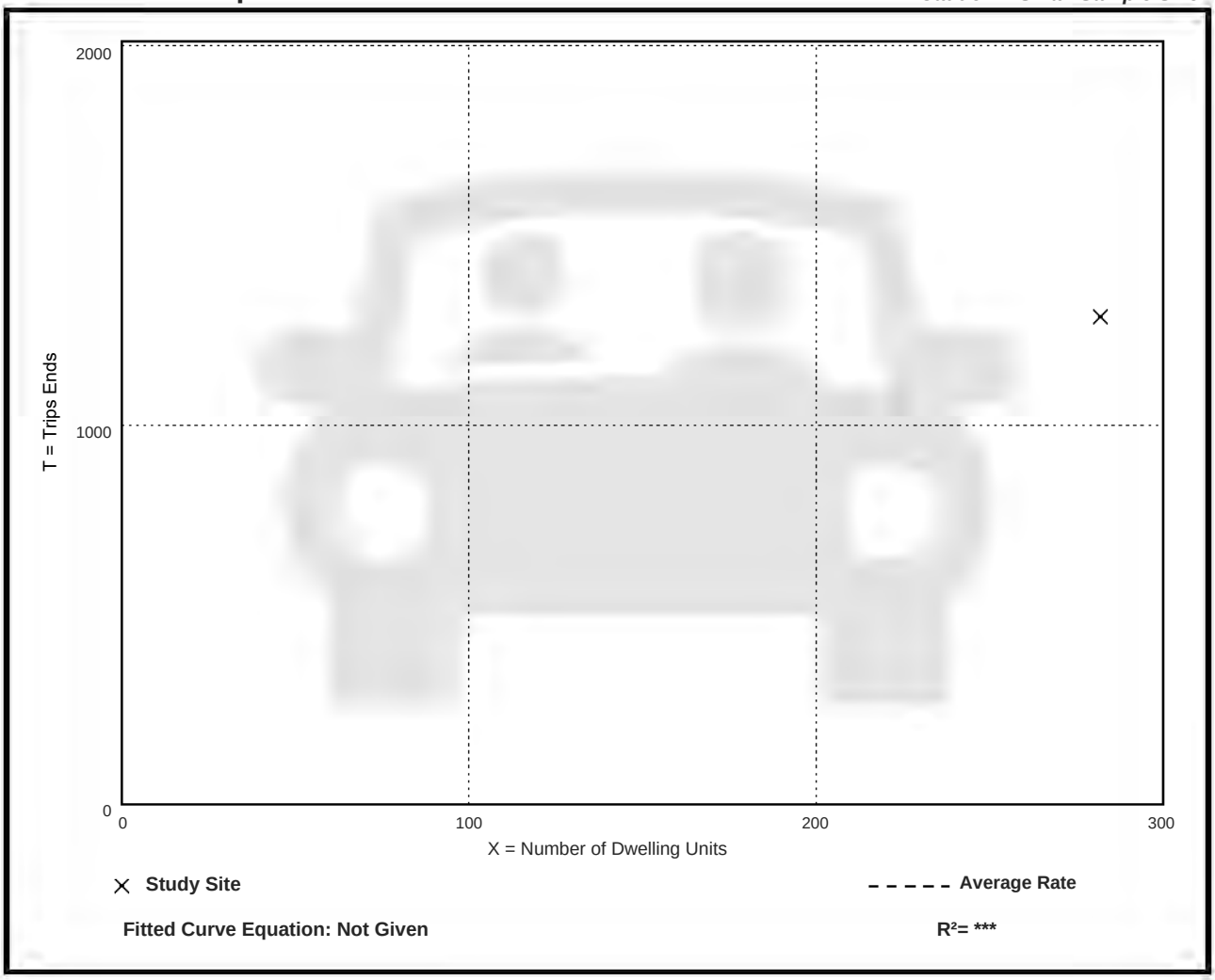
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

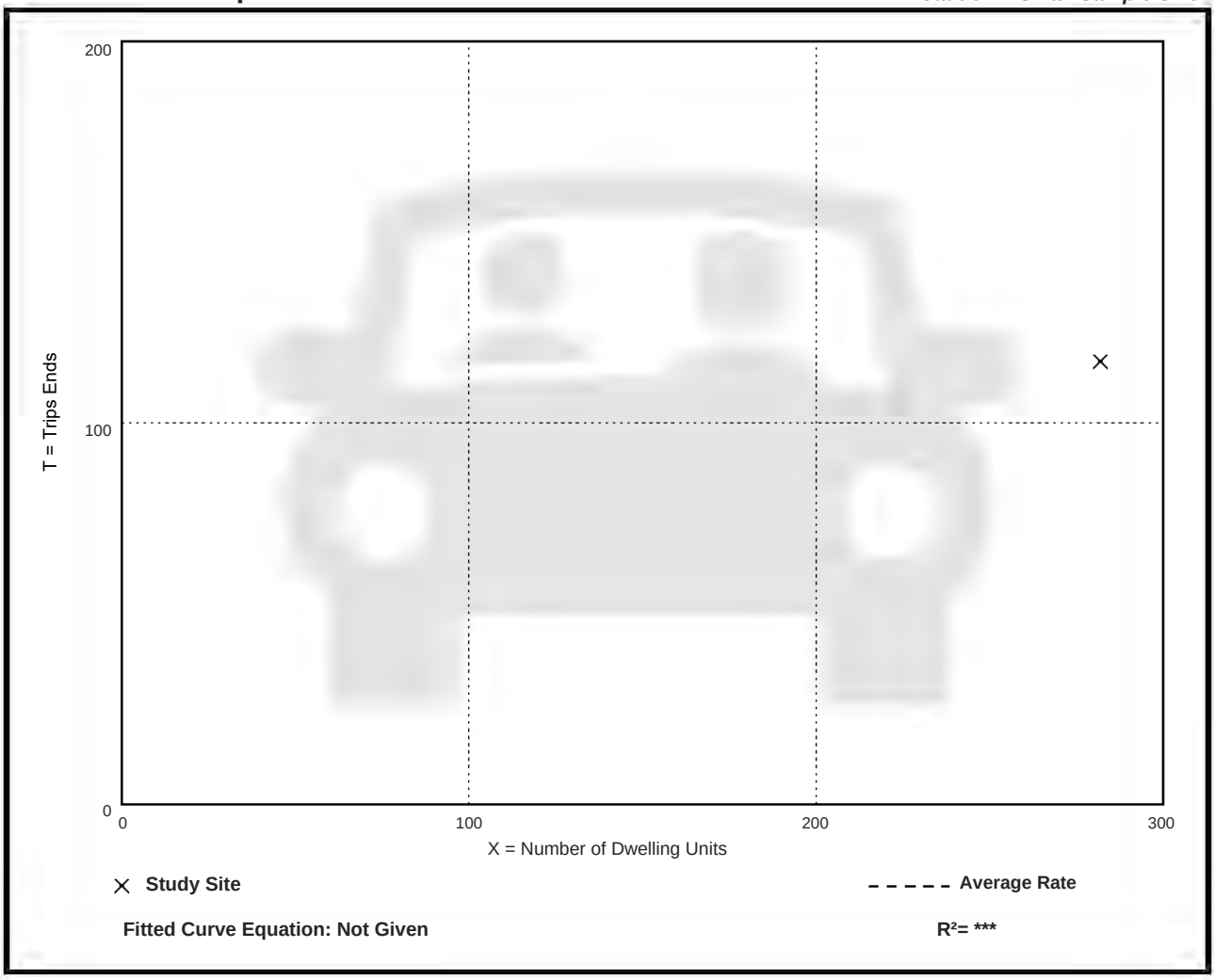
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.41 - 0.41	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

