

Appendix F

No Build and Build Traffic Counts

IR-71/IR-271 Interchange No Build Traffic Counts

MED-71/271 (PID 117028) No Build Count Memo

Prepared For:

ODOT District 3

Prepared By:



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INITIAL: 10/2023

SSI Project #: 841801

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BACKGROUND

The purpose of the project is to study alternatives near the I-71 and I-271 interchange in Medina County related to the partial system interchange. Currently, movements at the interchange are limited to I-71 NB to NB I-271 and I-271 SB to I-71 SB. The study area includes the area shown in Figure 1 as well as the interchange of I-71 & SR 18 in case needed later for IMS. This submittal is for approval of 'No Build' plates. The "Build" condition is adding I-71 southbound to I-271 northbound ramp connections and vice-versa and will be developed as the project proceeds.

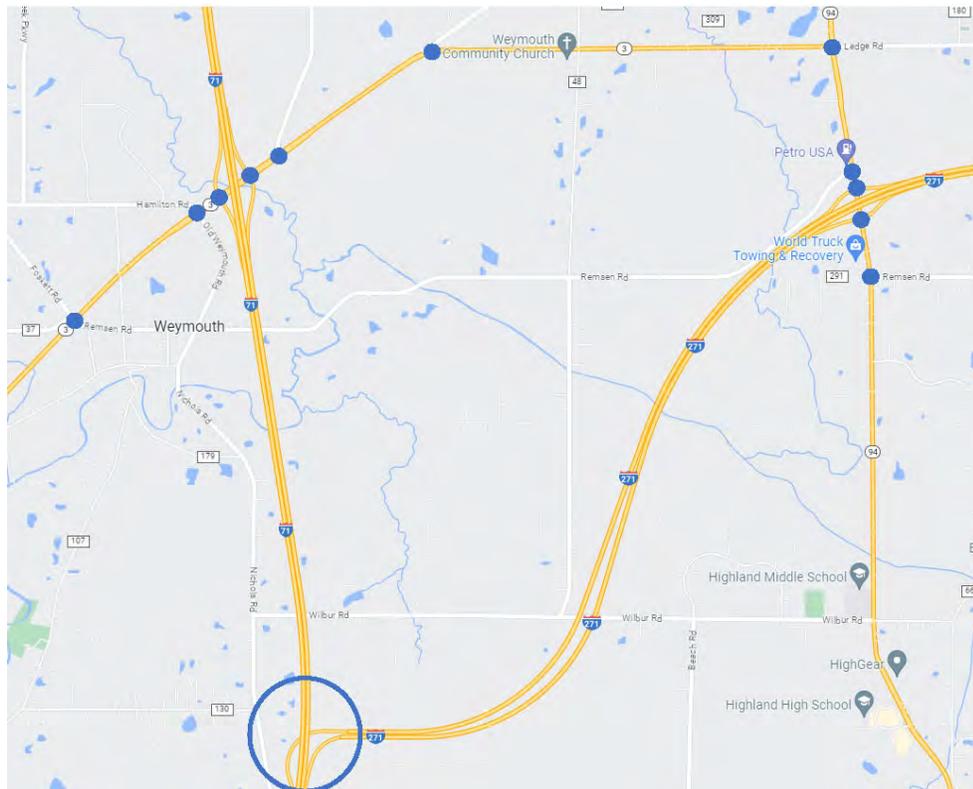


Figure 1 – Study Area Location

COUNTED TRAFFIC

Eight-Hour intersection traffic counts were provided by ODOT for the project. The I-71 and I-271 counts were obtained from ODOT's Transportation Data Management System. ODOT directed a common study area peak hour of 7:15-8:15 AM and 4:45-5:45 PM. Table 1 shows a summary of the intersection counts in each segment. Table 2 shows a summary of the I-71 and I-271 mainline counts.

ID #	INTERSECTION	SOURCE	AM PEAK HOUR	PM PEAK HOUR
10	SR 94 (Ridge Rd) & SR 3 (Ledge Rd)	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
20	SR 606 (Weymouth Rd) & SR 3	Loukas for ODOT	Tues., 9/20/2022 7:15-8:15 AM	*Tues., 9/20/2022 4:45-5:45 PM
30	SR 3 & W 130th St	Loukas for ODOT	Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
40	SR 3 & I-71 NB Ramps	Loukas for ODOT	Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
50	SR 3 & I-71 SB Ramps	Loukas for ODOT	Tues., 9/20/2022 7:15-8:15 AM	*Tues., 9/20/2022 4:45-5:45 PM
60	SR 3 & Hamilton Rd/Old Weymouth Rd	Loukas for ODOT	Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
70	SR 3 & Foskett Rd/Remsen Rd	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
160	SR 18 & I-71 SB Ramps	Loukas for ODOT	Thur., 9/22/2022 7:15-8:15 AM	Thur., 9/22/2022 4:45-5:45 PM
170	SR 18 & I-71 NB Ramps	Loukas for ODOT	Thur., 9/22/2022 *7:15-8:15 AM	Thur., 9/22/2022 4:45-5:45 PM
220	SR 94 (Ridge Rd) & Remsen Rd /Melody Lane	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
230	SR 94 (Ridge Rd) & I-271 NB Ramps	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	*Tues., 9/20/2022 4:45-5:45 PM
240	SR 94 (Ridge Rd) & I-271 SB Ramps	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM
250	SR 94 (Ridge Rd) & Remsen Rd (North)	Loukas for ODOT	*Tues., 9/20/2022 7:15-8:15 AM	Tues., 9/20/2022 4:45-5:45 PM

*=Adjusted to have common peak hour with adjacent intersections.

TABLE 1 – Summary of Traffic Count Basis

ID #	INTERSECTION	SOURCE	AM PEAK HOUR	PM PEAK HOUR
99752	I-71 north of I-271	ODOT website	Tues., 9/19/2023 7:15-8:15 AM	Tues., 9/19/2023 4:45-5:45 PM
100052	I-271 north of I-71	ODOT website	Tues., 9/19/2023 7:15-8:15 AM	Tues., 9/19/2023 4:45-5:45 PM

TABLE 2 – Summary of Traffic Count Basis – I-71 and I-271 Mainline

Counted traffic figures and the original count reports are in Appendix A. Note that the interchange counts have been adjusted for interchange forecasting per Section 3.6.6 of the ODOT Traffic Forecasting Manual.

PROCEDURE

24 Hour Expansion

The existing eight (8) hour counts were adjusted with ODOT’s expansion spreadsheet. Expansion factors based upon 2022 data by functional class were provided by ODOT. The seasonal adjustment factors used are in Appendix B and the expansion factor spreadsheets can be found in Appendix C.

Unbalanced volumes

2030 and 2050 No Build and Build modeling data was provided by NOACA for 24 hours and the AM and PM Peak Periods. The *NCHRP 255* spreadsheet was used to determine unbalanced volumes at each intersection. To ensure balance between interchange ramps, interchange counts were adjusted to one intersection. The input model information is found in Appendix D. The unbalanced volume outputs are shown in Appendix E.

Balanced (and smoothed) volumes

All study area intersections were balanced with adjacent intersections except between the following:

- 10-20 (Stony Hill Road, Woodhaven Dr, Bethany Lane, Morning Star)
- 20-30 (Odessa Drive, miscellaneous driveways)
- 60-70 (Frantz Road, OSHP)
- 250-10 (Fuel Station driveway)

The exhibits in Appendix E also show the adjustments made to balance traffic. Appendix E also has exhibits of each portion of the network showing the balanced volumes with intermediate totals. The “split the difference method” was generally used. Sometimes this method was applied across an intersection.

Weaving Volumes

The northbound and southbound weaves on I-71 between SR 18 and I-271 were analyzed using the Travel Demand Model Based Weave Estimate Computation spreadsheet provided by ODOT. The spreadsheet procedure was as follows:

- Weave information was provided by NOACA for both the AM Peak hour and Peak period as well as the PM Peak hour and Peak period. To get the

percentage of weaving movements, the peak period model weave volumes were entered into the spreadsheet because they would correspond with the AM and PM Peak period model data previously provided by NOACA. (Other than the weaving movements, no peak hour modeling was provided.)

- The origin and destination from the associated traffic plates were entered.

- The spreadsheet provides the weaving movements which is the information carried to the associated traffic plates once balanced with the mainline.

Appendix F has the model weaving output as well as PDFs of each weaving spreadsheet.

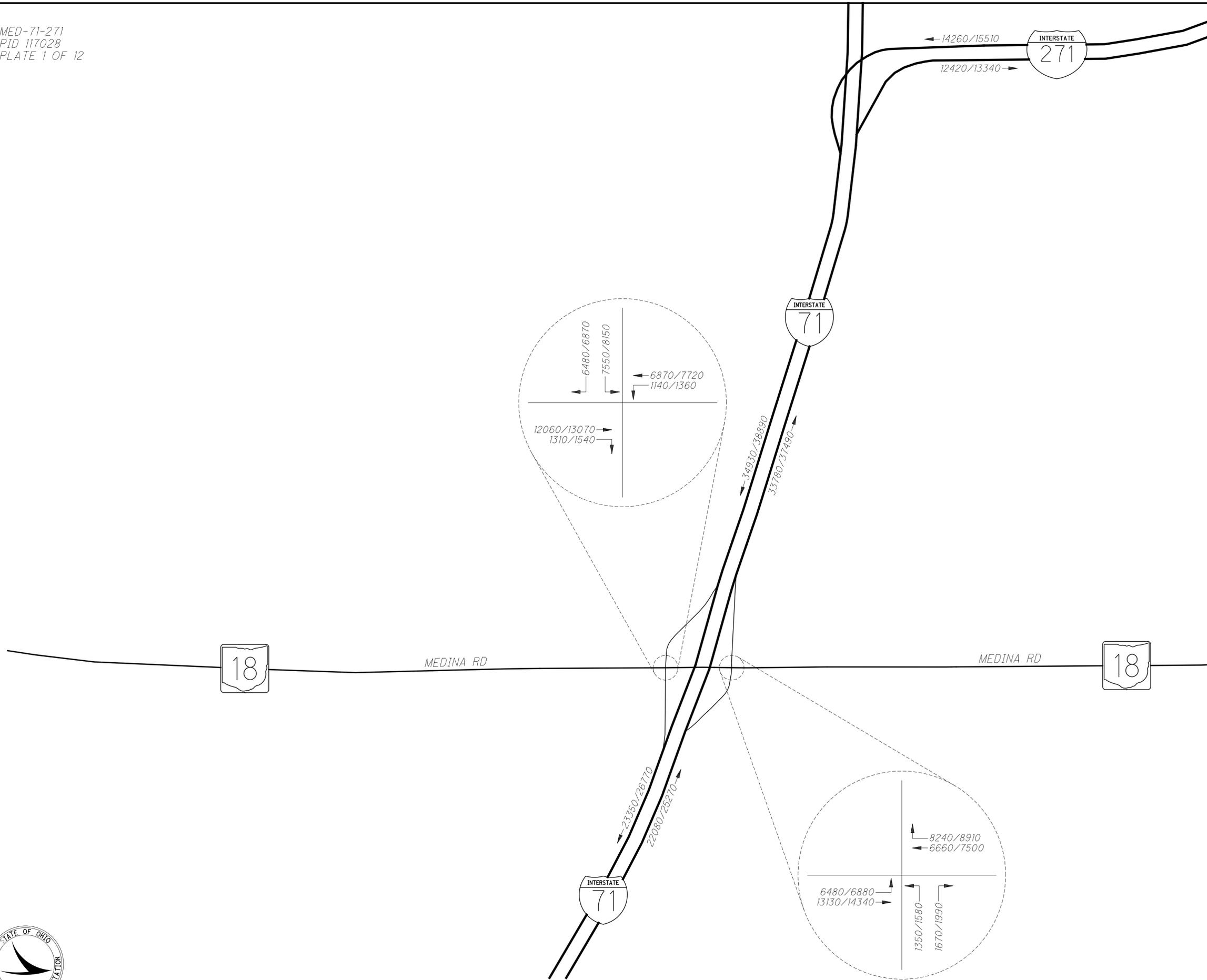
2030 & 2050 NO BUILD PLATES

In addition to the volumes developed and described in the procedure section, truck percentage plates were developed based on existing counts. The following traffic plates contain the 'No Build' traffic information which are described below:

- Plate 1 - 2030/2050 No Build ADT (SR 18)
- Plate 2 - 2030/2050 No Build ADT (SR 3)
- Plate 3 - 2030/2050 No Build ADT (SR 94)
- Plate 4 - 2030/2050 No Build AM Peak Hour (SR 18)
- Plate 5 - 2030/2050 No Build AM Peak Hour (SR 3)
- Plate 6 - 2030/2050 No Build AM Peak Hour (SR 94)
- Plate 7 - 2030/2050 No Build PM Peak Hour (SR 18)
- Plate 8 - 2030/2050 No Build PM Peak Hour (SR 3)
- Plate 9 - 2030/2050 No Build PM Peak Hour (SR 94)
- Plate 10 - 2030/2050 T24/AM TD/PM TD (SR 18)
- Plate 11 - 2030/2050 T24/AM TD/PM TD (SR 3)
- Plate 12 - 2030/2050 T24/AM TD/PM TD (SR 94)

MED-71-271
PID 117028
PLATE 1 OF 12

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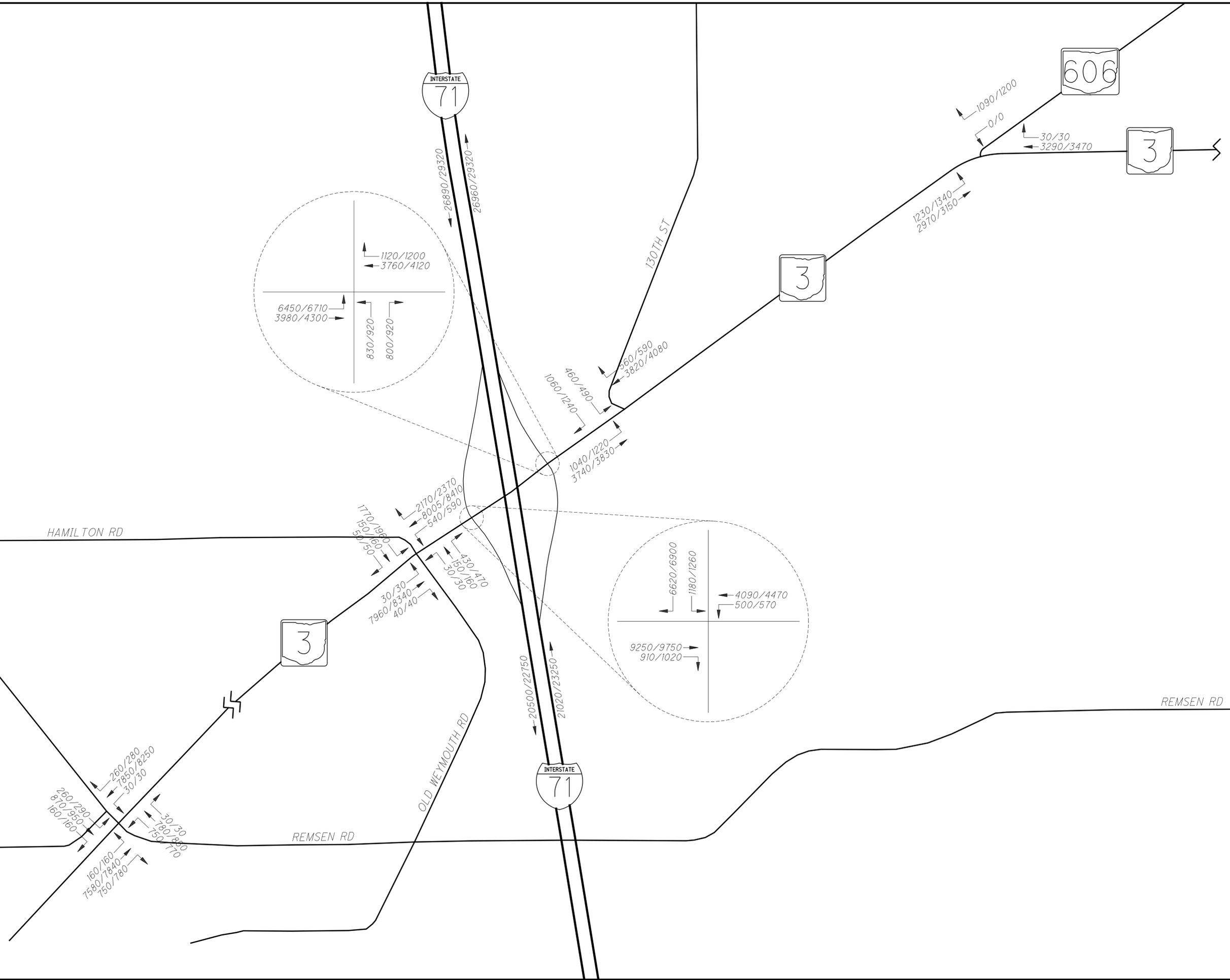


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MED-71-271 2030/2050 NO BUILD ADT
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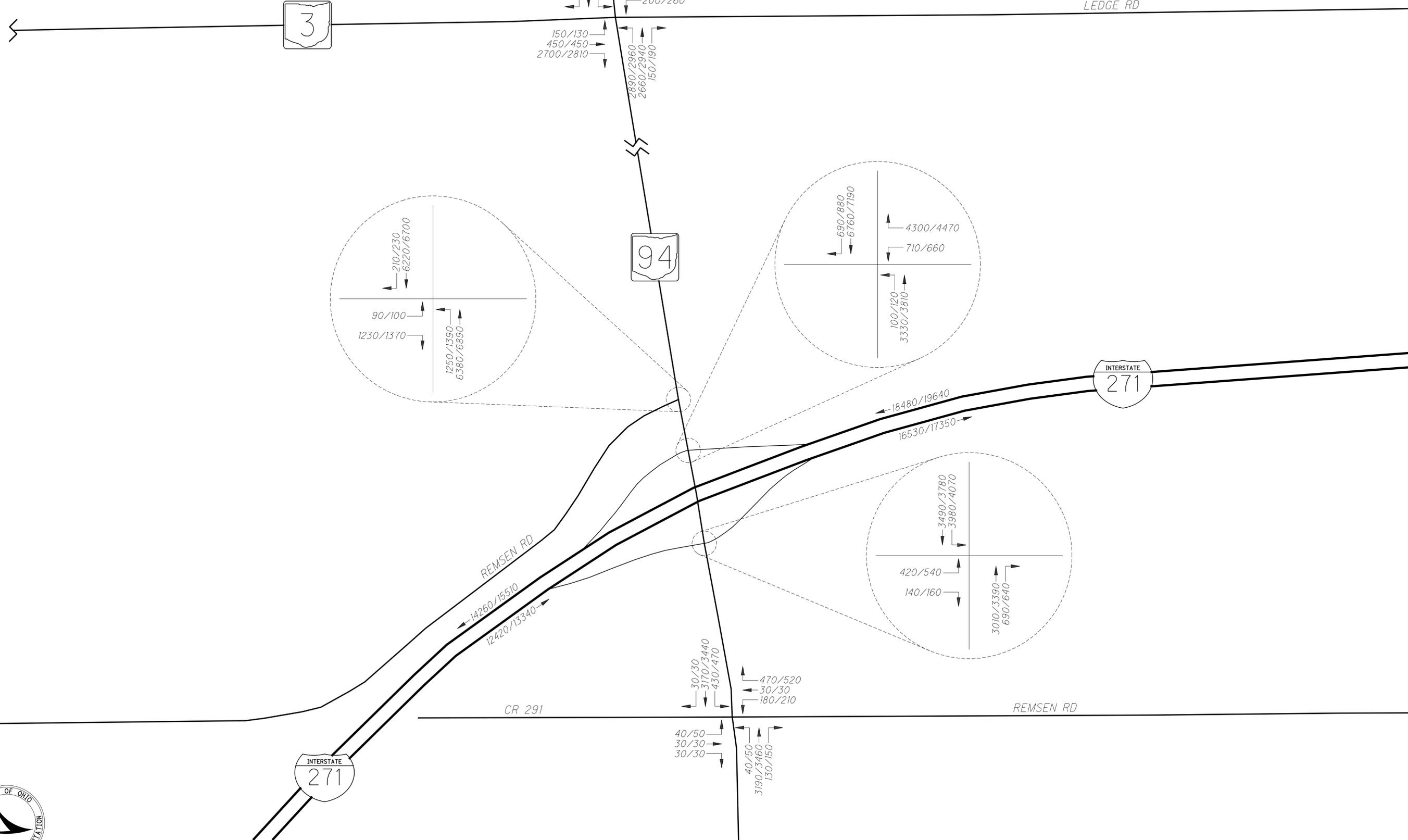
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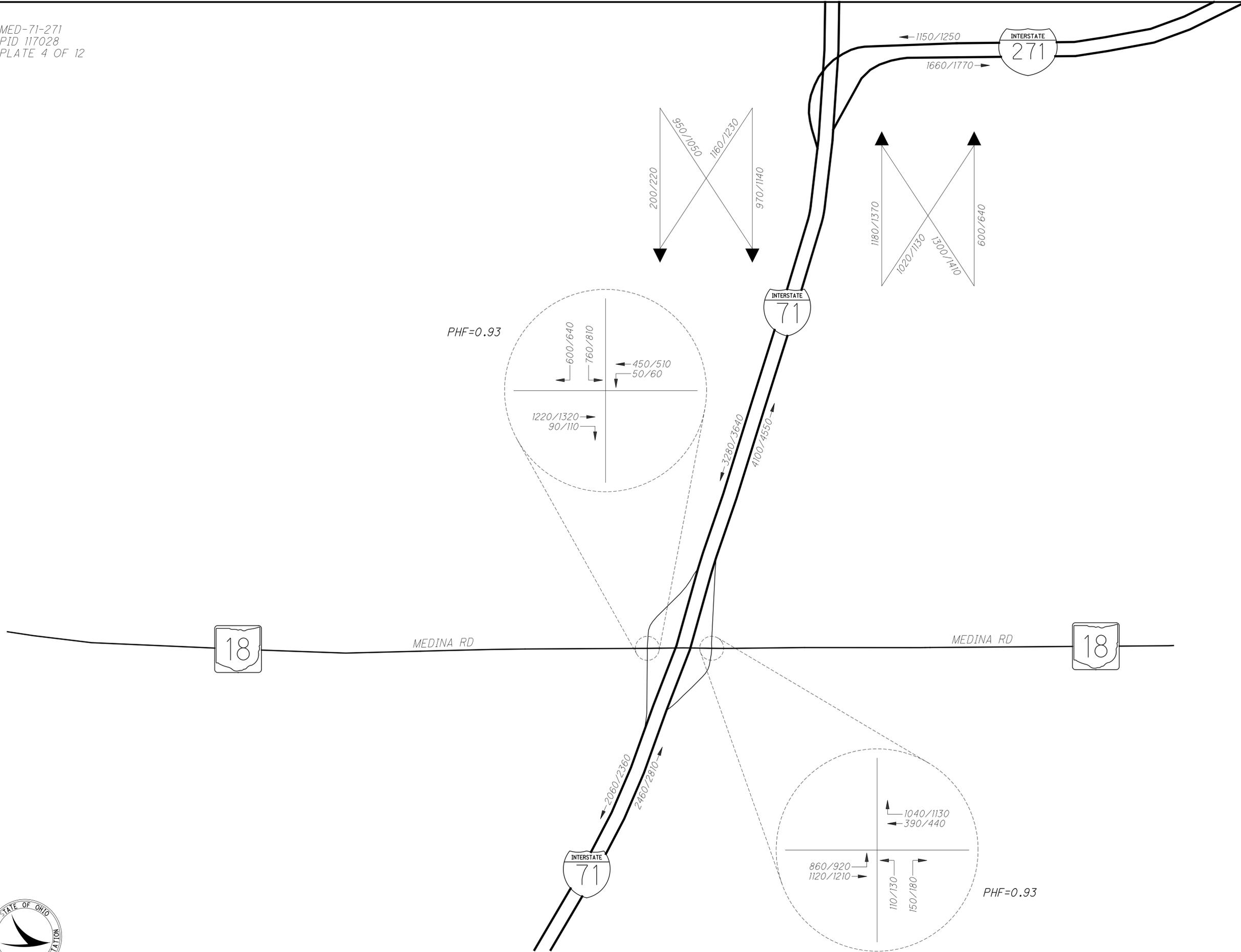
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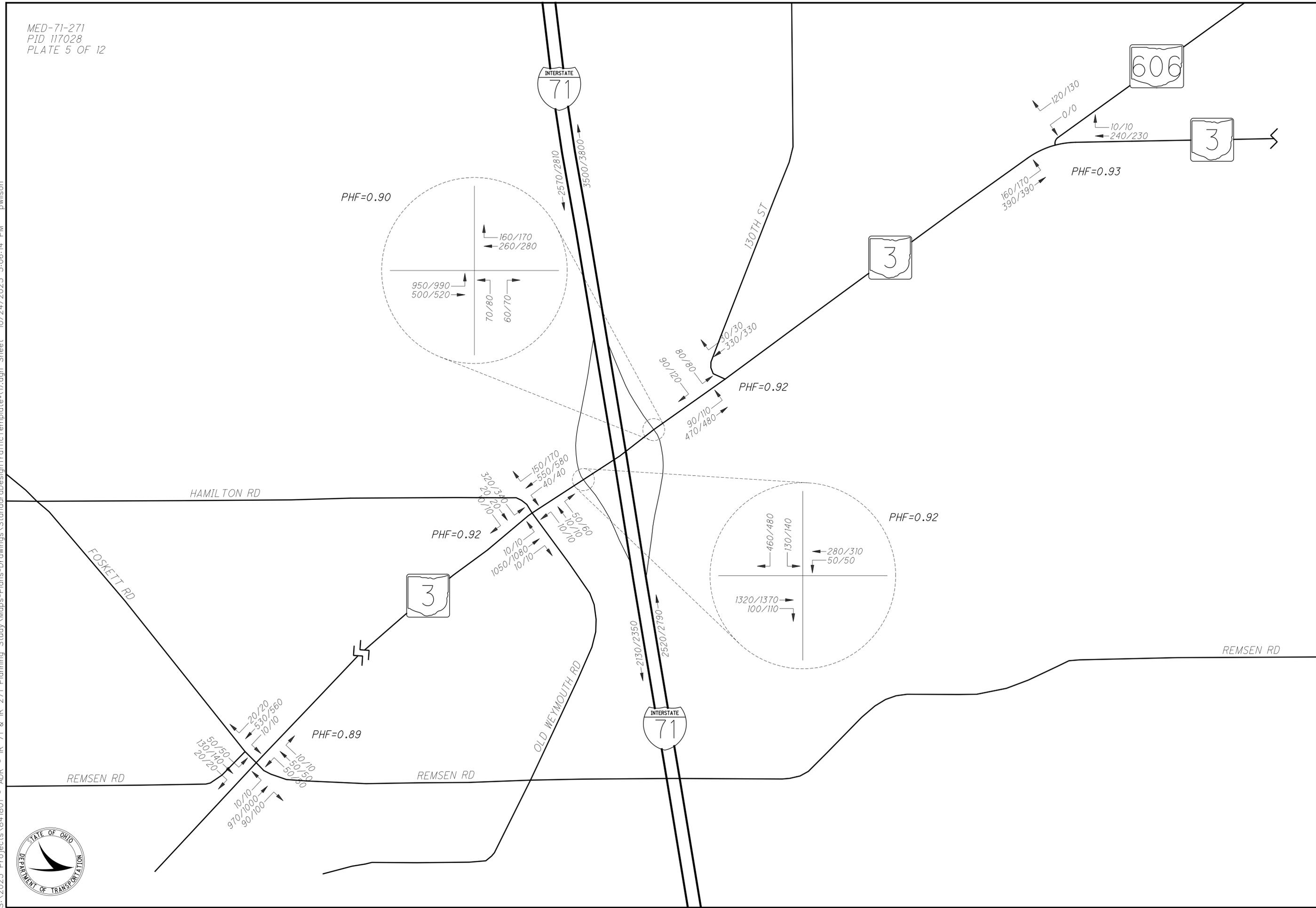




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**MED-71-271 2030/2050 NO BUILD AM PEAK HR
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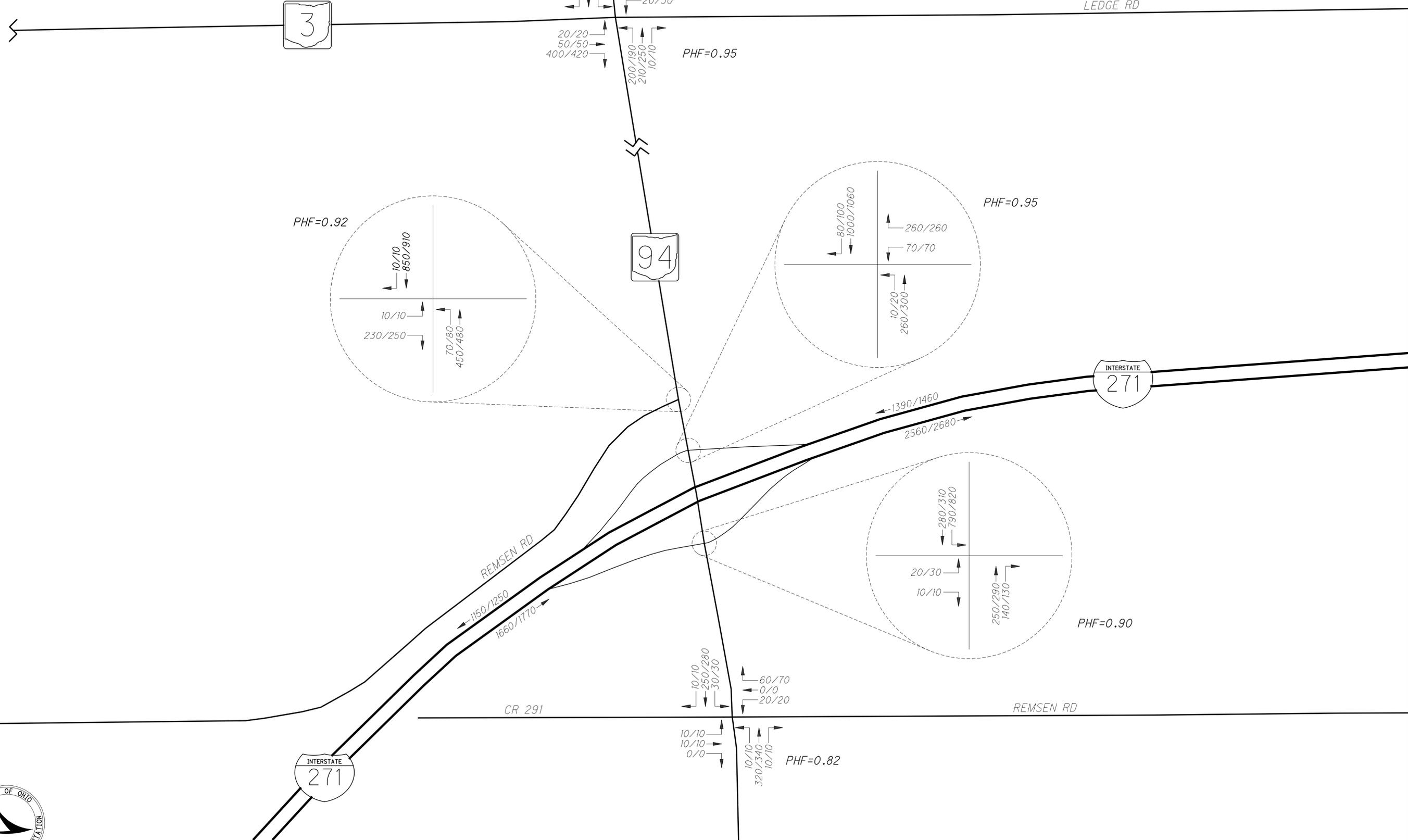
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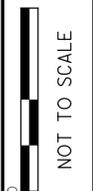
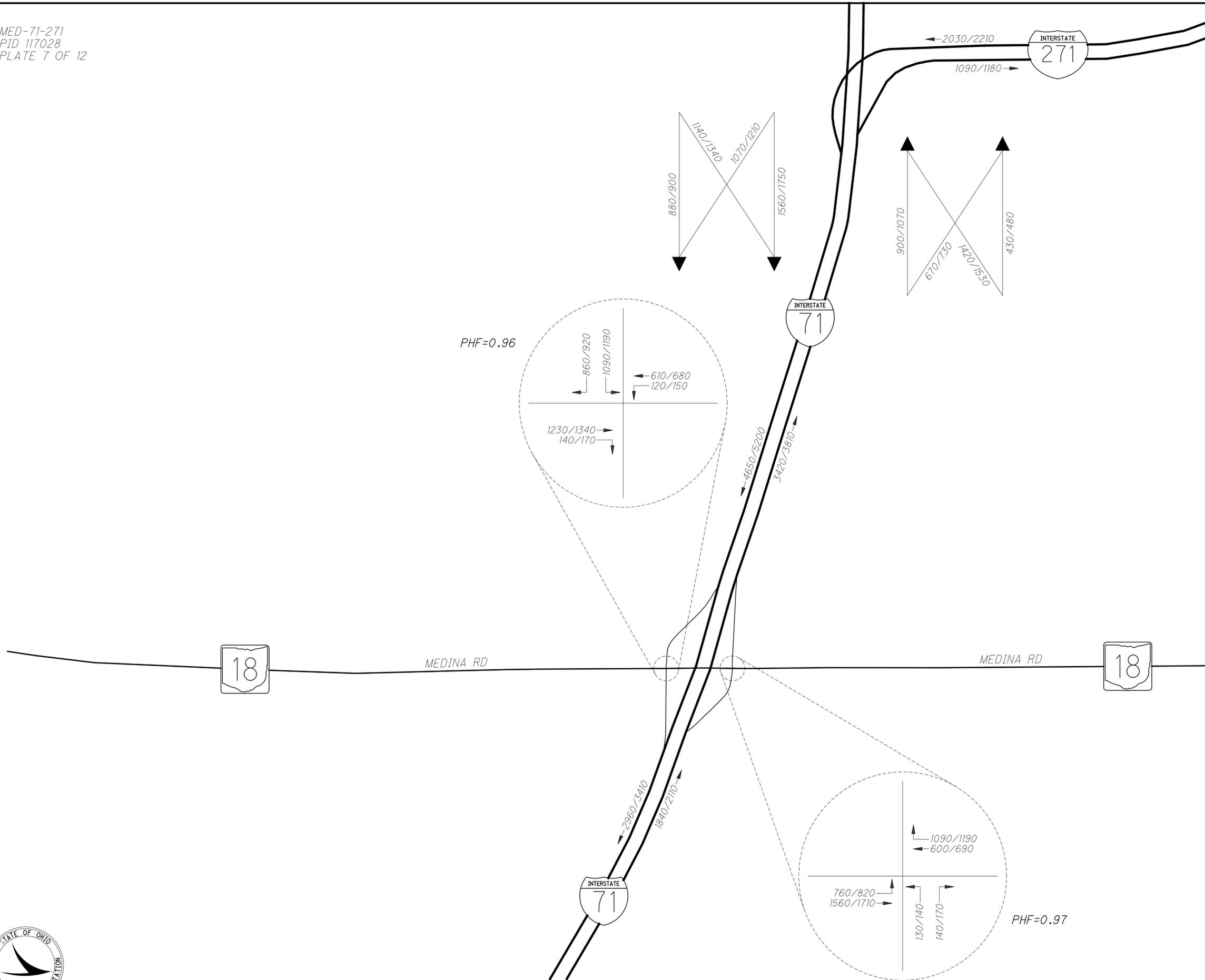
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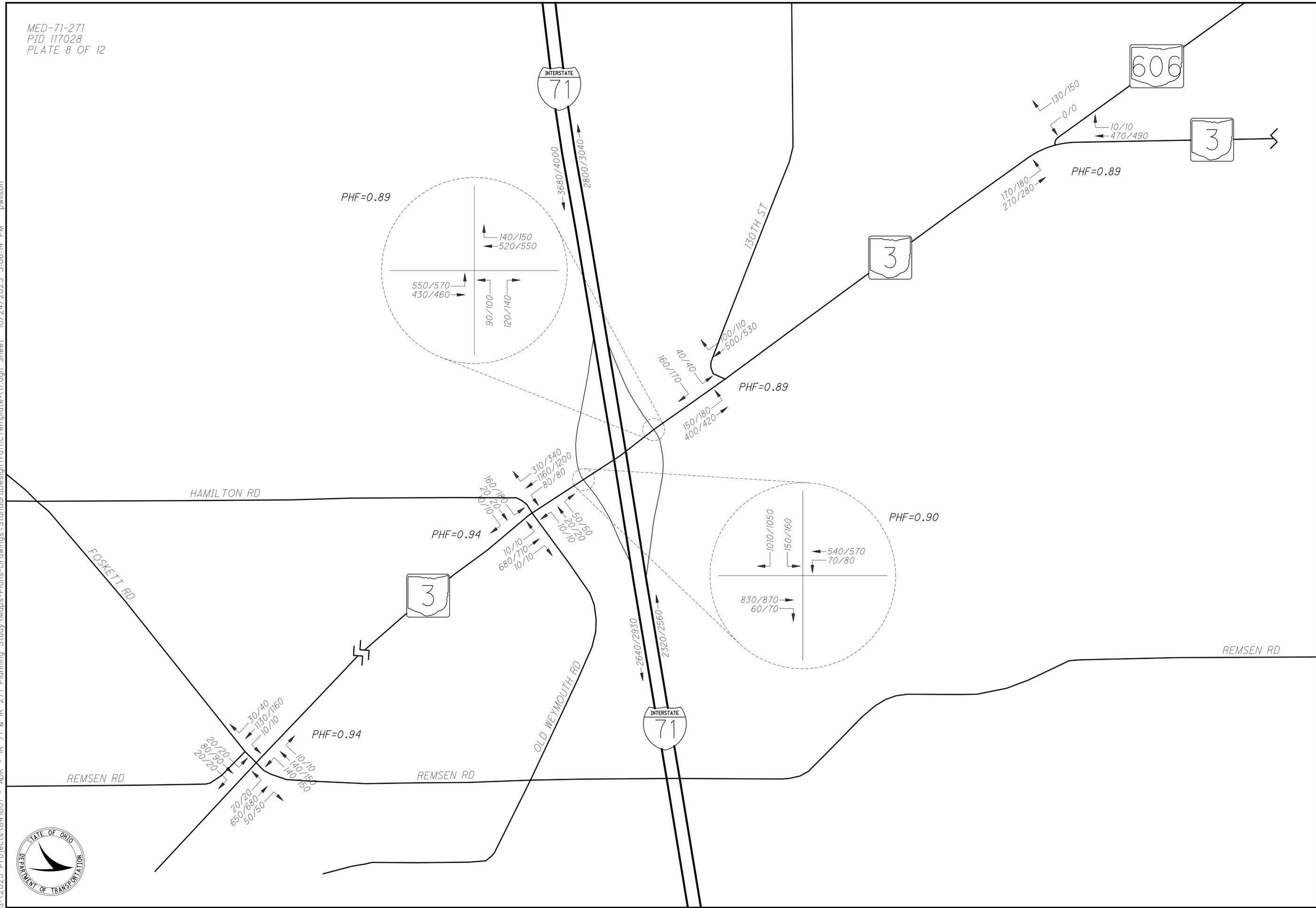