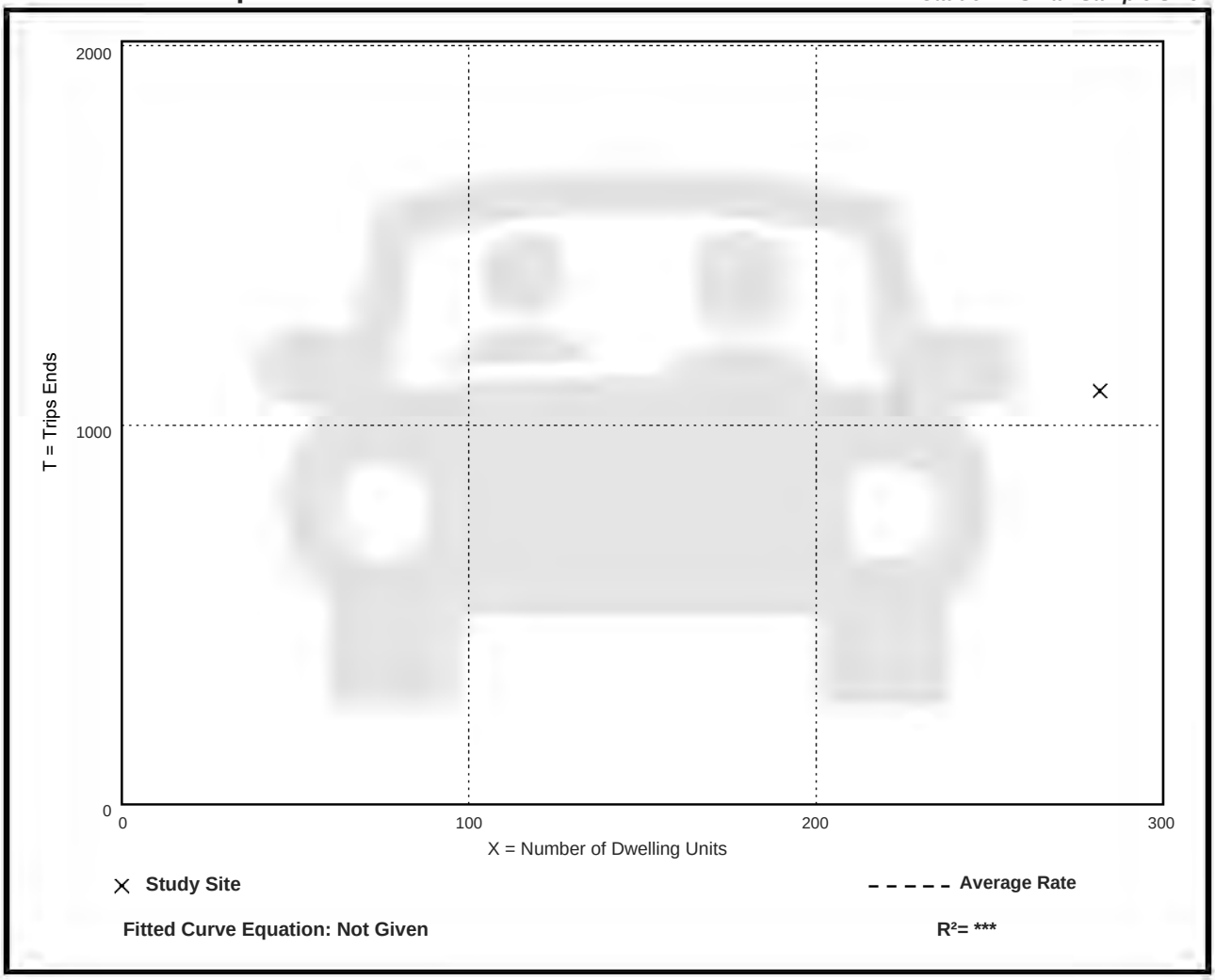
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

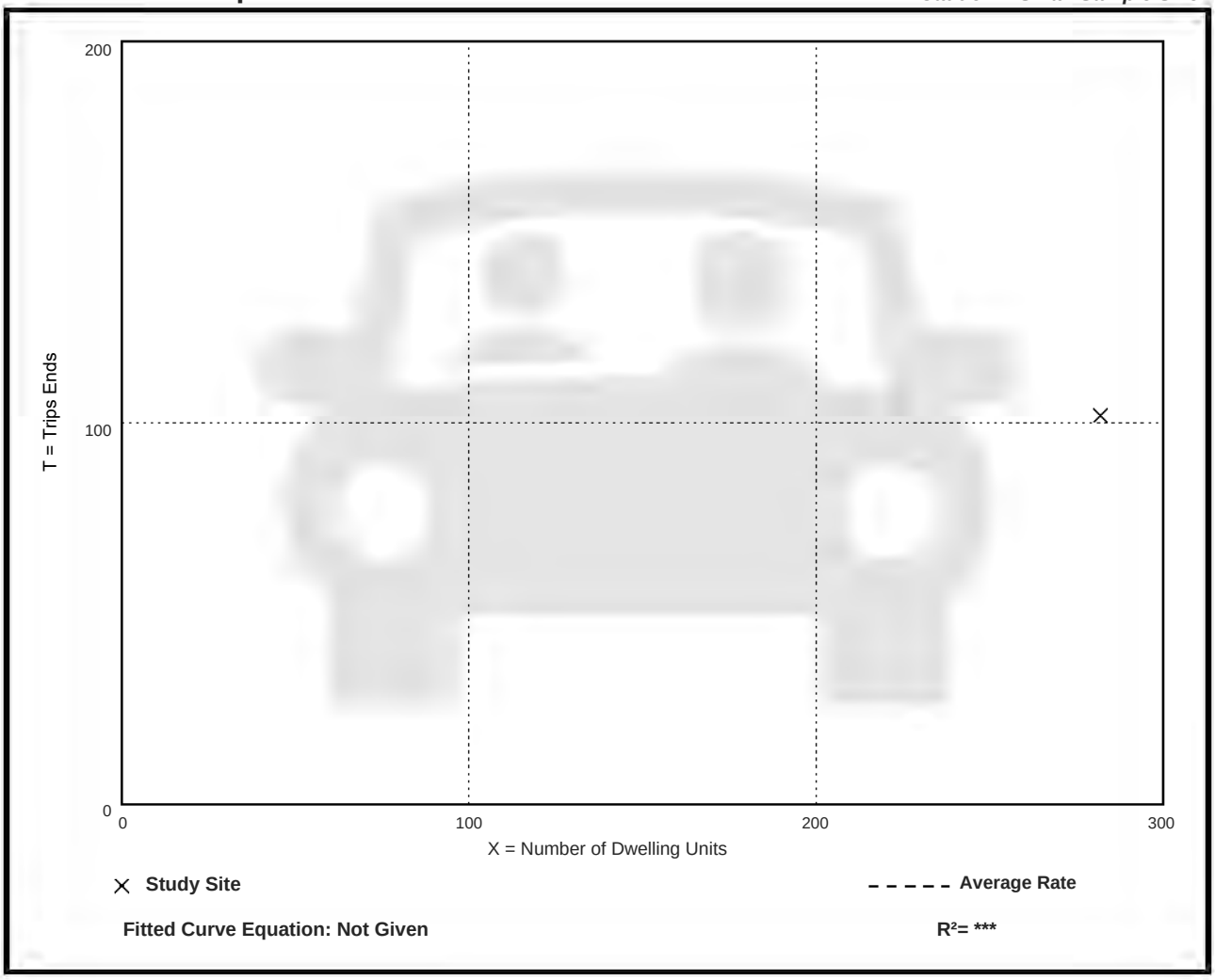
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 282
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Residents
On a: Weekday