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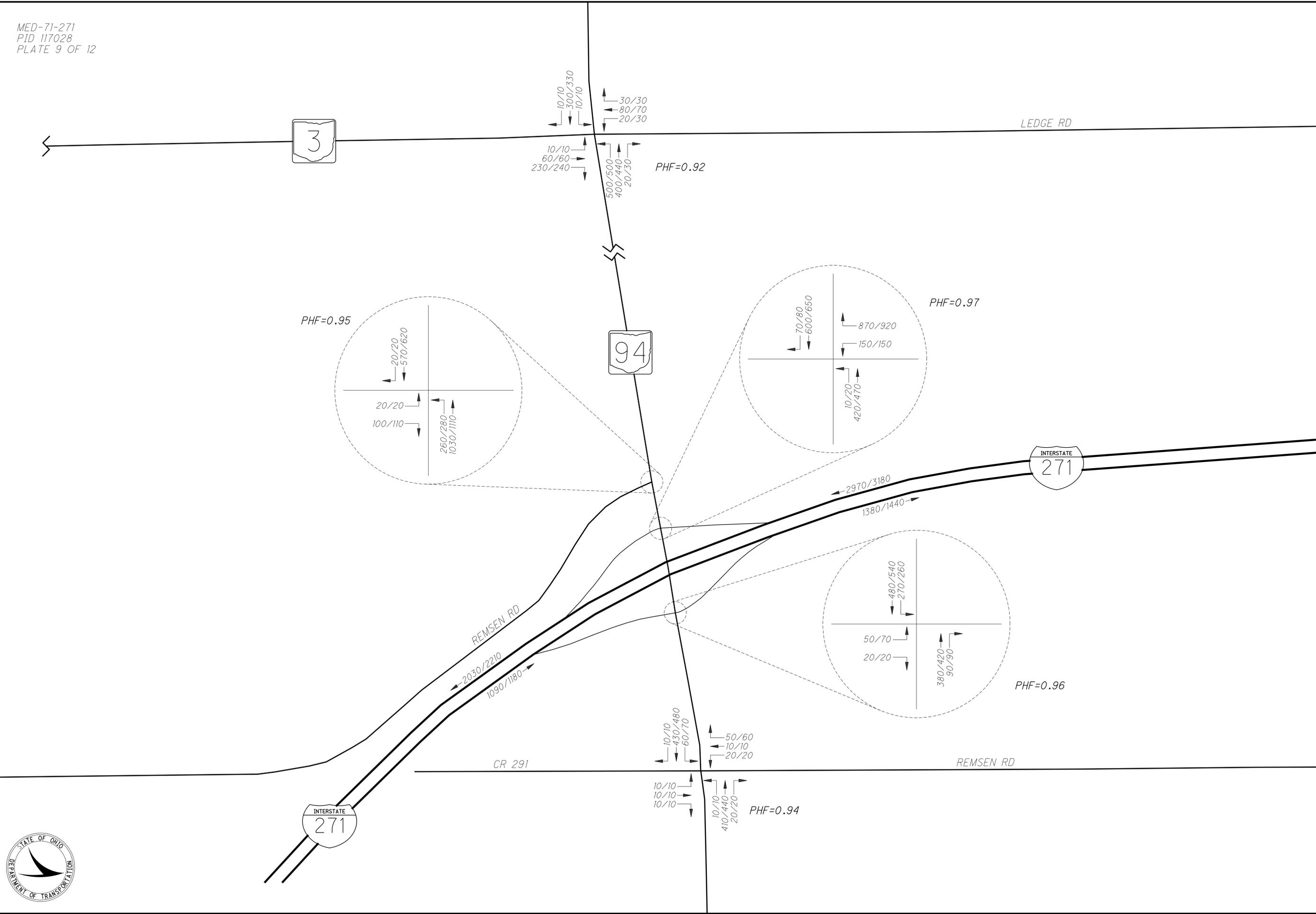
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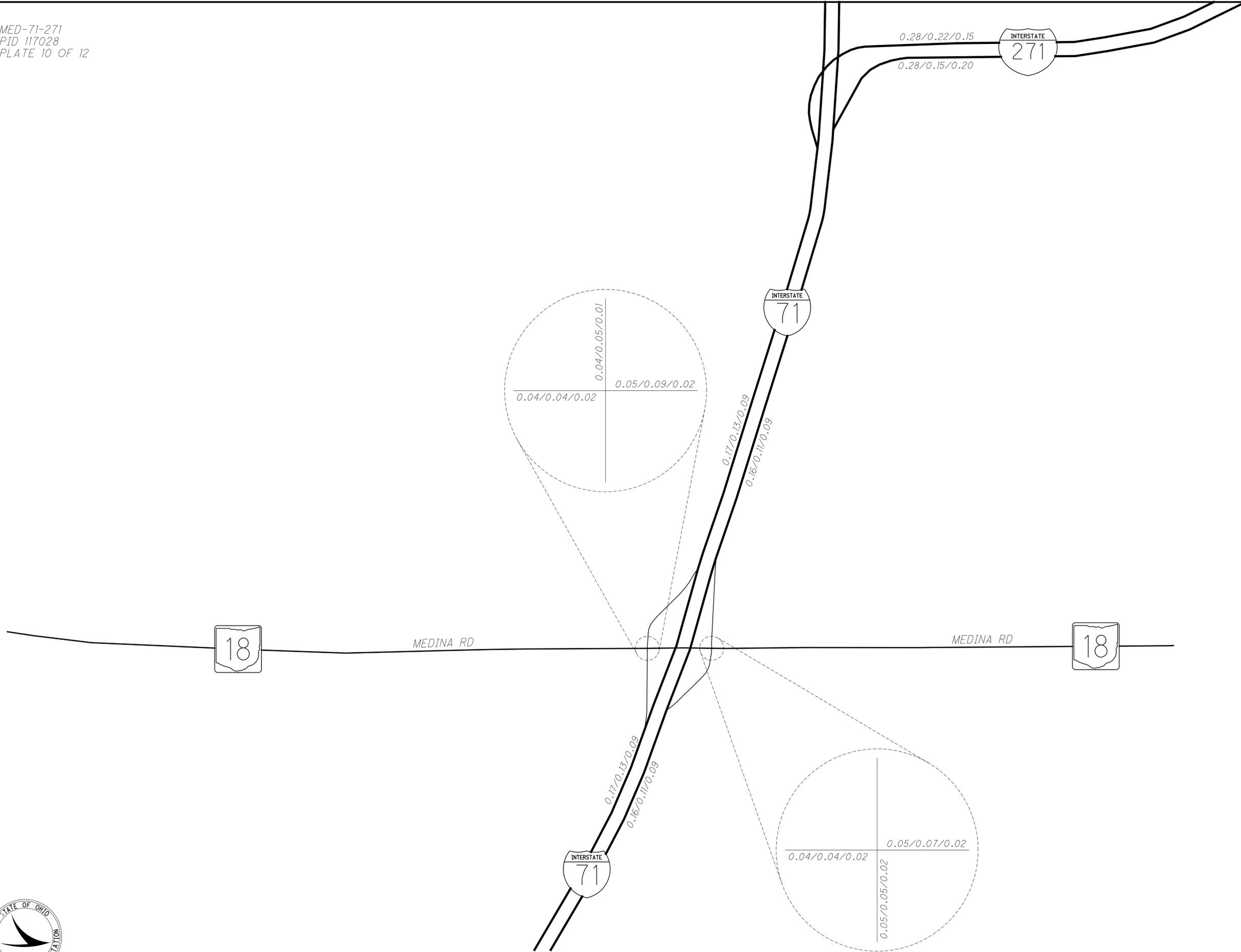
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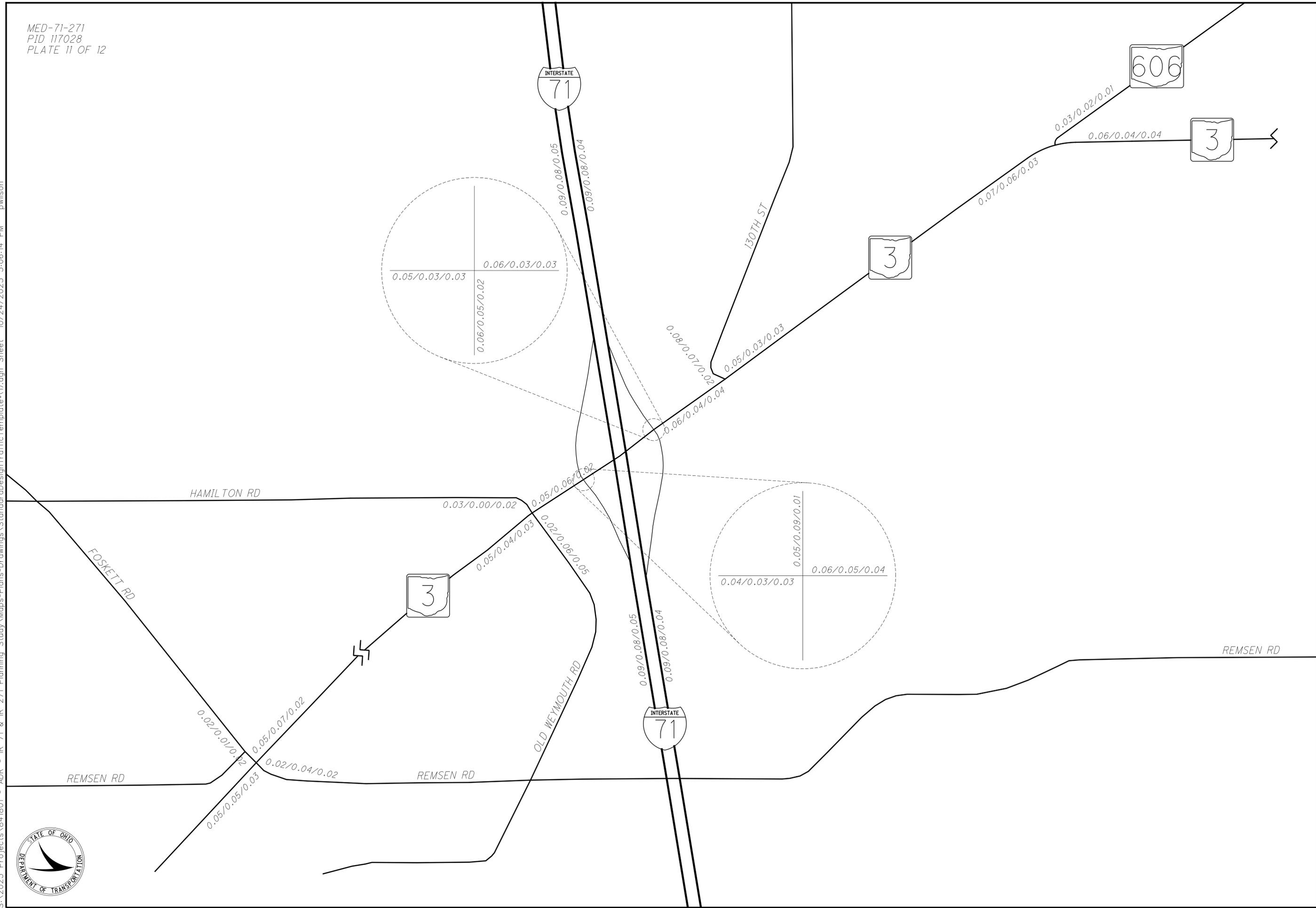
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PLATE 11 OF 12

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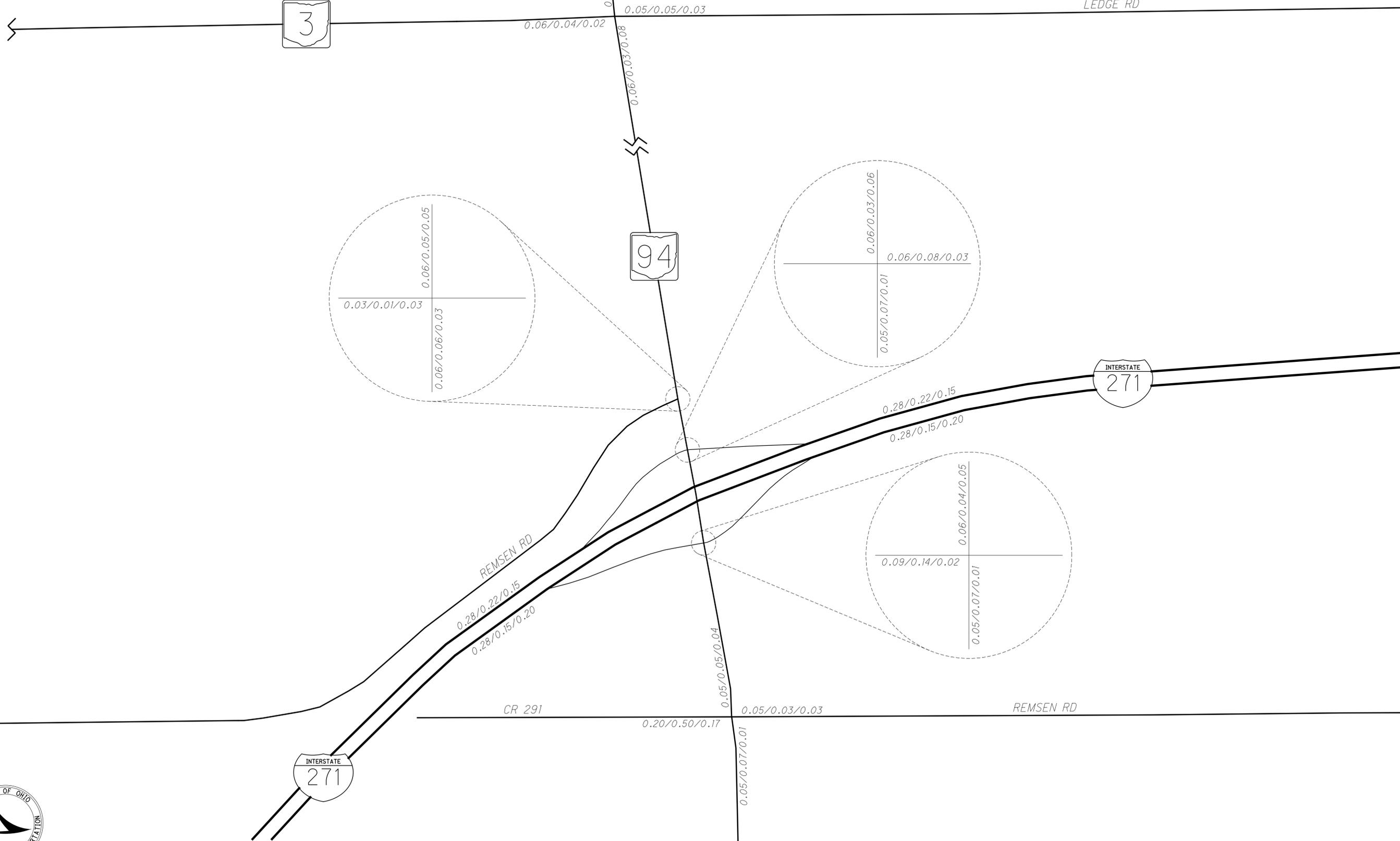
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PLATE 12 OF 12

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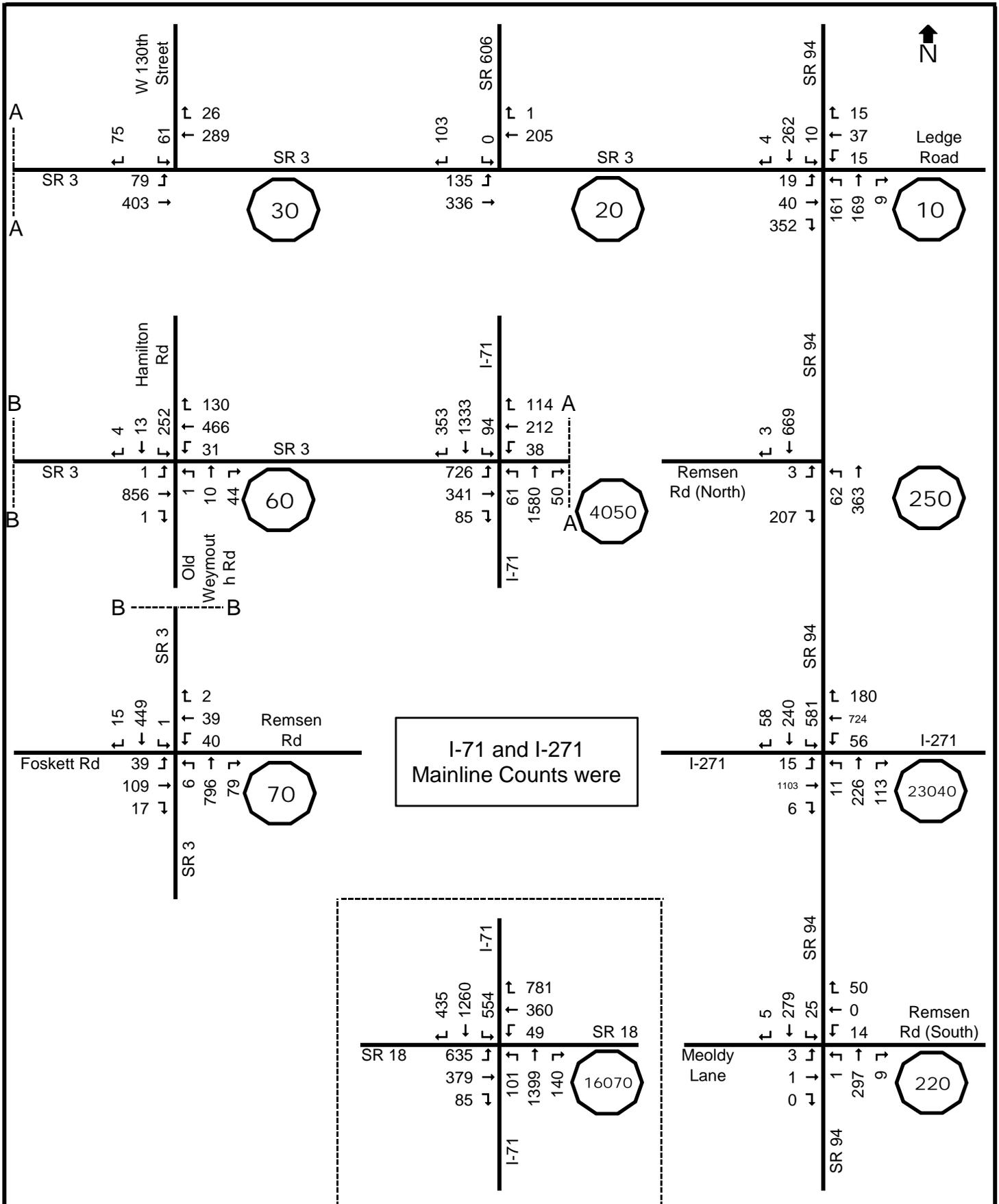
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APPENDIX A

Counted Traffic Volumes



MED-71/271 (PID 117028)

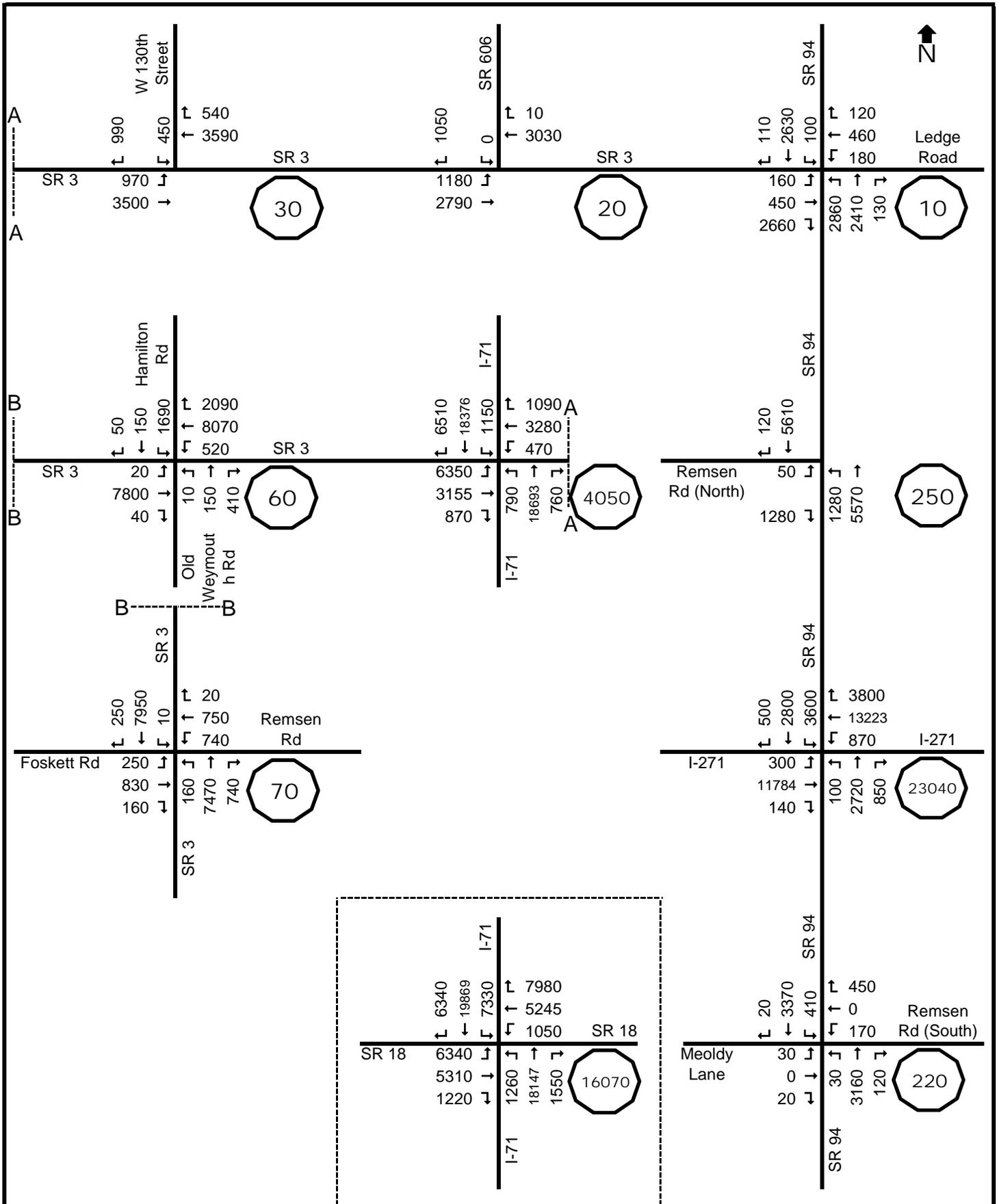
COUNT MEMO

PREPARED BY: SMART SERVICES

10/2023

FIGURE A1

COUNTED (2022) - AM PEAK



MED-71/271 (PID 117028)

COUNT MEMO

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10/2023

FIGURE A3

COUNTED (2022) - DAILY

Location ID	99752_NB	Located On	I-71	Community	MEDINA
Counted By	TCDS_Combined			County	Medina
Start Date	9/19/2023			Module	
Start Time	12:00:00 AM	Direction	NB	Agency	ODOT
Source	TCDS_BIN_IMPORT_COMBINE	QC Status	Accepted	Owner ID	OdotAuto

FHWA-Scheme F Classification

Start Time	Motor cycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A 2U	5A 2U	>5A 2U	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	0	25	6	0	0	0	0	2	9	0	0	1	0	0	0	43
12:15 AM	0	20	2	0	0	0	1	3	2	0	0	0	0	0	0	28
12:30 AM	0	16	3	0	0	1	0	2	4	0	0	1	0	0	0	27
12:45 AM	0	22	6	0	2	0	0	1	5	0	0	0	0	0	0	36
1:00 AM	0	14	3	0	1	0	0	0	5	0	1	0	0	0	0	24
1:15 AM	0	7	2	0	0	1	0	0	3	0	0	1	0	0	0	14
1:30 AM	0	11	1	0	0	0	0	1	4	0	0	1	0	0	0	18
1:45 AM	0	6	3	0	2	0	0	0	6	0	0	0	0	0	0	17
2:00 AM	1	7	4	1	0	0	0	1	6	0	1	0	0	0	0	21
2:15 AM	0	10	5	0	1	0	0	0	6	0	0	0	0	0	0	22
2:30 AM	0	5	2	0	0	0	0	2	4	0	0	1	0	0	0	14
2:45 AM	0	12	5	0	1	0	0	1	7	0	0	0	0	0	0	26
3:00 AM	0	17	4	1	1	0	0	2	7	0	0	0	0	0	0	32
3:15 AM	0	25	5	0	0	2	0	0	2	0	1	0	0	0	0	35
3:30 AM	0	25	7	0	0	0	0	0	7	0	1	0	0	0	0	40
3:45 AM	0	25	3	0	2	0	0	1	8	0	0	1	0	0	0	40
4:00 AM	0	23	8	0	1	1	0	1	5	0	0	0	0	0	0	39
4:15 AM	1	34	18	0	1	0	0	0	3	0	0	0	0	0	0	57
4:30 AM	0	36	17	0	0	1	0	0	4	0	1	0	0	0	0	59
4:45 AM	0	55	19	0	5	0	0	1	8	0	1	0	0	0	0	89
5:00 AM	0	80	30	0	2	0	0	0	10	0	0	0	0	0	0	122
5:15 AM	0	107	54	0	2	2	0	1	15	0	0	1	0	0	0	182
5:30 AM	0	116	55	0	2	0	0	1	6	0	0	0	0	0	0	180
5:45 AM	2	151	58	0	0	2	0	0	9	0	1	1	0	0	0	224
6:00 AM	0	188	84	1	3	0	2	0	8	1	4	0	0	0	0	291
6:15 AM	0	231	89	0	7	1	1	1	16	0	0	0	0	0	0	346
6:30 AM	0	263	95	0	4	4	0	0	12	0	0	0	0	0	0	378
6:45 AM	1	202	83	0	3	2	2	3	16	0	1	0	0	0	0	313
7:00 AM	1	286	89	1	3	3	2	1	26	0	3	0	0	0	0	415
7:15 AM	1	311	103	0	5	2	0	2	17	0	0	0	0	0	0	441
7:30 AM	0	322	111	0	8	0	1	2	18	3	1	3	0	0	0	469
7:45 AM	0	245	98	0	6	4	2	4	20	0	1	0	0	0	0	380
8:00 AM	1	270	86	0	11	3	2	2	22	0	2	0	0	0	0	399
8:15 AM	0	282	94	1	9	1	0	0	20	0	0	1	0	0	0	408
8:30 AM	1	271	67	1	10	1	2	2	18	2	1	0	1	0	0	377
8:45 AM	1	216	86	0	12	1	0	4	17	0	1	1	0	0	0	339
9:00 AM	1	196	62	0	10	4	0	0	17	0	0	0	1	0	0	291
9:15 AM	1	208	75	1	3	2	0	2	17	2	0	0	0	0	0	311
9:30 AM	0	183	50	0	3	3	3	6	16	2	1	1	0	0	0	268
9:45 AM	0	168	57	0	7	2	0	1	20	0	0	1	0	0	0	256
10:00 AM	0	196	40	1	4	1	0	1	21	0	0	1	0	0	0	265
10:15 AM	1	171	61	1	6	2	0	1	23	0	1	1	0	0	0	268
10:30 AM	0	163	52	0	10	6	0	4	18	0	0	1	0	0	0	254
10:45 AM	1	155	48	0	4	1	1	3	14	1	0	0	0	0	0	228
11:00 AM	0	166	55	1	2	3	0	1	17	1	1	0	1	0	0	248
11:15 AM	1	139	55	0	5	1	0	0	23	1	0	1	0	0	0	226
11:30 AM	0	161	43	0	6	4	0	2	16	4	0	0	0	0	0	236
11:45 AM	0	184	52	0	3	3	0	0	13	1	0	0	0	0	0	256
12:00 PM	0	198	72	0	10	5	0	1	23	0	0	0	1	0	0	310
12:15 PM	0	173	56	1	9	5	1	4	11	0	0	1	0	0	0	261
12:30 PM	0	184	43	1	4	1	0	2	19	1	0	0	0	0	0	255
12:45 PM	1	156	46	0	4	3	4	2	18	0	0	0	0	0	0	234
1:00 PM	0	156	51	0	4	4	0	1	18	0	0	0	0	0	0	234
1:15 PM	1	176	68	0	10	1	0	1	17	1	0	0	0	0	0	275
1:30 PM	0	172	65	0	4	2	3	1	23	0	0	0	0	0	0	270
1:45 PM	1	186	60	0	8	3	0	3	16	0	0	0	0	0	0	277
2:00 PM	1	217	53	1	6	5	0	2	12	1	0	0	0	0	0	298
2:15 PM	1	197	72	1	5	6	0	3	17	2	0	0	0	0	0	304
2:30 PM	2	196	57	1	4	1	0	1	15	1	0	0	0	0	0	278
2:45 PM	0	212	55	0	6	1	0	1	9	5	0	1	0	0	0	290
3:00 PM	0	235	76	0	3	3	1	4	13	1	0	0	0	0	0	336
3:15 PM	2	244	76	0	5	3	0	1	15	1	0	0	0	0	0	347
3:30 PM	0	236	67	1	3	2	0	0	11	0	0	0	0	0	0	320
3:45 PM	0	262	75	1	9	4	0	0	10	1	0	0	0	0	0	362
4:00 PM	1	281	77	0	7	1	0	0	14	0	0	0	0	0	0	381
4:15 PM	0	296	76	0	5	1	0	2	9	0	0	0	0	0	0	389
4:30 PM	2	323	74	1	4	0	0	1	10	1	0	0	0	0	0	416
4:45 PM	0	311	67	1	6	0	0	1	7	1	0	0	0	0	0	394
5:00 PM	0	366	86	0	4	0	0	1	6	1	0	1	0	0	0	465
5:15 PM	1	285	61	0	7	1	0	0	8	1	0	0	0	0	0	364
5:30 PM	1	290	66	1	2	0	0	0	8	0	0	0	0	0	0	368
5:45 PM	4	264	57	0	5	4	0	0	12	1	0	1	0	0	0	348
6:00 PM	0	231	45	1	5	1	1	1	9	0	0	0	1	0	0	295
6:15 PM	0	189	40	0	4	0	0	0	11	0	0	0	0	0	0	244
6:30 PM	1	183	46	0	0	0	0	2	2	0	0	0	1	0	0	235
6:45 PM	2	161	35	1	4	1	0	0	6	0	1	0	0	0	0	211
7:00 PM	0	150	33	0	1	0	0	2	5	0	0	0	0	0	0	191
7:15 PM	1	161	36	0	2	1	0	1	9	0	1	0	0	0	0	212
7:30 PM	1	158	27	1	3	4	0	1	12	0	0	0	0	0	0	207
7:45 PM	1	167	42	0	0	0	1	2	9	0	0	0	0	0	0	222
8:00 PM	0	137	44	0	3	0	0	1	9	0	0	0	0	0	0	194
8:15 PM	0	115	27	0	1	0	0	1	5	0	0	1	0	0	0	150
8:30 PM	0	136	27	0	0	0	0	2	6	0	1	2	0	0	0	174
8:45 PM	1	93	24	0	0	1	0	3	9	0	2	0	0	0	0	133
9:00 PM	0	100	19	0	0	0	0	4	10	0	0	0	0	0	0	133
9:15 PM	1	115	21	0	0	1	0	0	2	0	0	0	0	0	0	140
9:30 PM	1	80	11	0	0	1	0	0	7	0	2	0	0	0	0	102
9:45 PM	0	59	15	0	1	0	0	0	5	0	1	0	0	0	0	81
10:00 PM	0	66	9	0	0	0	0	1	8	0	0	0	0	0	0	84
10:15 PM	0	53	15	0	0	0	0	0	8	0	0	0	0	0	0	76
10:30 PM	0	47	13	0	0	0	0	1	9	0	0	1	0	0	0	71
10:45 PM	0	41	8	0	0	0	1	0	8	0	1	0	0	0	0	59
11:00 PM	0	33	1	0	0	1	0	2	7	0	1	0	0	0	0	45
11:15 PM	0	42	4	0	1	0	1	2	7	0	1	0	0	0	0	58
11:30 PM	0	28	6	0	0	0	0	0	7	0	0	0	0	0	0	41
11:45 PM	1	21	4	0	0	0	0	1	10	0	0	0	0	0	0	37
TOTAL	43	14208	4163	23	326	131	32	121	1071	37	35	27	6	0	0	20223
		18414							1809							20223
		P & A							B & C							
		91%							9%							

7:15 AM	1548	141	1689
	P & A	B & C	
	92%	8%	

4:45 PM	1534	57	1591
	P & A	B & C	

Location ID	99752_SB	Located On	I-71	Community	MEDINA
Counted By	TCDS_Combined			County	Medina
Start Date	9/19/2023			Module	
Start Time	12:00:00 AM	Direction	SB	Agency	ODOT
Source	TCDS_BIN_IMPORT_COMBINE	QC Status	Accepted	Owner ID	OdotAuto

FHWA-Scheme F Classification

Start Time	Motor cycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A 2U	5A 2U	>5A 2U	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	0	160	7	0	1	1	0	0	3	0	0	1	0	0	0	173
12:15 AM	0	97	9	0	0	1	0	0	11	0	1	1	0	0	0	120
12:30 AM	0	63	7	0	0	0	0	1	1	0	2	1	0	0	0	75
12:45 AM	0	20	3	0	0	0	0	1	6	1	0	0	0	0	0	31
1:00 AM	0	15	2	0	0	0	0	1	4	0	0	0	0	0	0	22
1:15 AM	0	15	1	0	0	0	0	0	5	0	0	0	0	0	0	21
1:30 AM	0	9	3	0	2	0	0	2	4	0	0	0	0	0	0	20
1:45 AM	0	7	2	0	0	0	0	1	7	0	0	1	0	0	0	18
2:00 AM	0	11	4	0	1	1	0	0	6	0	1	0	0	0	0	24
2:15 AM	0	13	5	0	0	0	0	0	6	0	0	0	0	0	0	24
2:30 AM	0	8	1	0	3	0	0	0	1	0	0	1	0	0	0	14
2:45 AM	0	13	3	0	0	0	0	1	4	0	0	0	0	0	0	21
3:00 AM	0	11	2	0	0	0	0	0	3	0	0	0	0	0	0	16
3:15 AM	0	13	3	0	0	0	0	0	4	0	1	0	0	0	0	21
3:30 AM	0	15	4	0	1	0	0	0	6	1	2	1	0	0	0	30
3:45 AM	0	13	1	0	0	0	0	2	3	0	0	1	0	0	0	20
4:00 AM	0	30	6	1	1	0	0	3	4	0	2	0	0	0	0	47
4:15 AM	0	27	6	0	1	4	0	1	4	0	3	1	0	0	0	47
4:30 AM	0	37	5	0	2	0	0	0	10	1	0	5	0	0	0	60
4:45 AM	0	31	9	0	1	0	0	1	4	0	0	0	0	0	0	46
5:00 AM	0	38	18	0	0	0	0	0	13	0	0	0	0	0	0	69
5:15 AM	0	45	14	0	0	0	0	0	11	0	0	1	0	0	0	71
5:30 AM	0	78	16	0	6	2	0	2	12	1	1	1	0	0	0	119
5:45 AM	0	79	29	0	2	1	0	2	11	0	2	0	0	0	0	126
6:00 AM	0	121	32	0	2	2	0	3	7	1	0	1	0	0	0	169
6:15 AM	0	158	52	0	1	2	1	1	17	0	0	0	0	0	0	232
6:30 AM	1	190	65	0	4	1	0	1	17	0	0	0	0	0	0	279
6:45 AM	0	225	47	0	5	1	1	1	7	0	0	0	0	0	0	287
7:00 AM	0	217	67	1	2	3	0	0	18	0	0	0	0	0	0	308
7:15 AM	0	288	61	0	8	2	1	4	16	0	1	1	0	0	0	382
7:30 AM	0	277	64	0	8	4	0	2	14	1	0	0	0	0	0	370
7:45 AM	0	268	73	0	5	2	0	0	18	0	1	0	0	0	0	367
8:00 AM	0	245	61	0	5	3	1	3	16	2	0	0	0	0	0	336
8:15 AM	1	247	64	0	6	4	0	4	14	0	0	0	0	0	0	340
8:30 AM	2	240	74	0	9	5	0	0	13	1	0	0	2	0	0	346
8:45 AM	0	191	62	0	12	4	1	1	24	0	0	0	0	0	0	295
9:00 AM	1	192	60	0	4	1	0	1	24	0	0	1	0	0	0	284
9:15 AM	0	150	56	0	6	3	0	1	21	2	0	0	0	0	0	239
9:30 AM	0	157	45	0	7	3	0	1	24	0	0	0	0	0	0	237
9:45 AM	2	168	54	1	6	6	0	2	22	0	0	0	0	0	0	261
10:00 AM	0	153	53	1	5	2	0	2	27	1	0	0	0	0	0	244
10:15 AM	0	152	52	0	8	2	0	0	22	1	0	2	0	0	0	239
10:30 AM	0	156	47	0	6	6	0	2	22	0	1	0	0	0	0	240
10:45 AM	1	159	49	0	8	4	1	1	23	0	0	0	0	0	0	246
11:00 AM	0	160	48	0	5	2	1	6	25	3	1	2	1	0	0	254
11:15 AM	0	181	52	6	4	3	0	0	27	0	0	1	0	0	0	274
11:30 AM	4	174	49	3	11	3	1	2	17	0	0	1	1	0	0	266
11:45 AM	1	168	45	0	2	0	0	3	19	0	0	1	0	0	0	239
12:00 PM	2	220	74	0	8	3	0	2	19	0	0	0	0	0	0	328
12:15 PM	1	201	63	1	8	3	0	2	14	2	0	0	0	0	0	295
12:30 PM	0	214	50	0	6	2	1	0	21	0	1	0	0	0	0	295
12:45 PM	3	169	65	0	8	0	0	1	28	0	0	1	0	0	0	275
1:00 PM	0	185	56	0	6	2	2	2	21	1	0	0	1	0	0	276
1:15 PM	0	173	40	0	6	2	4	2	30	0	0	0	0	0	0	257
1:30 PM	0	166	58	2	6	2	0	3	23	1	0	0	0	0	0	261
1:45 PM	1	166	60	2	8	4	0	2	18	0	0	0	0	0	0	261
2:00 PM	2	205	69	0	7	4	0	1	23	0	0	0	0	0	0	311
2:15 PM	0	212	70	0	3	1	1	3	16	1	0	0	1	0	0	308
2:30 PM	0	244	80	0	4	3	1	1	25	0	0	0	0	0	0	358
2:45 PM	0	258	103	0	6	2	0	1	23	0	0	0	0	0	0	393
3:00 PM	3	254	95	0	2	5	1	5	22	1	0	0	0	0	0	388
3:15 PM	0	239	85	0	3	5	2	1	15	0	0	1	0	0	0	351
3:30 PM	0	168	58	0	1	1	0	2	11	0	0	0	0	0	0	241
3:45 PM	1	158	57	0	5	3	0	1	8	0	0	0	0	0	0	233
4:00 PM	0	194	61	0	2	0	0	1	9	0	0	0	0	0	0	267
4:15 PM	2	325	102	0	1	3	0	1	16	1	0	1	0	0	0	452
4:30 PM	0	415	106	0	6	3	0	2	15	1	0	0	0	0	0	548
4:45 PM	0	370	99	0	4	4	1	1	13	1	0	0	0	0	0	493
5:00 PM	0	348	90	0	4	1	0	1	10	2	0	0	0	0	0	456
5:15 PM	3	345	90	0	5	3	0	2	13	0	0	0	0	0	0	461
5:30 PM	0	324	57	0	3	0	0	1	13	0	0	0	0	0	0	398
5:45 PM	1	266	59	1	2	2	0	1	4	2	0	0	0	0	0	338
6:00 PM	2	246	52	0	2	3	1	0	4	0	0	0	0	0	0	310
6:15 PM	1	193	65	0	4	1	0	0	1	0	0	0	0	0	0	265
6:30 PM	1	197	40	0	0	0	0	1	6	0	0	0	0	0	0	245
6:45 PM	0	156	47	0	2	0	1	1	11	0	0	0	0	0	0	218
7:00 PM	1	166	45	0	1	0	0	0	4	1	0	0	0	0	0	218
7:15 PM	0	169	34	0	1	0	0	0	15	0	0	1	1	0	0	221
7:30 PM	0	134	29	1	1	2	0	0	9	0	0	1	0	0	0	177
7:45 PM	0	138	35	0	2	0	0	1	1	0	1	0	0	0	0	178
8:00 PM	0	158	26	0	0	1	0	1	7	0	0	1	0	0	0	194
8:15 PM	0	132	23	0	1	0	0	0	7	0	1	0	0	0	0	164
8:30 PM	2	124	22	0	2	0	0	0	11	0	0	0	0	0	0	161
8:45 PM	0	89	25	0	0	0	0	1	9	0	1	0	0	0	0	125
9:00 PM	0	103	21	0	2	0	0	1	4	0	0	1	0	0	0	132
9:15 PM	0	95	17	0	1	1	0	0	6	0	1	0	0	0	0	121
9:30 PM	0	74	11	0	0	0	0	4	7	0	1	0	0	0	0	97
9:45 PM	2	65	14	0	0	0	0	2	4	1	1	1	0	0	0	90
10:00 PM	0	52	11	0	0	0	0	0	4	0	0	3	0	0	0	70
10:15 PM	0	60	8	0	0	0	0	0	2	0	2	0	0	0	0	72
10:30 PM	0	62	4	0	0	0	0	1	6	0	5	1	0	0	0	79
10:45 PM	0	78	8	0	1	0	0	1	8	0	2	0	0	0	0	98
11:00 PM	0	57	13	1	0	1	0	0	3	0	1	1	0	0	0	77
11:15 PM	0	51	12	0	1	1	0	0	4	0	1	0	0	0	0	70
11:30 PM	0	31	9	0	0	0	0	0	5	0	0	0	0	0	0	45
11:45 PM	0	41	8	0	1	0	0	1	4	0	0	1	0	0	0	56
TOTAL	41	13975	3818	21	296	146	23	113	1149	31	37	39	7	0	0	19696
		17834							1862							19696
		P & A							B & C							
		91%							9%							

7:15 AM	1337	118	1455
	P & A	B & C	
	92%	8%	

4:45 PM	1726	82	1808
	P & A	B & C	
	95		

Location ID	100052_NB	Located On	I-271	Community	GRANGER
Counted By	TCDS_Combined	BETWEEN	I-71 AND SR-94	County	Medina
Start Date	9/19/2023			Module	
Start Time	12:00:00 AM	Direction	NB	Agency	ODOT
Source	TCDS_BIN_IMPORT_COMBINE	QC Status	Accepted	Owner ID	OdotAuto

FHWA-Scheme F Classification

Start Time	Motor cycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A 2U	5A 2U	>5A 2U	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	0	13	4	0	0	0	0	0	16	0	0	1	0	0	0	34
12:15 AM	1	6	4	0	2	0	0	1	18	2	1	2	0	0	0	37
12:30 AM	0	8	3	0	0	0	0	0	18	0	5	1	0	0	0	35
12:45 AM	0	6	9	0	1	0	0	2	16	0	1	1	0	0	0	36
1:00 AM	0	6	3	0	0	0	0	0	16	0	3	0	0	0	0	28
1:15 AM	0	6	2	1	0	2	0	1	18	0	1	2	0	0	0	33
1:30 AM	0	3	3	0	1	2	0	2	18	0	0	0	0	0	0	29
1:45 AM	0	5	1	0	2	0	0	1	13	1	0	1	0	0	0	24
2:00 AM	0	4	2	0	0	1	0	2	8	0	1	1	0	0	0	19
2:15 AM	0	4	2	0	1	0	1	1	9	0	1	1	1	0	0	21
2:30 AM	0	2	3	0	1	0	0	0	11	0	1	1	0	0	0	19
2:45 AM	0	4	4	0	2	0	0	0	11	0	1	1	0	0	0	23
3:00 AM	0	8	1	0	0	2	0	1	19	0	3	1	0	0	0	35
3:15 AM	0	6	5	0	1	0	0	1	6	0	1	1	0	0	0	21
3:30 AM	0	3	3	0	0	0	0	0	15	0	1	1	0	0	0	23
3:45 AM	0	9	1	0	1	1	0	1	7	0	0	1	0	0	0	21
4:00 AM	0	14	6	0	1	0	0	0	13	0	5	1	0	0	0	40
4:15 AM	0	16	3	0	1	1	0	2	12	0	3	1	0	0	0	39
4:30 AM	0	12	6	0	2	1	0	0	14	0	0	0	0	0	0	35
4:45 AM	0	17	5	0	1	0	0	1	19	0	2	2	0	0	0	47
5:00 AM	0	23	11	0	1	0	0	1	13	0	2	0	0	0	0	51
5:15 AM	0	49	15	0	2	0	0	0	14	0	1	0	0	0	0	81
5:30 AM	0	49	28	0	0	0	0	2	18	0	1	0	0	0	0	98
5:45 AM	2	63	36	0	2	0	0	2	18	0	1	1	0	0	0	125
6:00 AM	1	99	41	0	1	2	0	0	21	0	4	0	0	0	0	169
6:15 AM	0	119	61	0	4	0	0	2	27	0	2	0	0	0	0	215
6:30 AM	0	117	51	0	5	1	0	0	28	1	2	0	0	0	0	205
6:45 AM	1	137	32	0	5	1	0	4	35	1	3	0	0	0	0	219
7:00 AM	1	126	63	0	2	2	1	3	27	0	3	1	0	0	0	229
7:15 AM	0	198	66	1	4	1	0	2	33	1	2	0	0	0	0	308
7:30 AM	1	182	77	0	2	4	0	2	28	0	0	0	0	0	0	296
7:45 AM	0	182	51	0	7	1	1	3	30	0	1	0	0	0	0	276
8:00 AM	0	136	58	0	5	3	0	2	37	1	1	0	0	0	0	243
8:15 AM	0	151	53	0	3	1	1	1	33	0	0	3	0	0	0	246
8:30 AM	1	124	47	0	9	3	0	3	36	0	0	0	1	0	0	224
8:45 AM	0	106	47	0	1	3	0	3	32	1	0	1	0	0	0	194
9:00 AM	0	86	33	1	4	1	0	4	24	1	1	0	0	0	0	155
9:15 AM	0	86	37	0	5	2	0	2	35	0	0	0	0	0	0	167
9:30 AM	1	99	41	0	1	4	0	0	41	0	0	1	1	0	0	189
9:45 AM	0	85	27	3	4	1	1	2	48	0	0	0	0	0	0	171
10:00 AM	0	90	36	0	6	0	0	4	30	1	1	0	0	0	0	168
10:15 AM	1	78	38	1	3	1	0	2	34	0	1	3	0	0	0	162
10:30 AM	0	74	38	0	3	2	0	2	37	0	0	0	0	0	0	156
10:45 AM	0	90	37	4	2	2	1	6	42	1	0	1	0	0	0	186
11:00 AM	0	83	40	1	3	1	0	5	36	1	0	0	0	0	0	170
11:15 AM	2	86	24	1	2	1	0	5	43	1	0	0	1	0	0	166
11:30 AM	0	73	41	0	7	3	0	1	47	0	0	0	0	0	0	172
11:45 AM	0	80	35	0	3	7	1	0	52	1	1	0	0	0	0	180
12:00 PM	0	98	29	1	3	1	0	3	36	2	0	0	0	0	0	173
12:15 PM	0	72	32	0	5	2	0	3	44	1	1	1	0	0	0	161
12:30 PM	1	69	25	1	5	1	0	3	59	0	0	0	1	0	0	165
12:45 PM	0	80	17	0	8	1	0	4	44	0	0	1	0	0	0	155
1:00 PM	0	82	34	0	7	4	0	6	39	1	1	0	0	0	0	174
1:15 PM	1	85	24	1	5	1	0	3	43	0	0	0	1	0	0	164
1:30 PM	0	97	45	0	3	3	0	3	42	2	2	1	0	0	0	198
1:45 PM	1	79	39	1	8	2	0	3	43	1	0	1	0	0	0	178
2:00 PM	0	78	51	1	6	2	0	3	36	1	0	2	0	0	0	180
2:15 PM	0	91	22	0	5	3	1	4	41	1	0	0	0	0	0	168
2:30 PM	0	93	34	1	3	0	0	5	39	0	1	0	0	0	0	176
2:45 PM	1	91	26	0	1	3	1	5	43	0	1	0	0	0	0	172
3:00 PM	0	104	40	1	7	0	0	2	35	0	1	0	0	0	0	190
3:15 PM	0	111	29	1	8	5	0	2	33	0	1	0	0	0	0	190
3:30 PM	0	129	43	0	6	0	0	3	33	0	1	0	0	0	0	215
3:45 PM	0	139	32	1	4	2	1	3	24	0	0	0	0	0	0	206
4:00 PM	0	109	37	0	6	2	1	0	33	1	1	0	1	0	0	191
4:15 PM	0	141	39	0	6	2	0	3	34	0	2	0	0	0	0	227
4:30 PM	2	147	35	0	8	0	0	3	28	0	3	0	0	0	0	226
4:45 PM	0	114	39	0	8	1	0	2	30	0	1	0	1	0	0	196
5:00 PM	0	129	35	0	2	1	1	2	41	0	0	1	1	0	0	213
5:15 PM	1	125	32	0	1	0	0	2	23	0	1	0	0	0	0	185
5:30 PM	0	103	32	1	5	0	0	3	23	0	0	0	0	0	0	167
5:45 PM	1	86	33	1	5	1	2	1	28	0	1	0	0	0	0	159
6:00 PM	0	77	17	1	4	0	0	2	24	1	0	0	0	0	0	126
6:15 PM	0	74	15	0	1	1	0	0	23	0	0	1	0	0	0	115
6:30 PM	0	63	17	0	1	1	0	2	4	0	0	0	0	0	0	88
6:45 PM	1	53	18	0	1	1	0	2	11	1	0	0	0	0	0	88
7:00 PM	1	49	15	1	1	0	0	0	16	0	0	0	0	0	0	83
7:15 PM	0	56	17	0	2	1	0	1	23	0	1	0	0	0	0	101
7:30 PM	0	66	23	0	2	1	0	0	34	0	2	0	1	0	0	129
7:45 PM	1	95	20	0	2	4	0	1	51	0	0	1	0	0	0	175
8:00 PM	0	51	16	0	3	3	0	0	47	0	2	0	0	0	0	122
8:15 PM	0	39	12	1	2	0	0	1	25	0	1	0	0	0	0	81
8:30 PM	1	46	8	0	0	0	0	0	33	0	1	1	0	0	0	90
8:45 PM	0	35	10	0	0	1	0	1	33	1	1	1	1	0	0	84
9:00 PM	0	54	11	1	2	1	0	0	28	0	0	1	0	0	0	98
9:15 PM	0	43	11	1	1	0	0	1	26	0	0	1	1	0	0	85
9:30 PM	0	37	11	0	0	0	0	1	27	0	1	0	0	0	0	77
9:45 PM	0	23	5	0	1	0	0	0	25	0	2	1	0	0	0	57
10:00 PM	0	24	11	0	1	0	1	1	18	2	1	0	0	0	0	59
10:15 PM	0	23	6	0	0	0	1	0	22	1	1	0	0	0	0	54
10:30 PM	0	17	9	0	0	0	0	1	14	0	1	0	0	0	0	42
10:45 PM	0	16	7	0	0	0	0	0	25	0	2	1	0	0	0	51
11:00 PM	0	14	8	0	0	0	0	2	15	0	0	1	0	0	0	40
11:15 PM	0	19	4	0	3	0	0	0	18	0	0	0	0	0	0	44
11:30 PM	0	9	2	0	2	0	0	1	23	0	1	0	0	0	0	38
11:45 PM	0	10	2	0	0	1	0	0	22	0	1	0	0	0	0	36
TOTAL	24	6468	2313	29	267	109	16	167	2637	30	93	47	12	0	0	12212
		8805							3407							12212
		P & A							B & C							
		72%							28%							

7:15 AM	951	172	1123
	P & A	B & C	
	85%	15%	

4:45 PM	610	151	761
	P & A	B & C	
	80%	20%	

Location ID	100052_SB	Located On	I-271	Community	GRANGER
Counted By	TCDS_Combined	BETWEEN	I-71 AND SR-94	County	Medina
Start Date	9/19/2023			Module	
Start Time	12:00:00 AM	Direction	SB	Agency	ODOT
Source	TCDS_BIN_IMPORT_COMBINE	QC Status	Accepted	Owner ID	OdotAuto

FHWA-Scheme F Classification

Start Time	Motor cycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A 2U	5A 2U	>5A 2U	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	0	29	5	0	1	0	0	3	19	0	1	2	0	0	0	60
12:15 AM	0	14	5	0	1	1	0	0	21	0	1	1	0	0	0	44
12:30 AM	0	14	3	0	0	0	0	0	12	0	2	0	0	0	0	31
12:45 AM	0	10	5	1	0	0	0	0	6	0	0	0	0	0	0	22
1:00 AM	0	12	2	0	0	3	0	1	13	0	2	0	0	0	0	33
1:15 AM	0	9	1	0	3	0	0	0	13	0	0	2	0	0	0	28
1:30 AM	0	0	3	0	0	1	0	1	14	1	0	2	0	0	0	22
1:45 AM	0	8	2	1	3	0	0	0	15	0	0	1	0	0	0	30
2:00 AM	0	4	2	0	2	0	0	2	11	0	1	1	0	0	0	23
2:15 AM	0	2	2	0	1	0	0	0	16	0	3	1	0	0	0	25
2:30 AM	0	4	3	0	2	0	0	1	17	0	1	2	0	0	0	30
2:45 AM	0	4	2	0	3	2	0	1	12	0	0	0	0	0	0	24
3:00 AM	0	10	3	0	2	0	0	3	11	0	0	0	0	0	0	29
3:15 AM	0	6	1	0	1	0	0	2	10	0	1	0	0	0	0	21
3:30 AM	0	3	1	0	1	0	0	1	17	1	0	2	0	0	0	26
3:45 AM	0	4	4	1	0	0	0	0	11	0	1	0	0	0	0	21
4:00 AM	0	12	1	0	1	0	0	0	16	0	2	2	0	0	0	34
4:15 AM	0	12	1	0	2	0	0	0	14	0	2	0	0	0	0	31
4:30 AM	0	5	7	0	3	1	0	2	13	0	2	0	0	0	0	33
4:45 AM	0	10	1	0	1	1	0	0	16	0	0	0	0	0	0	29
5:00 AM	0	16	6	0	2	2	0	2	17	0	0	0	1	0	0	46
5:15 AM	1	17	9	0	1	3	0	0	12	0	0	0	0	0	0	43
5:30 AM	0	20	8	0	0	1	0	0	18	0	1	0	0	0	0	48
5:45 AM	0	35	18	0	6	1	0	1	15	0	1	0	0	0	0	77
6:00 AM	0	46	19	0	2	2	2	1	30	0	0	1	0	0	0	103
6:15 AM	0	49	12	0	3	1	0	2	17	0	0	0	0	0	0	84
6:30 AM	1	77	20	0	4	1	0	0	26	0	1	0	0	0	0	130
6:45 AM	0	71	20	0	0	3	0	1	32	0	1	0	0	0	0	128
7:00 AM	1	82	28	0	2	6	1	4	21	1	1	0	0	0	0	147
7:15 AM	0	118	32	1	9	2	0	4	29	1	0	0	0	0	0	196
7:30 AM	1	126	28	0	4	3	1	2	45	0	0	0	0	0	0	210
7:45 AM	1	115	56	1	2	2	0	1	25	0	0	1	0	0	0	204
8:00 AM	0	112	25	0	9	0	0	1	34	1	0	0	0	0	0	182
8:15 AM	1	112	62	0	11	1	0	1	41	2	0	0	0	0	0	231
8:30 AM	0	121	30	0	3	2	1	6	44	0	1	0	0	0	0	208
8:45 AM	0	98	40	0	4	4	1	2	51	0	1	2	0	0	0	203
9:00 AM	0	96	42	0	3	1	0	3	43	1	0	1	0	0	0	190
9:15 AM	0	95	36	1	6	1	2	2	40	1	1	1	0	0	0	186
9:30 AM	2	108	35	1	2	1	0	2	47	0	0	0	0	0	0	198
9:45 AM	1	89	26	1	9	3	2	5	50	1	1	0	0	0	0	188
10:00 AM	0	90	24	0	7	4	1	2	55	2	1	0	0	0	0	186
10:15 AM	1	104	22	0	4	1	0	2	56	0	0	0	0	0	0	190
10:30 AM	0	107	31	0	4	1	1	2	56	1	1	1	0	0	0	205
10:45 AM	0	86	36	0	9	2	1	3	52	0	0	1	0	0	0	190
11:00 AM	0	103	31	0	6	2	0	5	60	0	0	2	0	0	0	209
11:15 AM	0	69	40	0	4	4	0	3	52	0	1	0	0	0	0	173
11:30 AM	0	84	29	1	5	3	0	2	59	0	1	0	0	0	0	184
11:45 AM	0	109	25	0	2	4	0	4	52	0	2	0	0	0	0	198
12:00 PM	0	109	34	0	5	2	0	4	49	1	0	1	0	0	0	205
12:15 PM	0	101	42	0	4	2	1	5	47	0	0	0	0	0	0	202
12:30 PM	0	100	36	0	4	2	0	7	43	0	1	0	0	0	0	193
12:45 PM	0	91	30	1	2	0	0	3	43	0	1	0	0	0	0	171
1:00 PM	0	105	54	0	4	3	0	0	44	2	0	2	0	0	0	214
1:15 PM	0	98	40	0	5	1	2	4	54	2	0	1	0	0	0	207
1:30 PM	0	110	35	1	4	1	0	3	51	0	0	0	0	0	0	205
1:45 PM	0	94	46	0	5	0	0	2	59	3	0	0	0	0	0	209
2:00 PM	0	95	46	0	3	5	0	2	42	1	0	1	0	0	0	195
2:15 PM	0	135	54	0	5	1	0	4	58	0	1	1	1	0	0	260
2:30 PM	0	102	51	0	0	1	0	1	45	0	0	1	0	0	0	201
2:45 PM	0	138	44	0	3	1	0	5	51	0	0	1	0	0	0	243
3:00 PM	0	151	59	0	10	3	0	2	50	1	1	0	0	0	0	277
3:15 PM	1	147	50	0	7	2	0	0	39	0	0	1	0	0	0	247
3:30 PM	0	153	63	1	5	3	0	2	41	0	0	0	0	0	0	268
3:45 PM	0	195	66	1	5	3	0	4	45	0	2	0	0	0	0	321
4:00 PM	0	202	66	0	2	0	1	3	44	0	1	0	0	0	0	319
4:15 PM	1	217	78	0	3	3	0	2	35	0	0	1	0	0	0	340
4:30 PM	0	229	78	0	4	0	0	1	36	0	0	1	0	0	0	349
4:45 PM	2	238	81	0	4	3	1	3	36	0	0	1	0	0	0	369
5:00 PM	0	236	69	0	0	1	2	0	50	0	2	2	0	0	0	362
5:15 PM	1	211	79	0	1	2	0	2	47	1	0	1	0	0	0	345
5:30 PM	1	213	61	0	4	0	0	4	44	0	0	0	0	0	0	327
5:45 PM	0	154	33	0	4	2	0	2	51	0	1	0	1	0	0	248
6:00 PM	0	118	38	0	5	1	0	3	35	0	1	3	0	0	0	204
6:15 PM	0	121	31	0	1	1	0	0	31	0	0	0	0	0	0	185
6:30 PM	0	100	25	0	2	0	0	3	33	0	1	1	0	0	0	165
6:45 PM	1	78	23	0	3	0	0	4	26	0	2	0	0	0	0	137
7:00 PM	1	91	22	0	0	0	0	1	37	0	0	1	0	0	0	153
7:15 PM	0	77	28	0	2	0	0	1	31	0	0	1	0	0	0	140
7:30 PM	0	80	27	0	1	1	0	3	39	1	0	0	0	0	0	152
7:45 PM	0	60	23	0	2	0	0	2	31	2	1	1	0	0	0	122
8:00 PM	0	60	16	0	1	0	0	0	25	0	4	0	0	0	0	106
8:15 PM	0	54	18	0	4	1	0	0	31	2	1	1	0	0	0	112
8:30 PM	0	54	12	0	4	2	0	0	40	0	3	0	0	0	0	115
8:45 PM	0	52	10	0	2	0	0	2	29	0	2	1	0	0	0	98
9:00 PM	0	46	11	0	0	0	1	1	25	1	1	2	0	0	0	88
9:15 PM	0	44	11	0	1	0	0	1	24	0	4	1	0	0	0	86
9:30 PM	2	33	9	0	0	0	0	2	22	0	2	2	0	0	0	72
9:45 PM	0	49	10	0	0	0	0	0	27	0	1	0	0	0	0	87
10:00 PM	1	33	8	0	0	2	0	3	16	0	3	0	0	0	0	66
10:15 PM	0	20	9	0	0	0	0	2	13	0	2	3	0	0	0	49
10:30 PM	0	22	7	0	0	3	0	1	17	0	5	1	0	0	0	56
10:45 PM	1	26	3	0	0	2	0	0	17	0	3	1	0	0	0	53
11:00 PM	1	10	9	0	1	0	0	2	15	0	4	5	0	0	0	47
11:15 PM	0	13	3	0	0	0	0	2	17	0	0	2	0	0	0	37
11:30 PM	0	16	1	1	0	1	0	3	17	0	2	0	0	0	0	41
11:45 PM	0	13	2	0	0	0	0	2	11	0	0	0	0	0	0	28
TOTAL		23	7421	2495	14	272	125	21	183	3069	30	86	67	3	0	13809
			9939							3870						13809
			P & A							B & C						
			72%							28%						

7:15 AM	614	178	792
	P & A	B & C	
	78%	22%	

4:45 PM	1192	211	1403
	P & A	B & C	

SR 94 (Ridge Rd.) & SR 3 (Ledge Rd.) - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991748, Location: 41.201848, -81.744986



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94/SR 3 (Ridge Rd.) Southbound					Ledge Rd. Westbound					SR 94 (Ridge Rd.) Northbound					SR 3 (Ledge Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 6:00AM	1	26	0	0	27	1	4	1	0	6	0	13	10	0	23	50	2	2	0	54	110
6:15AM	0	34	1	0	35	0	1	3	0	4	0	19	16	0	35	55	1	0	0	56	130
6:30AM	3	38	2	0	43	0	6	6	0	12	0	29	28	0	57	59	3	2	0	64	176
6:45AM	3	74	1	0	78	2	9	3	0	14	0	24	29	0	53	69	1	4	0	74	219
Hourly Total	7	172	4	0	183	3	20	13	0	36	0	85	83	0	168	233	7	8	0	248	635
7:00AM	1	100	3	0	104	1	8	8	0	17	0	25	35	0	60	112	5	3	0	120	301
7:15AM	1	85	3	0	89	4	8	2	0	14	1	41	34	0	76	91	4	11	0	106	285
7:30AM	0	61	3	0	64	4	10	2	0	16	3	40	42	0	85	105	15	3	0	123	288
7:45AM	2	71	0	0	73	3	11	5	0	19	3	37	44	0	84	84	10	2	0	96	272
Hourly Total	4	317	9	0	330	12	37	17	0	66	7	143	155	0	305	392	34	19	0	445	1146
8:00AM	1	45	4	0	50	4	8	6	0	18	2	51	41	0	94	72	11	3	0	86	248
8:15AM	0	57	3	0	60	2	8	2	0	12	2	32	39	0	73	78	11	5	0	94	239
8:30AM	1	43	3	0	47	1	11	4	0	16	2	41	47	0	90	61	4	5	0	70	223
8:45AM	5	47	2	0	54	3	8	1	0	12	1	34	39	0	74	46	7	1	0	54	194
Hourly Total	7	192	12	0	211	10	35	13	0	58	7	158	166	0	331	257	33	14	0	304	904
9:00AM	3	39	1	0	43	1	6	5	0	12	2	32	35	0	69	58	7	1	0	66	190
9:15AM	3	33	2	0	38	1	3	3	0	7	0	30	22	0	52	49	6	3	0	58	155
9:30AM	0	41	0	0	41	0	11	4	0	15	2	23	16	0	41	33	6	2	0	41	138
9:45AM	1	35	1	0	37	1	4	6	0	11	1	21	35	0	57	39	9	3	0	51	156
Hourly Total	7	148	4	0	159	3	24	18	0	45	5	106	108	0	219	179	28	9	0	216	639
3:00PM	2	41	0	0	43	0	6	4	0	10	6	49	58	0	113	40	13	8	0	61	227
3:15PM	1	49	2	0	52	1	10	0	0	11	4	53	69	0	126	28	6	3	0	37	226
3:30PM	6	46	3	0	55	2	11	3	0	16	7	58	65	0	130	31	13	1	0	45	246
3:45PM	3	48	4	0	55	2	10	5	0	17	4	57	87	0	148	36	15	2	0	53	273
Hourly Total	12	184	9	0	205	5	37	12	0	54	21	217	279	0	517	135	47	14	0	196	972
4:00PM	5	52	2	0	59	4	8	3	0	15	1	59	87	0	147	46	10	5	0	61	282
4:15PM	7	72	5	0	84	5	15	5	0	25	2	64	80	0	146	54	12	2	1	69	324
4:30PM	1	73	2	0	76	4	15	5	0	24	2	80	104	0	186	47	14	6	1	68	354
4:45PM	0	65	2	0	67	5	20	4	0	29	4	83	104	0	191	43	12	3	0	58	345
Hourly Total	13	262	11	0	286	18	58	17	0	93	9	286	375	0	670	190	48	16	2	256	1305
5:00PM	3	50	2	0	55	3	9	6	0	18	5	86	100	0	191	61	14	2	0	77	341
5:15PM	2	79	2	0	83	8	22	4	0	34	3	83	125	0	211	48	15	3	0	66	394
5:30PM	3	62	3	0	68	5	16	4	0	25	6	86	110	0	202	54	15	3	0	72	367
5:45PM	3	47	3	0	53	2	11	4	0	17	7	82	87	0	176	38	8	2	0	48	294
Hourly Total	11	238	10	0	259	18	58	18	0	94	21	337	422	0	780	201	52	10	0	263	1396
6:00PM	1	38	2	0	41	3	10	1	0	14	3	58	68	0	129	39	14	3	0	56	240
6:15PM	4	45	3	0	52	3	17	4	0	24	2	56	68	0	126	28	17	2	0	47	249
6:30PM	2	47	3	0	52	2	2	0	0	4	1	53	76	0	130	22	8	5	0	35	221
6:45PM	1	48	1	0	50	2	6	4	0	12	3	49	38	0	90	27	7	2	0	36	188
Hourly Total	8	178	9	0	195	10	35	9	0	54	9	216	250	0	475	116	46	12	0	174	898
Total	69	1691	68	0	1828	79	304	117	0	500	79	1548	1838	0	3465	1703	295	102	2	2102	7895
% Approach	3.8%	92.5%	3.7%	0%	-	15.8%	60.8%	23.4%	0%	-	2.3%	44.7%	53.0%	0%	-	81.0%	14.0%	4.9%	0.1%	-	-
% Total	0.9%	21.4%	0.9%	0%	23.2%	1.0%	3.9%	1.5%	0%	6.3%	1.0%	19.6%	23.3%	0%	43.9%	21.6%	3.7%	1.3%	0%	26.6%	-
Lights	65	1617	68	0	1750	75	294	112	0	481	69	1474	1742	0	3285	1611	288	98	0	1997	7513
% Lights	94.2%	95.6%	100%	0%	95.7%	94.9%	96.7%	95.7%	0%	96.2%	87.3%	95.2%	94.8%	0%	94.8%	94.6%	97.6%	96.1%	0%	95.0%	95.2%
Articulated Trucks	0	18	0	0	18	0	1	0	0	1	0	21	37	0	58	38	1	0	1	40	117
% Articulated Trucks	0%	1.1%	0%	0%	1.0%	0%	0.3%	0%	0%	0.2%	0%	1.4%	2.0%	0%	1.7%	2.2%	0.3%	0%	50.0%	1.9%	1.5%
Buses and Single-Unit Trucks	4	56	0	0	60	4	9	5	0	18	10	53	59	0	122	54	6	4	1	65	265
% Buses and Single-Unit Trucks	5.8%	3.3%	0%	0%	3.3%	5.1%	3.0%	4.3%	0%	3.6%	12.7%	3.4%	3.2%	0%	3.5%	3.2%	2.0%	3.9%	50.0%	3.1%	3.4%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & SR 3 (Ledge Rd.) - TMC

Tue Sep 20, 2022

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991748, Location: 41.201848, -81.744986



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94/SR 3 (Ridge Rd.) Southbound					Ledge Rd. Westbound					SR 94 (Ridge Rd.) Northbound					SR 3 (Ledge Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 7:00AM	1	100	3	0	104	1	8	8	0	17	0	25	35	0	60	112	5	3	0	120	301
7:15AM	1	85	3	0	89	4	8	2	0	14	1	41	34	0	76	91	4	11	0	106	285
7:30AM	0	61	3	0	64	4	10	2	0	16	3	40	42	0	85	105	15	3	0	123	288
7:45AM	2	71	0	0	73	3	11	5	0	19	3	37	44	0	84	84	10	2	0	96	272
Total	4	317	9	0	330	12	37	17	0	66	7	143	155	0	305	392	34	19	0	445	1146
% Approach	1.2%	96.1%	2.7%	0%	-	18.2%	56.1%	25.8%	0%	-	2.3%	46.9%	50.8%	0%	-	88.1%	7.6%	4.3%	0%	-	-
% Total	0.3%	27.7%	0.8%	0%	28.8%	1.0%	3.2%	1.5%	0%	5.8%	0.6%	12.5%	13.5%	0%	26.6%	34.2%	3.0%	1.7%	0%	38.8%	-
PHF	0.500	0.793	0.750	-	0.793	0.750	0.841	0.531	-	0.868	0.583	0.872	0.881	-	0.897	0.875	0.567	0.432	-	0.904	0.952
Lights	4	310	9	0	323	11	36	17	0	64	3	132	144	0	279	377	34	18	0	429	1095
% Lights	100%	97.8%	100%	0%	97.9%	91.7%	97.3%	100%	0%	97.0%	42.9%	92.3%	92.9%	0%	91.5%	96.2%	100%	94.7%	0%	96.4%	95.5%
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	1	4	0	5	5	0	0	0	5	12
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	0%	2.7%	0%	0%	1.5%	0%	0.7%	2.6%	0%	1.6%	1.3%	0%	0%	0%	1.1%	1.0%
Buses and Single-Unit Trucks	0	6	0	0	6	1	0	0	0	1	4	10	7	0	21	10	0	1	0	11	39
% Buses and Single-Unit Trucks	0%	1.9%	0%	0%	1.8%	8.3%	0%	0%	0%	1.5%	57.1%	7.0%	4.5%	0%	6.9%	2.6%	0%	5.3%	0%	2.5%	3.4%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & SR 3 (Ledge Rd.) - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991748, Location: 41.201848, -81.744986



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94/SR 3 (Ridge Rd.) Southbound					Ledge Rd. Westbound					SR 94 (Ridge Rd.) Northbound					SR 3 (Ledge Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 4:45PM	0	65	2	0	67	5	20	4	0	29	4	83	104	0	191	43	12	3	0	58	345
5:00PM	3	50	2	0	55	3	9	6	0	18	5	86	100	0	191	61	14	2	0	77	341
5:15PM	2	79	2	0	83	8	22	4	0	34	3	83	125	0	211	48	15	3	0	66	394
5:30PM	3	62	3	0	68	5	16	4	0	25	6	86	110	0	202	54	15	3	0	72	367
Total	8	256	9	0	273	21	67	18	0	106	18	338	439	0	795	206	56	11	0	273	1447
% Approach	2.9%	93.8%	3.3%	0%	-	19.8%	63.2%	17.0%	0%	-	2.3%	42.5%	55.2%	0%	-	75.5%	20.5%	4.0%	0%	-	-
% Total	0.6%	17.7%	0.6%	0%	18.9%	1.5%	4.6%	1.2%	0%	7.3%	1.2%	23.4%	30.3%	0%	54.9%	14.2%	3.9%	0.8%	0%	18.9%	-
PHF	0.667	0.810	0.750	-	0.822	0.656	0.761	0.750	-	0.779	0.750	0.983	0.878	-	0.942	0.844	0.933	0.917	-	0.886	0.918
Lights	8	247	9	0	264	21	66	16	0	103	18	330	426	0	774	194	56	11	0	261	1402
% Lights	100%	96.5%	100%	0%	96.7%	100%	98.5%	88.9%	0%	97.2%	100%	97.6%	97.0%	0%	97.4%	94.2%	100%	100%	0%	95.6%	96.9%
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	3	7	0	10	7	0	0	0	7	21
% Articulated Trucks	0%	1.6%	0%	0%	1.5%	0%	0%	0%	0%	0%	0%	0.9%	1.6%	0%	1.3%	3.4%	0%	0%	0%	2.6%	1.5%
Buses and Single-Unit Trucks	0	5	0	0	5	0	1	2	0	3	0	5	6	0	11	5	0	0	0	5	24
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	1.8%	0%	1.5%	11.1%	0%	2.8%	0%	1.5%	1.4%	0%	1.4%	2.4%	0%	0%	0%	1.8%	1.7%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Ledge Rd.) & SR 606 (Weymouth Rd.) - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991749, Location: 41.201568, -81.775606



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 606 (Weymouth Rd.) Southbound				SR 3 (Ledge Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 6:00AM	10	0	0	10	0	12	0	12	46	5	0	51	73
6:15AM	8	0	0	8	0	15	0	15	53	15	0	68	91
6:30AM	11	0	0	11	0	35	0	35	43	11	0	54	100
6:45AM	17	0	0	17	1	40	0	41	69	19	0	88	146
Hourly Total	46	0	0	46	1	102	0	103	211	50	0	261	410
7:00AM	14	0	0	14	0	41	0	41	70	14	0	84	139
7:15AM	22	0	0	22	0	45	0	45	100	43	0	143	210
7:30AM	23	0	0	23	1	47	0	48	90	28	0	118	189
7:45AM	30	0	0	30	0	58	0	58	72	36	0	108	196
Hourly Total	89	0	0	89	1	191	0	192	332	121	0	453	734
8:00AM	28	0	0	28	0	55	0	55	74	28	0	102	185
8:15AM	18	0	0	18	0	45	0	45	80	21	0	101	164
8:30AM	26	0	0	26	0	53	0	53	51	11	0	62	141
8:45AM	32	1	0	33	0	47	0	47	41	26	0	67	147
Hourly Total	104	1	0	105	0	200	0	200	246	86	0	332	637
9:00AM	23	0	0	23	0	50	0	50	54	19	0	73	146
9:15AM	15	0	0	15	0	27	0	27	51	14	0	65	107
9:30AM	20	0	0	20	1	25	0	26	39	18	0	57	103
9:45AM	16	0	0	16	2	41	0	43	38	15	0	53	112
Hourly Total	74	0	0	74	3	143	0	146	182	66	0	248	468
3:00PM	24	1	0	25	0	61	0	61	49	24	0	73	159
3:15PM	15	0	0	15	0	62	0	62	48	29	0	77	154
3:30PM	28	0	0	28	0	71	0	71	50	20	0	70	169
3:45PM	28	0	0	28	0	89	0	89	47	29	0	76	193
Hourly Total	95	1	0	96	0	283	0	283	194	102	0	296	675
4:00PM	24	0	0	24	0	77	0	77	62	29	0	91	192
4:15PM	28	0	0	28	0	91	0	91	60	25	0	85	204
4:30PM	31	0	0	31	0	108	0	108	58	22	0	80	219
4:45PM	26	0	0	26	0	90	0	90	55	31	0	86	202
Hourly Total	109	0	0	109	0	366	0	366	235	107	0	342	817
5:00PM	41	0	0	41	0	90	0	90	61	31	0	92	223
5:15PM	30	0	0	30	1	120	0	121	63	42	0	105	256
5:30PM	21	0	0	21	0	110	0	110	58	38	0	96	227
5:45PM	31	0	0	31	1	91	0	92	45	35	0	80	203
Hourly Total	123	0	0	123	2	411	0	413	227	146	0	373	909
6:00PM	19	0	0	19	0	59	0	59	37	24	0	61	139
6:15PM	17	0	0	17	0	70	0	70	51	27	0	78	165
6:30PM	18	0	0	18	0	73	0	73	32	17	0	49	140
6:45PM	22	0	0	22	0	46	0	46	37	15	0	52	120
Hourly Total	76	0	0	76	0	248	0	248	157	83	0	240	564
Total	716	2	0	718	7	1944	0	1951	1784	761	0	2545	5214
% Approach	99.7%	0.3%	0%	-	0.4%	99.6%	0%	-	70.1%	29.9%	0%	-	-
% Total	13.7%	0%	0%	13.8%	0.1%	37.3%	0%	37.4%	34.2%	14.6%	0%	48.8%	-
Lights	701	1	0	702	6	1838	0	1844	1664	738	0	2402	4948
% Lights	97.9%	50.0%	0%	97.8%	85.7%	94.5%	0%	94.5%	93.3%	97.0%	0%	94.4%	94.9%
Articulated Trucks	0	0	0	0	0	37	0	37	45	1	0	46	83
% Articulated Trucks	0%	0%	0%	0%	0%	1.9%	0%	1.9%	2.5%	0.1%	0%	1.8%	1.6%
Buses and Single-Unit Trucks	15	1	0	16	1	69	0	70	75	22	0	97	183
% Buses and Single-Unit Trucks	2.1%	50.0%	0%	2.2%	14.3%	3.5%	0%	3.6%	4.2%	2.9%	0%	3.8%	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Ledge Rd.) & SR 606 (Weymouth Rd.) - TMC

Tue Sep 20, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991749, Location: 41.201568, -81.775606



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 606 (Weymouth Rd.) Southbound				SR 3 (Ledge Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 7:15AM	22	0	0	22	0	45	0	45	100	43	0	143	210
7:30AM	23	0	0	23	1	47	0	48	90	28	0	118	189
7:45AM	30	0	0	30	0	58	0	58	72	36	0	108	196
8:00AM	28	0	0	28	0	55	0	55	74	28	0	102	185
Total	103	0	0	103	1	205	0	206	336	135	0	471	780
% Approach	100%	0%	0%	-	0.5%	99.5%	0%	-	71.3%	28.7%	0%	-	-
% Total	13.2%	0%	0%	13.2%	0.1%	26.3%	0%	26.4%	43.1%	17.3%	0%	60.4%	-
PHF	0.858	-	-	0.858	0.250	0.884	-	0.888	0.840	0.785	-	0.823	0.929
Lights	101	0	0	101	1	196	0	197	315	130	0	445	743
% Lights	98.1%	0%	0%	98.1%	100%	95.6%	0%	95.6%	93.8%	96.3%	0%	94.5%	95.3%
Articulated Trucks	0	0	0	0	0	3	0	3	8	1	0	9	12
% Articulated Trucks	0%	0%	0%	0%	0%	1.5%	0%	1.5%	2.4%	0.7%	0%	1.9%	1.5%
Buses and Single-Unit Trucks	2	0	0	2	0	6	0	6	13	4	0	17	25
% Buses and Single-Unit Trucks	1.9%	0%	0%	1.9%	0%	2.9%	0%	2.9%	3.9%	3.0%	0%	3.6%	3.2%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Ledge Rd.) & SR 606 (Weymouth Rd.) - TMC

Tue Sep 20, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991749, Location: 41.201568, -81.775606



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 606 (Weymouth Rd.) Southbound				SR 3 (Ledge Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 5:00PM	41	0	0	41	0	90	0	90	61	31	0	92	223
5:15PM	30	0	0	30	1	120	0	121	63	42	0	105	256
5:30PM	21	0	0	21	0	110	0	110	58	38	0	96	227
5:45PM	31	0	0	31	1	91	0	92	45	35	0	80	203
Total	123	0	0	123	2	411	0	413	227	146	0	373	909
% Approach	100%	0%	0%	-	0.5%	99.5%	0%	-	60.9%	39.1%	0%	-	-
% Total	13.5%	0%	0%	13.5%	0.2%	45.2%	0%	45.4%	25.0%	16.1%	0%	41.0%	-
PHF	0.750	-	-	0.750	0.500	0.856	-	0.853	0.901	0.869	-	0.888	0.888
Lights	122	0	0	122	1	395	0	396	219	146	0	365	883
% Lights	99.2%	0%	0%	99.2%	50.0%	96.1%	0%	95.9%	96.5%	100%	0%	97.9%	97.1%
Articulated Trucks	0	0	0	0	0	9	0	9	6	0	0	6	15
% Articulated Trucks	0%	0%	0%	0%	0%	2.2%	0%	2.2%	2.6%	0%	0%	1.6%	1.7%
Buses and Single-Unit Trucks	1	0	0	1	1	7	0	8	2	0	0	2	11
% Buses and Single-Unit Trucks	0.8%	0%	0%	0.8%	50.0%	1.7%	0%	1.9%	0.9%	0%	0%	0.5%	1.2%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & W. 130th St. - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991751, Location: 41.195647, -81.787351



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	W. 130th St. Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 6:00AM	3	10	0	13	2	17	0	19	39	8	0	47	79
6:15AM	8	13	0	21	1	24	0	25	55	6	0	61	107
6:30AM	11	7	0	18	5	36	0	41	42	14	0	56	115
6:45AM	9	12	0	21	2	54	0	56	71	22	0	93	170
Hourly Total	31	42	0	73	10	131	0	141	207	50	0	257	471
7:00AM	15	13	0	28	4	50	0	54	76	9	0	85	167
7:15AM	15	20	1	36	6	69	0	75	113	15	0	128	239
7:30AM	24	13	0	37	4	64	0	68	118	30	0	148	253
7:45AM	16	17	0	33	7	81	0	88	89	24	0	113	234
Hourly Total	70	63	1	134	21	264	0	285	396	78	0	474	893
8:00AM	20	11	0	31	9	75	0	84	83	10	1	94	209
8:15AM	21	20	0	41	2	59	0	61	79	19	0	98	200
8:30AM	21	9	0	30	5	77	0	82	54	18	0	72	184
8:45AM	13	8	0	21	5	72	0	77	61	19	0	80	178
Hourly Total	75	48	0	123	21	283	0	304	277	66	1	344	771
9:00AM	14	9	0	23	4	71	0	75	66	11	0	77	175
9:15AM	12	4	0	16	1	42	0	43	57	12	0	69	128
9:30AM	16	7	0	23	4	42	0	46	50	13	0	63	132
9:45AM	17	5	0	22	9	45	0	54	45	17	0	62	138
Hourly Total	59	25	0	84	18	200	0	218	218	53	0	271	573
3:00PM	28	10	1	39	14	70	0	84	66	17	0	83	206
3:15PM	18	7	0	25	12	62	0	74	78	18	0	96	195
3:30PM	28	13	0	41	8	91	0	99	56	26	0	82	222
3:45PM	17	6	0	23	17	99	0	116	69	24	0	93	232
Hourly Total	91	36	1	128	51	322	0	373	269	85	0	354	855
4:00PM	23	7	0	30	16	83	0	99	84	28	0	112	241
4:15PM	20	6	0	26	29	100	0	129	78	24	0	102	257
4:30PM	43	5	0	48	31	101	0	132	76	17	0	93	273
4:45PM	32	8	0	40	19	101	0	120	84	23	0	107	267
Hourly Total	118	26	0	144	95	385	0	480	322	92	0	414	1038
5:00PM	34	9	0	43	18	111	0	129	85	31	0	116	288
5:15PM	39	7	0	46	25	116	0	141	94	42	0	136	323
5:30PM	26	9	0	35	23	108	0	131	81	30	0	111	277
5:45PM	23	3	0	26	19	100	0	119	70	20	0	90	235
Hourly Total	122	28	0	150	85	435	0	520	330	123	0	453	1123
6:00PM	20	6	0	26	12	72	0	84	62	20	0	82	192
6:15PM	18	7	0	25	14	71	0	85	65	17	0	82	192
6:30PM	12	6	0	18	8	83	0	91	50	18	0	68	177
6:45PM	15	5	0	20	13	62	0	75	49	18	0	67	162
Hourly Total	65	24	0	89	47	288	0	335	226	73	0	299	723
Total	631	292	2	925	348	2308	0	2656	2245	620	1	2866	6447
% Approach	68.2%	31.6%	0.2%	-	13.1%	86.9%	0%	-	78.3%	21.6%	0%	-	-
% Total	9.8%	4.5%	0%	14.3%	5.4%	35.8%	0%	41.2%	34.8%	9.6%	0%	44.5%	-
Lights	593	268	1	862	333	2206	0	2539	2135	575	1	2711	6112
% Lights	94.0%	91.8%	50.0%	93.2%	95.7%	95.6%	0%	95.6%	95.1%	92.7%	100%	94.6%	94.8%
Articulated Trucks	7	5	1	13	5	36	0	41	46	15	0	61	115
% Articulated Trucks	1.1%	1.7%	50.0%	1.4%	1.4%	1.6%	0%	1.5%	2.0%	2.4%	0%	2.1%	1.8%
Buses and Single-Unit Trucks	31	19	0	50	10	66	0	76	64	30	0	94	220
% Buses and Single-Unit Trucks	4.9%	6.5%	0%	5.4%	2.9%	2.9%	0%	2.9%	2.9%	4.8%	0%	3.3%	3.4%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & W. 130th St. - TMC

Tue Sep 20, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991751, Location: 41.195647, -81.787351



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	W. 130th St. Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 7:15AM	15	20	1	36	6	69	0	75	113	15	0	128	239
7:30AM	24	13	0	37	4	64	0	68	118	30	0	148	253
7:45AM	16	17	0	33	7	81	0	88	89	24	0	113	234
8:00AM	20	11	0	31	9	75	0	84	83	10	1	94	209
Total	75	61	1	137	26	289	0	315	403	79	1	483	935
% Approach	54.7%	44.5%	0.7%	-	8.3%	91.7%	0%	-	83.4%	16.4%	0.2%	-	-
% Total	8.0%	6.5%	0.1%	14.7%	2.8%	30.9%	0%	33.7%	43.1%	8.4%	0.1%	51.7%	-
PHF	0.781	0.763	0.250	0.926	0.722	0.892	-	0.895	0.854	0.658	0.250	0.816	0.924
Lights	69	58	1	128	22	283	0	305	389	72	1	462	895
% Lights	92.0%	95.1%	100%	93.4%	84.6%	97.9%	0%	96.8%	96.5%	91.1%	100%	95.7%	95.7%
Articulated Trucks	0	0	0	0	2	1	0	3	8	1	0	9	12
% Articulated Trucks	0%	0%	0%	0%	7.7%	0.3%	0%	1.0%	2.0%	1.3%	0%	1.9%	1.3%
Buses and Single-Unit Trucks	6	3	0	9	2	5	0	7	6	6	0	12	28
% Buses and Single-Unit Trucks	8.0%	4.9%	0%	6.6%	7.7%	1.7%	0%	2.2%	1.5%	7.6%	0%	2.5%	3.0%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & W. 130th St. - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991751, Location: 41.195647, -81.787351