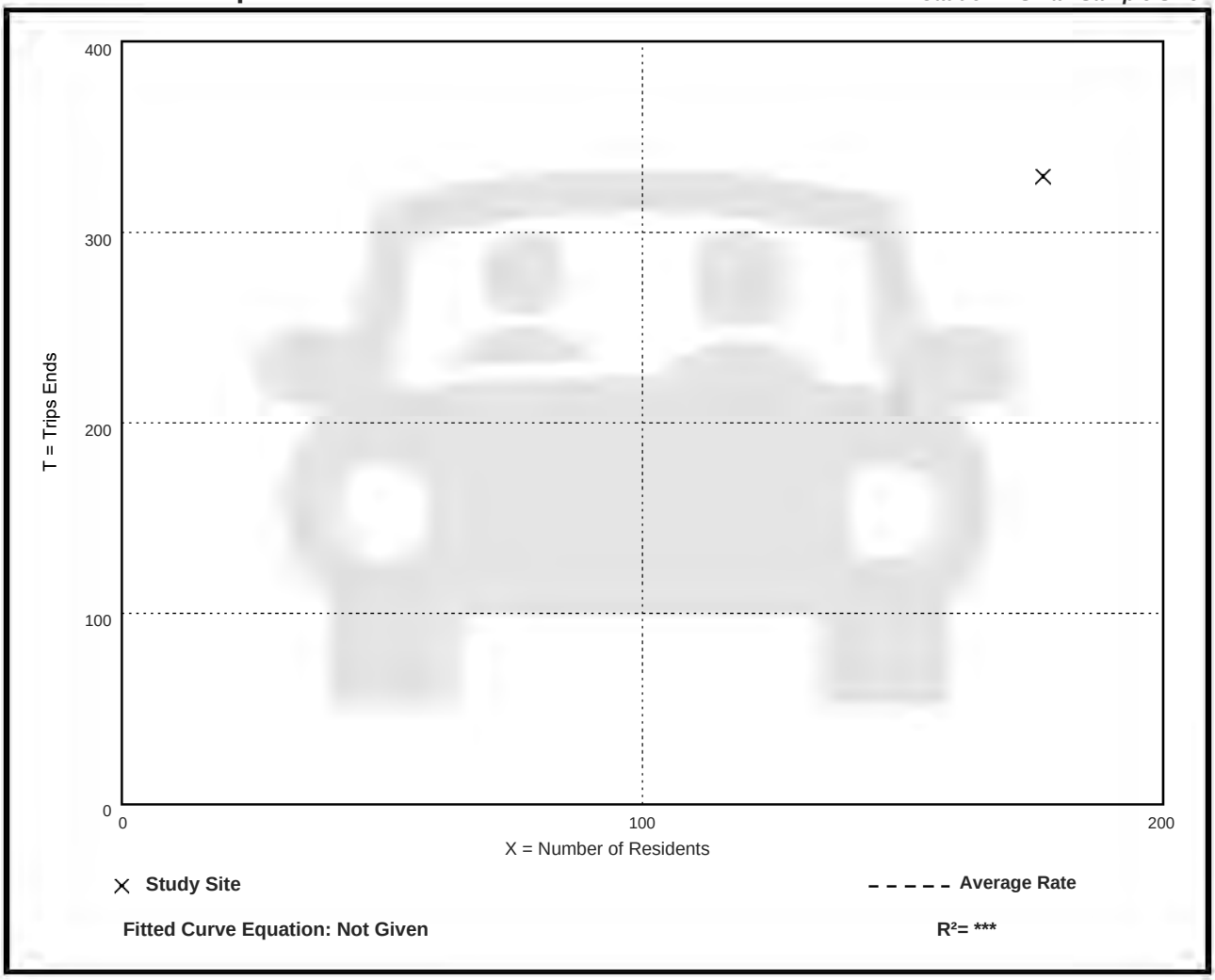
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 177
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

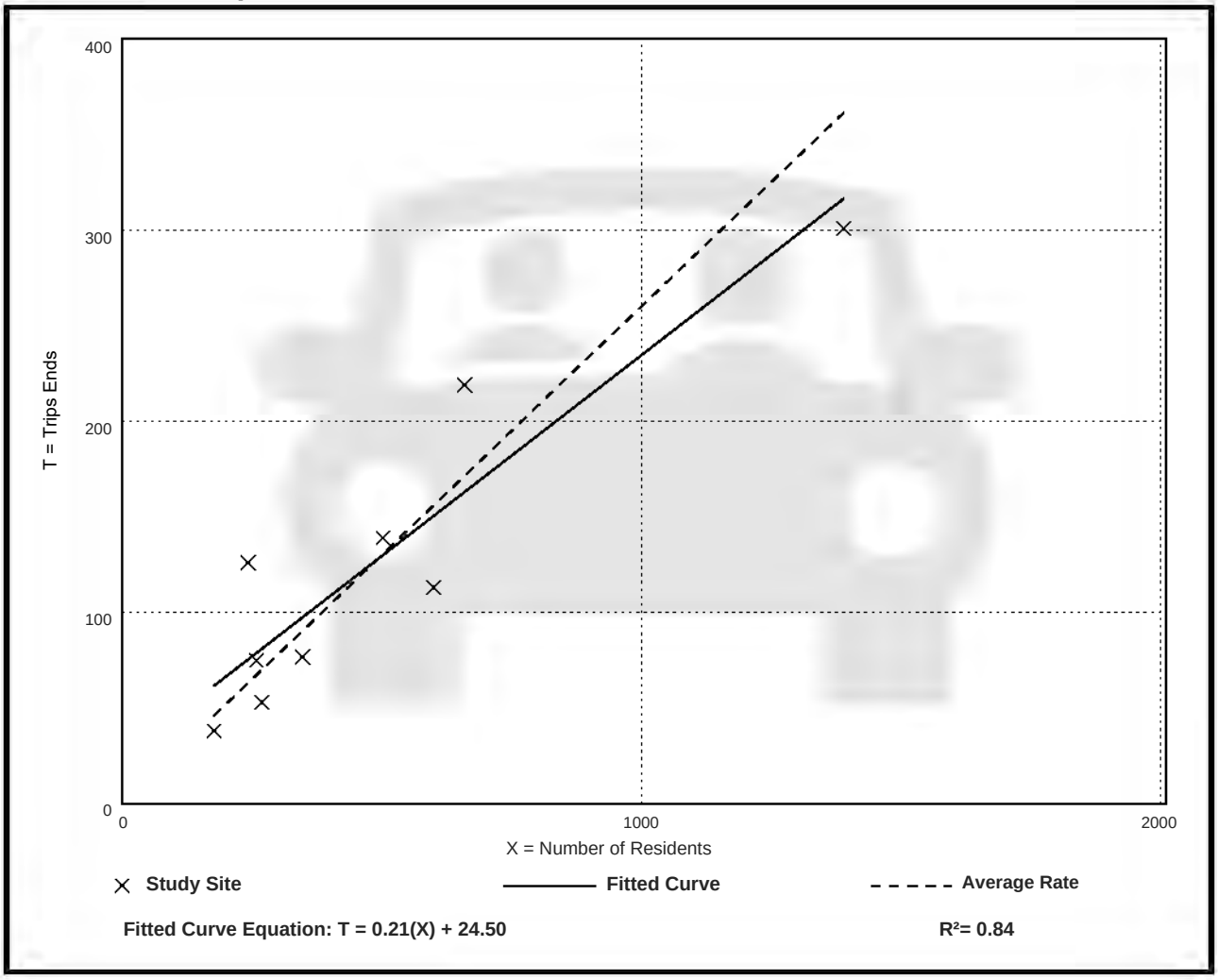
Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.26	0.19 - 0.52	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) + 24.50