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	W. 130th St. Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2022-09-20 4:45PM	32	8	0	40	19	101	0	120	84	23	0	107	267
5:00PM	34	9	0	43	18	111	0	129	85	31	0	116	288
5:15PM	39	7	0	46	25	116	0	141	94	42	0	136	323
5:30PM	26	9	0	35	23	108	0	131	81	30	0	111	277
Total	131	33	0	164	85	436	0	521	344	126	0	470	1155
% Approach	79.9%	20.1%	0%	-	16.3%	83.7%	0%	-	73.2%	26.8%	0%	-	-
% Total	11.3%	2.9%	0%	14.2%	7.4%	37.7%	0%	45.1%	29.8%	10.9%	0%	40.7%	-
PHF	0.840	0.917	-	0.891	0.850	0.940	-	0.924	0.915	0.750	-	0.864	0.894
Lights	128	32	0	160	84	422	0	506	331	122	0	453	1119
% Lights	97.7%	97.0%	0%	97.6%	98.8%	96.8%	0%	97.1%	96.2%	96.8%	0%	96.4%	96.9%
Articulated Trucks	1	0	0	1	0	7	0	7	8	2	0	10	18
% Articulated Trucks	0.8%	0%	0%	0.6%	0%	1.6%	0%	1.3%	2.3%	1.6%	0%	2.1%	1.6%
Buses and Single-Unit Trucks	2	1	0	3	1	7	0	8	5	2	0	7	18
% Buses and Single-Unit Trucks	1.5%	3.0%	0%	1.8%	1.2%	1.6%	0%	1.5%	1.5%	1.6%	0%	1.5%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 NB Ramps - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991754, Location: 41.194376, -81.789678



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 6:00AM	6	15	0	21	0	0	1	1	48	94	0	142	164
6:15AM	10	22	0	32	4	0	10	14	60	149	0	209	255
6:30AM	19	28	0	47	6	0	8	14	53	159	0	212	273
6:45AM	21	46	0	67	10	0	11	21	83	146	0	229	317
Hourly Total	56	111	0	167	20	0	30	50	244	548	0	792	1009
7:00AM	30	32	0	62	12	0	13	25	74	157	0	231	318
7:15AM	34	51	0	85	10	0	18	28	112	176	0	288	401
7:30AM	28	60	0	88	16	0	12	28	135	201	0	336	452
7:45AM	27	69	0	96	18	0	16	34	91	191	0	282	412
Hourly Total	119	212	0	331	56	0	59	115	412	725	0	1137	1583
8:00AM	25	70	0	95	6	0	15	21	88	158	0	246	362
8:15AM	24	60	0	84	10	0	11	21	87	135	0	222	327
8:30AM	27	68	0	95	15	0	13	28	57	122	0	179	302
8:45AM	22	65	0	87	10	0	16	26	70	128	0	198	311
Hourly Total	98	263	0	361	41	0	55	96	302	543	0	845	1302
9:00AM	22	66	0	88	9	0	13	22	68	88	0	156	266
9:15AM	12	41	0	53	10	0	7	17	61	88	0	149	219
9:30AM	12	47	0	59	6	1	7	14	57	98	0	155	228
9:45AM	13	54	0	67	8	0	5	13	53	83	0	136	216
Hourly Total	59	208	0	267	33	1	32	66	239	357	0	596	929
3:00PM	18	77	0	95	13	0	17	30	74	83	0	157	282
3:15PM	17	73	0	90	19	0	18	37	76	90	0	166	293
3:30PM	18	104	0	122	23	1	25	49	61	93	0	154	325
3:45PM	24	95	0	119	14	0	17	31	76	89	0	165	315
Hourly Total	77	349	0	426	69	1	77	147	287	355	0	642	1215
4:00PM	15	90	0	105	15	0	20	35	97	90	0	187	327
4:15PM	29	89	0	118	13	0	16	29	94	110	0	204	351
4:30PM	25	116	0	141	15	0	24	39	78	101	0	179	359
4:45PM	19	120	0	139	20	0	15	35	89	72	0	161	335
Hourly Total	88	415	0	503	63	0	75	138	358	373	0	731	1372
5:00PM	25	120	0	145	23	0	22	45	91	125	0	216	406
5:15PM	29	126	0	155	28	0	27	55	108	117	0	225	435
5:30PM	25	107	0	132	28	0	17	45	87	112	0	199	376
5:45PM	27	105	0	132	18	0	12	30	72	92	0	164	326
Hourly Total	106	458	0	564	97	0	78	175	358	446	0	804	1543
6:00PM	15	77	0	92	17	0	11	28	66	95	0	161	281
6:15PM	20	68	0	88	9	1	13	23	73	81	0	154	265
6:30PM	37	60	0	97	11	0	7	18	56	71	0	127	242
6:45PM	27	51	0	78	14	0	13	27	57	52	0	109	214
Hourly Total	99	256	0	355	51	1	44	96	252	299	0	551	1002
Total	702	2272	0	2974	430	3	450	883	2452	3646	0	6098	9955
% Approach	23.6%	76.4%	0%	-	48.7%	0.3%	51.0%	-	40.2%	59.8%	0%	-	-
% Total	7.1%	22.8%	0%	29.9%	4.3%	0%	4.5%	8.9%	24.6%	36.6%	0%	61.3%	-
Lights	678	2147	0	2825	403	3	431	837	2321	3547	0	5868	9530
% Lights	96.6%	94.5%	0%	95.0%	93.7%	100%	95.8%	94.8%	94.7%	97.3%	0%	96.2%	95.7%
Articulated Trucks	11	36	0	47	14	0	5	19	52	40	0	92	158
% Articulated Trucks	1.6%	1.6%	0%	1.6%	3.3%	0%	1.1%	2.2%	2.1%	1.1%	0%	1.5%	1.6%
Buses and Single-Unit Trucks	13	89	0	102	13	0	14	27	79	59	0	138	267
% Buses and Single-Unit Trucks	1.9%	3.9%	0%	3.4%	3.0%	0%	3.1%	3.1%	3.2%	1.6%	0%	2.3%	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 NB Ramps - TMC

Tue Sep 20, 2022

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991754, Location: 41.194376, -81.789678



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 7:15AM	34	51	0	85	10	0	18	28	112	176	0	288	401
7:30AM	28	60	0	88	16	0	12	28	135	201	0	336	452
7:45AM	27	69	0	96	18	0	16	34	91	191	0	282	412
8:00AM	25	70	0	95	6	0	15	21	88	158	0	246	362
Total	114	250	0	364	50	0	61	111	426	726	0	1152	1627
% Approach	31.3%	68.7%	0%	-	45.0%	0%	55.0%	-	37.0%	63.0%	0%	-	-
% Total	7.0%	15.4%	0%	22.4%	3.1%	0%	3.7%	6.8%	26.2%	44.6%	0%	70.8%	-
PHF	0.838	0.893	-	0.948	0.694	-	0.847	0.816	0.789	0.903	-	0.857	0.900
Lights	114	238	0	352	47	0	58	105	401	713	0	1114	1571
% Lights	100%	95.2%	0%	96.7%	94.0%	0%	95.1%	94.6%	94.1%	98.2%	0%	96.7%	96.6%
Articulated Trucks	0	1	0	1	2	0	1	3	9	6	0	15	19
% Articulated Trucks	0%	0.4%	0%	0.3%	4.0%	0%	1.6%	2.7%	2.1%	0.8%	0%	1.3%	1.2%
Buses and Single-Unit Trucks	0	11	0	11	1	0	2	3	16	7	0	23	37
% Buses and Single-Unit Trucks	0%	4.4%	0%	3.0%	2.0%	0%	3.3%	2.7%	3.8%	1.0%	0%	2.0%	2.3%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 NB Ramps - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991754, Location: 41.194376, -81.789678



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 4:45PM	19	120	0	139	20	0	15	35	89	72	0	161	335
5:00PM	25	120	0	145	23	0	22	45	91	125	0	216	406
5:15PM	29	126	0	155	28	0	27	55	108	117	0	225	435
5:30PM	25	107	0	132	28	0	17	45	87	112	0	199	376
Total	98	473	0	571	99	0	81	180	375	426	0	801	1552
% Approach	17.2%	82.8%	0%	-	55.0%	0%	45.0%	-	46.8%	53.2%	0%	-	-
% Total	6.3%	30.5%	0%	36.8%	6.4%	0%	5.2%	11.6%	24.2%	27.4%	0%	51.6%	-
PHF	0.845	0.938	-	0.921	0.884	-	0.750	0.818	0.868	0.852	-	0.890	0.892
Lights	97	455	0	552	97	0	79	176	362	414	0	776	1504
% Lights	99.0%	96.2%	0%	96.7%	98.0%	0%	97.5%	97.8%	96.5%	97.2%	0%	96.9%	96.9%
Articulated Trucks	1	7	0	8	1	0	0	1	9	2	0	11	20
% Articulated Trucks	1.0%	1.5%	0%	1.4%	1.0%	0%	0%	0.6%	2.4%	0.5%	0%	1.4%	1.3%
Buses and Single-Unit Trucks	0	11	0	11	1	0	2	3	4	10	0	14	28
% Buses and Single-Unit Trucks	0%	2.3%	0%	1.9%	1.0%	0%	2.5%	1.7%	1.1%	2.3%	0%	1.7%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 SB Ramps - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991753, Location: 41.193088, -81.792098



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
2022-09-20 6:00AM	27	0	6	33	13	3	0	16	16	138	0	154	203
6:15AM	38	0	9	47	23	8	0	31	13	202	0	215	293
6:30AM	69	0	7	76	31	5	0	36	13	202	0	215	327
6:45AM	63	0	13	76	49	8	0	57	22	216	0	238	371
Hourly Total	197	0	35	232	116	24	0	140	64	758	0	822	1194
7:00AM	70	0	17	87	39	8	0	47	16	222	0	238	372
7:15AM	85	0	20	105	61	6	0	67	27	280	0	307	479
7:30AM	101	0	28	129	64	6	0	70	17	305	0	322	521
7:45AM	94	0	18	112	76	14	0	90	24	261	0	285	487
Hourly Total	350	0	83	433	240	34	0	274	84	1068	0	1152	1859
8:00AM	73	2	28	103	73	12	0	85	17	231	0	248	436
8:15AM	78	0	19	97	63	8	0	71	25	196	0	221	389
8:30AM	65	2	20	87	74	6	0	80	13	161	0	174	341
8:45AM	71	0	12	83	72	12	0	84	16	182	0	198	365
Hourly Total	287	4	79	370	282	38	0	320	71	770	0	841	1531
9:00AM	64	0	20	84	67	7	0	74	12	134	0	146	304
9:15AM	61	0	16	77	40	10	0	50	15	136	0	151	278
9:30AM	74	0	12	86	44	3	0	47	10	144	0	154	287
9:45AM	62	1	12	75	52	7	0	59	16	127	0	143	277
Hourly Total	261	1	60	322	203	27	0	230	53	541	0	594	1146
3:00PM	114	0	20	134	85	9	0	94	15	132	0	147	375
3:15PM	157	1	24	182	80	6	0	86	19	145	0	164	432
3:30PM	169	1	17	187	116	12	0	128	15	133	0	148	463
3:45PM	198	1	26	225	106	2	0	108	15	142	0	157	490
Hourly Total	638	3	87	728	387	29	0	416	64	552	0	616	1760
4:00PM	176	1	31	208	98	12	0	110	18	158	0	176	494
4:15PM	160	1	38	199	100	10	0	110	17	160	0	177	486
4:30PM	208	0	36	244	118	16	0	134	14	137	0	151	529
4:45PM	211	0	31	242	121	10	0	131	16	134	0	150	523
Hourly Total	755	2	136	893	437	48	0	485	65	589	0	654	2032
5:00PM	197	0	36	233	131	13	0	144	13	175	0	188	565
5:15PM	198	0	27	225	141	22	0	163	11	217	0	228	616
5:30PM	187	1	14	202	120	11	0	131	15	170	0	185	518
5:45PM	162	0	21	183	107	6	0	113	14	139	0	153	449
Hourly Total	744	1	98	843	499	52	0	551	53	701	0	754	2148
6:00PM	129	0	16	145	75	8	0	83	17	145	0	162	390
6:15PM	147	1	19	167	77	4	0	81	10	140	0	150	398
6:30PM	116	0	25	141	67	2	0	69	9	96	0	105	315
6:45PM	110	0	15	125	61	3	0	64	10	96	0	106	295
Hourly Total	502	1	75	578	280	17	0	297	46	477	0	523	1398
Total	3734	12	653	4399	2444	269	0	2713	500	5456	0	5956	13068
% Approach	84.9%	0.3%	14.8%	-	90.1%	9.9%	0%	-	8.4%	91.6%	0%	-	-
% Total	28.6%	0.1%	5.0%	33.7%	18.7%	2.1%	0%	20.8%	3.8%	41.8%	0%	45.6%	-
Lights	3602	10	616	4228	2309	258	0	2567	490	5255	0	5745	12540
% Lights	96.5%	83.3%	94.3%	96.1%	94.5%	95.9%	0%	94.6%	98.0%	96.3%	0%	96.5%	96.0%
Articulated Trucks	38	0	19	57	28	1	0	29	1	78	0	79	165
% Articulated Trucks	1.0%	0%	2.9%	1.3%	1.1%	0.4%	0%	1.1%	0.2%	1.4%	0%	1.3%	1.3%
Buses and Single-Unit Trucks	94	2	18	114	107	10	0	117	9	123	0	132	363
% Buses and Single-Unit Trucks	2.5%	16.7%	2.8%	2.6%	4.4%	3.7%	0%	4.3%	1.8%	2.3%	0%	2.2%	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 SB Ramps - TMC

Tue Sep 20, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991753, Location: 41.193088, -81.792098



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
Time													
2022-09-20 7:15AM	85	0	20	105	61	6	0	67	27	280	0	307	479
7:30AM	101	0	28	129	64	6	0	70	17	305	0	322	521
7:45AM	94	0	18	112	76	14	0	90	24	261	0	285	487
8:00AM	73	2	28	103	73	12	0	85	17	231	0	248	436
Total	353	2	94	449	274	38	0	312	85	1077	0	1162	1923
% Approach	78.6%	0.4%	20.9%	-	87.8%	12.2%	0%	-	7.3%	92.7%	0%	-	-
% Total	18.4%	0.1%	4.9%	23.3%	14.2%	2.0%	0%	16.2%	4.4%	56.0%	0%	60.4%	-
PHF	0.874	0.250	0.839	0.870	0.901	0.679	-	0.867	0.787	0.883	-	0.902	0.923
Lights	325	1	85	411	262	35	0	297	84	1046	0	1130	1838
% Lights	92.1%	50.0%	90.4%	91.5%	95.6%	92.1%	0%	95.2%	98.8%	97.1%	0%	97.2%	95.6%
Articulated Trucks	12	0	5	17	2	0	0	2	0	12	0	12	31
% Articulated Trucks	3.4%	0%	5.3%	3.8%	0.7%	0%	0%	0.6%	0%	1.1%	0%	1.0%	1.6%
Buses and Single-Unit Trucks	16	1	4	21	10	3	0	13	1	19	0	20	54
% Buses and Single-Unit Trucks	4.5%	50.0%	4.3%	4.7%	3.6%	7.9%	0%	4.2%	1.2%	1.8%	0%	1.7%	2.8%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & I-71 SB Ramps - TMC

Tue Sep 20, 2022

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991753, Location: 41.193088, -81.792098



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 3 (Weymouth Rd.) Westbound				SR 3 (Weymouth Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
2022-09-20 4:30PM	208	0	36	244	118	16	0	134	14	137	0	151	529
4:45PM	211	0	31	242	121	10	0	131	16	134	0	150	523
5:00PM	197	0	36	233	131	13	0	144	13	175	0	188	565
5:15PM	198	0	27	225	141	22	0	163	11	217	0	228	616
Total	814	0	130	944	511	61	0	572	54	663	0	717	2233
% Approach	86.2%	0%	13.8%	-	89.3%	10.7%	0%	-	7.5%	92.5%	0%	-	-
% Total	36.5%	0%	5.8%	42.3%	22.9%	2.7%	0%	25.6%	2.4%	29.7%	0%	32.1%	-
PHF	0.964	-	0.903	0.967	0.906	0.693	-	0.877	0.844	0.764	-	0.786	0.906
Lights	804	0	126	930	491	61	0	552	54	643	0	697	2179
% Lights	98.8%	0%	96.9%	98.5%	96.1%	100%	0%	96.5%	100%	97.0%	0%	97.2%	97.6%
Articulated Trucks	1	0	3	4	9	0	0	9	0	5	0	5	18
% Articulated Trucks	0.1%	0%	2.3%	0.4%	1.8%	0%	0%	1.6%	0%	0.8%	0%	0.7%	0.8%
Buses and Single-Unit Trucks	9	0	1	10	11	0	0	11	0	15	0	15	36
% Buses and Single-Unit Trucks	1.1%	0%	0.8%	1.1%	2.2%	0%	0%	1.9%	0%	2.3%	0%	2.1%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Hamilton Rd. - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991752, Location: 41.192239, -81.793731



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	Hamilton Rd. Southbound					SR 3 (Weymouth Rd.) Westbound					Old Weymouth Rd. Northbound					SR 3 (Weymouth Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 6:00AM	0	1	32	0	33	7	33	0	0	40	6	1	0	0	7	0	116	0	0	116	196
6:15AM	1	0	35	0	36	10	50	0	0	60	6	0	0	0	6	0	176	0	0	176	278
6:30AM	0	3	21	0	24	20	78	3	0	101	5	2	0	0	7	0	167	0	0	167	299
6:45AM	0	3	20	0	23	23	85	1	0	109	13	0	0	0	13	3	163	0	0	166	311
Hourly Total	1	7	108	0	116	60	246	4	0	310	30	3	0	0	33	3	622	0	0	625	1084
7:00AM	1	3	48	0	52	21	85	4	0	110	8	0	0	0	8	0	184	0	0	184	354
7:15AM	2	4	77	0	83	34	102	7	0	143	9	2	1	0	12	1	218	0	0	219	457
7:30AM	1	4	69	0	74	23	135	5	0	163	18	3	0	0	21	0	233	1	0	234	492
7:45AM	0	4	56	0	60	38	125	11	0	174	10	5	0	0	15	0	219	0	0	219	468
Hourly Total	4	15	250	0	269	116	447	27	0	590	45	10	1	0	56	1	854	1	0	856	1771
8:00AM	1	1	50	0	52	35	104	8	0	147	7	0	0	0	7	0	186	0	0	186	392
8:15AM	0	9	46	0	55	29	106	6	0	141	7	3	0	0	10	0	167	0	0	167	373
8:30AM	2	2	20	0	24	20	110	6	0	136	17	2	1	0	20	1	134	0	0	135	315
8:45AM	0	2	35	0	37	28	104	9	0	141	8	3	0	0	11	1	156	0	0	157	346
Hourly Total	3	14	151	0	168	112	424	29	0	565	39	8	1	0	48	2	643	0	0	645	1426
9:00AM	2	2	30	0	34	30	94	5	1	130	6	0	1	0	7	1	115	1	0	117	288
9:15AM	2	3	28	0	33	16	73	4	0	93	5	1	0	0	6	0	106	0	0	106	238
9:30AM	0	3	33	0	36	10	94	9	0	113	12	5	0	0	17	0	109	0	0	109	275
9:45AM	0	1	28	0	29	18	96	3	0	117	10	0	0	0	10	0	104	3	0	107	263
Hourly Total	4	9	119	0	132	74	357	21	1	453	33	6	1	0	40	1	434	4	0	439	1064
3:00PM	4	3	25	0	32	43	140	10	0	193	9	8	2	0	19	1	117	1	0	119	363
3:15PM	3	2	28	0	33	48	179	14	0	241	4	4	0	0	8	0	125	0	0	125	407
3:30PM	0	4	37	0	41	56	212	14	0	282	2	3	0	0	5	0	108	1	0	109	437
3:45PM	1	4	29	0	34	48	243	12	0	303	6	2	2	0	10	1	132	1	0	134	481
Hourly Total	8	13	119	0	140	195	774	50	0	1019	21	17	4	0	42	2	482	3	0	487	1688
4:00PM	3	5	28	0	36	54	205	11	0	270	6	7	0	0	13	0	137	0	0	137	456
4:15PM	1	9	29	0	39	68	180	14	0	262	10	4	0	0	14	0	130	0	0	130	445
4:30PM	1	2	33	0	36	69	231	11	0	311	6	4	0	0	10	0	114	0	0	114	471
4:45PM	1	3	28	0	32	70	238	14	0	322	12	8	0	0	20	1	115	0	0	116	490
Hourly Total	6	19	118	0	143	261	854	50	0	1165	34	23	0	0	57	1	496	0	0	497	1862
5:00PM	4	3	32	0	39	64	246	18	0	328	10	5	0	0	15	0	154	2	0	156	538
5:15PM	1	4	36	0	41	69	248	19	0	336	10	3	0	0	13	1	159	0	0	160	550
5:30PM	2	7	38	0	47	55	235	13	1	304	8	4	0	0	12	0	136	0	0	136	499
5:45PM	2	2	36	0	40	63	177	21	0	261	8	10	1	0	19	8	113	1	0	122	442
Hourly Total	9	16	142	0	167	251	906	71	1	1229	36	22	1	0	59	9	562	3	0	574	2029
6:00PM	0	2	26	0	28	39	154	12	0	205	10	6	0	0	16	2	121	1	0	124	373
6:15PM	1	5	35	0	41	42	177	11	0	230	9	1	0	0	10	3	103	0	0	106	387
6:30PM	0	1	19	0	20	29	144	10	0	183	11	3	0	0	14	1	74	3	0	78	295
6:45PM	0	3	27	0	30	24	133	11	0	168	7	5	1	0	13	1	73	0	0	74	285
Hourly Total	1	11	107	0	119	134	608	44	0	786	37	15	1	0	53	7	371	4	0	382	1340
Total	36	104	1114	0	1254	1203	4616	296	2	6117	275	104	9	0	388	26	4464	15	0	4505	12264
% Approach	2.9%	8.3%	88.8%	0%	-	19.7%	75.5%	4.8%	0%	-	70.9%	26.8%	2.3%	0%	-	0.6%	99.1%	0.3%	0%	-	-
% Total	0.3%	0.8%	9.1%	0%	10.2%	9.8%	37.6%	2.4%	0%	49.9%	2.2%	0.8%	0.1%	0%	3.2%	0.2%	36.4%	0.1%	0%	36.7%	-
Lights	35	102	1086	0	1223	1174	4415	288	0	5877	267	101	9	0	377	26	4289	13	0	4328	11805
% Lights	97.2%	98.1%	97.5%	0%	97.5%	97.6%	95.6%	97.3%	0%	96.1%	97.1%	97.1%	100%	0%	97.2%	100%	96.1%	86.7%	0%	96.1%	96.3%
Articulated Trucks	0	0	8	0	8	4	75	0	0	79	2	1	0	0	3	0	69	0	0	69	159
% Articulated Trucks	0%	0%	0.7%	0%	0.6%	0.3%	1.6%	0%	0%	1.3%	0.7%	1.0%	0%	0%	0.8%	0%	1.5%	0%	0%	1.5%	1.3%
Buses and Single-Unit Trucks	1	2	20	0	23	25	126	8	2	161	6	2	0	0	8	0	106	2	0	108	300
% Buses and Single-Unit Trucks	2.8%	1.9%	1.8%	0%	1.8%	2.1%	2.7%	2.7%	100%	2.6%	2.2%	1.9%	0%	0%	2.1%	0%	2.4%	13.3%	0%	2.4%	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Hamilton Rd. - TMC

Tue Sep 20, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991752, Location: 41.192239, -81.793731



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	Hamilton Rd. Southbound					SR 3 (Weymouth Rd.) Westbound					Old Weymouth Rd. Northbound					SR 3 (Weymouth Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 7:15AM	2	4	77	0	83	34	102	7	0	143	9	2	1	0	12	1	218	0	0	219	457
7:30AM	1	4	69	0	74	23	135	5	0	163	18	3	0	0	21	0	233	1	0	234	492
7:45AM	0	4	56	0	60	38	125	11	0	174	10	5	0	0	15	0	219	0	0	219	468
8:00AM	1	1	50	0	52	35	104	8	0	147	7	0	0	0	7	0	186	0	0	186	392
Total	4	13	252	0	269	130	466	31	0	627	44	10	1	0	55	1	856	1	0	858	1809
% Approach	1.5%	4.8%	93.7%	0%	-	20.7%	74.3%	4.9%	0%	-	80.0%	18.2%	1.8%	0%	-	0.1%	99.8%	0.1%	0%	-	-
% Total	0.2%	0.7%	13.9%	0%	14.9%	7.2%	25.8%	1.7%	0%	34.7%	2.4%	0.6%	0.1%	0%	3.0%	0.1%	47.3%	0.1%	0%	47.4%	-
PHF	0.500	0.813	0.818	-	0.810	0.855	0.863	0.705	-	0.901	0.611	0.500	0.250	-	0.655	0.250	0.918	0.250	-	0.917	0.919
Lights	4	13	251	0	268	127	432	30	0	589	43	8	1	0	52	1	824	1	0	826	1735
% Lights	100%	100%	99.6%	0%	99.6%	97.7%	92.7%	96.8%	0%	93.9%	97.7%	80.0%	100%	0%	94.5%	100%	96.3%	100%	0%	96.3%	95.9%
Articulated Trucks	0	0	0	0	0	0	11	0	0	11	0	1	0	0	1	0	12	0	0	12	24
% Articulated Trucks	0%	0%	0%	0%	0%	0%	2.4%	0%	0%	1.8%	0%	10.0%	0%	0%	1.8%	0%	1.4%	0%	0%	1.4%	1.3%
Buses and Single-Unit Trucks	0	0	1	0	1	3	23	1	0	27	1	1	0	0	2	0	20	0	0	20	50
% Buses and Single-Unit Trucks	0%	0%	0.4%	0%	0.4%	2.3%	4.9%	3.2%	0%	4.3%	2.3%	10.0%	0%	0%	3.6%	0%	2.3%	0%	0%	2.3%	2.8%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Hamilton Rd. - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991752, Location: 41.192239, -81.793731



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	Hamilton Rd. Southbound					SR 3 (Weymouth Rd.) Westbound					Old Weymouth Rd. Northbound					SR 3 (Weymouth Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 4:45PM	1	3	28	0	32	70	238	14	0	322	12	8	0	0	20	1	115	0	0	116	490
5:00PM	4	3	32	0	39	64	246	18	0	328	10	5	0	0	15	0	154	2	0	156	538
5:15PM	1	4	36	0	41	69	248	19	0	336	10	3	0	0	13	1	159	0	0	160	550
5:30PM	2	7	38	0	47	55	235	13	1	304	8	4	0	0	12	0	136	0	0	136	499
Total	8	17	134	0	159	258	967	64	1	1290	40	20	0	0	60	2	564	2	0	568	2077
% Approach	5.0%	10.7%	84.3%	0%	-	20.0%	75.0%	5.0%	0.1%	-	66.7%	33.3%	0%	0%	-	0.4%	99.3%	0.4%	0%	-	-
% Total	0.4%	0.8%	6.5%	0%	7.7%	12.4%	46.6%	3.1%	0%	62.1%	1.9%	1.0%	0%	0%	2.9%	0.1%	27.2%	0.1%	0%	27.3%	-
PHF	0.500	0.607	0.882	-	0.846	0.921	0.975	0.842	0.250	0.960	0.833	0.625	-	-	0.750	0.500	0.887	0.250	-	0.888	0.944
Lights	8	17	131	0	156	253	947	64	0	1264	37	20	0	0	57	2	549	2	0	553	2030
% Lights	100%	100%	97.8%	0%	98.1%	98.1%	97.9%	100%	0%	98.0%	92.5%	100%	0%	0%	95.0%	100%	97.3%	100%	0%	97.4%	97.7%
Articulated Trucks	0	0	1	0	1	2	6	0	0	8	0	0	0	0	0	0	5	0	0	5	14
% Articulated Trucks	0%	0%	0.7%	0%	0.6%	0.8%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0.7%
Buses and Single-Unit Trucks	0	0	2	0	2	3	14	0	1	18	3	0	0	0	3	0	10	0	0	10	33
% Buses and Single-Unit Trucks	0%	0%	1.5%	0%	1.3%	1.2%	1.4%	0%	100%	1.4%	7.5%	0%	0%	0%	5.0%	0%	1.8%	0%	0%	1.8%	1.6%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Remsen Rd. - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991755, Location: 41.186046, -81.803136



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Southbound					Remsen Rd. Westbound					SR 3 (Weymouth Rd.) Northbound					Remsen Rd. Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 6:00AM	0	35	0	0	35	0	4	0	0	4	11	118	0	0	129	0	13	4	0	17	185
6:15AM	0	49	0	0	49	0	1	0	0	1	15	168	0	0	183	1	17	2	0	20	253
6:30AM	1	68	0	0	69	0	5	4	0	9	13	160	1	0	174	6	18	7	0	31	283
6:45AM	2	90	0	0	92	0	10	11	0	21	13	159	1	0	173	6	28	7	0	41	327
Hourly Total	3	242	0	0	245	0	20	15	0	35	52	605	2	0	659	13	76	20	0	109	1048
7:00AM	2	84	1	0	87	0	12	6	0	18	20	184	0	0	204	5	27	10	0	42	351
7:15AM	1	100	0	0	101	0	7	12	0	19	24	198	1	0	223	6	31	10	0	47	390
7:30AM	4	126	0	0	130	1	15	11	0	27	20	211	3	0	234	4	36	16	0	56	447
7:45AM	6	126	1	0	133	0	9	9	0	18	18	211	2	0	231	2	16	8	0	26	408
Hourly Total	13	436	2	0	451	1	43	38	0	82	82	804	6	0	892	17	110	44	0	171	1596
8:00AM	4	97	0	0	101	1	8	8	0	17	17	176	0	0	193	5	26	5	0	36	347
8:15AM	3	108	0	0	111	1	11	7	0	19	16	157	2	0	175	2	26	6	0	34	339
8:30AM	2	117	0	0	119	1	17	12	0	30	20	133	1	0	154	3	20	6	0	29	332
8:45AM	3	100	1	0	104	0	10	14	0	24	13	139	0	0	152	3	10	10	0	23	303
Hourly Total	12	422	1	0	435	3	46	41	0	90	66	605	3	0	674	13	82	27	0	122	1321
9:00AM	1	96	0	0	97	0	6	5	0	11	11	110	2	0	123	4	10	1	0	15	246
9:15AM	3	82	1	0	86	0	4	6	0	10	19	102	3	0	124	3	9	5	0	17	237
9:30AM	5	90	1	0	96	1	12	8	0	21	10	103	1	0	114	4	14	3	0	21	252
9:45AM	3	85	0	0	88	2	10	10	0	22	8	89	3	0	100	1	11	2	0	14	224
Hourly Total	12	353	2	0	367	3	32	29	0	64	48	404	9	0	461	12	44	11	0	67	959
3:00PM	5	148	0	0	153	0	14	17	0	31	8	113	3	0	124	2	10	2	0	14	322
3:15PM	5	180	0	0	185	0	12	13	0	25	15	124	3	0	142	3	12	2	0	17	369
3:30PM	6	208	0	0	214	0	19	29	0	48	10	100	11	0	121	1	12	4	0	17	400
3:45PM	6	239	0	0	245	2	25	24	0	51	15	131	4	0	150	8	14	4	0	26	472
Hourly Total	22	775	0	0	797	2	70	83	0	155	48	468	21	0	537	14	48	12	0	74	1563
4:00PM	7	205	0	0	212	0	23	19	0	42	23	132	8	0	163	2	22	2	0	26	443
4:15PM	9	177	0	0	186	1	25	21	0	47	16	116	5	0	137	2	13	5	0	20	390
4:30PM	5	216	0	0	221	0	28	26	0	54	7	118	4	0	129	4	19	6	0	29	433
4:45PM	5	239	0	0	244	1	36	35	0	72	9	119	8	0	136	5	11	1	0	17	469
Hourly Total	26	837	0	0	863	2	112	101	0	215	55	485	25	0	565	13	65	14	0	92	1735
5:00PM	9	229	0	0	238	0	32	25	0	57	14	135	5	0	154	4	25	8	0	37	486
5:15PM	9	239	0	0	248	1	27	30	0	58	9	165	5	0	179	4	23	4	0	31	516
5:30PM	6	242	2	0	250	0	26	33	0	59	9	125	2	0	136	1	10	6	0	17	462
5:45PM	7	184	0	0	191	0	20	37	0	57	7	121	4	0	132	8	22	7	0	37	417
Hourly Total	31	894	2	0	927	1	105	125	0	231	39	546	16	0	601	17	80	25	0	122	1881
6:00PM	4	148	0	0	152	0	25	19	0	44	9	112	6	0	127	4	15	8	0	27	350
6:15PM	7	169	0	0	176	1	15	17	0	33	10	96	3	0	109	5	15	2	0	22	340
6:30PM	4	132	0	0	136	0	13	16	0	29	7	79	1	0	87	3	12	3	0	18	270
6:45PM	7	140	0	0	147	0	13	8	0	21	5	70	3	0	78	0	5	5	0	10	256
Hourly Total	22	589	0	0	611	1	66	60	0	127	31	357	13	0	401	12	47	18	0	77	1216
Total	141	4548	7	0	4696	13	494	492	0	999	421	4274	95	0	4790	111	552	171	0	834	11319
% Approach	3.0%	96.8%	0.1%	0%	-	1.3%	49.4%	49.2%	0%	-	8.8%	89.2%	2.0%	0%	-	13.3%	66.2%	20.5%	0%	-	-
% Total	1.2%	40.2%	0.1%	0%	41.5%	0.1%	4.4%	4.3%	0%	8.8%	3.7%	37.8%	0.8%	0%	42.3%	1.0%	4.9%	1.5%	0%	7.4%	-
Lights	137	4344	5	0	4486	13	480	484	0	977	404	4093	94	0	4591	109	538	168	0	815	10869
% Lights	97.2%	95.5%	71.4%	0%	95.5%	100%	97.2%	98.4%	0%	97.8%	96.0%	95.8%	98.9%	0%	95.8%	98.2%	97.5%	98.2%	0%	97.7%	96.0%
Articulated Trucks	1	69	0	0	70	0	2	1	0	3	3	68	0	0	71	0	0	0	0	0	144
% Articulated Trucks	0.7%	1.5%	0%	0%	1.5%	0%	0.4%	0.2%	0%	0.3%	0.7%	1.6%	0%	0%	1.5%	0%	0%	0%	0%	0%	1.3%
Buses and Single-Unit Trucks	3	135	2	0	140	0	12	7	0	19	14	113	1	0	128	2	14	3	0	19	306
% Buses and Single-Unit Trucks	2.1%	3.0%	28.6%	0%	3.0%	0%	2.4%	1.4%	0%	1.9%	3.3%	2.6%	1.1%	0%	2.7%	1.8%	2.5%	1.8%	0%	2.3%	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Remsen Rd. - TMC

Tue Sep 20, 2022

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991755, Location: 41.186046, -81.803136



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Southbound					Remsen Rd. Westbound					SR 3 (Weymouth Rd.) Northbound					Remsen Rd. Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 7:00AM	2	84	1	0	87	0	12	6	0	18	20	184	0	0	204	5	27	10	0	42	351
7:15AM	1	100	0	0	101	0	7	12	0	19	24	198	1	0	223	6	31	10	0	47	390
7:30AM	4	126	0	0	130	1	15	11	0	27	20	211	3	0	234	4	36	16	0	56	447
7:45AM	6	126	1	0	133	0	9	9	0	18	18	211	2	0	231	2	16	8	0	26	408
Total	13	436	2	0	451	1	43	38	0	82	82	804	6	0	892	17	110	44	0	171	1596
% Approach	2.9%	96.7%	0.4%	0%	-	1.2%	52.4%	46.3%	0%	-	9.2%	90.1%	0.7%	0%	-	9.9%	64.3%	25.7%	0%	-	-
% Total	0.8%	27.3%	0.1%	0%	28.3%	0.1%	2.7%	2.4%	0%	5.1%	5.1%	50.4%	0.4%	0%	55.9%	1.1%	6.9%	2.8%	0%	10.7%	-
PHF	0.542	0.865	0.500	-	0.848	0.250	0.717	0.792	-	0.759	0.854	0.953	0.500	-	0.953	0.708	0.764	0.688	-	0.763	0.893
Lights	13	408	2	0	423	1	42	36	0	79	80	770	5	0	855	17	109	44	0	170	1527
% Lights	100%	93.6%	100%	0%	93.8%	100%	97.7%	94.7%	0%	96.3%	97.6%	95.8%	83.3%	0%	95.9%	100%	99.1%	100%	0%	99.4%	95.7%
Articulated Trucks	0	12	0	0	12	0	0	1	0	1	1	9	0	0	10	0	0	0	0	0	23
% Articulated Trucks	0%	2.8%	0%	0%	2.7%	0%	0%	2.6%	0%	1.2%	1.2%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	0%	1.4%
Buses and Single-Unit Trucks	0	16	0	0	16	0	1	1	0	2	1	25	1	0	27	0	1	0	0	1	46
% Buses and Single-Unit Trucks	0%	3.7%	0%	0%	3.5%	0%	2.3%	2.6%	0%	2.4%	1.2%	3.1%	16.7%	0%	3.0%	0%	0.9%	0%	0%	0.6%	2.9%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 3 (Weymouth Rd.) & Remsen Rd. - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991755, Location: 41.186046, -81.803136



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 3 (Weymouth Rd.) Southbound					Remsen Rd. Westbound					SR 3 (Weymouth Rd.) Northbound					Remsen Rd. Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 4:45PM	5	239	0	0	244	1	36	35	0	72	9	119	8	0	136	5	11	1	0	17	469
5:00PM	9	229	0	0	238	0	32	25	0	57	14	135	5	0	154	4	25	8	0	37	486
5:15PM	9	239	0	0	248	1	27	30	0	58	9	165	5	0	179	4	23	4	0	31	516
5:30PM	6	242	2	0	250	0	26	33	0	59	9	125	2	0	136	1	10	6	0	17	462
Total	29	949	2	0	980	2	121	123	0	246	41	544	20	0	605	14	69	19	0	102	1933
% Approach	3.0%	96.8%	0.2%	0%	-	0.8%	49.2%	50.0%	0%	-	6.8%	89.9%	3.3%	0%	-	13.7%	67.6%	18.6%	0%	-	-
% Total	1.5%	49.1%	0.1%	0%	50.7%	0.1%	6.3%	6.4%	0%	12.7%	2.1%	28.1%	1.0%	0%	31.3%	0.7%	3.6%	1.0%	0%	5.3%	-
PHF	0.806	0.980	0.250	-	0.980	0.500	0.840	0.879	-	0.854	0.732	0.824	0.625	-	0.845	0.700	0.690	0.594	-	0.689	0.937
Lights	28	928	2	0	958	2	118	122	0	242	39	527	20	0	586	13	68	19	0	100	1886
% Lights	96.6%	97.8%	100%	0%	97.8%	100%	97.5%	99.2%	0%	98.4%	95.1%	96.9%	100%	0%	96.9%	92.9%	98.6%	100%	0%	98.0%	97.6%
Articulated Trucks	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% Articulated Trucks	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.8%	0%	0%	0%	0%	0%	0.6%
Buses and Single-Unit Trucks	1	14	0	0	15	0	3	1	0	4	2	12	0	0	14	1	1	0	0	2	35
% Buses and Single-Unit Trucks	3.4%	1.5%	0%	0%	1.5%	0%	2.5%	0.8%	0%	1.6%	4.9%	2.2%	0%	0%	2.3%	7.1%	1.4%	0%	0%	2.0%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 SB Ramps - TMC

Thu Sep 22, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991843, Location: 41.136257, -81.795775



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 18 (Medina Rd.) Westbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
2022-09-22 6:00AM	43	0	56	99	43	10	0	53	13	142	0	155	307
6:15AM	57	0	97	154	61	8	0	69	10	177	0	187	410
6:30AM	70	0	108	178	88	11	0	99	14	194	0	208	485
6:45AM	90	0	117	207	81	9	0	90	12	194	0	206	503
Hourly Total	260	0	378	638	273	38	0	311	49	707	0	756	1705
7:00AM	93	0	125	218	81	8	0	89	22	248	0	270	577
7:15AM	104	0	133	237	97	10	0	107	20	263	0	283	627
7:30AM	107	0	141	248	127	18	1	146	20	278	0	298	692
7:45AM	124	0	157	281	127	11	2	140	24	258	0	282	703
Hourly Total	428	0	556	984	432	47	3	482	86	1047	0	1133	2599
8:00AM	100	0	123	223	113	10	0	123	21	215	0	236	582
8:15AM	103	0	114	217	120	8	1	129	18	248	0	266	612
8:30AM	112	0	135	247	128	21	0	149	25	210	0	235	631
8:45AM	124	0	106	230	124	24	0	148	21	220	0	241	619
Hourly Total	439	0	478	917	485	63	1	549	85	893	0	978	2444
9:00AM	85	0	114	199	129	14	2	145	23	184	0	207	551
9:15AM	82	0	95	177	105	18	0	123	28	162	0	190	490
9:30AM	73	0	91	164	127	8	0	135	21	188	0	209	508
9:45AM	83	0	104	187	119	17	0	136	22	194	0	216	539
Hourly Total	323	0	404	727	480	57	2	539	94	728	0	822	2088
3:00PM	115	0	121	236	131	23	1	155	39	203	0	242	633
3:15PM	138	0	136	274	115	23	3	141	22	227	0	249	664
3:30PM	163	1	157	321	158	33	1	192	28	211	0	239	752
3:45PM	173	0	135	308	146	26	2	174	28	270	0	298	780
Hourly Total	589	1	549	1139	550	105	7	662	117	911	0	1028	2829
4:00PM	139	0	179	318	167	31	1	199	24	221	0	245	762
4:15PM	157	0	171	328	149	35	2	186	25	252	0	277	791
4:30PM	184	0	180	364	165	32	1	198	28	219	0	247	809
4:45PM	170	0	190	360	141	32	0	173	40	281	0	321	854
Hourly Total	650	0	720	1370	622	130	4	756	117	973	0	1090	3216
5:00PM	112	0	211	323	163	35	3	201	36	236	0	272	796
5:15PM	165	0	191	356	136	26	4	166	28	273	0	301	823
5:30PM	181	0	230	411	165	21	5	191	24	246	0	270	872
5:45PM	168	0	178	346	129	11	3	143	18	217	0	235	724
Hourly Total	626	0	810	1436	593	93	15	701	106	972	0	1078	3215
6:00PM	160	0	130	290	128	20	2	150	15	217	0	232	672
6:15PM	127	0	127	254	143	16	0	159	21	197	0	218	631
6:30PM	111	0	120	231	119	8	0	127	21	162	0	183	541
6:45PM	83	0	109	192	93	7	0	100	19	163	0	182	474
Hourly Total	481	0	486	967	483	51	2	536	76	739	0	815	2318
Total	3796	1	4381	8178	3918	584	34	4536	730	6970	0	7700	20414
% Approach	46.4%	0%	53.6%	-	86.4%	12.9%	0.7%	-	9.5%	90.5%	0%	-	-
% Total	18.6%	0%	21.5%	40.1%	19.2%	2.9%	0.2%	22.2%	3.6%	34.1%	0%	37.7%	-
Lights	3674	0	4215	7889	3794	527	33	4354	712	6733	0	7445	19688
% Lights	96.8%	0%	96.2%	96.5%	96.8%	90.2%	97.1%	96.0%	97.5%	96.6%	0%	96.7%	96.4%
Articulated Trucks	45	1	63	109	38	37	1	76	7	95	0	102	287
% Articulated Trucks	1.2%	100%	1.4%	1.3%	1.0%	6.3%	2.9%	1.7%	1.0%	1.4%	0%	1.3%	1.4%
Buses and Single-Unit Trucks	77	0	103	180	86	20	0	106	11	142	0	153	439
% Buses and Single-Unit Trucks	2.0%	0%	2.4%	2.2%	2.2%	3.4%	0%	2.3%	1.5%	2.0%	0%	2.0%	2.2%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 SB Ramps - TMC

Thu Sep 22, 2022

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991843, Location: 41.136257, -81.795775



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 18 (Medina Rd.) Westbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
2022-09-22 7:15AM	104	0	133	237	97	10	0	107	20	263	0	283	627
7:30AM	107	0	141	248	127	18	1	146	20	278	0	298	692
7:45AM	124	0	157	281	127	11	2	140	24	258	0	282	703
8:00AM	100	0	123	223	113	10	0	123	21	215	0	236	582
Total	435	0	554	989	464	49	3	516	85	1014	0	1099	2604
% Approach	44.0%	0%	56.0%	-	89.9%	9.5%	0.6%	-	7.7%	92.3%	0%	-	-
% Total	16.7%	0%	21.3%	38.0%	17.8%	1.9%	0.1%	19.8%	3.3%	38.9%	0%	42.2%	-
PHF	0.877	-	0.882	0.880	0.913	0.681	0.375	0.884	0.885	0.912	-	0.922	0.926
Lights	412	0	529	941	432	37	2	471	82	975	0	1057	2469
% Lights	94.7%	0%	95.5%	95.1%	93.1%	75.5%	66.7%	91.3%	96.5%	96.2%	0%	96.2%	94.8%
Articulated Trucks	6	0	5	11	14	8	1	23	1	18	0	19	53
% Articulated Trucks	1.4%	0%	0.9%	1.1%	3.0%	16.3%	33.3%	4.5%	1.2%	1.8%	0%	1.7%	2.0%
Buses and Single-Unit Trucks	17	0	20	37	18	4	0	22	2	21	0	23	82
% Buses and Single-Unit Trucks	3.9%	0%	3.6%	3.7%	3.9%	8.2%	0%	4.3%	2.4%	2.1%	0%	2.1%	3.1%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 SB Ramps - TMC

Thu Sep 22, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991843, Location: 41.136257, -81.795775



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	I-71 SB Off Ramp Southbound				SR 18 (Medina Rd.) Westbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	L	App	T	L	U	App	R	T	U	App	
2022-09-22 4:45PM	170	0	190	360	141	32	0	173	40	281	0	321	854
5:00PM	112	0	211	323	163	35	3	201	36	236	0	272	796
5:15PM	165	0	191	356	136	26	4	166	28	273	0	301	823
5:30PM	181	0	230	411	165	21	5	191	24	246	0	270	872
Total	628	0	822	1450	605	114	12	731	128	1036	0	1164	3345
% Approach	43.3%	0%	56.7%	-	82.8%	15.6%	1.6%	-	11.0%	89.0%	0%	-	-
% Total	18.8%	0%	24.6%	43.3%	18.1%	3.4%	0.4%	21.9%	3.8%	31.0%	0%	34.8%	-
PHF	0.867	-	0.893	0.882	0.917	0.814	0.600	0.909	0.800	0.922	-	0.907	0.959
Lights	622	0	807	1429	597	108	12	717	125	1011	0	1136	3282
% Lights	99.0%	0%	98.2%	98.6%	98.7%	94.7%	100%	98.1%	97.7%	97.6%	0%	97.6%	98.1%
Articulated Trucks	4	0	7	11	3	4	0	7	2	5	0	7	25
% Articulated Trucks	0.6%	0%	0.9%	0.8%	0.5%	3.5%	0%	1.0%	1.6%	0.5%	0%	0.6%	0.7%
Buses and Single-Unit Trucks	2	0	8	10	5	2	0	7	1	20	0	21	38
% Buses and Single-Unit Trucks	0.3%	0%	1.0%	0.7%	0.8%	1.8%	0%	1.0%	0.8%	1.9%	0%	1.8%	1.1%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 NB Ramps - TMC

Thu Sep 22, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991844, Location: 41.136262, -81.793277



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 18 (Medina Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-22 6:00AM	78	44	0	122	13	0	9	22	103	95	0	198	342
6:15AM	125	61	0	186	15	0	8	23	157	126	0	283	492
6:30AM	141	67	0	208	28	0	20	48	173	125	0	298	554
6:45AM	133	69	0	202	28	0	16	44	195	136	0	331	577
Hourly Total	477	241	0	718	84	0	53	137	628	482	0	1110	1965
7:00AM	133	72	0	205	28	0	15	43	201	167	1	369	617
7:15AM	195	86	0	281	36	0	21	57	226	174	0	400	738
7:30AM	218	123	0	341	32	0	23	55	252	176	0	428	824
7:45AM	187	101	0	288	47	0	31	78	264	148	1	413	779
Hourly Total	733	382	0	1115	143	0	90	233	943	665	2	1610	2958
8:00AM	181	99	0	280	25	0	26	51	249	137	0	386	717
8:15AM	161	100	0	261	37	0	26	63	280	147	0	427	751
8:30AM	161	111	0	272	27	0	34	61	251	125	0	376	709
8:45AM	133	134	0	267	28	0	23	51	293	114	0	407	725
Hourly Total	636	444	0	1080	117	0	109	226	1073	523	0	1596	2902
9:00AM	118	103	0	221	26	0	23	49	201	82	0	283	553
9:15AM	93	109	0	202	15	0	17	32	170	77	0	247	481
9:30AM	104	102	1	207	24	0	33	57	197	91	0	288	552
9:45AM	118	116	0	234	19	0	21	40	212	94	1	307	581
Hourly Total	433	430	1	864	84	0	94	178	780	344	1	1125	2167
3:00PM	145	128	0	273	23	0	19	42	242	96	0	338	653
3:15PM	113	119	0	232	30	0	20	50	257	127	0	384	666
3:30PM	148	178	0	326	40	0	24	64	277	103	0	380	770
3:45PM	139	147	0	286	29	0	28	57	278	124	0	402	745
Hourly Total	545	572	0	1117	122	0	91	213	1054	450	0	1504	2834
4:00PM	174	167	0	341	34	0	30	64	293	121	0	414	819
4:15PM	167	143	0	310	37	0	36	73	308	107	0	415	798
4:30PM	187	168	0	355	25	0	34	59	300	106	0	406	820
4:45PM	200	146	0	346	37	0	30	67	317	153	1	471	884
Hourly Total	728	624	0	1352	133	0	130	263	1218	487	1	1706	3321
5:00PM	194	175	0	369	26	0	29	55	348	113	0	461	885
5:15PM	211	133	0	344	39	0	24	63	321	146	1	468	875
5:30PM	206	165	0	371	29	0	28	57	355	135	0	490	918
5:45PM	149	124	0	273	34	0	24	58	297	102	0	399	730
Hourly Total	760	597	0	1357	128	0	105	233	1321	496	1	1818	3408
6:00PM	145	120	0	265	34	0	19	53	248	98	0	346	664
6:15PM	113	128	0	241	30	0	34	64	222	103	0	325	630
6:30PM	101	109	0	210	23	1	16	40	216	75	0	291	541
6:45PM	96	90	0	186	24	0	14	38	209	62	1	272	496
Hourly Total	455	447	0	902	111	1	83	195	895	338	1	1234	2331
Total	4767	3737	1	8505	922	1	755	1678	7912	3785	6	11703	21886
% Approach	56.0%	43.9%	0%	-	54.9%	0.1%	45.0%	-	67.6%	32.3%	0.1%	-	-
% Total	21.8%	17.1%	0%	38.9%	4.2%	0%	3.4%	7.7%	36.2%	17.3%	0%	53.5%	-
Lights	4572	3593	1	8166	880	0	732	1612	7634	3660	6	11300	21078
% Lights	95.9%	96.1%	100%	96.0%	95.4%	0%	97.0%	96.1%	96.5%	96.7%	100%	96.6%	96.3%
Articulated Trucks	62	62	0	124	23	1	12	36	93	65	0	158	318
% Articulated Trucks	1.3%	1.7%	0%	1.5%	2.5%	100%	1.6%	2.1%	1.2%	1.7%	0%	1.4%	1.5%
Buses and Single-Unit Trucks	133	82	0	215	19	0	11	30	185	60	0	245	490
% Buses and Single-Unit Trucks	2.8%	2.2%	0%	2.5%	2.1%	0%	1.5%	1.8%	2.3%	1.6%	0%	2.1%	2.2%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 NB Ramps - TMC

Thu Sep 22, 2022

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991844, Location: 41.136262, -81.793277



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 18 (Medina Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-22 7:30AM	218	123	0	341	32	0	23	55	252	176	0	428	824
7:45AM	187	101	0	288	47	0	31	78	264	148	1	413	779
8:00AM	181	99	0	280	25	0	26	51	249	137	0	386	717
8:15AM	161	100	0	261	37	0	26	63	280	147	0	427	751
Total	747	423	0	1170	141	0	106	247	1045	608	1	1654	3071
% Approach	63.8%	36.2%	0%	-	57.1%	0%	42.9%	-	63.2%	36.8%	0.1%	-	-
% Total	24.3%	13.8%	0%	38.1%	4.6%	0%	3.5%	8.0%	34.0%	19.8%	0%	53.9%	-
PHF	0.857	0.860	-	0.858	0.750	-	0.855	0.792	0.933	0.864	0.250	0.966	0.932
Lights	713	387	0	1100	131	0	103	234	1003	584	1	1588	2922
% Lights	95.4%	91.5%	0%	94.0%	92.9%	0%	97.2%	94.7%	96.0%	96.1%	100%	96.0%	95.1%
Articulated Trucks	10	18	0	28	7	0	2	9	14	15	0	29	66
% Articulated Trucks	1.3%	4.3%	0%	2.4%	5.0%	0%	1.9%	3.6%	1.3%	2.5%	0%	1.8%	2.1%
Buses and Single-Unit Trucks	24	18	0	42	3	0	1	4	28	9	0	37	83
% Buses and Single-Unit Trucks	3.2%	4.3%	0%	3.6%	2.1%	0%	0.9%	1.6%	2.7%	1.5%	0%	2.2%	2.7%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & I-71 NB Ramps - TMC

Thu Sep 22, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991844, Location: 41.136262, -81.793277



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 18 (Medina Rd.) Westbound				I-71 NB Off Ramp Northbound				SR 18 (Medina Rd.) Eastbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-22 4:45PM	200	146	0	346	37	0	30	67	317	153	1	471	884
5:00PM	194	175	0	369	26	0	29	55	348	113	0	461	885
5:15PM	211	133	0	344	39	0	24	63	321	146	1	468	875
5:30PM	206	165	0	371	29	0	28	57	355	135	0	490	918
Total	811	619	0	1430	131	0	111	242	1341	547	2	1890	3562
% Approach	56.7%	43.3%	0%	-	54.1%	0%	45.9%	-	71.0%	28.9%	0.1%	-	-
% Total	22.8%	17.4%	0%	40.1%	3.7%	0%	3.1%	6.8%	37.6%	15.4%	0.1%	53.1%	-
PHF	0.961	0.884	-	0.964	0.840	-	0.925	0.903	0.944	0.894	0.500	0.964	0.970
Lights	790	609	0	1399	127	0	109	236	1314	532	2	1848	3483
% Lights	97.4%	98.4%	0%	97.8%	96.9%	0%	98.2%	97.5%	98.0%	97.3%	100%	97.8%	97.8%
Articulated Trucks	6	4	0	10	2	0	1	3	8	3	0	11	24
% Articulated Trucks	0.7%	0.6%	0%	0.7%	1.5%	0%	0.9%	1.2%	0.6%	0.5%	0%	0.6%	0.7%
Buses and Single-Unit Trucks	15	6	0	21	2	0	1	3	19	12	0	31	55
% Buses and Single-Unit Trucks	1.8%	1.0%	0%	1.5%	1.5%	0%	0.9%	1.2%	1.4%	2.2%	0%	1.6%	1.5%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & SR 94 (Ridge Rd.) - TMC

Thu Sep 22, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991841, Location: 41.136147, -81.735059



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					SR 18 (Medina Rd.) Westbound					SR 94 (Ridge Rd.) Northbound					SR 18 (Medina Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-22 6:00AM	2	4	20	0	26	11	59	0	0	70	1	13	17	0	31	6	78	8	0	92	219
6:15AM	5	13	17	0	35	20	83	4	0	107	5	20	24	0	49	10	108	9	0	127	318
6:30AM	3	10	32	0	45	28	130	3	0	161	6	14	21	0	41	17	137	4	0	158	405
6:45AM	3	15	23	0	41	21	118	3	0	142	4	49	35	0	88	21	135	14	0	170	441
Hourly Total	13	42	92	0	147	80	390	10	0	480	16	96	97	0	209	54	458	35	0	547	1383
7:00AM	4	32	23	0	59	26	110	3	0	139	6	81	25	0	112	15	156	31	0	202	512
7:15AM	10	54	45	0	109	23	139	12	0	174	8	26	27	0	61	21	200	20	0	241	585
7:30AM	10	31	32	0	73	23	162	9	0	194	20	23	31	0	74	18	184	16	0	218	559
7:45AM	3	29	50	0	82	25	159	13	0	197	12	32	25	0	69	21	196	7	0	224	572
Hourly Total	27	146	150	0	323	97	570	37	0	704	46	162	108	0	316	75	736	74	0	885	2228
8:00AM	10	19	44	0	73	18	121	12	0	151	12	23	38	0	73	16	173	10	0	199	496
8:15AM	6	17	48	0	71	13	146	6	0	165	9	23	30	0	62	15	159	8	0	182	480
8:30AM	6	30	42	0	78	20	155	7	0	182	17	27	41	0	85	19	156	14	0	189	534
8:45AM	6	28	41	0	75	20	135	6	0	161	12	35	40	0	87	18	168	11	0	197	520
Hourly Total	28	94	175	0	297	71	557	31	0	659	50	108	149	0	307	68	656	43	0	767	2030
9:00AM	5	25	24	0	54	23	117	12	0	152	16	24	27	0	67	11	189	6	0	206	479
9:15AM	5	11	34	0	50	20	120	11	0	151	10	22	29	0	61	15	132	9	0	156	418
9:30AM	6	16	19	0	41	21	135	9	0	165	10	13	19	0	42	15	141	5	0	161	409
9:45AM	4	26	31	0	61	28	116	11	0	155	9	19	14	0	42	18	160	16	0	194	452
Hourly Total	20	78	108	0	206	92	488	43	0	623	45	78	89	0	212	59	622	36	0	717	1758
3:00PM	8	26	39	0	73	18	156	20	0	194	9	14	31	0	54	24	181	15	0	220	541
3:15PM	2	31	29	0	62	29	169	13	0	211	9	18	21	0	48	16	174	15	0	205	526
3:30PM	8	31	31	0	70	37	183	9	0	229	16	34	27	0	77	17	188	13	0	218	594
3:45PM	7	52	46	0	105	30	153	8	0	191	10	40	31	0	81	24	170	19	0	213	590
Hourly Total	25	140	145	0	310	114	661	50	0	825	44	106	110	0	260	81	713	62	0	856	2251
4:00PM	12	38	47	0	97	45	194	12	0	251	5	34	27	0	66	26	178	9	0	213	627
4:15PM	12	51	41	0	104	44	181	8	0	233	16	41	31	0	88	24	166	15	0	205	630
4:30PM	17	37	45	0	99	46	185	12	0	243	13	35	44	0	92	29	187	13	0	229	663
4:45PM	11	81	77	0	169	46	204	18	0	268	15	29	28	0	72	38	188	14	0	240	749
Hourly Total	52	207	210	0	469	181	764	50	0	995	49	139	130	0	318	117	719	51	0	887	2669
5:00PM	13	78	79	0	170	71	206	19	0	296	4	46	26	0	76	44	199	21	0	264	806
5:15PM	8	58	52	0	118	58	222	15	0	295	12	43	30	0	85	44	196	16	0	256	754
5:30PM	5	61	45	0	111	51	184	11	0	246	6	58	30	0	94	26	203	17	0	246	697
5:45PM	8	45	45	0	98	48	198	7	0	253	9	55	26	0	90	29	201	26	0	256	697
Hourly Total	34	242	221	0	497	228	810	52	0	1090	31	202	112	0	345	143	799	80	0	1022	2954
6:00PM	13	45	56	0	114	35	149	17	0	201	8	28	17	0	53	22	191	8	0	221	589
6:15PM	6	23	36	0	65	26	115	9	0	150	11	21	15	0	47	24	155	9	0	188	450
6:30PM	8	42	22	0	72	24	129	11	0	164	9	23	17	0	49	21	121	12	0	154	439
6:45PM	6	22	19	0	47	26	135	7	0	168	4	22	17	0	43	20	133	17	0	170	428
Hourly Total	33	132	133	0	298	111	528	44	0	683	32	94	66	0	192	87	600	46	0	733	1906
Total	232	1081	1234	0	2547	974	4768	317	0	6059	313	985	861	0	2159	684	5303	427	0	6414	17179
% Approach	9.1%	42.4%	48.4%	0%	-	16.1%	78.7%	5.2%	0%	-	14.5%	45.6%	39.9%	0%	-	10.7%	82.7%	6.7%	0%	-	-
% Total	1.4%	6.3%	7.2%	0%	14.8%	5.7%	27.8%	1.8%	0%	35.3%	1.8%	5.7%	5.0%	0%	12.6%	4.0%	30.9%	2.5%	0%	37.3%	-
Lights	215	1040	1186	0	2441	928	4526	308	0	5762	306	934	832	0	2072	670	5079	408	0	6157	16432
% Lights	92.7%	96.2%	96.1%	0%	95.8%	95.3%	94.9%	97.2%	0%	95.1%	97.8%	94.8%	96.6%	0%	96.0%	98.0%	95.8%	95.6%	0%	96.0%	95.7%
Articulated Trucks	4	6	17	0	27	7	98	5	0	110	1	6	10	0	17	5	111	4	0	120	274
% Articulated Trucks	1.7%	0.6%	1.4%	0%	1.1%	0.7%	2.1%	1.6%	0%	1.8%	0.3%	0.6%	1.2%	0%	0.8%	0.7%	2.1%	0.9%	0%	1.9%	1.6%
Buses and Single-Unit Trucks	13	35	31	0	79	39	144	4	0	187	6	45	19	0	70	9	113	15	0	137	473
% Buses and Single-Unit Trucks	5.6%	3.2%	2.5%	0%	3.1%	4.0%	3.0%	1.3%	0%	3.1%	1.9%	4.6%	2.2%	0%	3.2%	1.3%	2.1%	3.5%	0%	2.1%	2.8%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & SR 94 (Ridge Rd.) - TMC

Thu Sep 22, 2022

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991841, Location: 41.136147, -81.735059



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					SR 18 (Medina Rd.) Westbound					SR 94 (Ridge Rd.) Northbound					SR 18 (Medina Rd.) Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-09-22 7:00AM	4	32	23	0	59	26	110	3	0	139	6	81	25	0	112	15	156	31	0	202	512
7:15AM	10	54	45	0	109	23	139	12	0	174	8	26	27	0	61	21	200	20	0	241	585
7:30AM	10	31	32	0	73	23	162	9	0	194	20	23	31	0	74	18	184	16	0	218	559
7:45AM	3	29	50	0	82	25	159	13	0	197	12	32	25	0	69	21	196	7	0	224	572
Total	27	146	150	0	323	97	570	37	0	704	46	162	108	0	316	75	736	74	0	885	2228
% Approach	8.4%	45.2%	46.4%	0%	-	13.8%	81.0%	5.3%	0%	-	14.6%	51.3%	34.2%	0%	-	8.5%	83.2%	8.4%	0%	-	-
% Total	1.2%	6.6%	6.7%	0%	14.5%	4.4%	25.6%	1.7%	0%	31.6%	2.1%	7.3%	4.8%	0%	14.2%	3.4%	33.0%	3.3%	0%	39.7%	-
PHF	0.675	0.676	0.750	-	0.741	0.933	0.880	0.712	-	0.893	0.575	0.500	0.871	-	0.705	0.893	0.920	0.597	-	0.918	0.952
Lights	23	138	144	0	305	85	526	36	0	647	46	151	104	0	301	72	705	66	0	843	2096
% Lights	85.2%	94.5%	96.0%	0%	94.4%	87.6%	92.3%	97.3%	0%	91.9%	100%	93.2%	96.3%	0%	95.3%	96.0%	95.8%	89.2%	0%	95.3%	94.1%
Articulated Trucks	1	1	0	0	2	2	24	0	0	26	0	1	1	0	2	1	11	4	0	16	46
% Articulated Trucks	3.7%	0.7%	0%	0%	0.6%	2.1%	4.2%	0%	0%	3.7%	0%	0.6%	0.9%	0%	0.6%	1.3%	1.5%	5.4%	0%	1.8%	2.1%
Buses and Single-Unit Trucks	3	7	6	0	16	10	20	1	0	31	0	10	3	0	13	2	20	4	0	26	86
% Buses and Single-Unit Trucks	11.1%	4.8%	4.0%	0%	5.0%	10.3%	3.5%	2.7%	0%	4.4%	0%	6.2%	2.8%	0%	4.1%	2.7%	2.7%	5.4%	0%	2.9%	3.9%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 18 (Medina Rd.) & SR 94 (Ridge Rd.) - TMC

Thu Sep 22, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991841, Location: 41.136147, -81.735059



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					SR 18 (Medina Rd.) Westbound					SR 94 (Ridge Rd.) Northbound					SR 18 (Medina Rd.) Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-22 4:45PM	11	81	77	0	169	46	204	18	0	268	15	29	28	0	72	38	188	14	0	240	749
5:00PM	13	78	79	0	170	71	206	19	0	296	4	46	26	0	76	44	199	21	0	264	806
5:15PM	8	58	52	0	118	58	222	15	0	295	12	43	30	0	85	44	196	16	0	256	754
5:30PM	5	61	45	0	111	51	184	11	0	246	6	58	30	0	94	26	203	17	0	246	697
Total	37	278	253	0	568	226	816	63	0	1105	37	176	114	0	327	152	786	68	0	1006	3006
% Approach	6.5%	48.9%	44.5%	0%	-	20.5%	73.8%	5.7%	0%	-	11.3%	53.8%	34.9%	0%	-	15.1%	78.1%	6.8%	0%	-	-
% Total	1.2%	9.2%	8.4%	0%	18.9%	7.5%	27.1%	2.1%	0%	36.8%	1.2%	5.9%	3.8%	0%	10.9%	5.1%	26.1%	2.3%	0%	33.5%	-
PHF	0.712	0.858	0.801	-	0.835	0.796	0.919	0.829	-	0.933	0.617	0.759	0.950	-	0.870	0.864	0.968	0.810	-	0.953	0.932
Lights	37	273	246	0	556	222	795	63	0	1080	37	171	113	0	321	151	770	67	0	988	2945
% Lights	100%	98.2%	97.2%	0%	97.9%	98.2%	97.4%	100%	0%	97.7%	100%	97.2%	99.1%	0%	98.2%	99.3%	98.0%	98.5%	0%	98.2%	98.0%
Articulated Trucks	0	1	3	0	4	2	9	0	0	11	0	1	0	0	1	0	8	0	0	8	24
% Articulated Trucks	0%	0.4%	1.2%	0%	0.7%	0.9%	1.1%	0%	0%	1.0%	0%	0.6%	0%	0%	0.3%	0%	1.0%	0%	0%	0.8%	0.8%
Buses and Single-Unit Trucks	0	4	4	0	8	2	12	0	0	14	0	4	1	0	5	1	8	1	0	10	37
% Buses and Single-Unit Trucks	0%	1.4%	1.6%	0%	1.4%	0.9%	1.5%	0%	0%	1.3%	0%	2.3%	0.9%	0%	1.5%	0.7%	1.0%	1.5%	0%	1.0%	1.2%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & Remsen Rd. (South) - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991744, Location: 41.188543, -81.742027



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					Remsen Rd. Westbound					SR 94 (Ridge Rd.) Northbound					Melody Ln. Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2022-09-20 6:00AM	0	14	0	0	14	4	0	2	0	6	0	26	0	0	26	1	0	0	0	1	47
6:15AM	0	29	1	0	30	4	0	1	0	5	0	43	0	0	43	0	0	2	0	2	80
6:30AM	0	31	2	0	33	11	0	2	0	13	0	46	0	0	46	0	0	0	0	0	92
6:45AM	0	58	4	0	62	9	1	4	0	14	1	58	0	0	59	1	0	3	0	4	139
Hourly Total	0	132	7	0	139	28	1	9	0	38	1	173	0	0	174	2	0	5	0	7	358
7:00AM	0	143	3	0	146	19	0	13	0	32	2	54	1	0	57	1	0	0	0	1	236
7:15AM	3	92	4	0	99	13	0	8	0	21	4	84	0	0	88	0	0	0	0	0	208
7:30AM	1	48	4	0	53	12	0	2	0	14	4	82	0	0	86	0	0	1	0	1	154
7:45AM	0	74	11	0	85	12	0	2	0	14	0	63	1	0	64	0	1	2	0	3	166
Hourly Total	4	357	22	0	383	56	0	25	0	81	10	283	2	0	295	1	1	3	0	5	764
8:00AM	1	65	6	0	72	13	0	2	0	15	1	68	0	0	69	0	0	0	0	0	156
8:15AM	0	57	6	0	63	14	0	5	0	19	2	44	1	0	47	1	0	3	0	4	133
8:30AM	0	68	4	0	72	16	1	2	0	19	0	56	1	0	57	2	0	0	0	2	150
8:45AM	0	54	9	0	63	8	0	4	0	12	7	57	0	0	64	0	0	0	0	0	139
Hourly Total	1	244	25	0	270	51	1	13	0	65	10	225	2	0	237	3	0	3	0	6	578
9:00AM	1	48	8	0	57	9	0	0	0	9	5	58	0	0	63	0	0	0	0	0	129
9:15AM	0	47	3	0	50	6	0	1	0	7	2	24	0	0	26	0	0	0	0	0	83
9:30AM	0	33	1	0	34	4	0	2	0	6	0	29	0	0	29	0	0	0	0	0	69
9:45AM	0	47	5	0	52	9	0	0	0	9	1	33	0	0	34	1	0	0	0	1	96
Hourly Total	1	175	17	0	193	28	0	3	0	31	8	144	0	0	152	1	0	0	0	1	377
3:00PM	0	46	7	0	53	1	0	2	0	3	4	68	0	0	72	1	0	0	0	1	129
3:15PM	0	49	8	0	57	3	0	3	0	6	2	47	0	0	49	0	0	0	0	0	112
3:30PM	2	66	9	0	77	12	1	0	0	13	6	54	0	0	60	0	0	0	0	0	150
3:45PM	0	81	10	0	91	6	0	4	0	10	3	53	1	0	57	0	0	0	0	0	158
Hourly Total	2	242	34	0	278	22	1	9	0	32	15	222	1	0	238	1	0	0	0	1	549
4:00PM	1	81	12	0	94	18	0	6	0	24	1	80	1	0	82	0	0	3	0	3	203
4:15PM	0	119	18	0	137	8	0	3	0	11	1	73	2	0	76	2	1	0	0	3	227
4:30PM	0	121	16	0	137	5	0	2	0	7	4	72	0	0	76	0	0	0	0	0	220
4:45PM	2	102	7	0	111	6	0	2	0	8	1	85	3	0	89	0	0	1	0	1	209
Hourly Total	3	423	53	0	479	37	0	13	0	50	7	310	6	0	323	2	1	4	0	7	859
5:00PM	0	96	11	0	107	11	1	6	0	18	4	117	1	0	122	0	0	2	0	2	249
5:15PM	0	96	17	0	113	14	0	2	0	16	1	105	2	0	108	2	0	0	0	2	239
5:30PM	0	96	19	0	115	12	0	8	0	20	10	94	0	0	104	1	0	0	0	1	240
5:45PM	0	99	13	0	112	7	0	6	0	13	3	76	0	0	79	2	0	0	0	2	206
Hourly Total	0	387	60	0	447	44	1	22	0	67	18	392	3	0	413	5	0	2	0	7	934
6:00PM	0	57	12	0	69	9	1	2	0	12	4	72	0	0	76	0	0	0	0	0	157
6:15PM	1	48	8	0	57	9	0	5	0	14	3	71	0	0	74	0	0	1	0	1	146
6:30PM	1	49	10	0	60	6	0	6	0	12	2	98	0	0	100	0	0	0	0	0	172
6:45PM	1	49	14	0	64	7	0	4	0	11	2	46	1	0	49	0	0	1	0	1	125
Hourly Total	3	203	44	0	250	31	1	17	0	49	11	287	1	0	299	0	0	2	0	2	600
Total	14	2163	262	0	2439	297	5	111	0	413	80	2036	15	0	2131	15	2	19	0	36	5019
% Approach	0.6%	88.7%	10.7%	0%	-	71.9%	1.2%	26.9%	0%	-	3.8%	95.5%	0.7%	0%	-	41.7%	5.6%	52.8%	0%	-	-
% Total	0.3%	43.1%	5.2%	0%	48.6%	5.9%	0.1%	2.2%	0%	8.2%	1.6%	40.6%	0.3%	0%	42.5%	0.3%	0%	0.4%	0%	0.7%	-
Lights	14	2063	250	0	2327	284	3	105	0	392	78	1951	12	0	2041	13	1	15	0	29	4789
% Lights	100%	95.4%	95.4%	0%	95.4%	95.6%	60.0%	94.6%	0%	94.9%	97.5%	95.8%	80.0%	0%	95.8%	86.7%	50.0%	78.9%	0%	80.6%	95.4%
Articulated Trucks	0	20	3	0	23	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	39
% Articulated Trucks	0%	0.9%	1.1%	0%	0.9%	0.7%	0%	0.9%	0%	0.7%	0%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0.8%
Buses and Single-Unit Trucks	0	80	9	0	89	11	2	5	0	18	2	72	3	0	77	2	1	4	0	7	191
% Buses and Single-Unit Trucks	0%	3.7%	3.4%	0%	3.6%	3.7%	40.0%	4.5%	0%	4.4%	2.5%	3.5%	20.0%	0%	3.6%	13.3%	50.0%	21.1%	0%	19.4%	3.8%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & Remsen Rd. (South) - TMC

Tue Sep 20, 2022

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991744, Location: 41.188543, -81.742027



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					Remsen Rd. Westbound					SR 94 (Ridge Rd.) Northbound					Melody Ln. Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-09-20 7:00AM	0	143	3	0	146	19	0	13	0	32	2	54	1	0	57	1	0	0	0	1	236
7:15AM	3	92	4	0	99	13	0	8	0	21	4	84	0	0	88	0	0	0	0	0	208
7:30AM	1	48	4	0	53	12	0	2	0	14	4	82	0	0	86	0	0	1	0	1	154
7:45AM	0	74	11	0	85	12	0	2	0	14	0	63	1	0	64	0	1	2	0	3	166
Total	4	357	22	0	383	56	0	25	0	81	10	283	2	0	295	1	1	3	0	5	764
% Approach	1.0%	93.2%	5.7%	0%	-	69.1%	0%	30.9%	0%	-	3.4%	95.9%	0.7%	0%	-	20.0%	20.0%	60.0%	0%	-	-
% Total	0.5%	46.7%	2.9%	0%	50.1%	7.3%	0%	3.3%	0%	10.6%	1.3%	37.0%	0.3%	0%	38.6%	0.1%	0.1%	0.4%	0%	0.7%	-
PHF	0.333	0.624	0.500	-	0.656	0.737	-	0.481	-	0.633	0.625	0.842	0.500	-	0.838	0.250	0.250	0.375	-	0.417	0.809
Lights	4	341	20	0	365	56	0	23	0	79	10	260	1	0	271	1	1	1	0	3	718
% Lights	100%	95.5%	90.9%	0%	95.3%	100%	0%	92.0%	0%	97.5%	100%	91.9%	50.0%	0%	91.9%	100%	100%	33.3%	0%	60.0%	94.0%
Articulated Trucks	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
% Articulated Trucks	0%	1.4%	4.5%	0%	1.6%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	0%	0%	0%	0%	0%	1.4%
Buses and Single-Unit Trucks	0	11	1	0	12	0	0	2	0	2	0	18	1	0	19	0	0	2	0	2	35
% Buses and Single-Unit Trucks	0%	3.1%	4.5%	0%	3.1%	0%	0%	8.0%	0%	2.5%	0%	6.4%	50.0%	0%	6.4%	0%	0%	66.7%	0%	40.0%	4.6%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & Remsen Rd. (South) - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991744, Location: 41.188543, -81.742027



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound					Remsen Rd. Westbound					SR 94 (Ridge Rd.) Northbound					Melody Ln. Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2022-09-20 4:45PM	2	102	7	0	111	6	0	2	0	8	1	85	3	0	89	0	0	1	0	1	209
5:00PM	0	96	11	0	107	11	1	6	0	18	4	117	1	0	122	0	0	2	0	2	249
5:15PM	0	96	17	0	113	14	0	2	0	16	1	105	2	0	108	2	0	0	0	2	239
5:30PM	0	96	19	0	115	12	0	8	0	20	10	94	0	0	104	1	0	0	0	1	240
Total	2	390	54	0	446	43	1	18	0	62	16	401	6	0	423	3	0	3	0	6	937
% Approach	0.4%	87.4%	12.1%	0%	-	69.4%	1.6%	29.0%	0%	-	3.8%	94.8%	1.4%	0%	-	50.0%	0%	50.0%	0%	-	-
% Total	0.2%	41.6%	5.8%	0%	47.6%	4.6%	0.1%	1.9%	0%	6.6%	1.7%	42.8%	0.6%	0%	45.1%	0.3%	0%	0.3%	0%	0.6%	-
PHF	0.250	0.956	0.711	-	0.970	0.768	0.250	0.563	-	0.775	0.400	0.857	0.500	-	0.867	0.375	-	0.375	-	0.750	0.941
Lights	2	376	52	0	430	43	0	17	0	60	16	397	6	0	419	3	0	2	0	5	914
% Lights	100%	96.4%	96.3%	0%	96.4%	100%	0%	94.4%	0%	96.8%	100%	99.0%	100%	0%	99.1%	100%	0%	66.7%	0%	83.3%	97.5%
Articulated Trucks	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
% Articulated Trucks	0%	1.0%	0%	0%	0.9%	0%	0%	5.6%	0%	1.6%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0.6%
Buses and Single-Unit Trucks	0	10	2	0	12	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	17
% Buses and Single-Unit Trucks	0%	2.6%	3.7%	0%	2.7%	0%	100%	0%	0%	1.6%	0%	0.7%	0%	0%	0.7%	0%	0%	33.3%	0%	16.7%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 NB Ramps - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991745, Location: 41.191878, -81.742776



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				SR 94 (Ridge Rd.) Northbound				I-271 NB Off Ramp Eastbound				Int
	T	L	U	App	R	T	U	App	R	T	L	App	
2022-09-20 6:00AM	14	78	0	92	16	15	0	31	0	0	3	3	126
6:15AM	29	108	0	137	29	20	0	49	0	0	3	3	189
6:30AM	34	99	0	133	17	39	0	56	1	0	3	4	193
6:45AM	57	98	0	155	24	46	0	70	5	0	1	6	231
Hourly Total	134	383	0	517	86	120	0	206	6	0	10	16	739
7:00AM	142	135	0	277	32	38	0	70	3	0	3	6	353
7:15AM	96	153	0	249	32	65	0	97	3	0	3	6	352
7:30AM	54	176	0	230	32	66	0	98	0	1	2	3	331
7:45AM	81	140	0	221	30	45	0	75	2	0	5	7	303
Hourly Total	373	604	0	977	126	214	0	340	8	1	13	22	1339
8:00AM	76	112	0	188	19	65	0	84	1	0	5	6	278
8:15AM	58	108	0	166	19	45	0	64	1	0	7	8	238
8:30AM	71	93	0	164	27	44	0	71	3	0	5	8	243
8:45AM	58	69	0	127	19	46	0	65	5	0	6	11	203
Hourly Total	263	382	0	645	84	200	0	284	10	0	23	33	962
9:00AM	55	75	0	130	19	49	0	68	5	0	0	5	203
9:15AM	48	68	0	116	3	25	0	28	2	0	6	8	152
9:30AM	36	57	0	93	10	26	0	36	0	0	4	4	133
9:45AM	48	53	0	101	8	34	0	42	2	0	4	6	149
Hourly Total	187	253	0	440	40	134	0	174	9	0	14	23	637
3:00PM	52	46	0	98	8	62	0	70	1	0	9	10	178
3:15PM	54	45	0	99	8	48	0	56	5	0	11	16	171
3:30PM	76	35	0	111	9	58	0	67	2	1	3	6	184
3:45PM	91	41	0	132	10	47	0	57	2	0	10	12	201
Hourly Total	273	167	0	440	35	215	0	250	10	1	33	44	734
4:00PM	90	49	0	139	19	83	0	102	6	1	5	12	253
4:15PM	128	65	0	193	16	64	0	80	3	0	11	14	287
4:30PM	131	43	0	174	11	67	0	78	6	0	11	17	269
4:45PM	109	36	0	145	13	81	0	94	2	1	16	19	258
Hourly Total	458	193	0	651	59	295	0	354	17	2	43	62	1067
5:00PM	107	44	0	151	29	95	0	124	5	0	11	16	291
5:15PM	121	44	0	165	18	102	0	120	4	2	6	12	297
5:30PM	110	61	0	171	17	90	0	107	4	1	10	15	293
5:45PM	115	46	0	161	13	74	0	87	2	0	11	13	261
Hourly Total	453	195	0	648	77	361	0	438	15	3	38	56	1142
6:00PM	66	37	0	103	6	74	0	80	4	0	5	9	192
6:15PM	54	36	0	90	12	71	0	83	3	0	6	9	182
6:30PM	59	29	0	88	11	97	0	108	3	0	4	7	203
6:45PM	58	35	0	93	12	44	0	56	3	0	4	7	156
Hourly Total	237	137	0	374	41	286	0	327	13	0	19	32	733
Total	2378	2314	0	4692	548	1825	0	2373	88	7	193	288	7353
% Approach	50.7%	49.3%	0%	-	23.1%	76.9%	0%	-	30.6%	2.4%	67.0%	-	-
% Total	32.3%	31.5%	0%	63.8%	7.5%	24.8%	0%	32.3%	1.2%	0.1%	2.6%	3.9%	-
Lights	2266	2185	0	4451	520	1757	0	2277	84	5	178	267	6995
% Lights	95.3%	94.4%	0%	94.9%	94.9%	96.3%	0%	96.0%	95.5%	71.4%	92.2%	92.7%	95.1%
Articulated Trucks	24	55	0	79	5	11	0	16	1	1	4	6	101
% Articulated Trucks	1.0%	2.4%	0%	1.7%	0.9%	0.6%	0%	0.7%	1.1%	14.3%	2.1%	2.1%	1.4%
Buses and Single-Unit Trucks	88	74	0	162	23	57	0	80	3	1	11	15	257
% Buses and Single-Unit Trucks	3.7%	3.2%	0%	3.5%	4.2%	3.1%	0%	3.4%	3.4%	14.3%	5.7%	5.2%	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 NB Ramps - TMC

Tue Sep 20, 2022

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991745, Location: 41.191878, -81.742776