R^2= 0.84

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

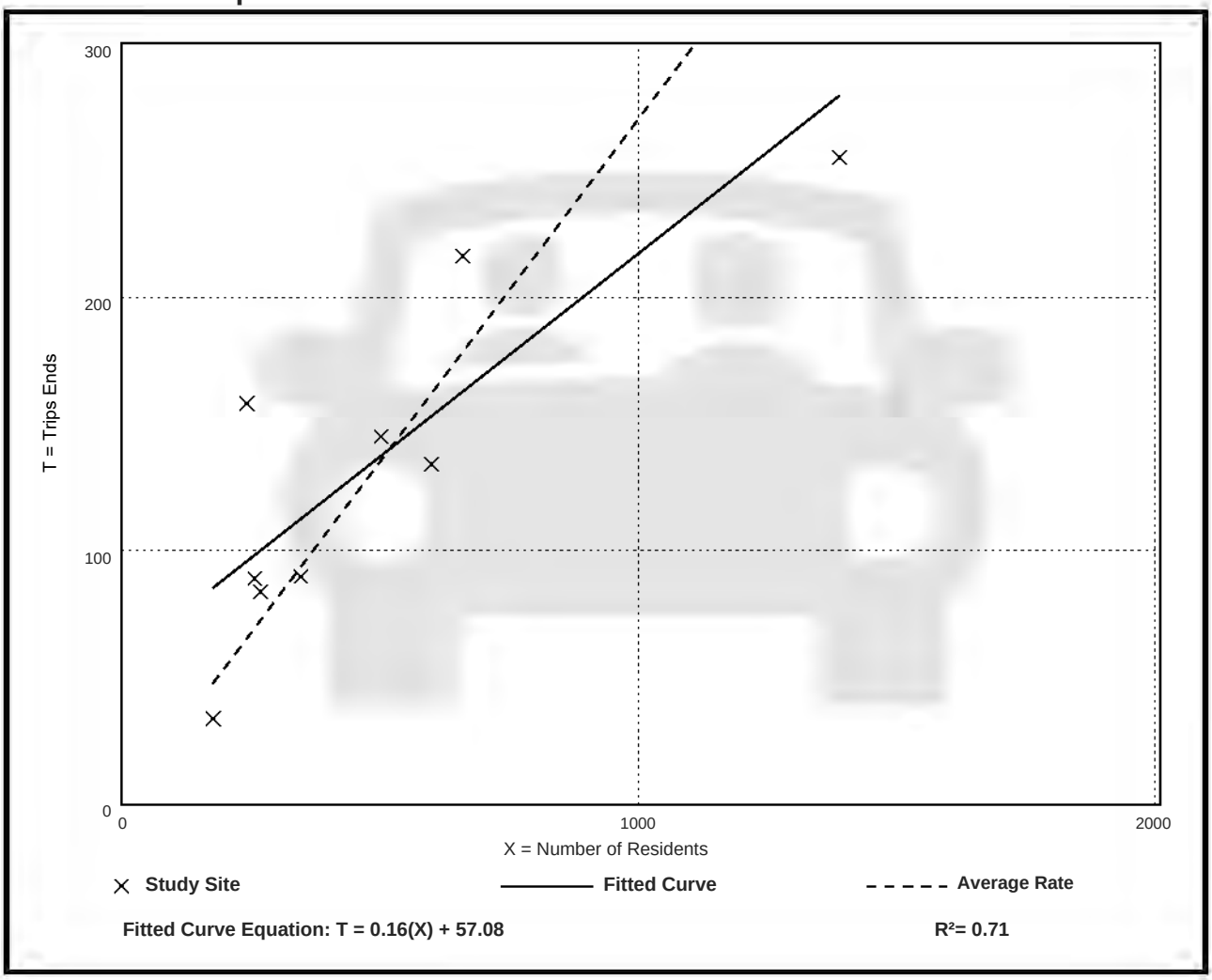
Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Residents: 494
Directional Distribution: 66% entering, 34% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.27	0.18 - 0.65	0.11

Data Plot and Equation



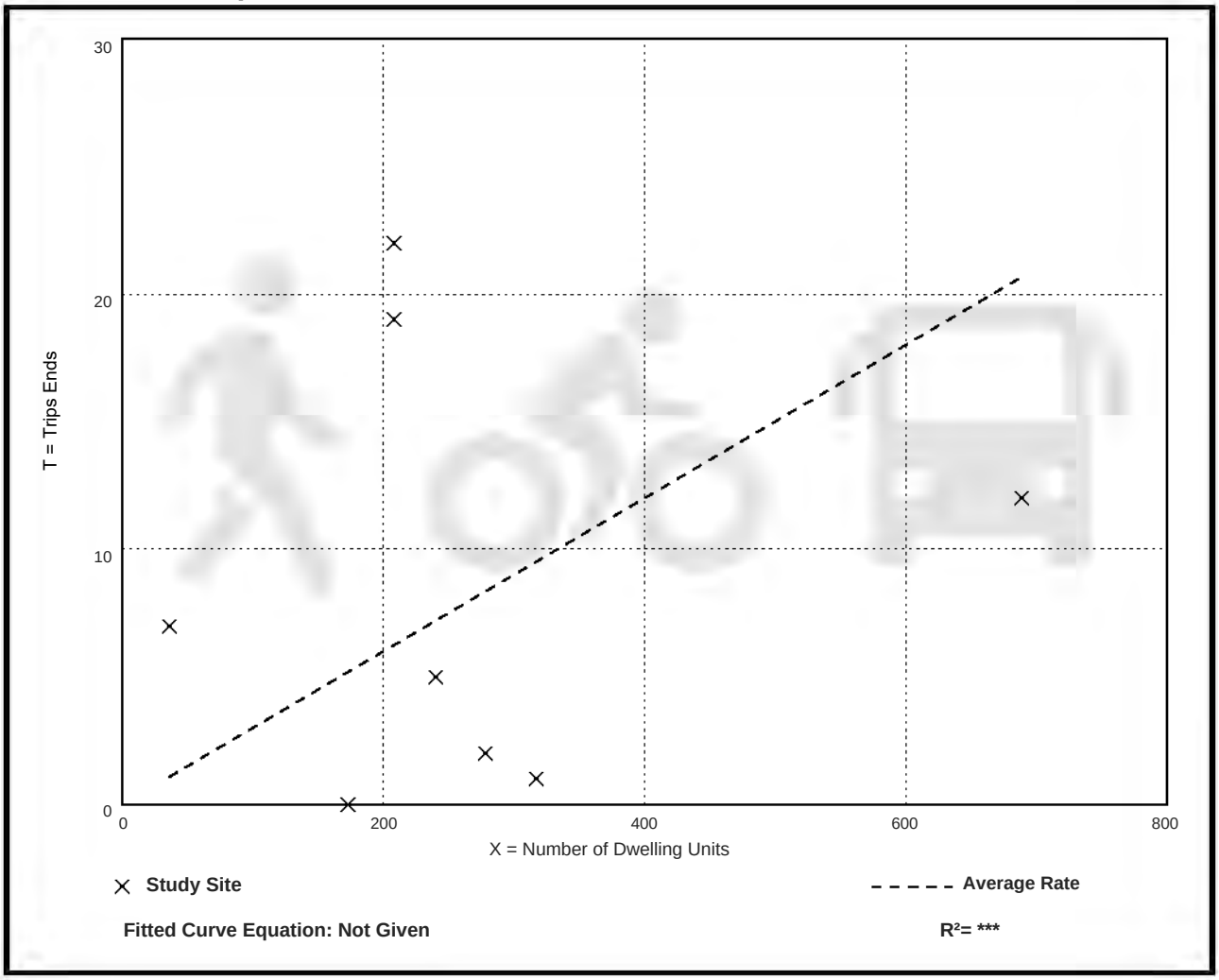
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 269
Directional Distribution: 43% entering, 57% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.19	0.04

Data Plot and Equation



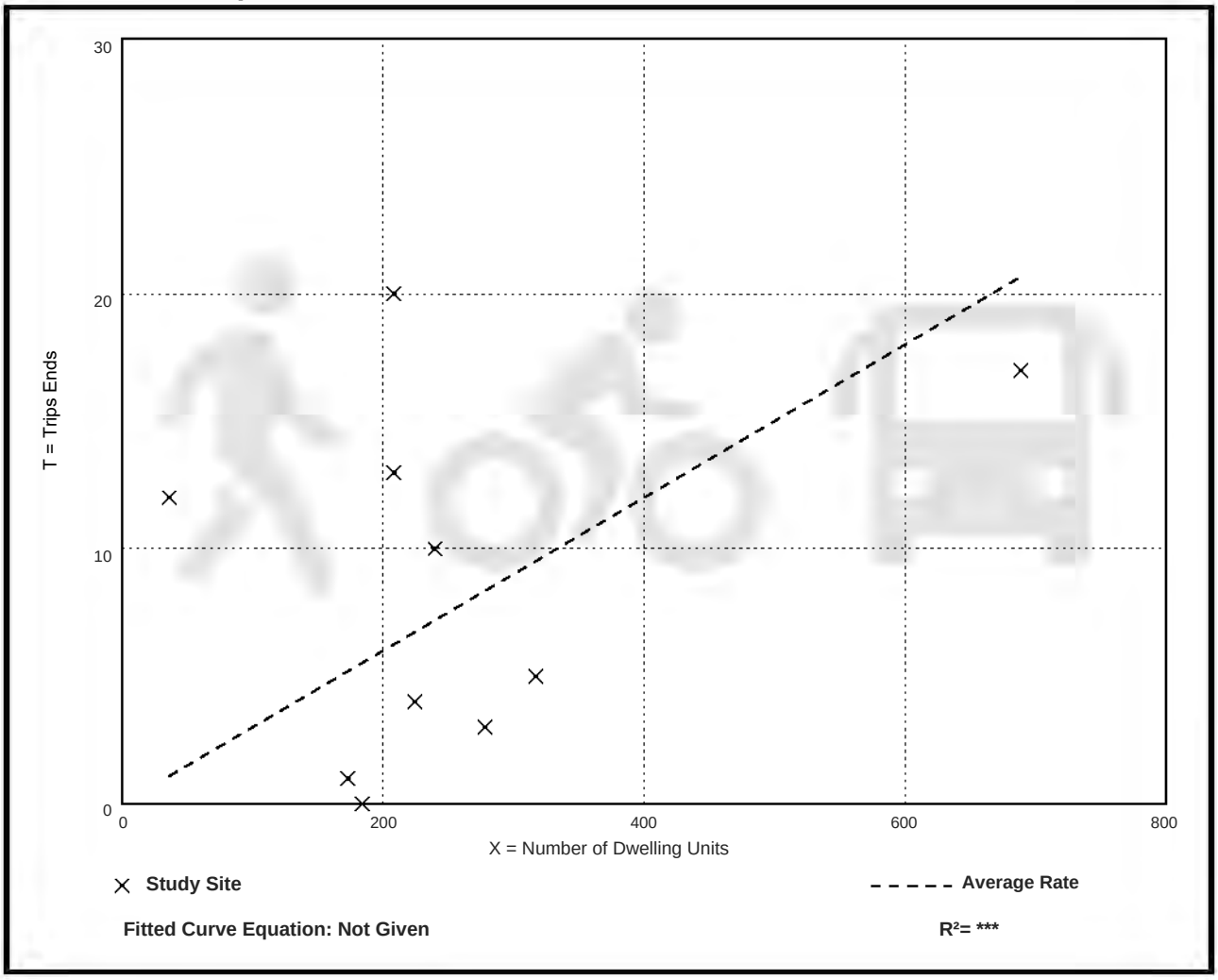
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 256
Directional Distribution: 50% entering, 50% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.05

Data Plot and Equation



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

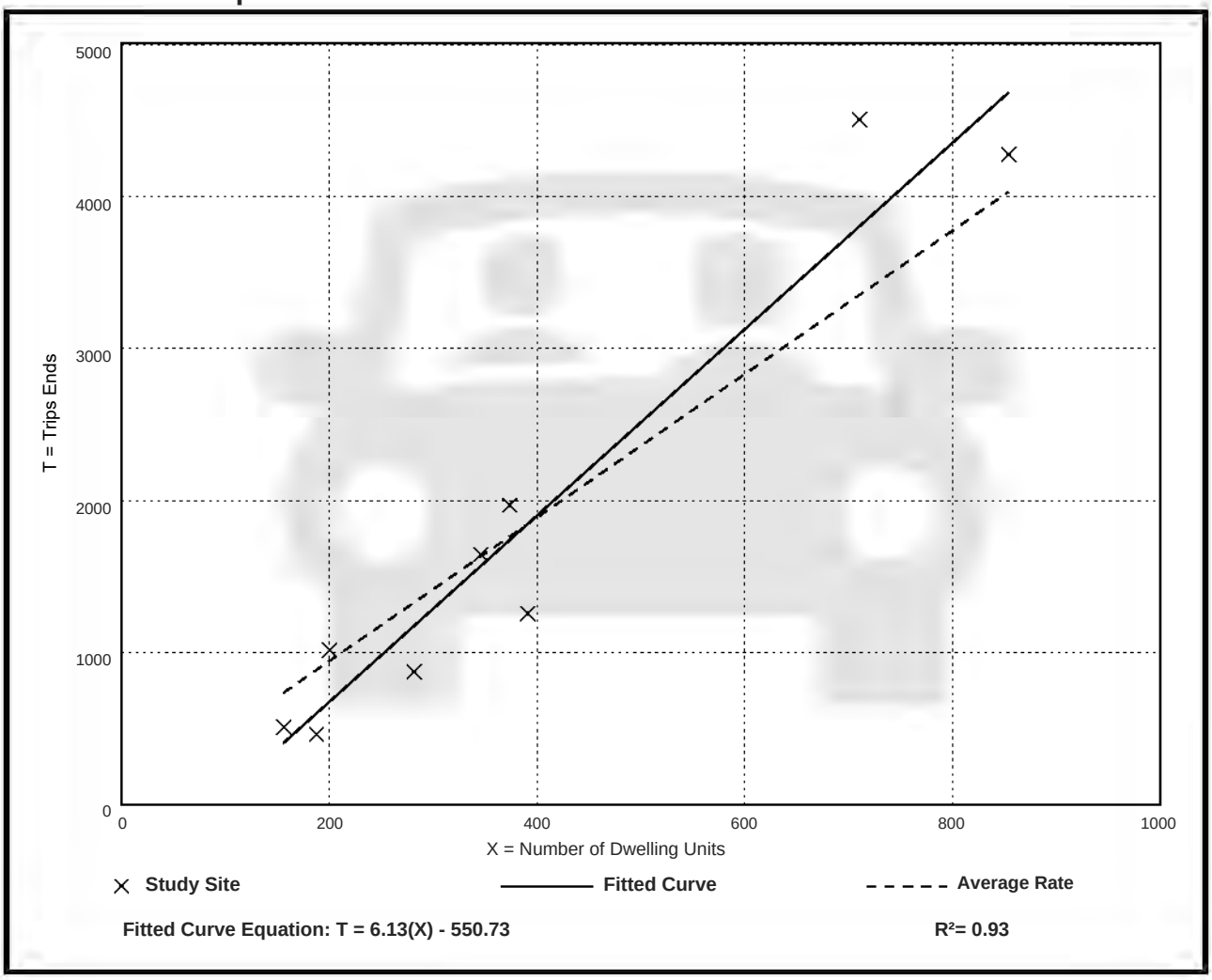
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.72	2.46 - 6.34	1.27

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

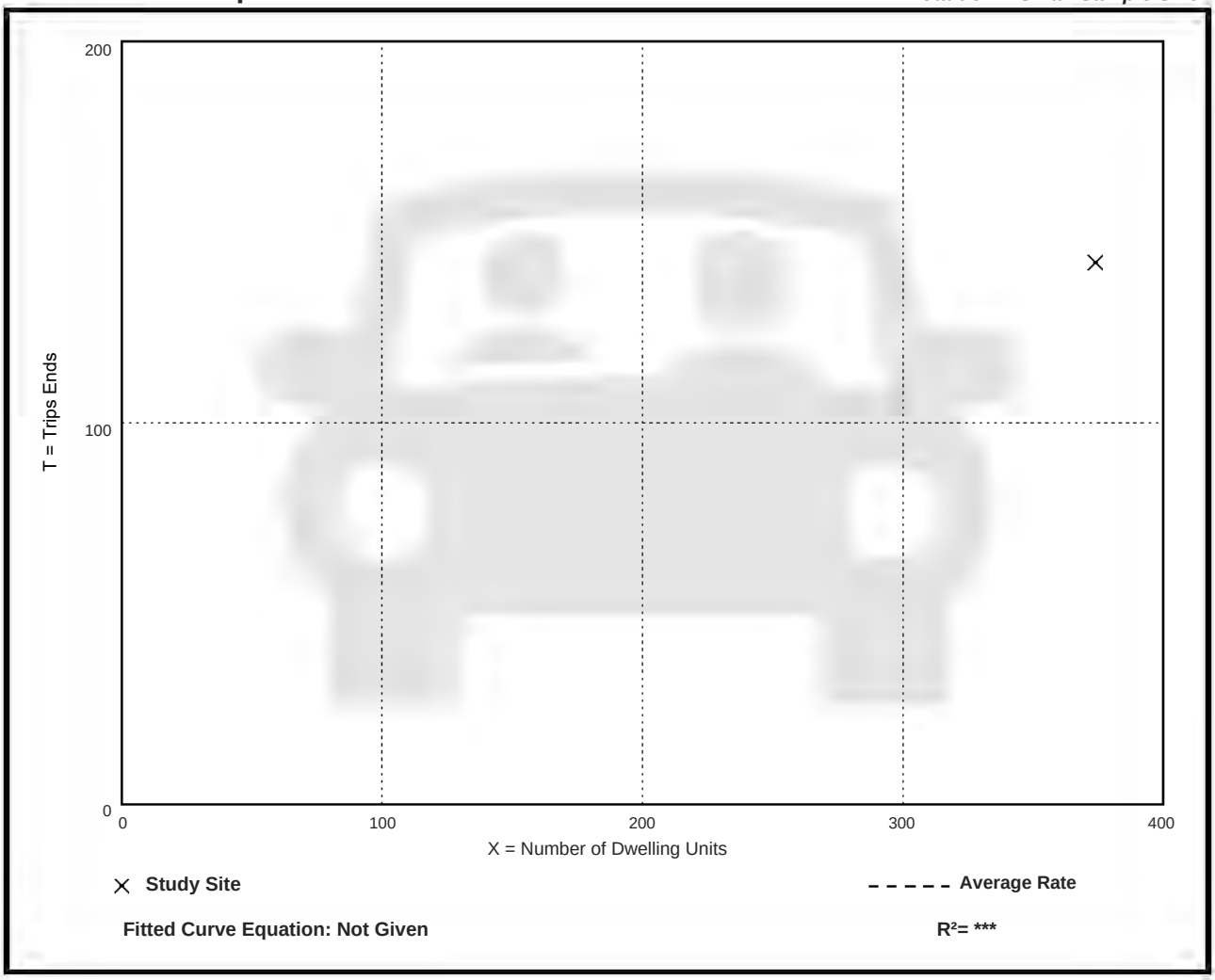
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