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				SR 94 (Ridge Rd.) Northbound				I-271 NB Off Ramp Eastbound				Int
	T	L	U	App	R	T	U	App	R	T	L	App	
2022-09-20 7:00AM	142	135	0	277	32	38	0	70	3	0	3	6	353
7:15AM	96	153	0	249	32	65	0	97	3	0	3	6	352
7:30AM	54	176	0	230	32	66	0	98	0	1	2	3	331
7:45AM	81	140	0	221	30	45	0	75	2	0	5	7	303
Total	373	604	0	977	126	214	0	340	8	1	13	22	1339
% Approach	38.2%	61.8%	0%	-	37.1%	62.9%	0%	-	36.4%	4.5%	59.1%	-	-
% Total	27.9%	45.1%	0%	73.0%	9.4%	16.0%	0%	25.4%	0.6%	0.1%	1.0%	1.6%	-
PHF	0.657	0.858	-	0.882	0.984	0.811	-	0.867	0.667	0.250	0.650	0.786	0.948
Lights	355	584	0	939	117	197	0	314	7	0	13	20	1273
% Lights	95.2%	96.7%	0%	96.1%	92.9%	92.1%	0%	92.4%	87.5%	0%	100%	90.9%	95.1%
Articulated Trucks	7	6	0	13	1	3	0	4	1	1	0	2	19
% Articulated Trucks	1.9%	1.0%	0%	1.3%	0.8%	1.4%	0%	1.2%	12.5%	100%	0%	9.1%	1.4%
Buses and Single-Unit Trucks	11	14	0	25	8	14	0	22	0	0	0	0	47
% Buses and Single-Unit Trucks	2.9%	2.3%	0%	2.6%	6.3%	6.5%	0%	6.5%	0%	0%	0%	0%	3.5%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 NB Ramps - TMC

Tue Sep 20, 2022

PM Peak (5 PM - 6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991745, Location: 41.191878, -81.742776



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				SR 94 (Ridge Rd.) Northbound				I-271 NB Off Ramp Eastbound				Int
	T	L	U	App	R	T	U	App	R	T	L	App	
2022-09-20 5:00PM	107	44	0	151	29	95	0	124	5	0	11	16	291
5:15PM	121	44	0	165	18	102	0	120	4	2	6	12	297
5:30PM	110	61	0	171	17	90	0	107	4	1	10	15	293
5:45PM	115	46	0	161	13	74	0	87	2	0	11	13	261
Total	453	195	0	648	77	361	0	438	15	3	38	56	1142
% Approach	69.9%	30.1%	0%	-	17.6%	82.4%	0%	-	26.8%	5.4%	67.9%	-	-
% Total	39.7%	17.1%	0%	56.7%	6.7%	31.6%	0%	38.4%	1.3%	0.3%	3.3%	4.9%	-
PHF	0.936	0.799	-	0.947	0.664	0.885	-	0.883	0.750	0.375	0.864	0.875	0.961
Lights	440	180	0	620	75	358	0	433	15	3	37	55	1108
% Lights	97.1%	92.3%	0%	95.7%	97.4%	99.2%	0%	98.9%	100%	100%	97.4%	98.2%	97.0%
Articulated Trucks	2	9	0	11	0	0	0	0	0	0	0	0	11
% Articulated Trucks	0.4%	4.6%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	1.0%
Buses and Single-Unit Trucks	11	6	0	17	2	3	0	5	0	0	1	1	23
% Buses and Single-Unit Trucks	2.4%	3.1%	0%	2.6%	2.6%	0.8%	0%	1.1%	0%	0%	2.6%	1.8%	2.0%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 SB Ramps - TMC

Tue Sep 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991746, Location: 41.193631, -81.74318



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				I-271 SB Off Ramp Westbound				SR 94 (Ridge Rd.) Northbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 6:00AM	4	97	0	101	11	0	0	11	17	1	0	18	130
6:15AM	7	126	0	133	19	0	7	26	20	2	0	22	181
6:30AM	8	128	0	136	24	0	5	29	43	0	0	43	208
6:45AM	11	161	0	172	27	0	3	30	40	6	0	46	248
Hourly Total	30	512	0	542	81	0	15	96	120	9	0	129	767
7:00AM	13	262	0	275	34	0	12	46	41	1	0	42	363
7:15AM	11	227	0	238	32	0	16	48	63	2	0	65	351
7:30AM	12	217	0	229	51	0	9	60	63	3	0	66	355
7:45AM	17	200	0	217	45	0	16	61	49	2	0	51	329
Hourly Total	53	906	0	959	162	0	53	215	216	8	0	224	1398
8:00AM	18	166	0	184	52	0	15	67	62	4	0	66	317
8:15AM	10	154	0	164	44	0	11	55	50	3	0	53	272
8:30AM	8	150	0	158	65	1	12	78	46	0	0	46	282
8:45AM	7	116	0	123	39	0	10	49	52	0	0	52	224
Hourly Total	43	586	0	629	200	1	48	249	210	7	0	217	1095
9:00AM	6	107	0	113	29	0	14	43	45	3	0	48	204
9:15AM	9	102	0	111	32	0	12	44	29	2	0	31	186
9:30AM	12	87	0	99	24	0	8	32	27	2	0	29	160
9:45AM	10	90	0	100	38	0	8	46	35	4	0	39	185
Hourly Total	37	386	0	423	123	0	42	165	136	11	0	147	735
3:00PM	12	88	0	100	85	0	13	98	68	3	0	71	269
3:15PM	8	81	0	89	98	0	14	112	57	2	0	59	260
3:30PM	11	84	0	95	125	0	25	150	58	1	0	59	304
3:45PM	9	109	0	118	122	0	24	146	57	2	0	59	323
Hourly Total	40	362	0	402	430	0	76	506	240	8	0	248	1156
4:00PM	8	116	0	124	115	0	28	143	84	1	0	85	352
4:15PM	13	150	0	163	127	0	44	171	69	3	0	72	406
4:30PM	8	138	0	146	166	1	41	208	81	2	0	83	437
4:45PM	18	113	0	131	149	0	32	181	96	2	0	98	410
Hourly Total	47	517	0	564	557	1	145	703	330	8	0	338	1605
5:00PM	8	122	0	130	161	2	34	197	94	2	0	96	423
5:15PM	14	122	0	136	172	1	31	204	99	4	0	103	443
5:30PM	9	134	0	143	163	3	31	197	103	3	0	106	446
5:45PM	8	115	0	123	115	0	34	149	92	2	0	94	366
Hourly Total	39	493	0	532	611	6	130	747	388	11	0	399	1678
6:00PM	6	83	0	89	85	0	20	105	76	2	0	78	272
6:15PM	9	84	0	93	89	0	7	96	73	1	0	74	263
6:30PM	7	77	0	84	63	1	11	75	96	2	0	98	257
6:45PM	9	85	0	94	39	0	9	48	50	1	0	51	193
Hourly Total	31	329	0	360	276	1	47	324	295	6	0	301	985
Total	320	4091	0	4411	2440	9	556	3005	1935	68	0	2003	9419
% Approach	7.3%	92.7%	0%	-	81.2%	0.3%	18.5%	-	96.6%	3.4%	0%	-	-
% Total	3.4%	43.4%	0%	46.8%	25.9%	0.1%	5.9%	31.9%	20.5%	0.7%	0%	21.3%	-
Lights	305	3878	0	4183	2311	9	523	2843	1852	67	0	1919	8945
% Lights	95.3%	94.8%	0%	94.8%	94.7%	100%	94.1%	94.6%	95.7%	98.5%	0%	95.8%	95.0%
Articulated Trucks	3	63	0	66	52	0	13	65	12	0	0	12	143
% Articulated Trucks	0.9%	1.5%	0%	1.5%	2.1%	0%	2.3%	2.2%	0.6%	0%	0%	0.6%	1.5%
Buses and Single-Unit Trucks	12	150	0	162	77	0	20	97	71	1	0	72	331
% Buses and Single-Unit Trucks	3.8%	3.7%	0%	3.7%	3.2%	0%	3.6%	3.2%	3.7%	1.5%	0%	3.6%	3.5%

*L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 SB Ramps - TMC

Tue Sep 20, 2022

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991746, Location: 41.193631, -81.74318



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				I-271 SB Off Ramp Westbound				SR 94 (Ridge Rd.) Northbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 7:00AM	13	262	0	275	34	0	12	46	41	1	0	42	363
7:15AM	11	227	0	238	32	0	16	48	63	2	0	65	351
7:30AM	12	217	0	229	51	0	9	60	63	3	0	66	355
7:45AM	17	200	0	217	45	0	16	61	49	2	0	51	329
Total	53	906	0	959	162	0	53	215	216	8	0	224	1398
% Approach	5.5%	94.5%	0%	-	75.3%	0%	24.7%	-	96.4%	3.6%	0%	-	-
% Total	3.8%	64.8%	0%	68.6%	11.6%	0%	3.8%	15.4%	15.5%	0.6%	0%	16.0%	-
PHF	0.779	0.865	-	0.872	0.794	-	0.828	0.881	0.857	0.667	-	0.848	0.963
Lights	53	876	0	929	151	0	48	199	201	7	0	208	1336
% Lights	100%	96.7%	0%	96.9%	93.2%	0%	90.6%	92.6%	93.1%	87.5%	0%	92.9%	95.6%
Articulated Trucks	0	5	0	5	4	0	3	7	3	0	0	3	15
% Articulated Trucks	0%	0.6%	0%	0.5%	2.5%	0%	5.7%	3.3%	1.4%	0%	0%	1.3%	1.1%
Buses and Single-Unit Trucks	0	25	0	25	7	0	2	9	12	1	0	13	47
% Buses and Single-Unit Trucks	0%	2.8%	0%	2.6%	4.3%	0%	3.8%	4.2%	5.6%	12.5%	0%	5.8%	3.4%

* L: Left, R: Right, T: Thru, U: U-Turn

SR 94 (Ridge Rd.) & I-271 SB Ramps - TMC

Tue Sep 20, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 991746, Location: 41.193631, -81.74318



Provided by: Loukas Engineering
232 19th St. NW, Canton, OH, 44709, US

Leg Direction	SR 94 (Ridge Rd.) Southbound				I-271 SB Off Ramp Westbound				SR 94 (Ridge Rd.) Northbound				Int
	R	T	U	App	R	T	L	App	T	L	U	App	
2022-09-20 4:45PM	18	113	0	131	149	0	32	181	96	2	0	98	410
5:00PM	8	122	0	130	161	2	34	197	94	2	0	96	423
5:15PM	14	122	0	136	172	1	31	204	99	4	0	103	443
5:30PM	9	134	0	143	163	3	31	197	103	3	0	106	446
Total	49	491	0	540	645	6	128	779	392	11	0	403	1722
% Approach	9.1%	90.9%	0%	-	82.8%	0.8%	16.4%	-	97.3%	2.7%	0%	-	-
% Total	2.8%	28.5%	0%	31.4%	37.5%	0.3%	7.4%	45.2%	22.8%	0.6%	0%	23.4%	-
PHF	0.681	0.916	-	0.944	0.938	0.500	0.941	0.955	0.951	0.688	-	0.950	0.965
Lights	49	461	0	510	622	6	127	755	387	11	0	398	1663
% Lights	100%	93.9%	0%	94.4%	96.4%	100%	99.2%	96.9%	98.7%	100%	0%	98.8%	96.6%
Articulated Trucks	0	13	0	13	9	0	0	9	1	0	0	1	23
% Articulated Trucks	0%	2.6%	0%	2.4%	1.4%	0%	0%	1.2%	0.3%	0%	0%	0.2%	1.3%
Buses and Single-Unit Trucks	0	17	0	17	14	0	1	15	4	0	0	4	36
% Buses and Single-Unit Trucks	0%	3.5%	0%	3.1%	2.2%	0%	0.8%	1.9%	1.0%	0%	0%	1.0%	2.1%

* L: Left, R: Right, T: Thru, U: U-Turn

APPENDIX B

Seasonal Adjustment Factors

ID #	Intersection/Segment	East Leg			North Leg			West Leg			South Leg			Segment			Count Date	Count Day	AM EX. PHF	PM EX. PHF
		FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor	FC	Statewide Average DHV	Seasonal Factor				
10	SR 94 & SR 3	7	1.12	0.891	5	1.12	0.891	5	1.12	0.891	5	1.12	0.891				9/20/2022	Tue	0.95	0.92
20	SR 3 & SR 606	5	1.12	0.891	6	1.12	0.891	5	1.12	0.891							9/20/2022	Tue	0.93	TBD 0.89 5PM
30	SR 3 & W 130th St	5	1.12	0.891	5	1.12	0.891	5	1.12	0.891							9/20/2022	Tue	0.92	0.89
40	SR 3 & I-71 NB Ramps	5	1.12	0.891				4	1.17	0.936	4	1.17	0.936				9/20/2022	Tue	0.9	0.89
50	SR 3 & I-71 SB Ramps	4	1.17	0.936	4	1.17	0.936	4	1.17	0.936							9/20/2022	Tue	0.92	TBD 0.91 430PM
60	SR 3 & Hamilton Rd/Old Weymouth Rd	4	1.17	0.936	7	1.12	0.891	4	1.17	0.936	7	1.12	0.891				9/20/2022	Tue	0.92	0.94
70	SR 3 & Foskett Rd/Remsen Rd	7	1.12	0.891	4	1.17	0.936	7	1.12	0.891	4	1.17	0.936				9/20/2022	Tue	TBD 0.89 7AM	0.94
160	SR 18 & I-71 SB Ramps	3	1.13	0.869	3	1.13	0.869	3	1.13	0.869							9/22/2022	Thur	0.93	0.96
170	SR 18 & I-71 NB Ramps	3	1.13	0.869				3	1.13	0.869	3	1.13	0.869				9/22/2022	Thur	TBD 0.93 730AM	0.97
220	SR 94 & Remsen Rd/Melody Ln	7	1.12	0.891	5	1.12	0.891	7	1.12	0.891	5	1.12	0.891				9/20/2022	Tue	0.81	0.94
230	SR 94 & I-271 NB Ramps				5	1.12	0.891	5	1.12	0.891	5	1.12	0.891				9/20/2022	Tue	0.95	TBD 0.96 5PM
240	SR 94 & I-271 SB Ramps	5	1.12	0.891	5	1.12	0.891				5	1.12	0.891				9/20/2022	Tue	0.96	0.97
250	SR 94 & Remsen Rd (North)				5	1.12	0.891	7	1.12	0.891	5	1.12	0.891				9/20/2022	Tue	0.96	0.95
99752	MED-71-18.54 location ID# 99752													1	1.40	1.001	9/19/2023	Tue		
100052	MED-271-0.04 location ID# 100052													1	1.40	1.001	9/19/2023	Tue		

NOTE: RAMPS ASSUMED TO HAVE THE CHARACTERISTICS OF THE CROSS STREET.

NOTE: FC 7 RURAL HAD NO DATA IN NOV 2022 PEAK HOUR TO DESIGN HOUR REPORT. THEREFORE, ADJUSTMENT WAS FROM FC 6 RURAL.

APPENDIX C

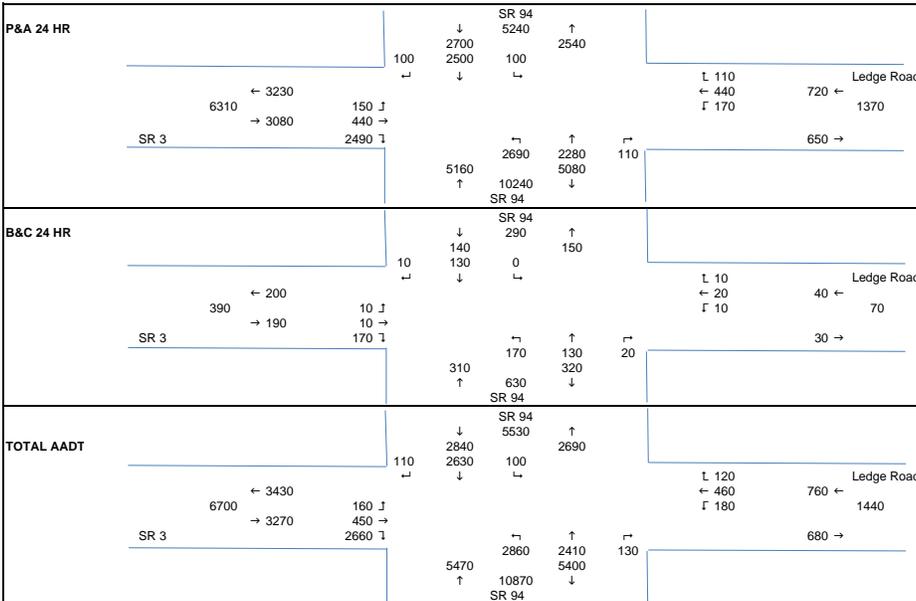
Expansion Spreadsheets

For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
 Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the Seasonal AdjustmtFactors_YYYY spreadsheet to lookup seasonal factor.
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES														ROUTE 10-SR 3 & SR 94			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A																	
SOUTH LEG		SR 94	FC = 5			northbound				APROACH	DEPART	SOUTH LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR			1.733	1.733	1.733	1742	1474	69	3285	3340	3020	2550	120	5690	5780		
SEASONAL FACTOR			0.891	0.891	0.891	2689.83	2276.01	106.543	5072.38	5153.81	2690	2280	110	5080	5160		
WEST LEG		SR 3	FC = 5			eastbound				APROACH	DEPART	WEST LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR			1.733	1.733	1.733	98	288	1611	1997	2101	170	500	2790	3460	3630		
SEASONAL FACTOR			0.891	0.891	0.891	151.322	444.702	2487.55	3083.57	3234.99	150	440	2490	3080	3230		
NORTH LEG		SR 94	FC = 5			southbound				APROACH	DEPART	NORTH LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR			1.733	1.733	1.733	68	1617	65	1750	1647	120	2800	110	3030	2850		
SEASONAL FACTOR			0.891	0.891	0.891	104.999	2496.81	100.367	2702.18	2540.8	100	2500	100	2700	2540		
EAST LEG		Ledge Road	FC = 7			westbound				APROACH	DEPART	EAST LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR			1.698	1.698	1.698	112	294	75	481	425	190	500	130	820	740		
SEASONAL FACTOR			0.891	0.891	0.891	169.447	444.798	113.469	727.714	656.244	170	440	110	720	650		

PART 2: INPUT PARTIAL DAY B&C VEHICLES														ROUTE 10-SR 3 & SR 94			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C																	
SOUTH LEG		SR 94	FC = 5			northbound				APROACH	DEPART	SOUTH LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR			2.020	2.020	2.020	96	74	10	180	171	190	150	20	360	350		
SEASONAL FACTOR			0.891	0.891	0.891	172.783	133.187	17.9982	323.968	307.083	170	130	20	320	310		
WEST LEG		SR 3	FC = 5			eastbound				APROACH	DEPART	WEST LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR			2.020	2.020	2.020	4	7	92	103	110	10	10	190	210	220		
SEASONAL FACTOR			0.891	0.891	0.891	7.19928	12.5987	165.583	185.381	23.8253	10	10	170	190	200		
NORTH LEG		SR 94	FC = 5			southbound				APROACH	DEPART	NORTH LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR			2.020	2.020	2.020	0	149.48	8.08	157.56	165.024	0	150	10	160	170		
SEASONAL FACTOR			0.891	0.891	0.891	0	133.187	7.19928	140.386	147.036	0	130	10	140	150		
EAST LEG		Ledge Road	FC = 7			westbound				APROACH	DEPART	EAST LEG		APROACH	DEPART		
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR			1.866	1.866	1.866	5	10	4	19	17	10	20	10	40	30		
SEASONAL FACTOR			0.891	0.891	0.891	8.31303	16.6261	6.65042	31.5895	30.5969	10	20	10	40	30		

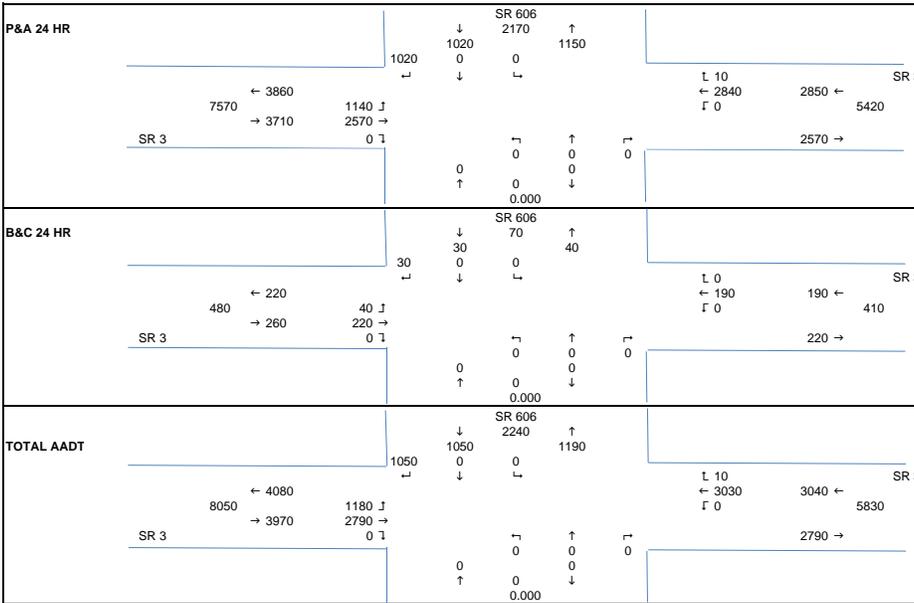


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 Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the Seasonal AdjustmtFactors_YYYY spreadsheet to lookup seasonal factor.
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 20-SR 3 & SR 606			
SOUTH LEG		FC =		northbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		0.000	0.000	0	0	0	0	0	0	0	0	0	0		
SEASONAL FACTOR		0.000	0.000	0	0	0	0	0	0	0	0	0	0		
WEST LEG		FC = 5		eastbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.733	1.733	1278.95	2883.71	0	4162.67	4325.08	1280	2880	0	4160	4330		
SEASONAL F		0.891	0.891	1139.55	2569.39	0	3708.94	3853.65	1140	2570	0	3710	3860		
NORTH LEG		FC = 6		southbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.626	1.626	1.626	1.626	0	1139.83	1141.45	0	0	1140	1140	1290		
SEASONAL F		0.891	0.891	0.891	1.44877	0	1015.58	1017.03	0	0	1020	1020	1150		
EAST LEG		FC = 5		westbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.733	1.733	1.733	0	3185.25	10.398	3195.65	0	3190	10	3200	2880		
SEASONAL F		0.891	0.891	0.891	0	2838.06	9.26462	2847.33	0	2840	10	2850	2570		

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 20-SR 3 & SR 606			
PARTIAL COUNT * FACTOR = 24 HR B&C															
SOUTH LEG		FC = 0		northbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		0.000	0.000	0	0	0	0	0	0	0	0	0	0		
SEASONAL FACTOR		0.000	0.000	0	0	0	0	0	0	0	0	0	0		
WEST LEG		FC = 5		eastbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		2.020	2.020	2.020	46.46	242.4	0	288.86	50	240	0	290	240		
SEASONAL FACTOR		0.891	0.891	0.891	41.3959	215.978	0	257.374	40	220	0	260	220		
NORTH LEG		FC = 6		southbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		1.887	1.887	1.887	1.887	0	28.305	30.192	0	0	30	30	50		
SEASONAL FACTOR		0.891	0.891	0.891	1.68132	0	25.2198	26.9011	0	0	30	30	40		
EAST LEG		FC = 5		westbound			APPROACH	DEPART				APPROACH	DEPART		
				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		2.020	2.020	2.020	0	214.12	2.02	216.14	0	210	0	210	240		
SEASONAL FACTOR		0.891	0.891	0.891	0	190.781	1.79982	192.581	0	190	0	190	220		

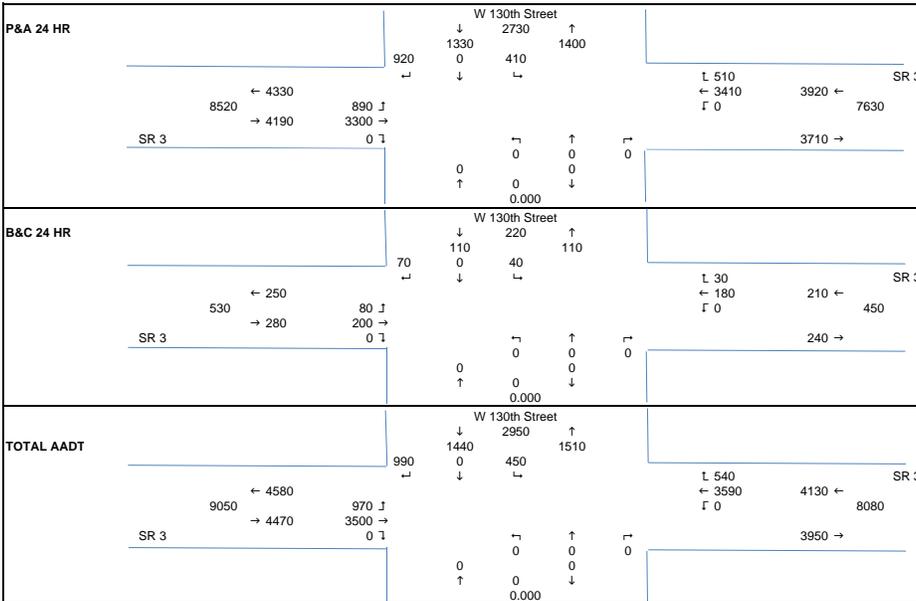


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 Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the Seasonal AdjustmtFactors_YYYY spreadsheet to lookup seasonal factor.
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 30-SR 3 & W 130th Street			
SOUTH LEG			FC =			northbound			APROACH DEPART		SOUTH LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
P&A FACTOR			0.000 0.000			0 0 0			0 0		LT THRU RT			0 0 0	
SEASONAL FACTOR			0.000 0.000			0 0 0			0 0		0 0 0			0 0 0	
WEST LEG			SR 3 FC = 5			eastbound			APROACH DEPART		WEST LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
P&A FACTOR			1.733 1.733 1.733			996.475 3699.96 0			4696.43 4850.67		LT THRU RT			1000 3700 0	
SEASONAL F			0.891 0.891 0.891			887.859 3296.66 0			4184.52 4321.94		890 3300 0			4190 4330	
NORTH LEG			W 130th Str FC = 5			southbound			APROACH DEPART		NORTH LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
P&A FACTOR			1.733 1.733 1.733			464.444 0 1027.67			1492.11 1573.56		LT THRU RT			460 0 1030	
SEASONAL F			0.891 0.891 0.891			413.82 0 915.653			1329.47 1402.05		410 0 920			1330 1400	
EAST LEG			SR 3 FC = 5			westbound			APROACH DEPART		EAST LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
P&A FACTOR			1.733 1.733 1.733			0 3823 577.089			4400.09 4164.4		LT THRU RT			0 3820 580	
SEASONAL F			0.891 0.891 0.891			0 3406.29 514.186			3920.48 3710.48		0 3410 510			3920 3710	

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 30-SR 3 & W 130th Street			
PARTIAL COUNT * FACTOR = 24 HR B&C															
SOUTH LEG			FC = 0			northbound			APROACH DEPART		SOUTH LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
B&C FACTOR			0.000 0.000			0 0 0			0 0		LT THRU RT			0 0 0	
SEASONAL FACTOR			0.000 0.000			0 0 0			0 0		0 0 0			0 0 0	
WEST LEG			SR 3 FC = 5			eastbound			APROACH DEPART		WEST LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
B&C FACTOR			2.020 2.020 2.020			90.9 222.2 0			313.1 282.8		LT THRU RT			90 220 0	
SEASONAL FACTOR			0.891 0.891 0.891			80.9919 197.98 0			278.972 251.975		80 200 0			280 250	
NORTH LEG			W 130th Str FC = 5			southbound			APROACH DEPART		NORTH LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
B&C FACTOR			2.020 2.020 2.020			48.48 0 76.76			125.24 121.2		LT THRU RT			50 0 80	
SEASONAL FACTOR			0.891 0.891 0.891			43.1957 0 68.3932			111.589 107.989		40 0 70			110 110	
EAST LEG			SR 3 FC = 5			westbound			APROACH DEPART		EAST LEG			APROACH DEPART	
									TOTAL TOTAL					TOTAL TOTAL	
B&C FACTOR			2.020 2.020 2.020			0 206.04 30.3			236.34 270.68		LT THRU RT			0 210 30	
SEASONAL FACTOR			0.891 0.891 0.891			0 183.582 26.9973			210.579 241.176		0 180 30			210 240	

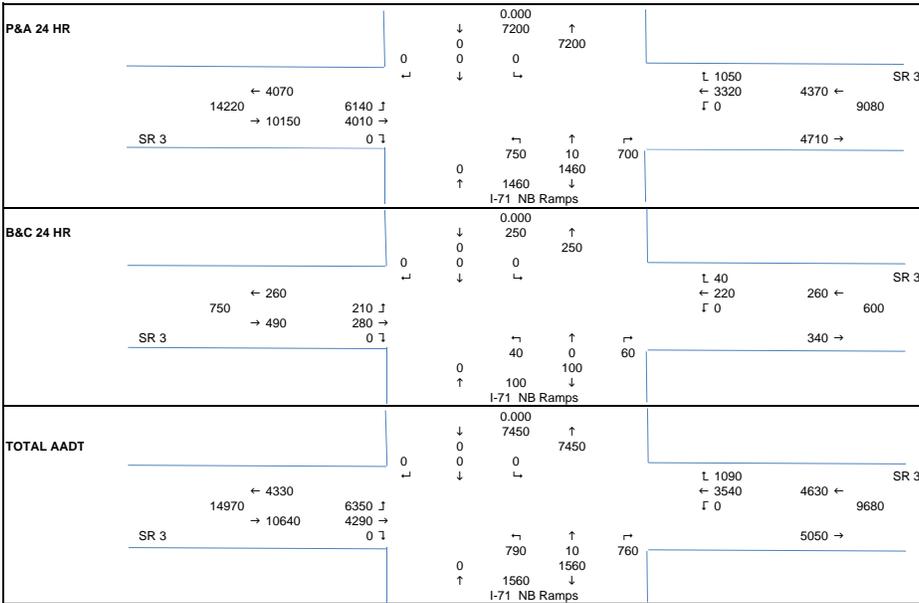


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 Yellow boxes require user input. Scroll down for 24 hour diagrams. Use the Seasonal AdjustmtFactors_YYYY spreadsheet to lookup seasonal factor.
 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 40-SR 3 & I-71 NB Ramps					
SOUTH LEG		I-71 NB Ramps	FC = 4	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
P&A FACTOR		1.848 1.848 1.848			3547 2321		5868	2578	6550 4290 0			10840	4520				
SEASONAL F		0.936 0.936 0.936			6135.35 4014.7		0	10150	4060.7 6140 4010 0			10150	4070				
WEST LEG		SR 3	FC = 4	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
P&A FACTOR		1.848 1.848 1.848			3547 2321		5868	2578	6550 4290 0			10840	4520				
SEASONAL F		0.936 0.936 0.936			6135.35 4014.7		0	10150	4060.7 6140 4010 0			10150	4070				
NORTH LEG		SR 3	FC = 4	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
P&A FACTOR		1.848 1.848 1.848			0 0 0		0	4228	0 0 0			0	7730				
SEASONAL F		0.936 0.936 0.936			0 0 0		0	7187.44	0 0 0			0	7200				
EAST LEG		SR 3	FC = 5	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
P&A FACTOR		1.733 1.733 1.733			2147 678		2825	2724	3720 1170 0			4890	5030				
SEASONAL F		0.891 0.891 0.891			3315.19 1046.9		4362.09	4711.78	0 3320 1050 0			4370	4710				

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 40-SR 3 & I-71 NB Ramps					
PARTIAL COUNT * FACTOR = 24 HR B&C																	
SOUTH LEG		I-71 NB Ramps	FC = 4	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
B&C FACTOR		2.294 2.294 2.294			19 27		46	0	40 0 60			100	0				
SEASONAL FACTOR		0.936 0.936 0.936			40.7965 0		57.974	98.7705	0 0 60			100	0				
WEST LEG		SR 3	FC = 4	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
B&C FACTOR		2.294 2.294 2.294			39 131		230	144	230 300 0			530	290				
SEASONAL FACTOR		0.936 0.936 0.936			212.571 281.281		0	493.852	210 280 0			490	260				
NORTH LEG		SR 3	FC = 4	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
B&C FACTOR		2.294 2.294 2.294			0 0 0		0	123	0 0 0			0	280				
SEASONAL FACTOR		0.936 0.936 0.936			0 0 0		0	255.767	0 0 0			0	250				
EAST LEG		SR 3	FC = 5	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART				
FACTOR		LT THRU RT			TOTAL		TOTAL	TOTAL	LT THRU RT			TOTAL	TOTAL				
B&C FACTOR		2.020 2.020 2.020			0 125 24		149	158	0 250 50			300	360				
SEASONAL FACTOR		0.891 0.891 0.891			0 224.978 43.1957		268.173	339.255	0 220 40			260	340				

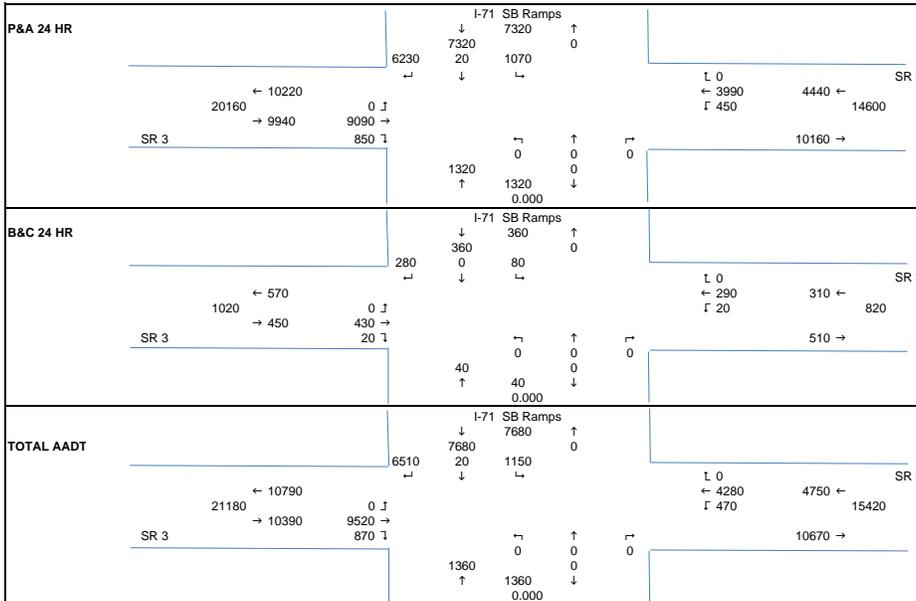


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 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES										ROUTE 50-SR 3 & I-71 SB Ramps					
SOUTH LEG		FC = 4		northbound			APROACH DEPART				SOUTH LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
P&A FACTOR		LT	THRU	RT	LT	THRU	RT	0	758	0	1400.78	0	0	0	1410
SEASONAL FACTOR		0.936	0.936	0.936	0	0	0	0	1311.13	0	0	0	0	0	1320
WEST LEG		FC = 4		eastbound			APROACH DEPART				WEST LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
P&A FACTOR		LT	THRU	RT	LT	THRU	RT	0	5745	0	9711.24	0	910	10620	10930
SEASONAL FACTOR		0.936	0.936	0.936	0	9089.72	847.567	9937.29	10224.4	0	9090	850	9940	10220	
NORTH LEG		FC = 4		southbound			APROACH DEPART				NORTH LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
P&A FACTOR		LT	THRU	RT	LT	THRU	RT	0	4228	0	1140	20	6660	7820	0
SEASONAL FACTOR		0.936	0.936	0.936	1065.51	17.2973	6230.48	7313.29	0	1070	20	6230	7320	0	
EAST LEG		FC = 4		westbound			APROACH DEPART				EAST LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
P&A FACTOR		LT	THRU	RT	LT	THRU	RT	0	2567	0	4743.82	480	4270	0	4750
SEASONAL FACTOR		0.936	0.936	0.936	446.27	3993.94	0	4440.21	10155.2	450	3990	0	4440	10160	

PART 2: INPUT PARTIAL DAY B&C VEHICLES										ROUTE 50-SR 3 & I-71 SB Ramps					
PARTIAL COUNT * FACTOR = 24 HR B&C															
SOUTH LEG		FC = 4		northbound			APROACH DEPART				SOUTH LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
B&C FACTOR		LT	THRU	RT	LT	THRU	RT	0	23	0	52.762	0	0	0	50
SEASONAL FACTOR		0.936	0.936	0.936	0	0	0	0	49.3852	0	0	0	0	0	40
WEST LEG		FC = 4		eastbound			APROACH DEPART				WEST LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
B&C FACTOR		LT	THRU	RT	LT	THRU	RT	0	211	0	461.094	22.94	484.034	612.498	610
SEASONAL FACTOR		0.936	0.936	0.936	0	431.584	21.4718	453.056	573.298	0	430	20	450	570	
NORTH LEG		FC = 4		southbound			APROACH DEPART				NORTH LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
B&C FACTOR		LT	THRU	RT	LT	THRU	RT	0	171	0	80	0	300	380	0
SEASONAL FACTOR		0.936	0.936	0.936	79.4458	4.29437	283.428	367.168	0	80	0	280	360	0	
EAST LEG		FC = 5		westbound			APROACH DEPART				EAST LEG		APROACH DEPART		
							TOTAL TOTAL				TOTAL TOTAL		TOTAL TOTAL		
B&C FACTOR		LT	THRU	RT	LT	THRU	RT	0	146	30	310	0	340	540	
SEASONAL FACTOR		0.936	0.936	0.936	23.619	289.87	0	313.489	511.03	20	290	0	310	510	

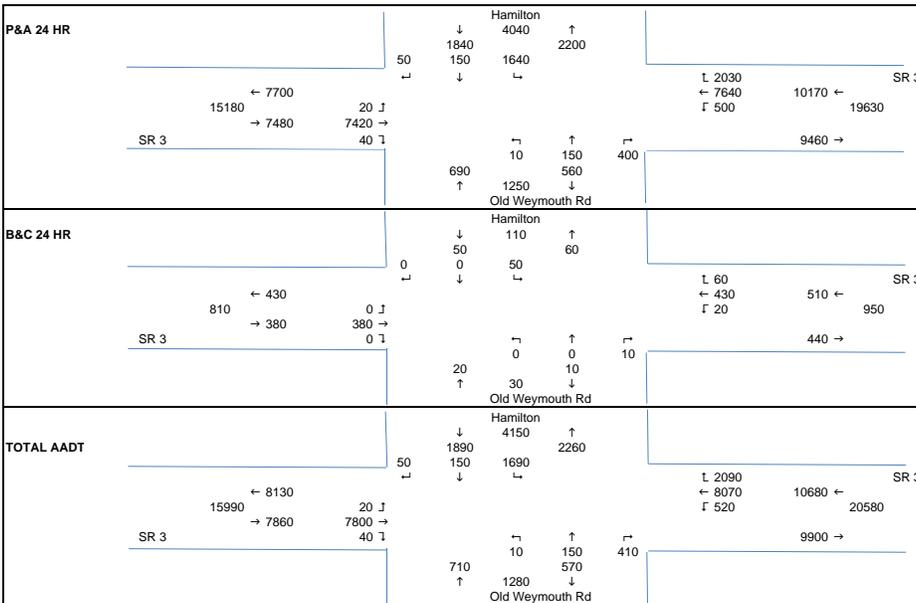


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Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES										ROUTE 60-SR 3 & Hamilton Rd					
SOUTH LEG			Old Weymo	FC = 7	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
P&A FACTOR					9	101	267	377	416	20	170	450	640	750	
SEASONAL FACTOR	1.698	1.698	1.698	15.282	171.498	453.366	640.146	753.468	570.37	697.452	10	150	400	560	
WEST LEG			SR 3	FC = 4	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
P&A FACTOR					13	4289	26	4328	4459	20	7930	50	8000	8240	
SEASONAL F	1.848	1.848	1.848	24.024	7926.07	48.048	7998.14	8233.63	7703.32	20	7420	40	7480	7700	
NORTH LEG			Hamilton	FC = 7	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
P&A FACTOR					1086	102	35	1223	1288	1840	170	60	2070	2360	
SEASONAL F	1.698	1.698	1.698	1844.03	173.196	59.43	2076.65	2365.07	1850.3	1640	150	50	1840	2200	
EAST LEG			SR 3	FC = 4	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
P&A FACTOR					288	4415	1174	5877	5642	530	8160	2170	10860	10220	
SEASONAL F	1.848	1.848	1.848	532.224	8158.92	2169.55	10860.7	10223.5	9465.78	500	7640	2030	10170	9460	

PART 2: INPUT PARTIAL DAY B&C VEHICLES										ROUTE 60-SR 3 & Hamilton Rd					
PARTIAL COUNT * FACTOR = 24 HR B&C															
SOUTH LEG			Old Weymo	FC = 7	northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR					0	3	8	11	10	0	10	10	20	20	
SEASONAL FACTOR	1.866	1.866	1.866	0	5.598	14.928	20.526	22.084	20.5027	0	0	10	10	20	
WEST LEG			SR 3	FC = 4	eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR					2	175	0	177	202	0	400	0	400	460	
SEASONAL FACTOR	2.294	2.294	2.294	4.588	401.45	0	406.038	462.96	380.052	0	380	0	380	430	
NORTH LEG			Hamilton	FC = 7	southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR					28	2	1	31	34	50	0	0	50	80	
SEASONAL FACTOR	1.866	1.866	1.866	52.248	3.732	1.866	57.846	76.712	51.5408	50	0	0	50	60	
EAST LEG			SR 3	FC = 4	westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART	
					LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL	
B&C FACTOR					8	201	29	238	211	20	460	70	550	460	
SEASONAL FACTOR	2.294	2.294	2.294	17.1775	431.584	62.2683	511.03	435.611	435.611	20	430	60	510	440	