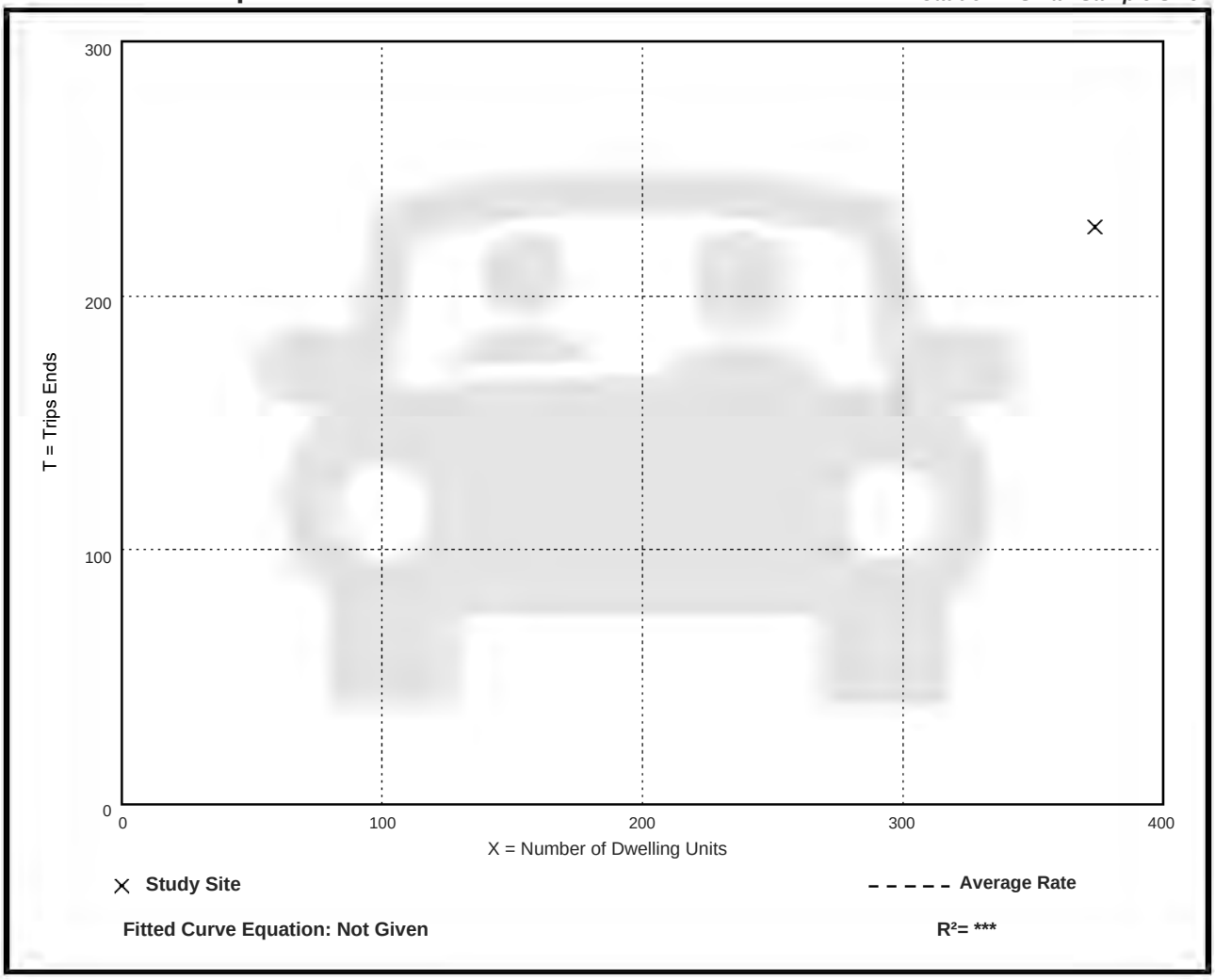
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

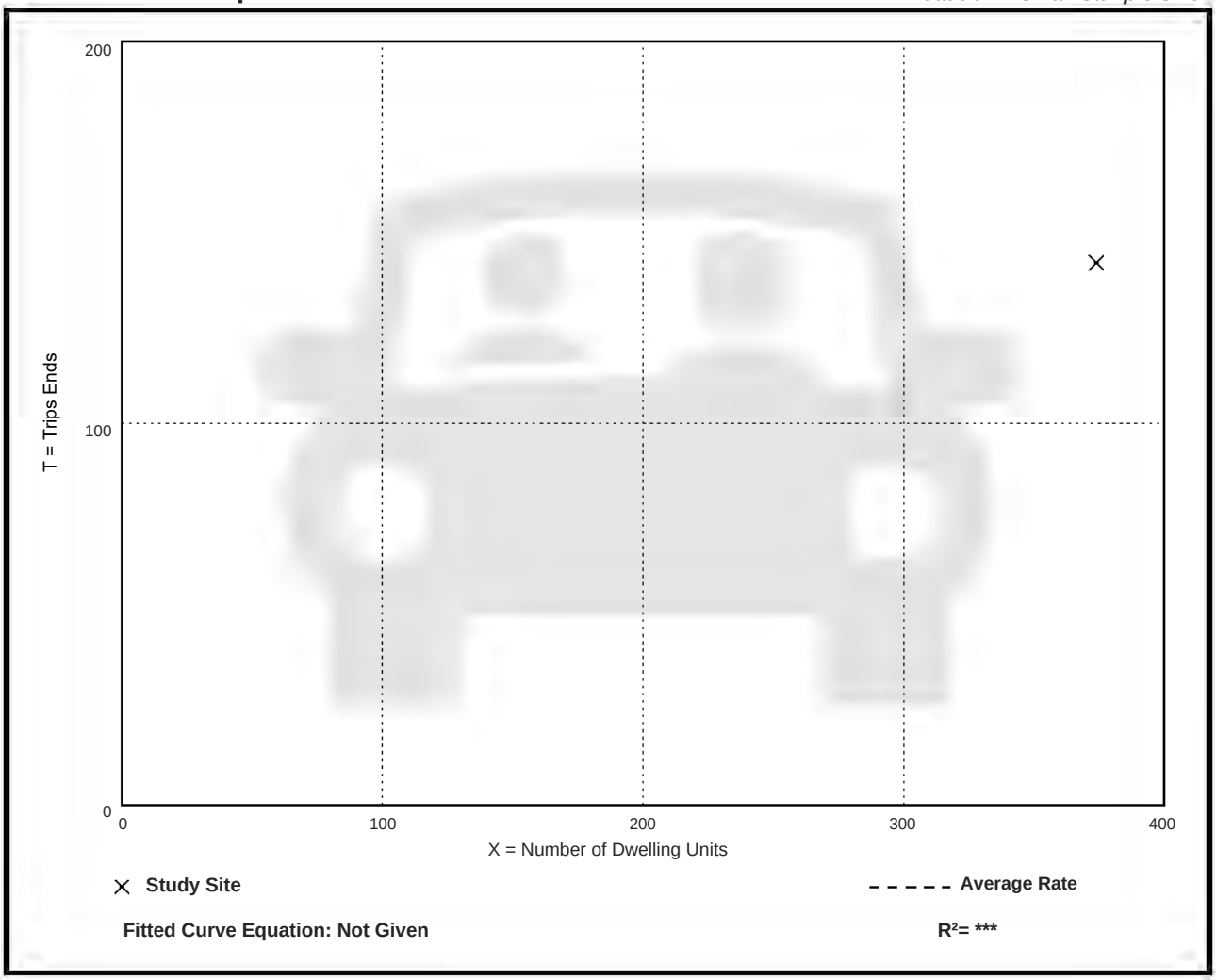
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.38 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise)
Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