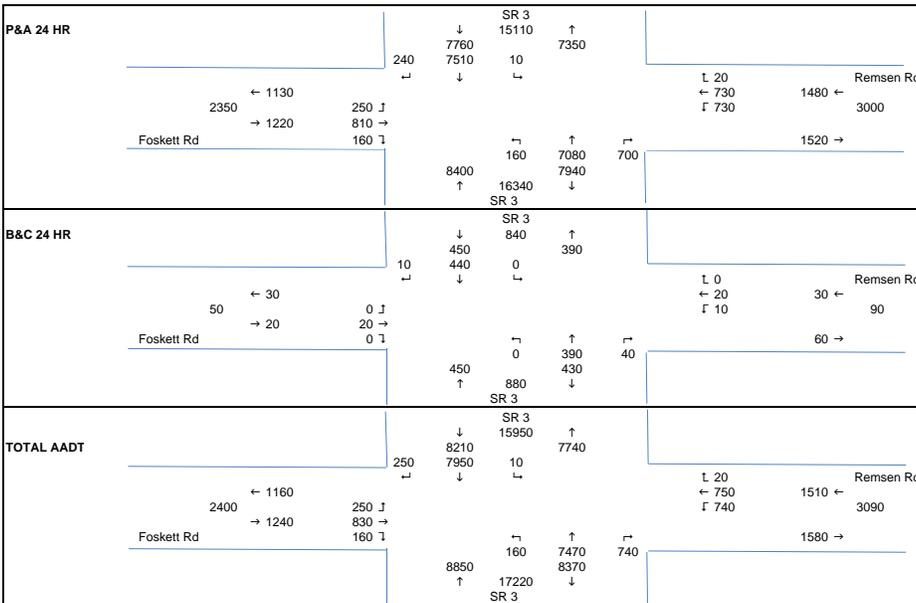


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Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES										ROUTE 70-SR 3 & Remsen Rd/Foskett Rd									
SOUTH LEG					SR 3 FC = 4 northbound					APPROACH DEPART					SOUTH LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
P&A FACTOR					1.848 1.848 1.848					173.712 7563.86 746.592					8484.17 9034.63				
SEASONAL FACTOR					0.936 0.936 0.936					162.594 7079.78 698.81					7941.18 8411.1				
WEST LEG					Foskett Rd FC = 7 eastbound					APPROACH DEPART					WEST LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
P&A FACTOR					1.698 1.698 1.698					285.264 913.524 185.082					1393.87 1241.93				
SEASONAL F					0.891 0.891 0.891					254.17 813.95 164.908					1233.03 1125.77				
NORTH LEG					SR 3 FC = 4 southbound					APPROACH DEPART					NORTH LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
P&A FACTOR					1.848 1.848 1.848					9.24 8027.71 253.176					8290.13 7871.2				
SEASONAL F					0.936 0.936 0.936					8.64864 7513.94 236.973					7759.56 7353.61				
EAST LEG					Remsen Rd FC = 7 westbound					APPROACH DEPART					EAST LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
P&A FACTOR					1.698 1.698 1.698					821.832 815.04 22.074					1658.95 1669.36				
SEASONAL F					0.891 0.891 0.891					732.252 726.201 19.6679					1478.12 1521.41				

PART 2: INPUT PARTIAL DAY B&C VEHICLES										ROUTE 70-SR 3 & Remsen Rd/Foskett Rd									
PARTIAL COUNT * FACTOR = 24 HR B&C																			
SOUTH LEG					SR 3 FC = 4 northbound					APPROACH DEPART					SOUTH LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
B&C FACTOR					2.294 2.294 2.294					2.294 415.214 38.998					456.506 486.636				
SEASONAL FACTOR					0.936 0.936 0.936					2.14718 388.64 36.5021					427.29 454.652				
WEST LEG					Foskett Rd FC = 7 eastbound					APPROACH DEPART					WEST LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
B&C FACTOR					1.866 1.866 1.866					5.598 26.124 3.732					35.454 37.594				
SEASONAL FACTOR					0.891 0.891 0.891					4.98782 23.2765 3.32521					31.5895 31.8652				
NORTH LEG					SR 3 FC = 4 southbound					APPROACH DEPART					NORTH LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
B&C FACTOR					2.294 2.294 2.294					4.588 467.976 9.176					481.74 420.812				
SEASONAL FACTOR					0.936 0.936 0.936					4.29437 438.026 8.58874					450.909 393.628				
EAST LEG					Remsen Rd FC = 5 westbound					APPROACH DEPART					EAST LEG				
FACTOR					LT THRU RT					TOTAL TOTAL					APPROACH DEPART				
B&C FACTOR					1.866 1.866 1.866					14.928 26.124 0					41.052 69.71				
SEASONAL FACTOR					0.891 0.891 0.891					13.3008 23.2765 0					36.5773 64.073				

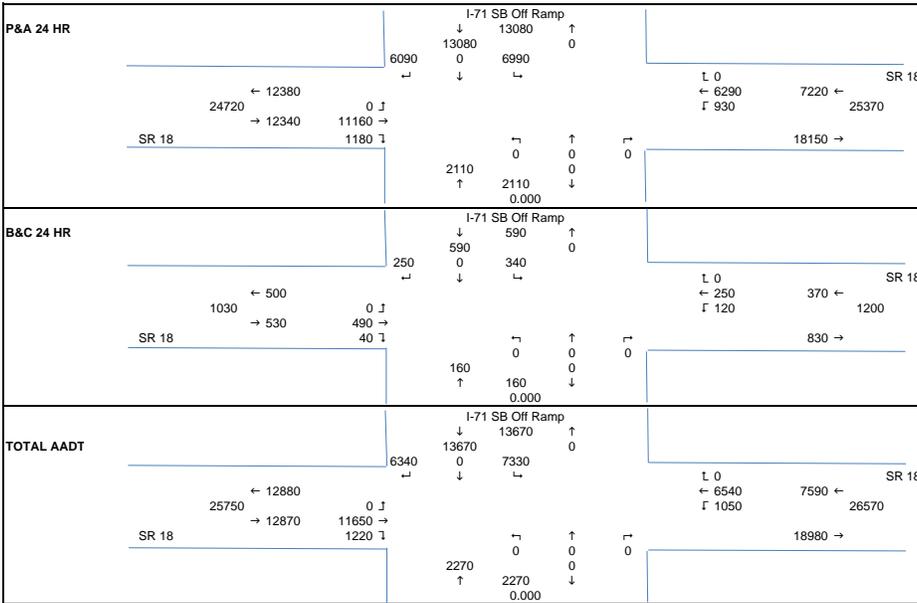


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 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/22/2022 5 Thursday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 160-SR 18 & I-71 SB Ramps			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A															
SOUTH LEG			FC = 3			northbound			APPROACH DEPART		SOUTH LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
P&A FACTOR			0.000 0.000			0 0 0			0 1272		0 0 0			0 2430	
SEASONAL FACTOR			0.000 0.000			0 0 0			0 2109.04		0 0 0			0 2110	
WEST LEG			FC = 3			eastbound			APPROACH DEPART		WEST LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
P&A FACTOR			1.908 1.908 1.908			0 12846.6 1358.5			14205.1 14248.9		0 12850 1360			14210 14250	
SEASONAL FACTOR			0.869 0.869 0.869			0 11163.7 1180.53			12344.2 12382.3		0 6990 1180			12340 12380	
NORTH LEG			FC = 3			southbound			APPROACH DEPART		NORTH LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
P&A FACTOR			1.908 1.908 1.908			8042.22 0 7009.99			15052.2 0		8040 0 7010			15050 0	
SEASONAL FACTOR			0.869 0.869 0.869			6988.69 0 6091.68			13080.4 0		6990 0 6090			13080 0	
EAST LEG			FC = 3			westbound			APPROACH DEPART		EAST LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
P&A FACTOR			1.908 1.908 1.908			1068.48 7238.95 0			8307.43 20888.8		1070 7240 0			8310 20890	
SEASONAL FACTOR			0.869 0.869 0.869			928.509 6290.65 0			7219.16 18152.4		930 6290 0			7220 18150	

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 160-SR 18 & I-71 SB Ramps			
PARTIAL COUNT * FACTOR = 24 HR B&C															
SOUTH LEG			FC = 0			northbound			APPROACH DEPART		SOUTH LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
B&C FACTOR			0.000 0.000			0 0 0			0 77		0 0 0			0 180	
SEASONAL FACTOR			0.000 0.000			0 0 0			0 158.182		0 0 0			0 160	
WEST LEG			FC = 3			eastbound			APPROACH DEPART		WEST LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
B&C FACTOR			2.364 2.364 2.364			0 560.268 42.552			602.82 581.544		0 560 40			600 580	
SEASONAL FACTOR			0.869 0.869 0.869			0 486.873 36.9777			523.851 505.362		0 490 40			530 500	
NORTH LEG			FC = 3			southbound			APPROACH DEPART		NORTH LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
B&C FACTOR			2.364 2.364 2.364			392.424 2.364 288.408			683.196 0		390 0 290			680 0	
SEASONAL FACTOR			0.869 0.869 0.869			341.016 2.05432 250.627			593.697 0		340 0 250			590 0	
EAST LEG			FC = 3			westbound			APPROACH DEPART		EAST LEG			APPROACH DEPART	
FACTOR			LT THRU RT			TOTAL			TOTAL		LT THRU RT			TOTAL	
B&C FACTOR			2.364 2.364 2.364			137.112 293.136 0			430.248 952.692		140 290 0			430 950	
SEASONAL FACTOR			0.869 0.869 0.869			119.15 254.735 0			373.886 827.889		120 250 0			370 830	

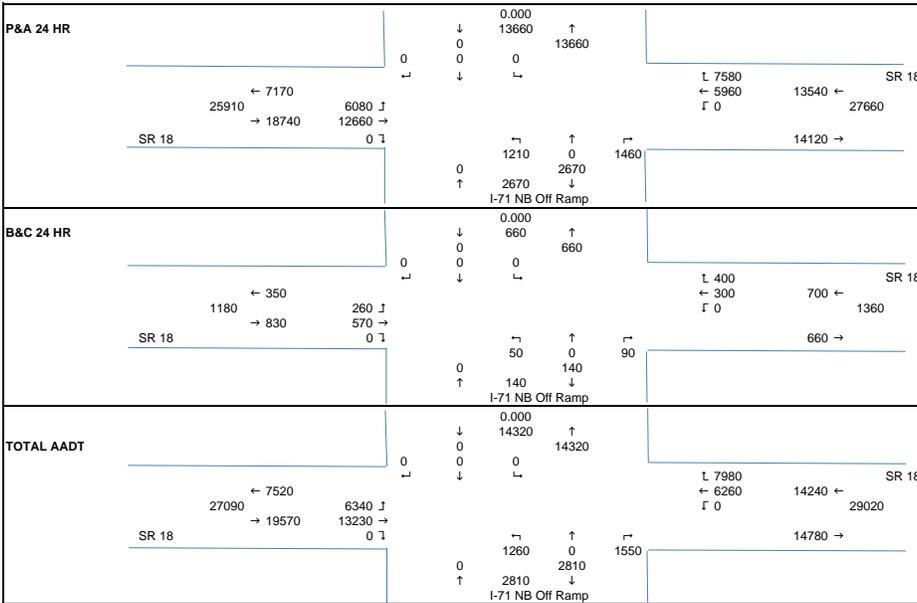


For converting partial day turning movements counts to seasonally adjusted 24 hour (AADT) counts.
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 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/22/2022 5 Thursday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 170-SR 18 & I-71 NB Ramps		
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A														
SOUTH LEG			I-71 NB Off			FC = 3			northbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			SOUTH LEG		
			LT THRU RT			732 0 880			1612 0			LT THRU RT		
P&A FACTOR			1.908 1.908 1.908			1396.66 0 1679.04			3075.7 0			1400 0 1680		
SEASONAL F			0.869 0.869 0.869			1213.69 0 1459.09			2672.78 0			1210 0 1460		
WEST LEG			SR 18			FC = 3			eastbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			WEST LEG		
			LT THRU RT			3666 7634 0			11300 4326			LT THRU RT		
P&A FACTOR			1.908 1.908 1.908			6994.73 14565.7 0			21560.4 8254.01			6990 14570 0		
SEASONAL F			0.869 0.869 0.869			6078.42 12657.6 0			18736 7172.73			6080 12660 0		
NORTH LEG			SR 18			FC = 3			southbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			NORTH LEG		
			LT THRU RT			0 0 0			0 8238			LT THRU RT		
P&A FACTOR			0.000 0.000 0.000			0 0 0			0 15718.1			0 0 0		
SEASONAL F			0.000 0.000 0.000			0 0 0			0 13659			0 0 0		
EAST LEG			SR 18			FC = 3			westbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			EAST LEG		
			LT THRU RT			3594 4572 0			8166 8514			LT THRU RT		
P&A FACTOR			1.908 1.908 1.908			6857.35 8723.38 0			15580.7 16244.7			6860 8720 0		
SEASONAL F			0.869 0.869 0.869			5959.04 7580.61			13539.7 14116.7			5960 7580 0		

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 170-SR 18 & I-71 NB Ramps		
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C														
SOUTH LEG			I-71 NB Off			FC = 3			northbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			SOUTH LEG		
			LT THRU RT			23 1 42			66 0			LT THRU RT		
B&C FACTOR			2.364 2.364 2.364			54.372 2.364 99.288			156.024 0			50 0 100		
SEASONAL F			0.869 0.869 0.869			47.2493 2.05432 86.2813			135.585 0			50 0 90		
WEST LEG			SR 18			FC = 3			eastbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			WEST LEG		
			LT THRU RT			125 278 0			403 167			LT THRU RT		
B&C FACTOR			2.364 2.364 2.364			295.5 657.192 0			952.692 394.788			300 660 0		
SEASONAL F			0.869 0.869 0.869			256.79 571.1 0			827.889 295.822			260 570 0		
NORTH LEG			SR 18			FC = 0			southbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			NORTH LEG		
			LT THRU RT			0 0 0			0 321			LT THRU RT		
B&C FACTOR			0.000 0.000 0.000			0 0 0			0 758.844			0 0 0		
SEASONAL F			0.000 0.000 0.000			0 0 0			0 659.435			0 0 0		
EAST LEG			SR 18			FC = 3			westbound			APPROACH DEPART		
			FACTOR			LT THRU RT			TOTAL TOTAL			EAST LEG		
			LT THRU RT			144 195 0			339 320			LT THRU RT		
B&C FACTOR			2.364 2.364 2.364			340.416 460.98 0			801.396 756.48			340 460 800		
SEASONAL F			0.869 0.869 0.869			295.822 400.592			696.413 657.381			300 400 700		

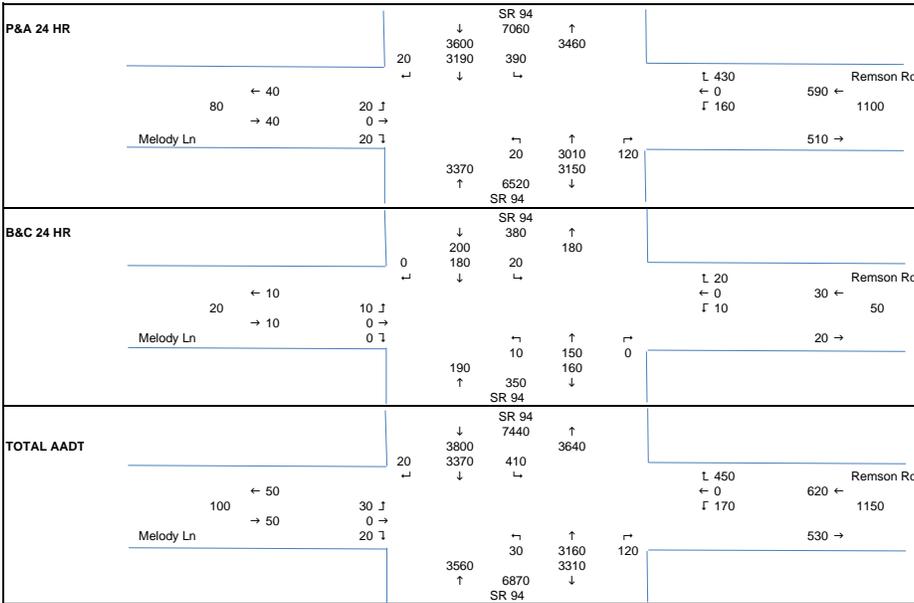


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 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES														ROUTE 220-SR 94 & Remsen Rd/Melody Ln			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A																	
SOUTH LEG		SR 94	FC = 5		northbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	SOUTH LEG		APROACH	DEPART				
P&A FACTOR		1.733	1.733	1.733	12	1951	78	2041	2181	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	20.796	3381.08	135.174	3537.05	3775.54	20	3380	140	3540	3780			
					18.5292	3012.54	120.44	3151.51	3364.01	20	3010	120	3150	3370			
WEST LEG		Melody Ln	FC = 7		eastbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	WEST LEG		APROACH	DEPART				
P&A FACTOR		1.698	1.698	1.698	15	1	13	29	29	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	22.6938	1.51292	19.6679	43.8746	44.8854	20	0	20	50	50			
					25.47	1.698	22.074	49.242	50.152	20	0	20	40	40			
NORTH LEG		SR 94	FC = 5		southbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	NORTH LEG		APROACH	DEPART				
P&A FACTOR		1.733	1.733	1.733	250	2063	14	2327	2250	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	433.25	3575.18	24.262	4032.69	3888.79	430	3580	20	4030	3890			
					386.026	3185.48	21.6174	3593.13	3464.91	390	3190	20	3600	3460			
EAST LEG		Remson Rd	FC = 7		westbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	EAST LEG		APROACH	DEPART				
P&A FACTOR		1.698	1.698	1.698	105	3	284	392	329	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	158.856	4.53875	429.669	593.064	507.979	160	0	430	590	510			
					178.29	5.094	482.232	665.616	570.122	180	10	480	670	570			

PART 2: INPUT PARTIAL DAY B&C VEHICLES														ROUTE 220-SR 94 & Remsen Rd/Melody Ln			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C																	
SOUTH LEG		SR 94	FC = 5		northbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	SOUTH LEG		APROACH	DEPART				
B&C FACTOR		2.020	2.020	2.020	3	85	2	90	108	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	6.06	171.7	4.04	181.8	216.928	10	170	0	180	210			
					5.39946	152.985	3.59964	161.984	193.283	10	150	0	160	190			
WEST LEG		Melody Ln	FC = 7		eastbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	WEST LEG		APROACH	DEPART				
B&C FACTOR		1.866	1.866	1.866	4	1	2	7	5	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	6.65042	1.66261	3.32521	11.6382	3.32521	10	0	0	10	10			
					7.464	1.866	3.732	13.062	9.792	10	0	0	10	10			
NORTH LEG		SR 94	FC = 5		southbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	NORTH LEG		APROACH	DEPART				
B&C FACTOR		2.020	2.020	2.020	12	100	0	112	102	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	24.24	202	0	226.24	203.422	20	200	0	220	200			
					21.5978	179.982	0	201.58	181.249	20	180	0	200	180			
EAST LEG		Remson Rd	FC = 7		westbound				APROACH	DEPART							
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	EAST LEG		APROACH	DEPART				
B&C FACTOR		1.866	1.866	1.866	6	2	13	21	15	LT	THRU	RT	TOTAL	TOTAL			
SEASONAL F		0.891	0.891	0.891	9.97564	3.32521	21.6139	34.9147	26.8601	10	0	20	30	20			
					11.196	3.732	24.258	39.186	30.146	10	0	20	30	20			

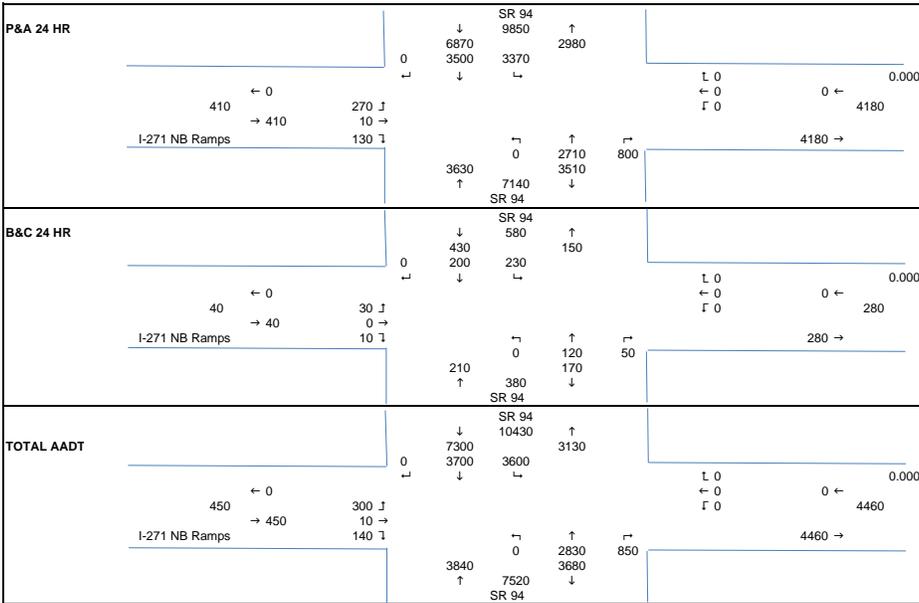


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 Use Avg TD by FC.xlsx to compute P&A B&C FACTORS.

Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 230-SR 94 & I-271 NB Ramps			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A															
SOUTH LEG		SR 94	FC = 5			northbound			APROACH	DEPART	SOUTH LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	0	3044.88	901.16	3946.04	4072.55	0	3040	900	3940	4080
SEASONAL FACTOR			0.891	0.891	0.891	0	2712.99	802.934	3515.92	3628.64	0	2710	800	3510	3630
WEST LEG		I-271 NB Ramps	FC = 5			eastbound			APROACH	DEPART	WEST LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	308.474	8.665	145.572	462.711	0	310	10	150	470	0
SEASONAL FACTOR			0.891	0.891	0.891	274.85	7.72052	129.705	412.276	0	270	10	130	410	0
NORTH LEG		SR 94	FC = 5			southbound			APROACH	DEPART	NORTH LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	3786.61	3926.98	0	7713.58	3353.36	3790	3930	0	7720	3350
SEASONAL FACTOR			0.891	0.891	0.891	3373.87	3498.94	0	6872.8	2987.84	3370	3500	0	6870	2980
EAST LEG			FC = 7			westbound			APROACH	DEPART	EAST LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			0.000	0.000	0.000	0	0	0	0	2710	0	0	0	0	4700
SEASONAL FACTOR			0.000	0.000	0.000	0	0	0	0	4184.52	0	0	0	0	4180

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 230-SR 94 & I-271 NB Ramps			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C															
SOUTH LEG		SR 94	FC = 5			northbound			APROACH	DEPART	SOUTH LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	0	137.36	56.56	193.92	234.32	0	140	60	200	240
SEASONAL FACTOR			0.891	0.891	0.891	0	122.388	50.395	172.783	208.779	0	120	50	170	210
WEST LEG		I-271 NB Ramps	FC = 5			eastbound			APROACH	DEPART	WEST LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	30.3	4.04	8.08	42.42	0	30	0	10	40	0
SEASONAL FACTOR			0.891	0.891	0.891	26.9973	3.59964	7.19928	37.7962	0	30	0	10	40	0
NORTH LEG		SR 94	FC = 5			southbound			APROACH	DEPART	NORTH LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	260.58	226.24	0	486.82	167.66	260	230	0	490	170
SEASONAL FACTOR			0.891	0.891	0.891	232.177	201.58	0	433.757	149.385	230	200	0	430	150
EAST LEG			FC = 7			westbound			APROACH	DEPART	EAST LEG			APROACH	DEPART
		FACTOR				LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			0.000	0.000	0.000	0	0	0	0	159	0	0	0	0	320
SEASONAL FACTOR			0.000	0.000	0.000	0	0	0	0	286.171	0	0	0	0	280

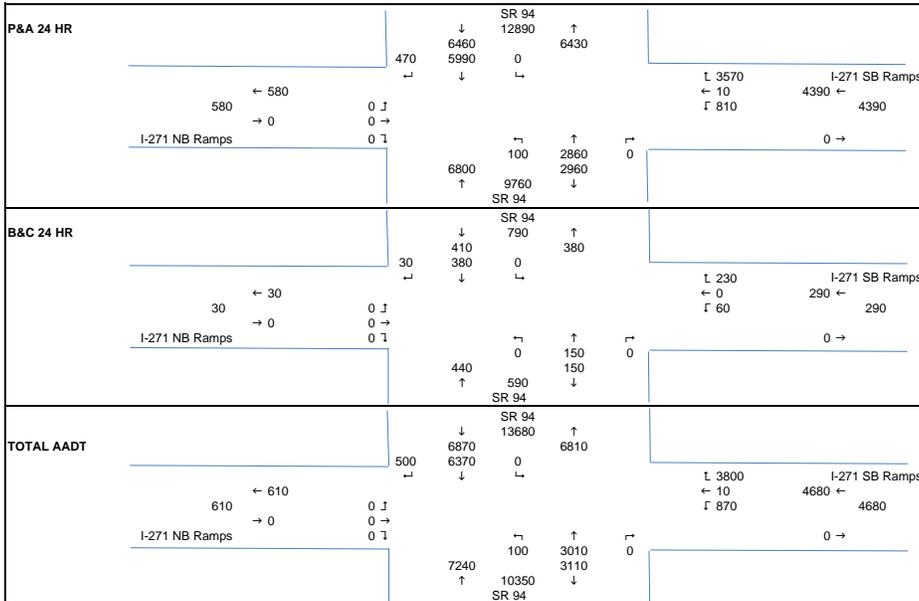


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Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 240-SR 94 & I-271 SB Ramps			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A															
SOUTH LEG		SR 94	FC = 5			northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	116.111	3209.52	0	3325.63	6726.93	120	3210	0	3330	7630
SEASONAL F			0.891	0.891	0.891	103.455	2859.68	0	2963.13	6795.6	100	2860	0	2960	6800
WEST LEG		I-271 NB Ramps	FC = 5			eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			0.000	0.000	0.000	0	0	0	0	381	0	0	0	0	670
SEASONAL F			0.000	0.000	0.000	0	0	0	0	588.303	0	0	0	0	580
NORTH LEG		SR 94	FC = 5			southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	0	6720.57	528.565	7249.14	7214.48	0	6720	530	7250	7210
SEASONAL F			0.891	0.891	0.891	0	5988.03	470.951	6458.98	6428.1	0	5990	470	6460	6430
EAST LEG		I-271 SB Ramps	FC = 5			westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
P&A FACTOR			1.733	1.733	1.733	906.359	15.597	4004.96	4926.92	0	910	20	4000	4930	0
SEASONAL F			0.891	0.891	0.891	807.566	13.8969	3568.42	4389.88	0	810	10	3570	4390	0

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 240-SR 94 & I-271 SB Ramps			
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C															
SOUTH LEG		SR 94	FC = 5			northbound			APPROACH	DEPART	SOUTH LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	2.02	167.66	0	169.68	496.92	0	170	0	170	500
SEASONAL FACTOR			0.891	0.891	0.891	1.79982	149.385	0	151.185	442.756	0	150	0	150	440
WEST LEG		I-271 NB Ramps	FC = 5			eastbound			APPROACH	DEPART	WEST LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			0.000	0.000	0.000	0	0	0	0	16	0	0	0	0	30
SEASONAL FACTOR			0.000	0.000	0.000	0	0	0	0	32.32	0	0	0	0	30
NORTH LEG		SR 94	FC = 5			southbound			APPROACH	DEPART	NORTH LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	0	430.26	30.3	460.56	428.24	0	430	30	460	430
SEASONAL FACTOR			0.891	0.891	0.891	0	383.362	26.9973	410.359	381.562	0	380	30	410	380
EAST LEG		I-271 SB Ramps	FC = 5			westbound			APPROACH	DEPART	EAST LEG			APPROACH	DEPART
		FACTOR	LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL
B&C FACTOR			2.020	2.020	2.020	66.66	0	260.58	327.24	0	70	0	260	330	0
SEASONAL FACTOR			0.891	0.891	0.891	59.3941	0	232.177	291.571	0	60	0	230	290	0

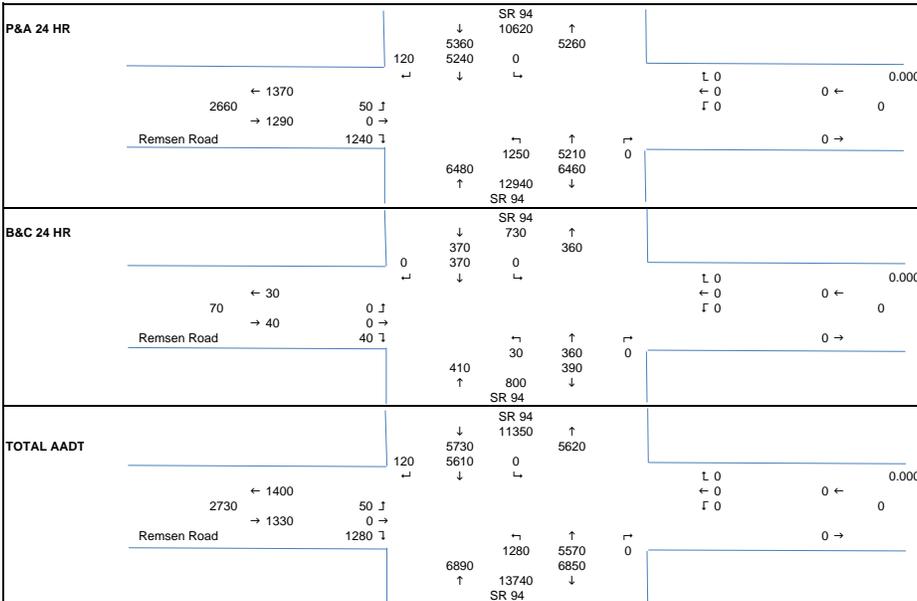


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Date of Count: 9/20/2022 3 Tuesday September

PART 1: INPUT PARTIAL DAY P&A VEHICLES												ROUTE 250-SR 94 & Remsen Road (North)				
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR P&A																
SOUTH LEG		SR 94	FC = 5			northbound			APPROACH	DEPART			SOUTH LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.733	1.733	1.733	1403.73	5848.88	0	7252.61	7275.83	1400	5850	0	7250	7280		
SEASONAL F		0.891	0.891	0.891	1250.72	5211.35	0	6462.07	6482.76	1250	5210	0	6460	6480		
WEST LEG		Remsen Rd	FC = 7			eastbound			APPROACH	DEPART			WEST LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.698	1.698	1.698	57.732	0	1395.76	1453.49	1540.64	60	0	1400	1460	1540		
SEASONAL F		0.891	0.891	0.891	51.4392	0	1243.62	1295.06	1372.71	50	0	1240	1290	1370		
NORTH LEG		SR 94	FC = 5			southbound			APPROACH	DEPART			NORTH LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		1.733	1.733	1.733	0	5880.07	136.907	6016.98	5906.61	0	5880	140	6020	5910		
SEASONAL F		0.891	0.891	0.891	0	5239.14	121.984	5361.13	5262.79	0	5240	120	5360	5260		
EAST LEG			FC =			westbound			APPROACH	DEPART			EAST LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
P&A FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0		
SEASONAL F		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0		

PART 2: INPUT PARTIAL DAY B&C VEHICLES												ROUTE 250-SR 94 & Remsen Road (North)				
PARTIAL COUNT * FACTOR * SEASONAL FACTOR = 24 HR B&C																
SOUTH LEG		SR 94	FC = 5			northbound			APPROACH	DEPART			SOUTH LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		2.020	2.020	2.020	28.28	399.96	0	428.24	454.844	30	400	0	430	450		
SEASONAL FACTOR		0.891	0.891	0.891	25.1975	356.364	0	381.562	405.266	30	360	0	390	410		
WEST LEG		Remsen Rd	FC = 7			eastbound			APPROACH	DEPART			WEST LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		1.866	1.866	1.866	3.732	0	44.784	48.516	28.28	0	0	40	40	30		
SEASONAL FACTOR		0.891	0.891	0.891	3.32521	0	39.9025	43.2278	0	0	0	40	40	30		
NORTH LEG		SR 94	FC = 5			southbound			APPROACH	DEPART			NORTH LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		2.020	2.020	2.020	0	410.06	0	410.06	403.692	0	410	0	410	400		
SEASONAL FACTOR		0.891	0.891	0.891	0	365.363	0	365.363	359.69	0	370	0	370	360		
EAST LEG			FC = 0			westbound			APPROACH	DEPART			EAST LEG		APPROACH	DEPART
FACTOR		LT	THRU	RT	LT	THRU	RT	TOTAL	TOTAL	LT	THRU	RT	TOTAL	TOTAL		
B&C FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0		
SEASONAL FACTOR		0.000	0.000	0.000	0	0	0	0	0	0	0	0	0	0		



APPENDIX D

Model Information

2030 No Build Model-24 Hrs

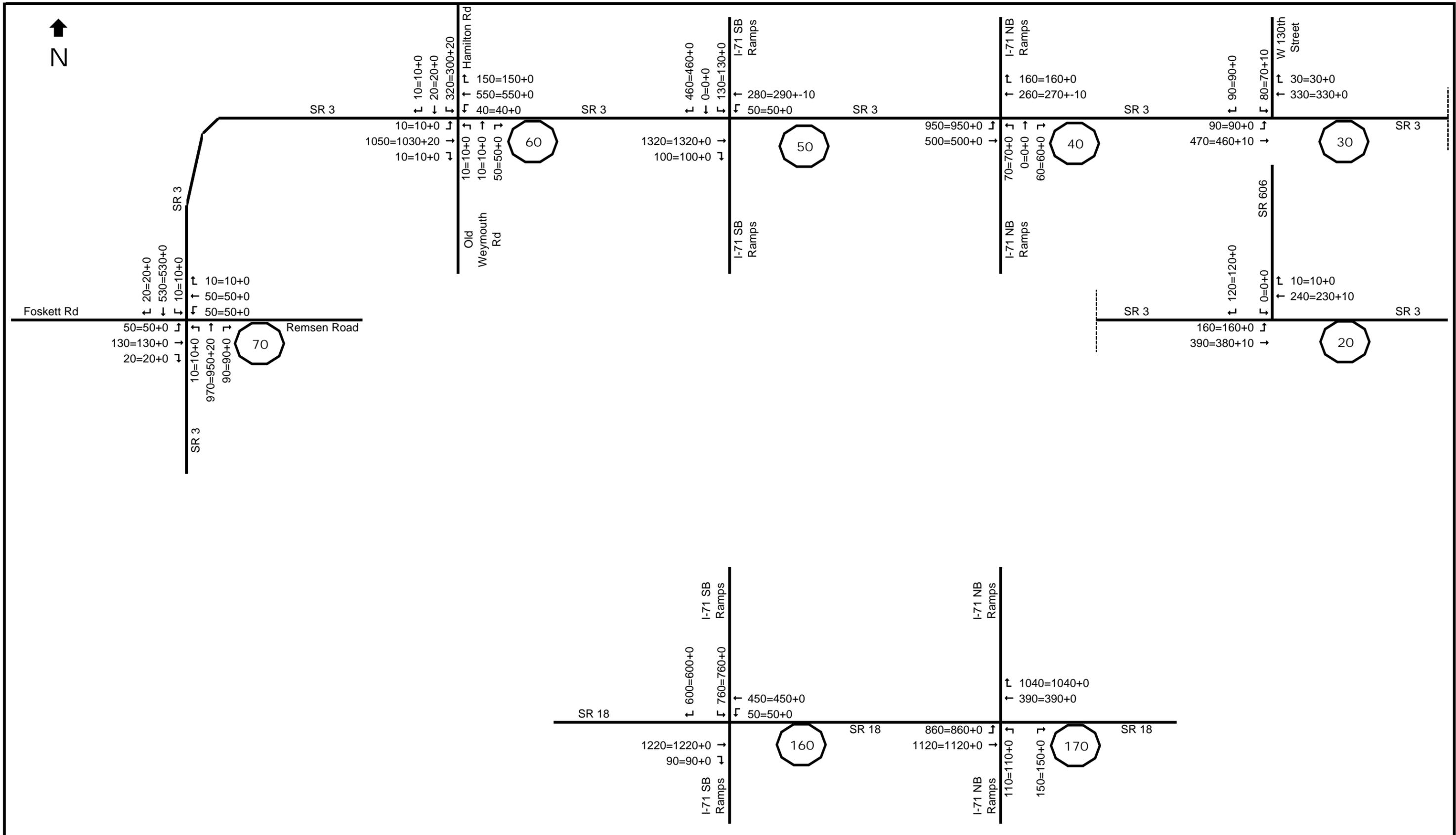
ID #	Intersection/Segment	East Leg					North Leg					West Leg					South Leg					Segment							
		EB P&A	EB B&C	WB P&A	WB B&C	EB-WB All	NB P&A	NB B&C	SB P&A	SB B&C	NB-SB All	EB P&A	EB B&C	WB P&A	WB B&C	EB-WB All	NB P&A	NB B&C	SB P&A	SB B&C	NB-SB All	NB P&A	NB B&C	NB TOT	SB P&A	SB B&C	SB TOT	NB-SB TOT	
10	SR 94 & SR 3	1178	56	1192	52	2478	6084	272	6990	297	13643	3357	184	3903	280	7724	8752	497	9127	421	18797								
20	SR 3 & SR 606	3394	204	3886	278	7762	1703	76	1139	49	2967	5098	280	5024	327	10729													
30	SR 3 & W 130th St	5197	283	5069	329	10878	2560	79	1808	41	4488	6900	335	6020	344	13599													
40	SR 3 & I-71 NB Ramps	6900	335	6020	344	13599						12461	827	5630	334	19252	1974	122			2096								
50	SR 3 & I-71 SB Ramps	12461	827	5630	334	19252			10524	692	11216	11170	801	13483	891	26345													
60	SR 3 & Hamilton Rd/Old Weymouth Rd	11170	801	13483	891	26345	2351	176	2718	195	5440	7447	538	10523	666	19174	X	X	X	X	X								
70	SR 3 & Foskett Rd/Remsen Rd	2154	183	1037	107	3481	7478	540	10501	660	19179	X	X	X	X	X	8526	646	9970	677	19819								
160	SR 18 & I-71 SB Ramps	28168	1915	10889	978	41950			19192	1363	20555	16622	1098	16396	1070	35186													
170	SR 18 & I-71 NB Ramps	22509	1762	24378	2155	50804						28168	1915	10889	978	41950	2622	443			3065								
220	SR 94 & Remsen Rd/Melody Ln	X	X	X	X	X	6304	313	8434	380	15431	X	X	X	X	X	5997	300	8169	371	14837								
230	SR 94 & I-271 NB Ramps						6833	299	10756	645	18533	2038	113			2151	6304	313	8434	380	15431								
240	SR 94 & I-271 SB Ramps			4867	461	5328	9962	627	11117	624	22330						6833	299	10756	645	18533								
250	SR 94 & Remsen Rd (North)						8752	497	9127	421	18797	2049	205	1268	132	3654	9962	627	11117	624	22330								
	I-71 north of SR 3																					36134	3316	39450	37226	3133	40359	79809	
99752	MED-71-18.54 location ID# 99752 (btw I-271 and SR 3)																					30183	2813	32996	28082	2549	30631	63627	
	I-71 north of SR 18																					42749	7325	50074	39291	7622	46913	96987	
	I-71 south of SR 18																					23603	5996	29599	22238	6713	28951	58550	
100052	MED-271-0.04 location ID# 100052 btw I-71 and SR 94																					12566	4512	17078	11209	5073	16282	33360	
	I-271 north of SR 94																					14359	4792	19151	13976	5422	19398	38549	

2050 No Build Model-24 Hrs

ID #	Intersection/Segment	East Leg					North Leg					West Leg					South Leg					Segment							
		EB P&A	EB B&C	WB P&A	WB B&C	EB-WB All	NB P&A	NB B&C	SB P&A	SB B&C	NB-SB All	EB P&A	EB B&C	WB P&A	WB B&C	EB-WB All	NB P&A	NB B&C	SB P&A	SB B&C	NB-SB All	NB P&A	NB B&C	NB TOT	SB P&A	SB B&C	SB TOT	NB-SB TOT	
10	SR 94 & SR 3	1280	58	1229	54	2621	6667	287	7560	306	14820	3397	199	3921	299	7816	9375	519	9694	434	20022								
20	SR 3 & SR 606	3599	234	3949	298	8080	1834	83	1247	49	3213	5434	317	5197	347	11295													
30	SR 3 & W 130th St	5556	320	5254	350	11480	2928	82	1920	38	4968	7586	375	6276	360	14597													
40	SR 3 & I-71 NB Ramps	7586	375	6276	360	14597						13055	875	5986	350	20266	2402	136											
50	SR 3 & I-71 SB Ramps	13055	875	5986	350	20266			10937	727	11664	11818	842	14175	937	27772													
60	SR 3 & Hamilton Rd/Old Weymouth Rd	11818	842	14175	937	27772	2936	208	2537	182	5863	7625	553	10938	707	19823													
70	SR 3 & Foskett Rd/Remsen Rd	2307	196	1094	119	3716	7666	555	10908	699	19828						8706	652	10243	706	20307								
160	SR 18 & I-71 SB Ramps	29869	2005	12306	1083	45263			20205	1408	21613	17722	1183	17899	1173	37977													
170	SR 18 & I-71 NB Ramps	24122	1856	26320	2292	54590						29869	2005	12306	1083	45263	3139	491											
220	SR 94 & Remsen Rd/Melody Ln						6804	323	9041	388	16556						6490	309	8775	379	15953								
230	SR 94 & I-271 NB Ramps						7495	314	11356	661	19826	2302	121			2423	6804	323	9041	388	16556								
240	SR 94 & I-271 SB Ramps			4925	488	5413	10631	666	11928	646	23871						7495	314	11356	661	19826								
250	SR 94 & Remsen Rd (North)						9375	519	9694	434	20022	2306	215	1328	150	3999	10631	666	11928	646	23871								
	I-71 north of SR 3																38772	3333	42105	40074	3172	43246	85351						
99752	MED-71-18.54 location ID# 99752 (btw I-271 and SR 3)																33013	2822	35835	30648	2553	33201	69036						
	I-71 north of SR 18																46603	8181	54784	42449	8483	50932	105716						
	I-71 south of SR 18																26841	6823	33664	24709	7571	32280	65944						
100052	MED-271-0.04 location ID# 100052 btw I-71 and SR 94																13590	5359	18949	11801	5931	17732	36681						
	I-271 north of SR 94																15215	5641	20856	14365	6299	20664	41520						