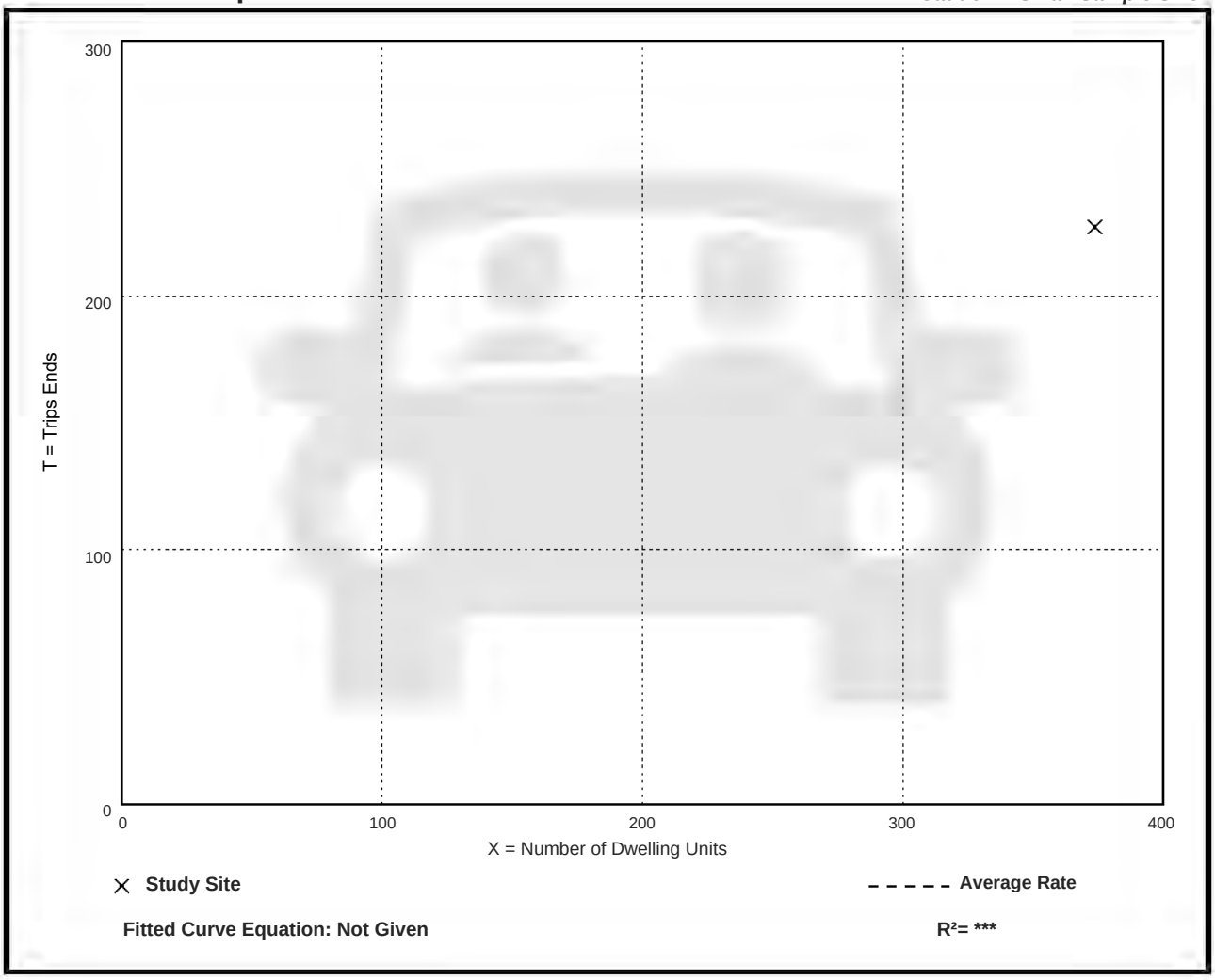
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 374
Directional Distribution: 60% entering, 40% exiting

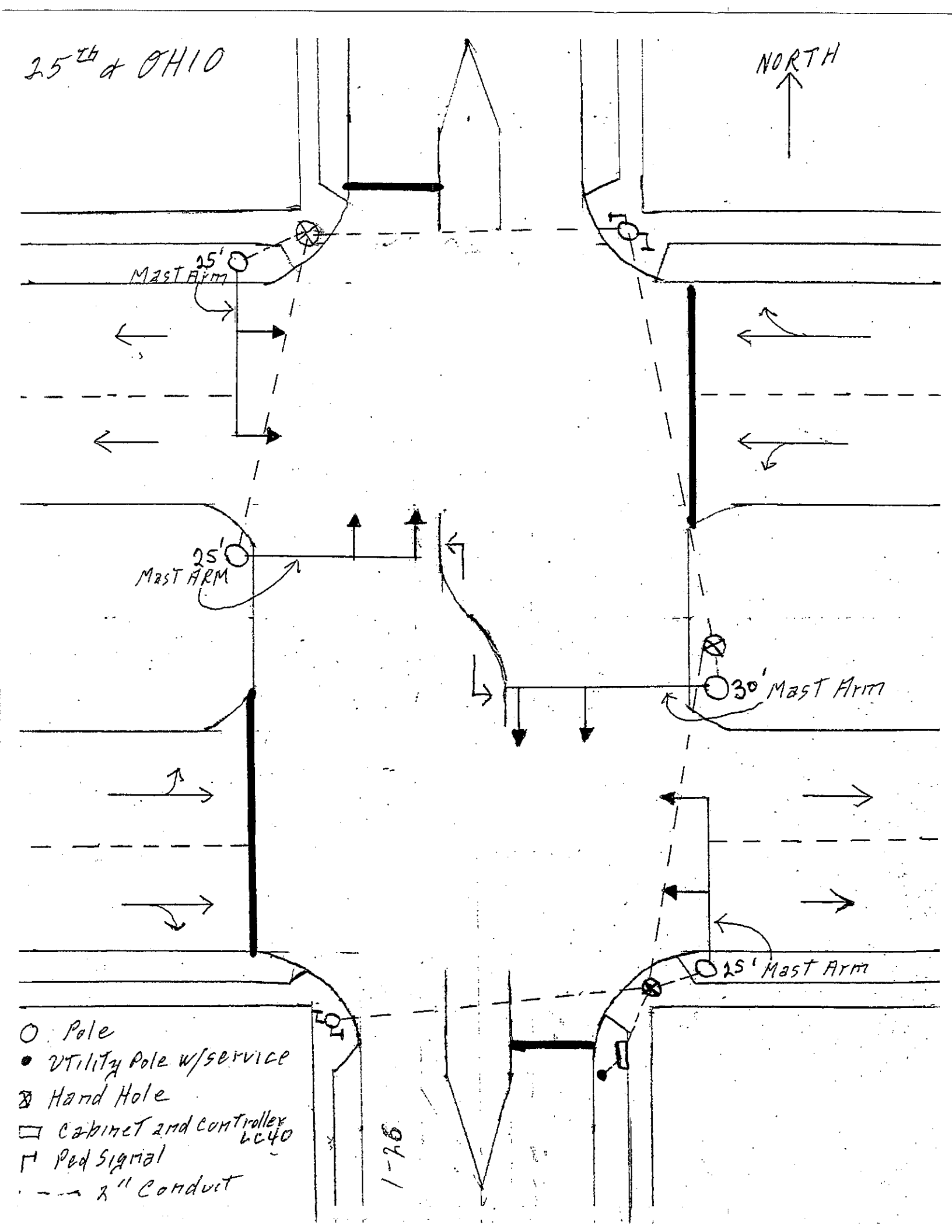
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.61 - 0.61	***

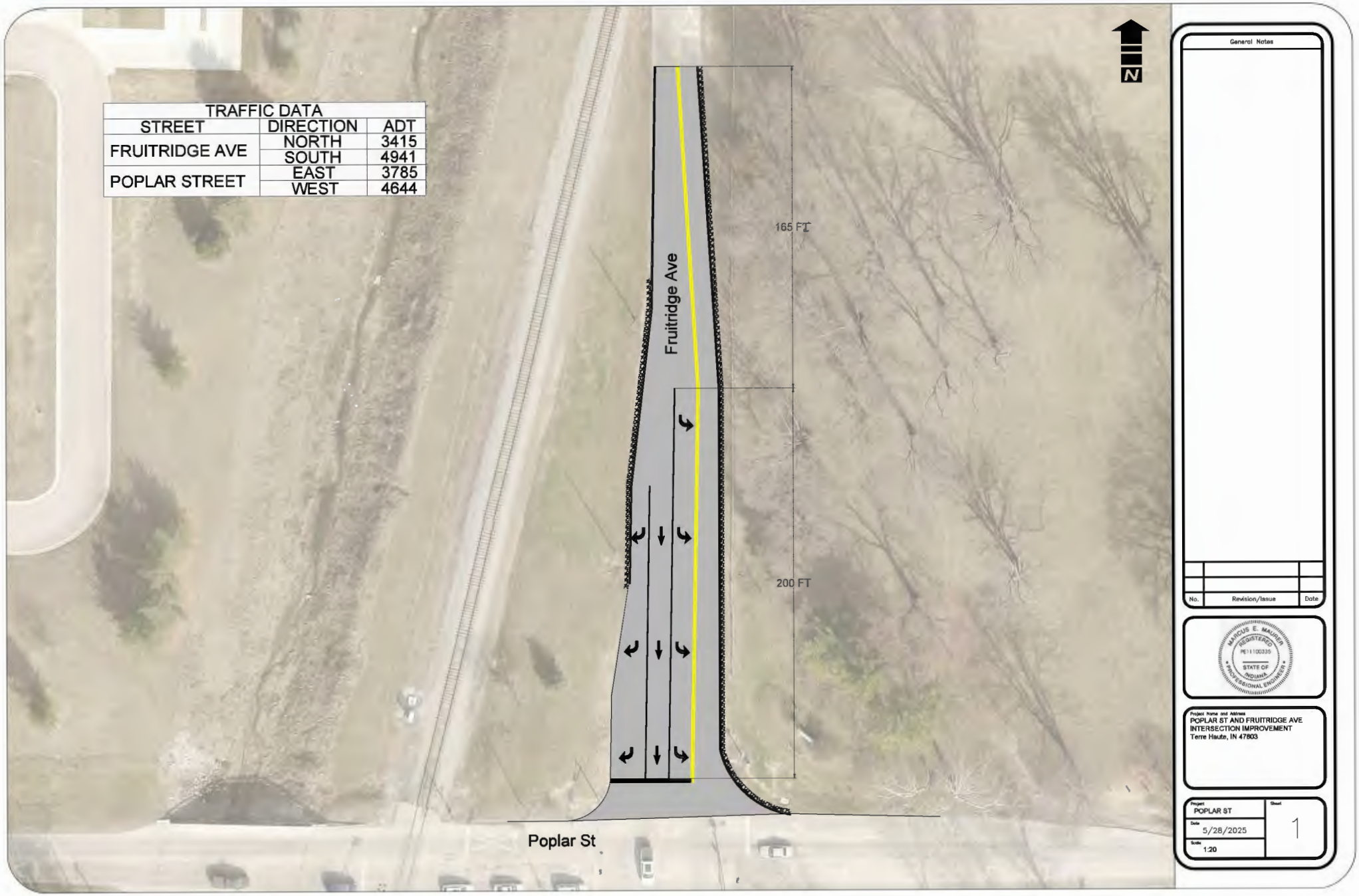
Data Plot and Equation

Caution – Small Sample Size




25th & OHIO
NORTH
25' Mast Arm
25' Mast ARM
30' Mast Arm
25' Mast Arm
Pole
Utility Pole w/service
Hand Hole
Cabinet and Controller LC40
Ped Signal
2" Conduit
I-26

SITE NAME		SCALE	TITLE
OHIO BLVD		1" = 40'	LANE ADJUSTMENT
SITE NO.	CONTRACT NO.	DATE	DRAWN BY
XXXX	EXXX-XXX	5/28/2025	C.A.W.



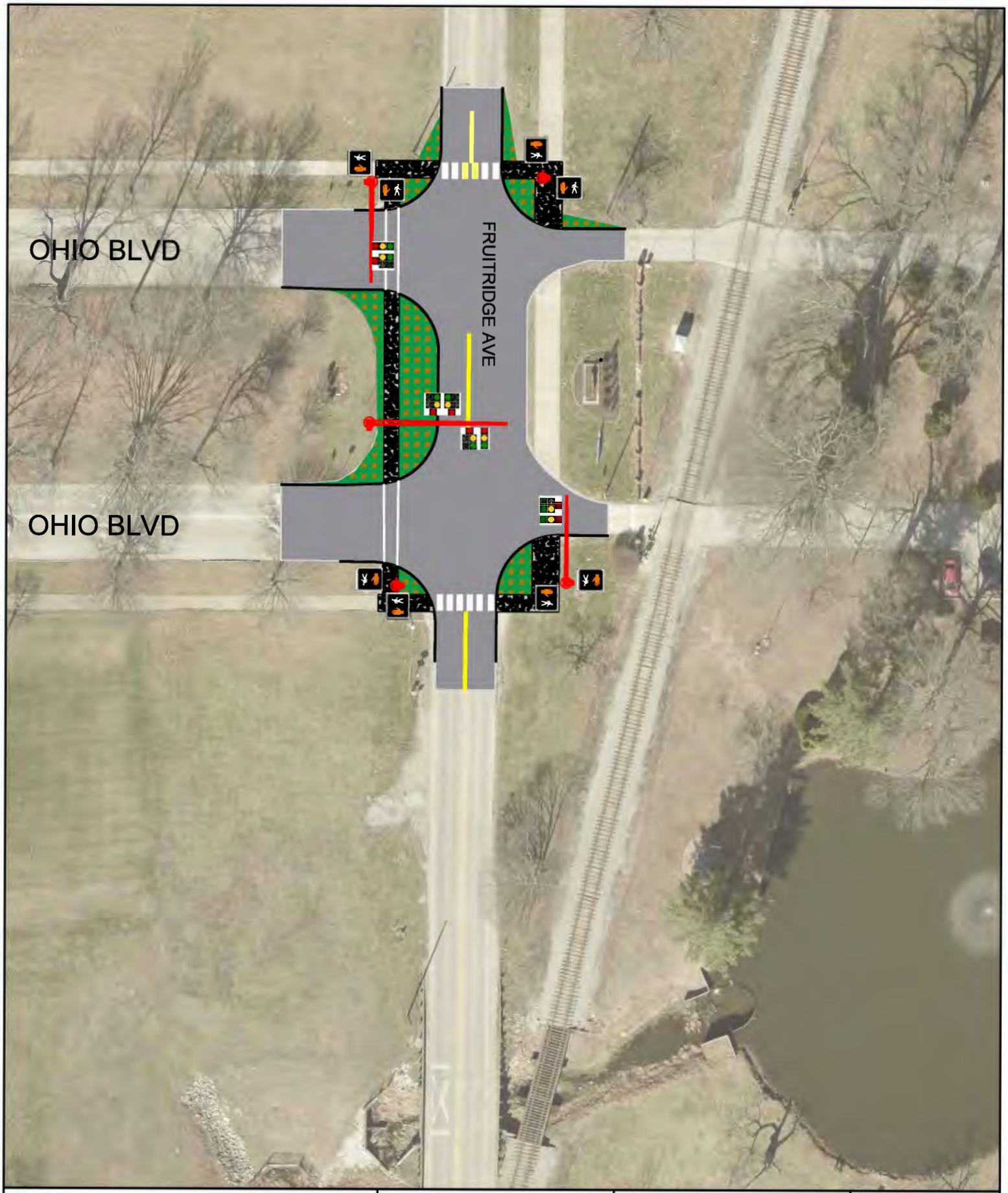
General Notes

No.	Revision/Issue	Date

MARCUS E. MAURER
REGISTERED
PE11100335
STATE OF INDIANA
PROFESSIONAL ENGINEER

Project Name and Address
POPLAR ST AND FRUITRIDGE AVE
INTERSECTION IMPROVEMENT
Terre Haute, IN 47803

Project	Sheet
POPLAR ST	1
Date: 5/28/2025	
Scale: 1:20	



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SITE NO.	CONTRACT NO.	DATE	DRAWN BY
XXXX	EXXX-XXX	5/28/2025	C.A.W.