APPENDIX E

Traffic Balancing



MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: 10/2023

A (SHEET TITLE)=B+C
 B = 2030 UNBALANCED (100% DEV)

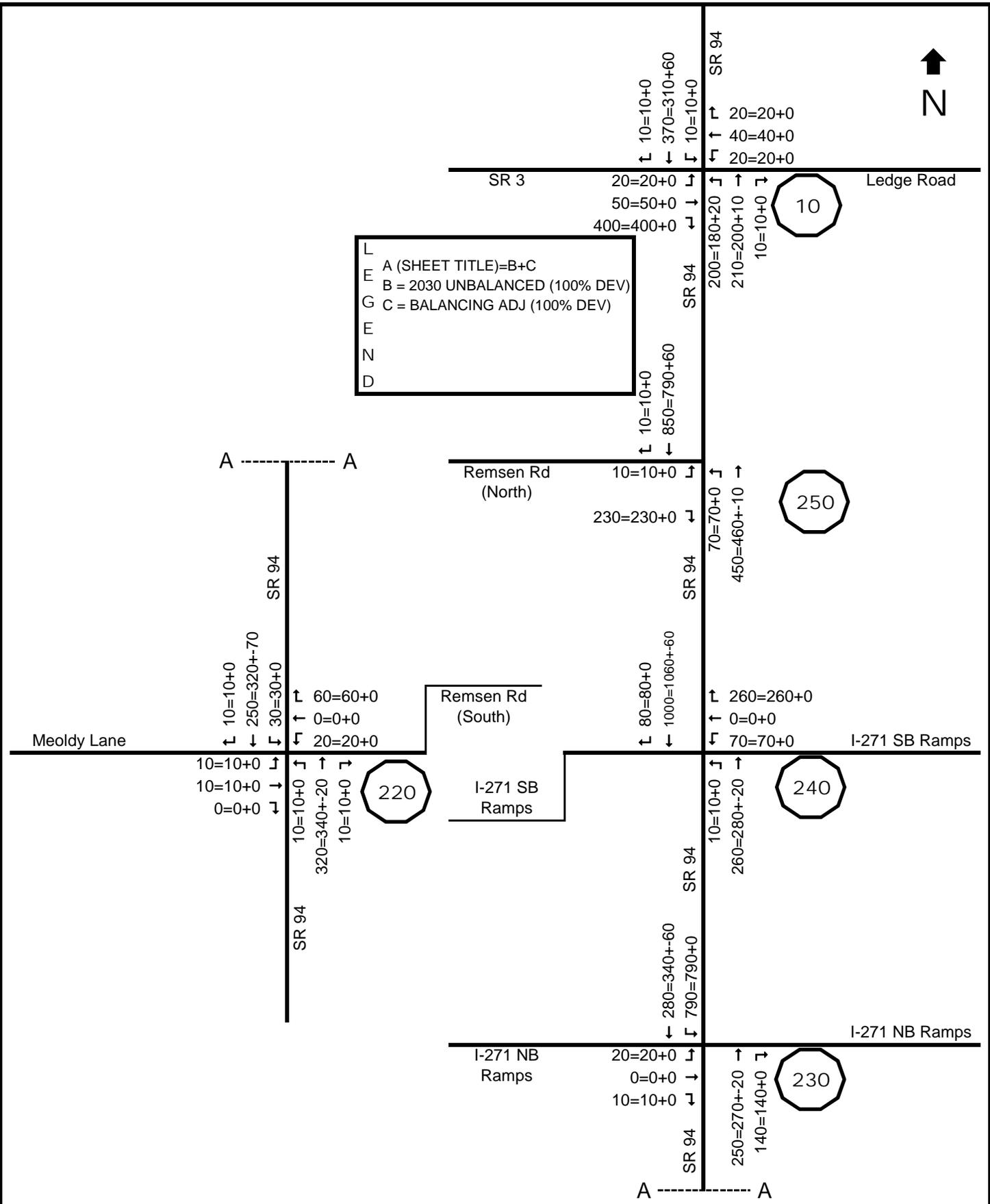
C = BALANCING ADJ (100% DEV)

LEGEND

FIGURE D1A
 BALANCED VOLUMES (2030) -
 AM PEAK



L
 E A (SHEET TITLE)=B+C
 E B = 2030 UNBALANCED (100% DEV)
 G C = BALANCING ADJ (100% DEV)
 E
 N
 D



MED-71/271 (PID 117028)

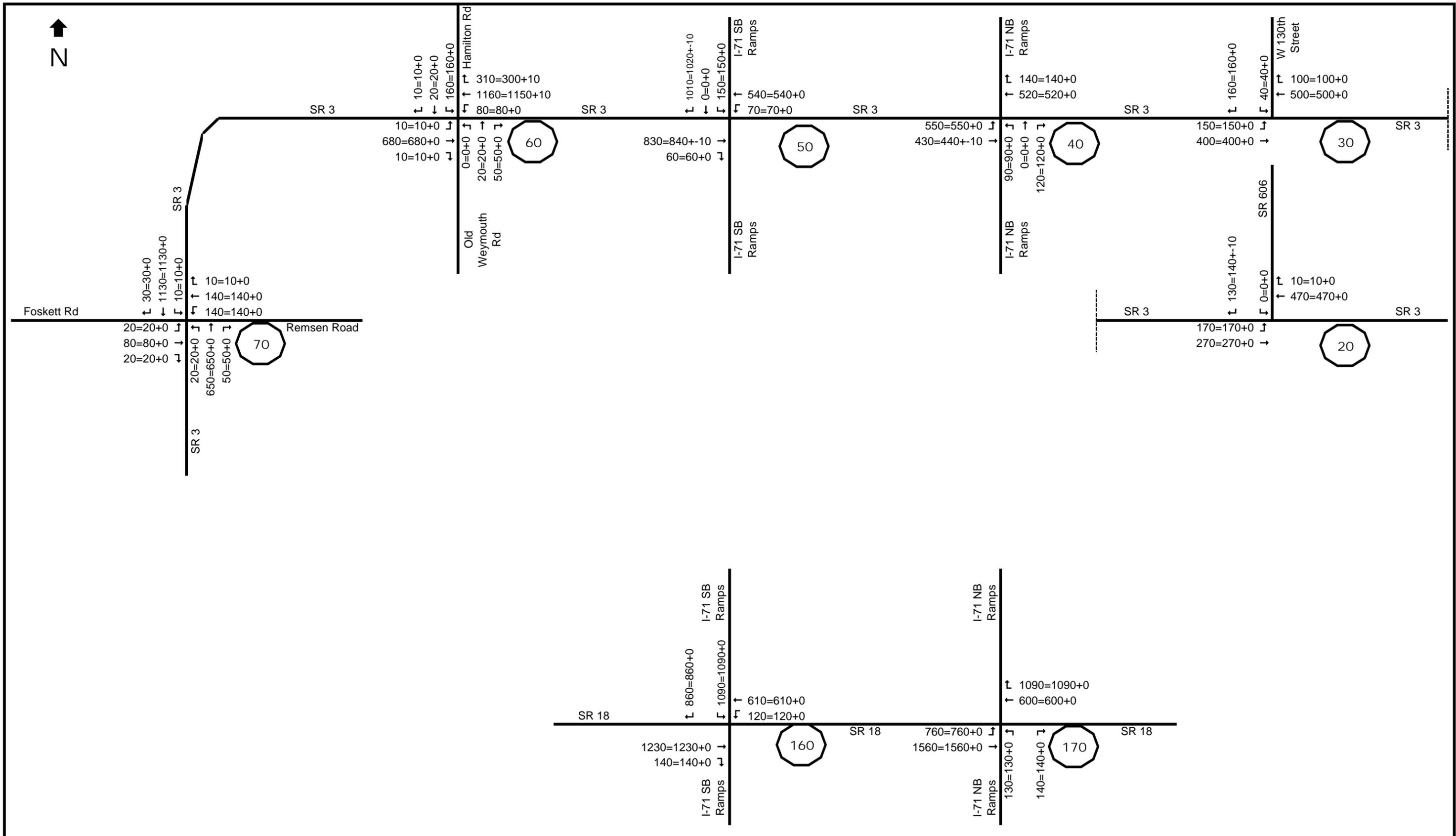
COUNT MEMO

PREPARED BY: SMART SERVICES

10/2023

FIGURE D1B

BALANCED VOLUMES (2030) - AM PEAK



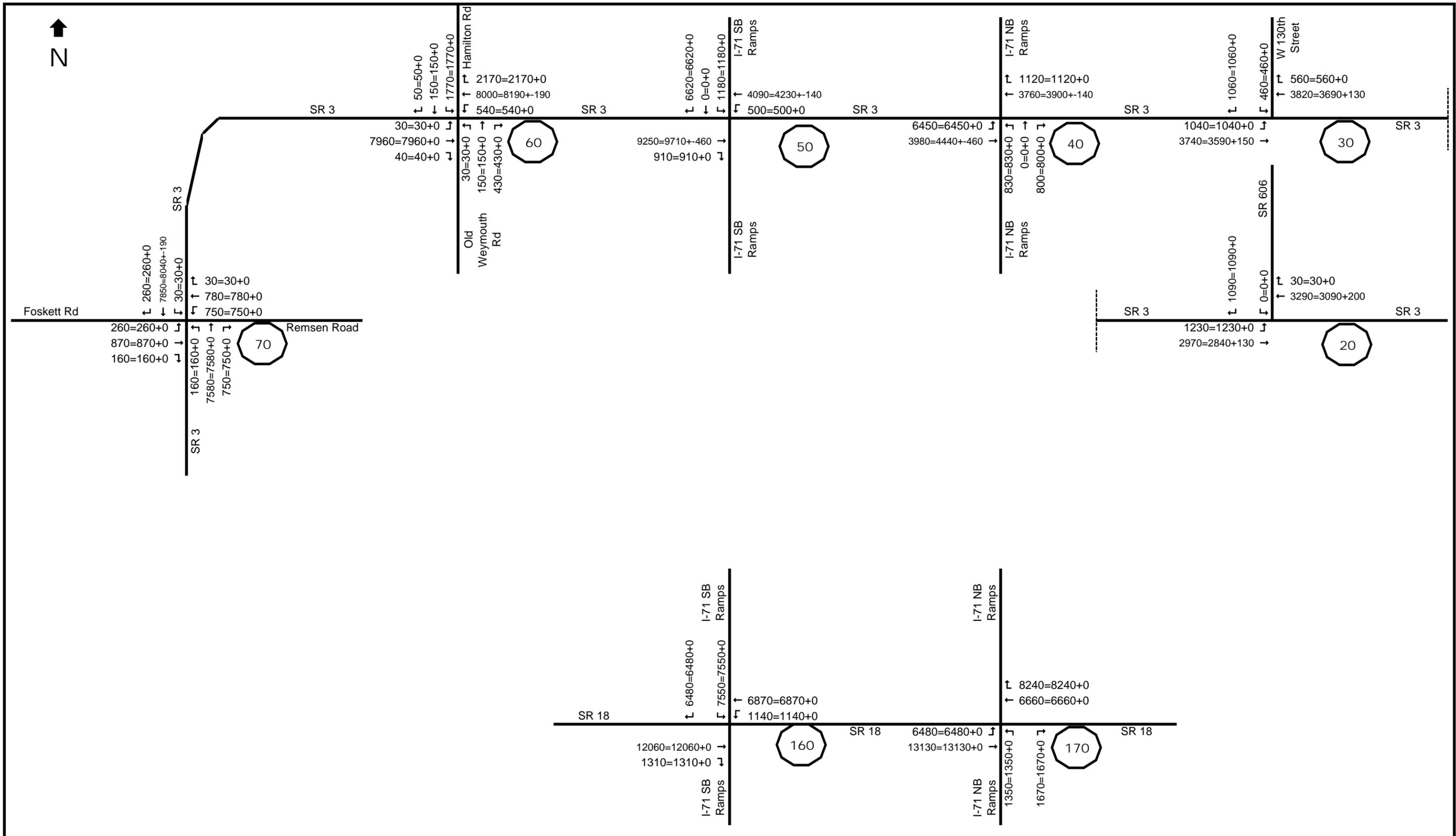
MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES 10/2023

A (SHEET TITLE)=B+C
 B = 2030 UNBALANCED (100% DEV)

C = BALANCING ADJ (100% DEV)

LEGEND

FIGURE D2A
 BALANCED VOLUMES (2030) -
 PM PEAK



MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES 10/2023

A (SHEET TITLE)=B+C
 B = 2030 UNBALANCED (100% DEV)

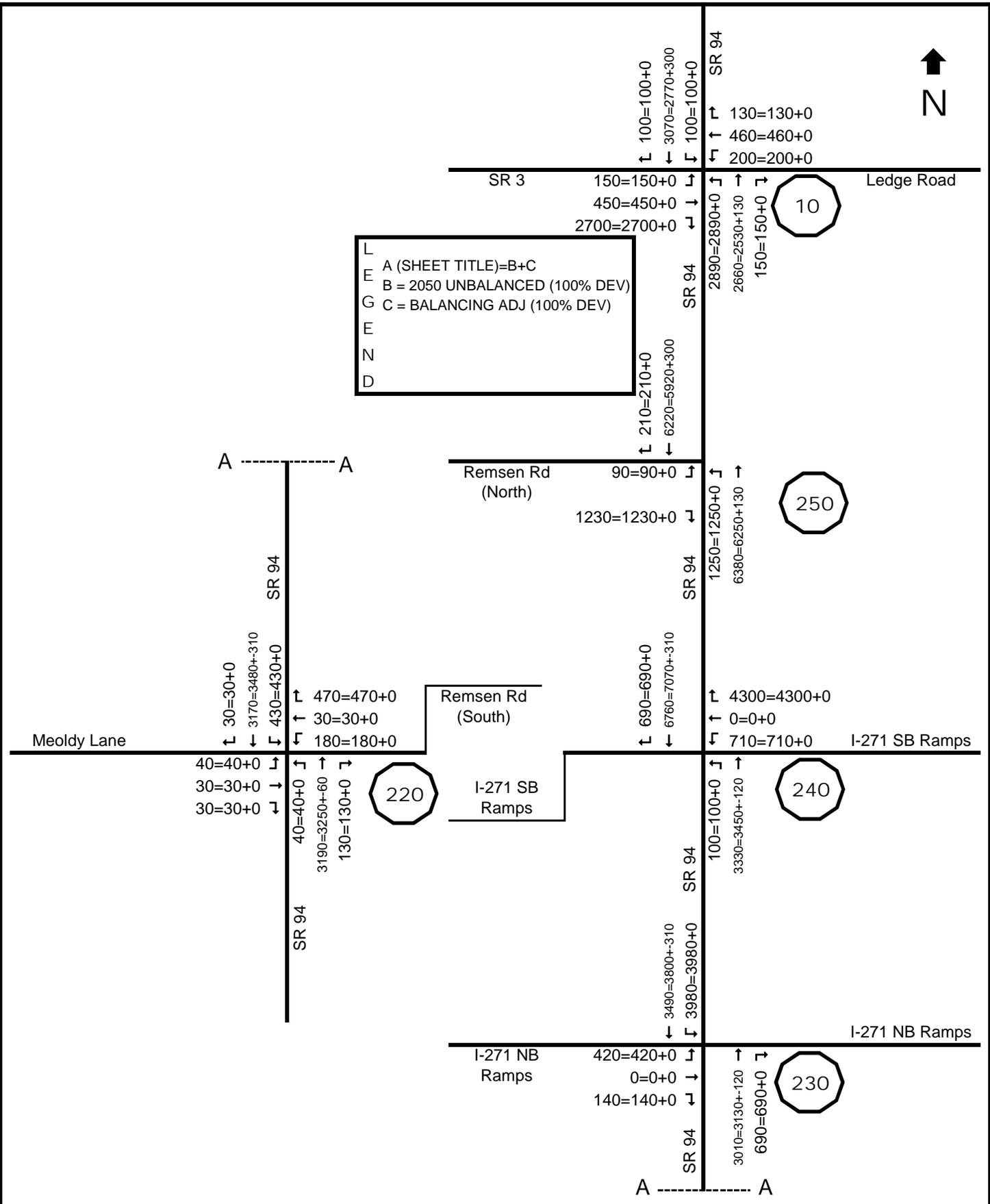
C = BALANCING ADJ (100% DEV)

LEGEND

FIGURE D3A
 BALANCED VOLUMES (2030) -
 DAILY



L
 E A (SHEET TITLE)=B+C
 E B = 2050 UNBALANCED (100% DEV)
 G C = BALANCING ADJ (100% DEV)
 E
 N
 D

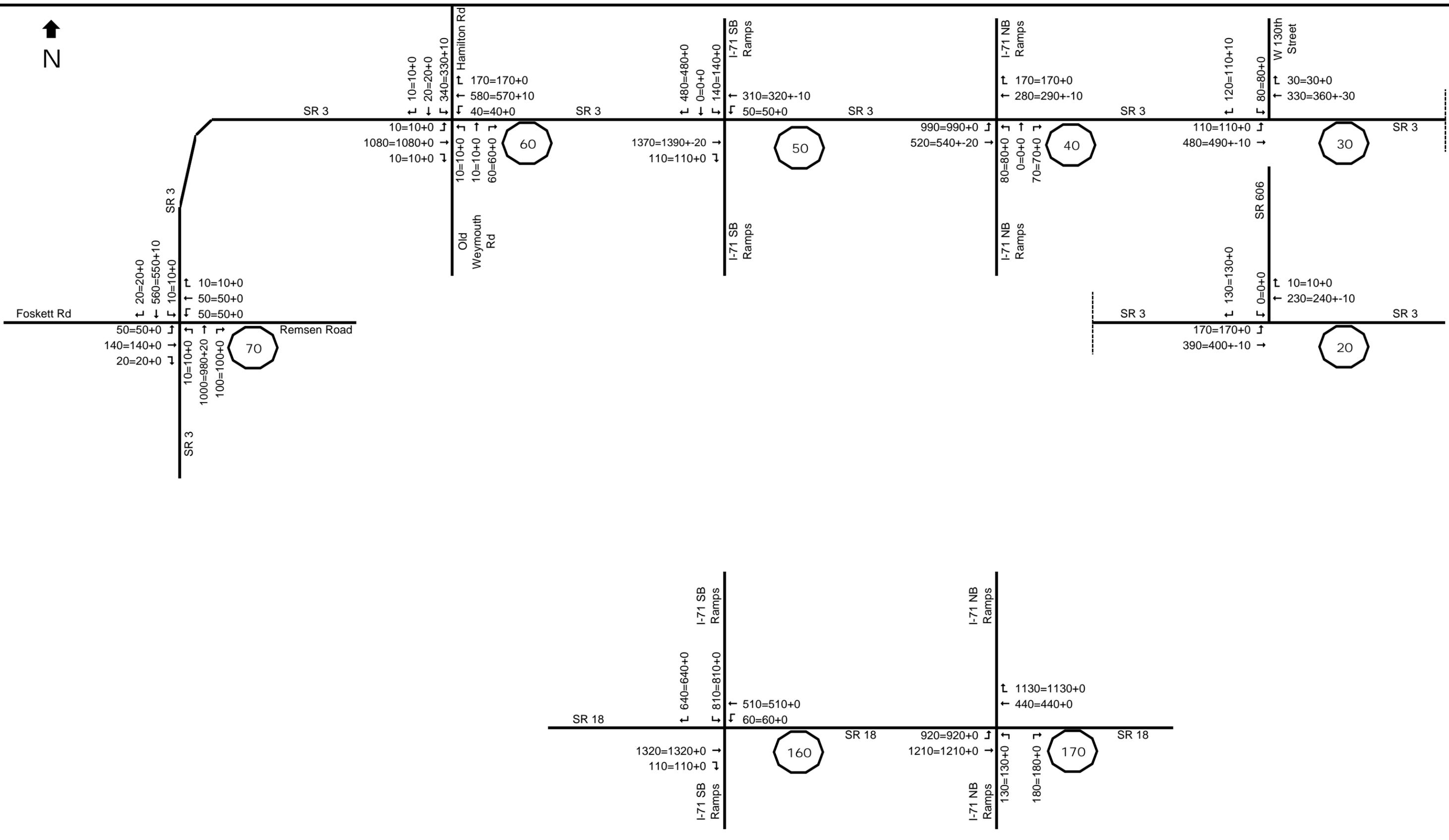


MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES

10/2023

FIGURE D3B

BALANCED VOLUMES (2030) - DAILY



MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES 10/2023

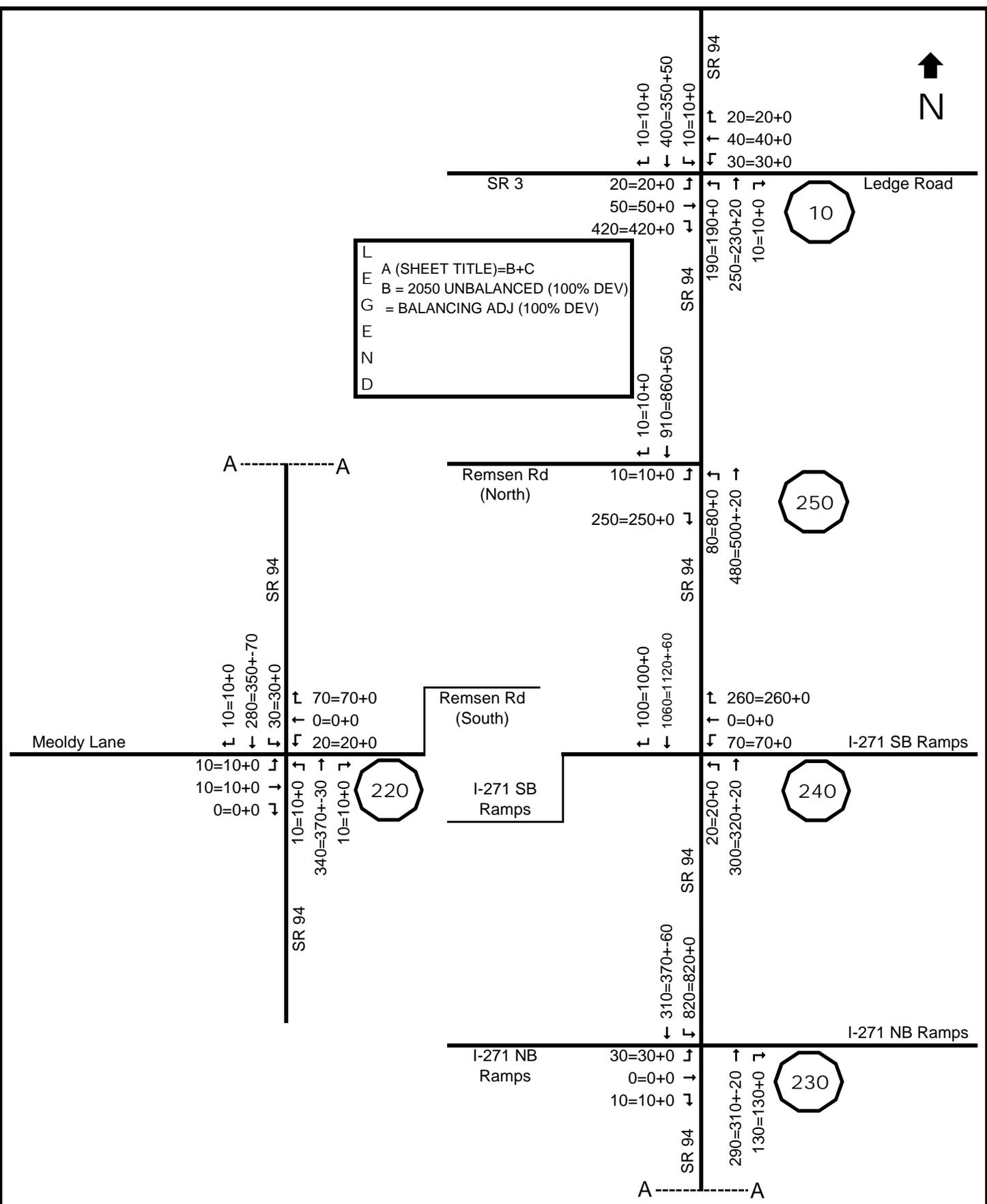
A (SHEET TITLE)=B+C
 B = 2050 UNBALANCED (100% DEV)

LEGEND
 = BALANCING ADJ (100% DEV)

FIGURE D4A
 BALANCED VOLUMES (2050) -
 AM PEAK



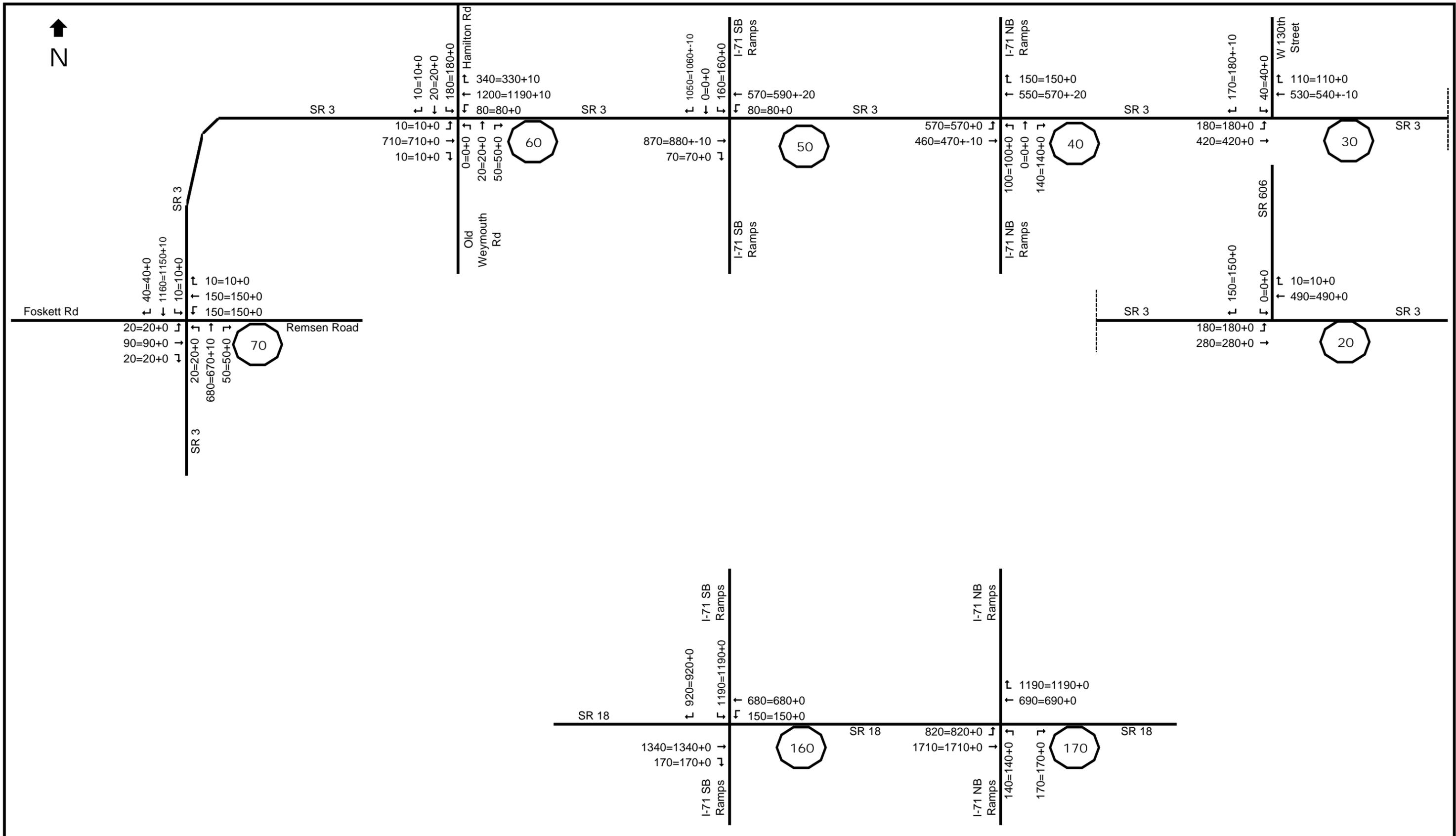
L
 E A (SHEET TITLE)=B+C
 E B = 2050 UNBALANCED (100% DEV)
 G = BALANCING ADJ (100% DEV)
 E
 N
 D



MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES

10/2023

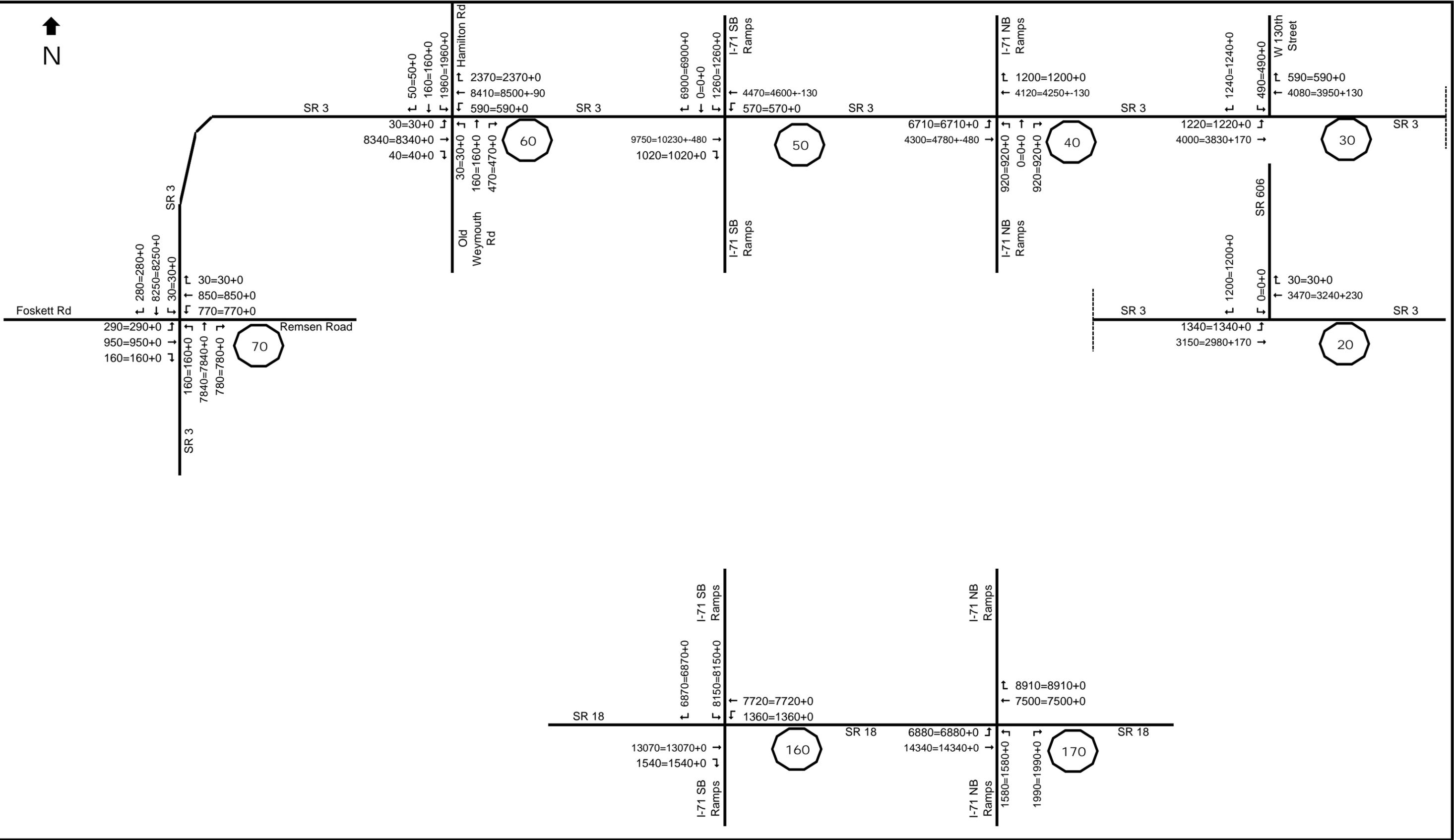
FIGURE D4B
 BALANCED VOLUMES (2050) - AM PEAK



MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES 10/2023

LEGEND
 A (SHEET TITLE)=B+C = BALANCING ADJ (100% DEV)
 B = 2050 UNBALANCED (100% DEV)

FIGURE D5A
 BALANCED VOLUMES (2050) -
 PM PEAK



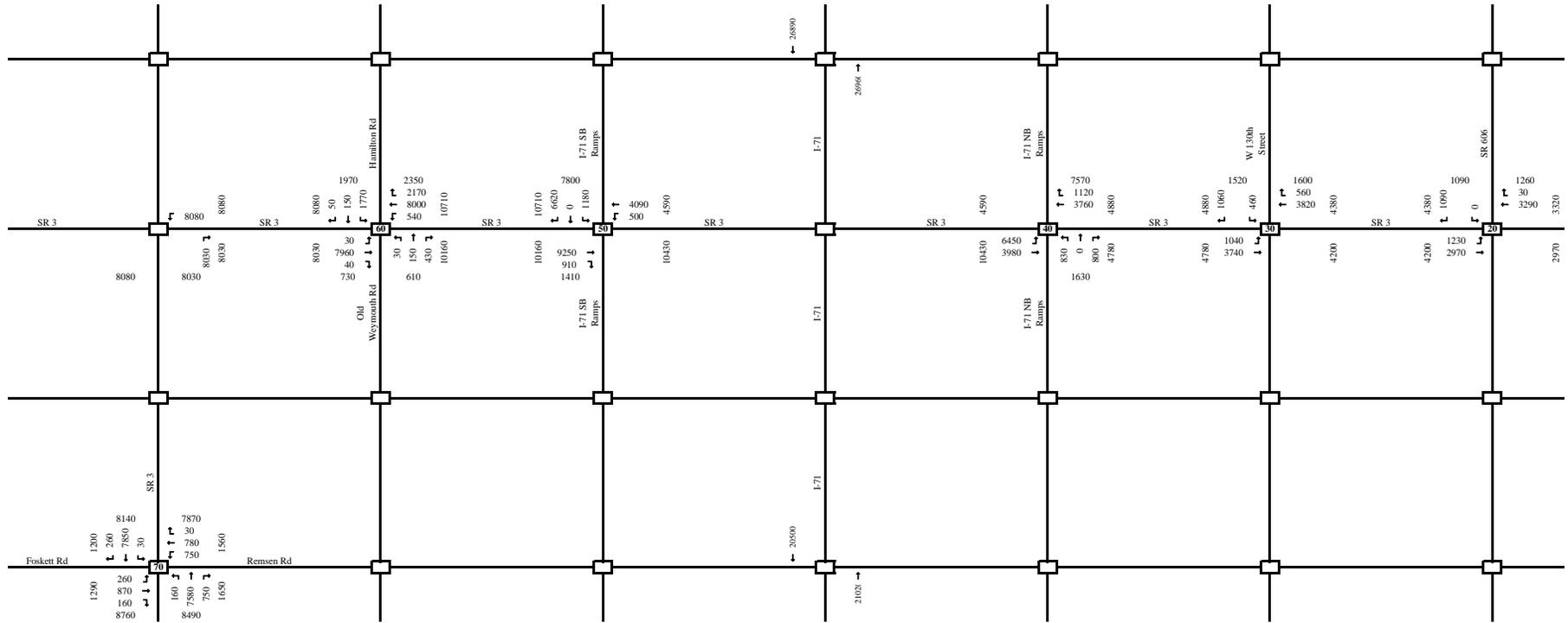
MED-71/271 (PID 117028)
 COUNT MEMO
 PREPARED BY: SMART SERVICES 10/2023

A (SHEET TITLE)=B+C
 B = 2050 UNBALANCED (100% DEV)

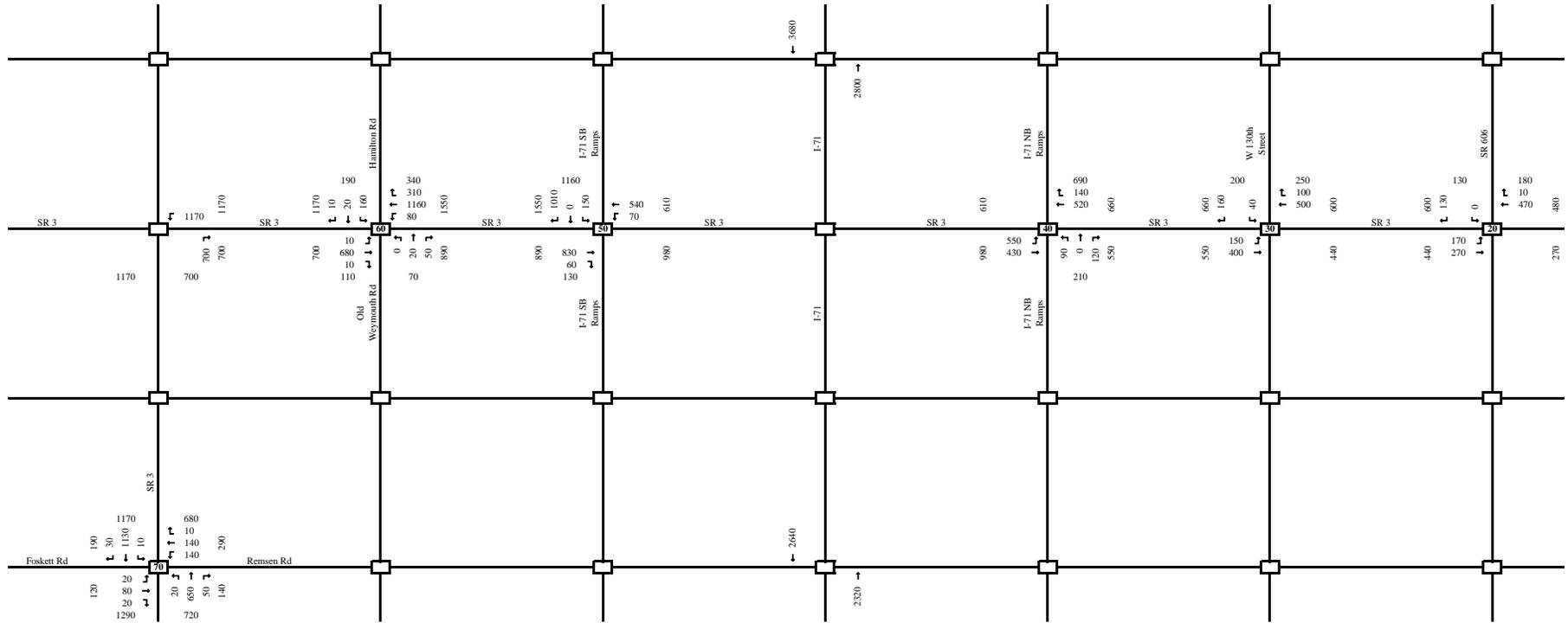
LEGEND
 = BALANCING ADJ (100% DEV)

FIGURE D6A
 BALANCED VOLUMES (2050) -
 DAILY

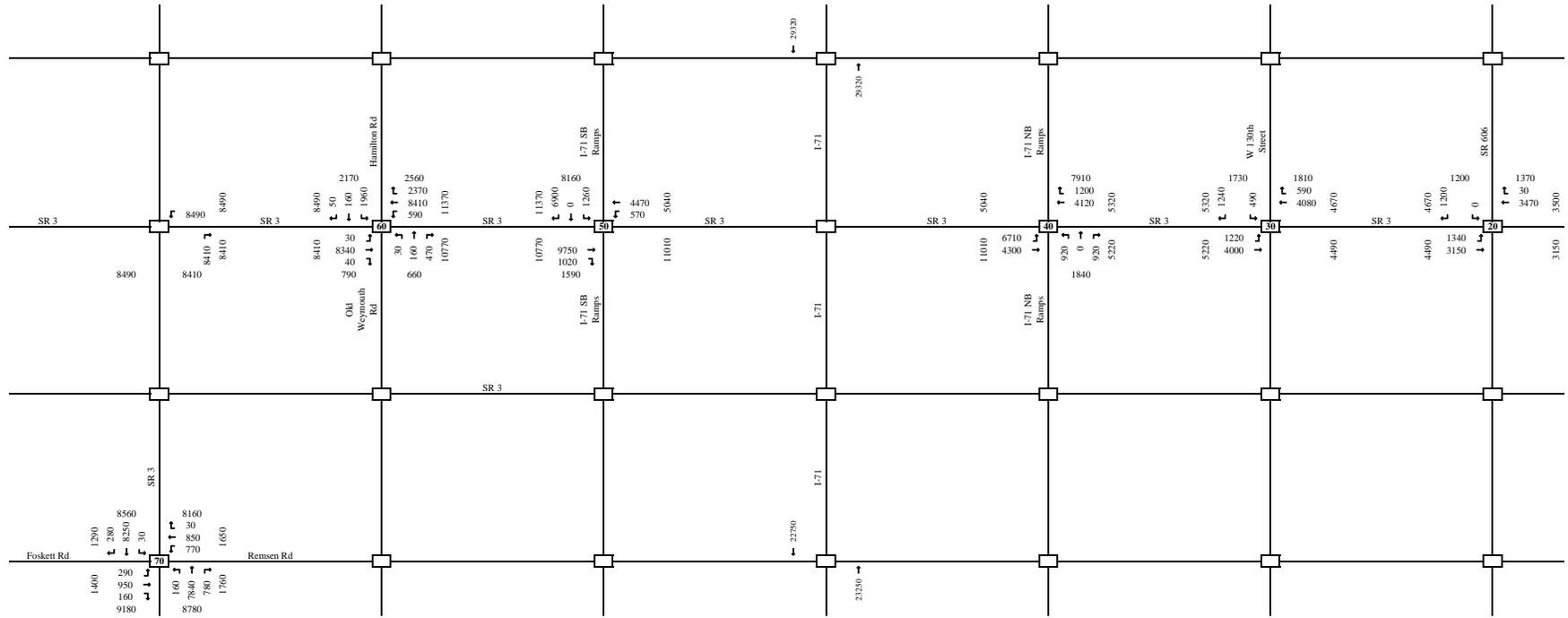
2030 No Build - Daily (Balanced)



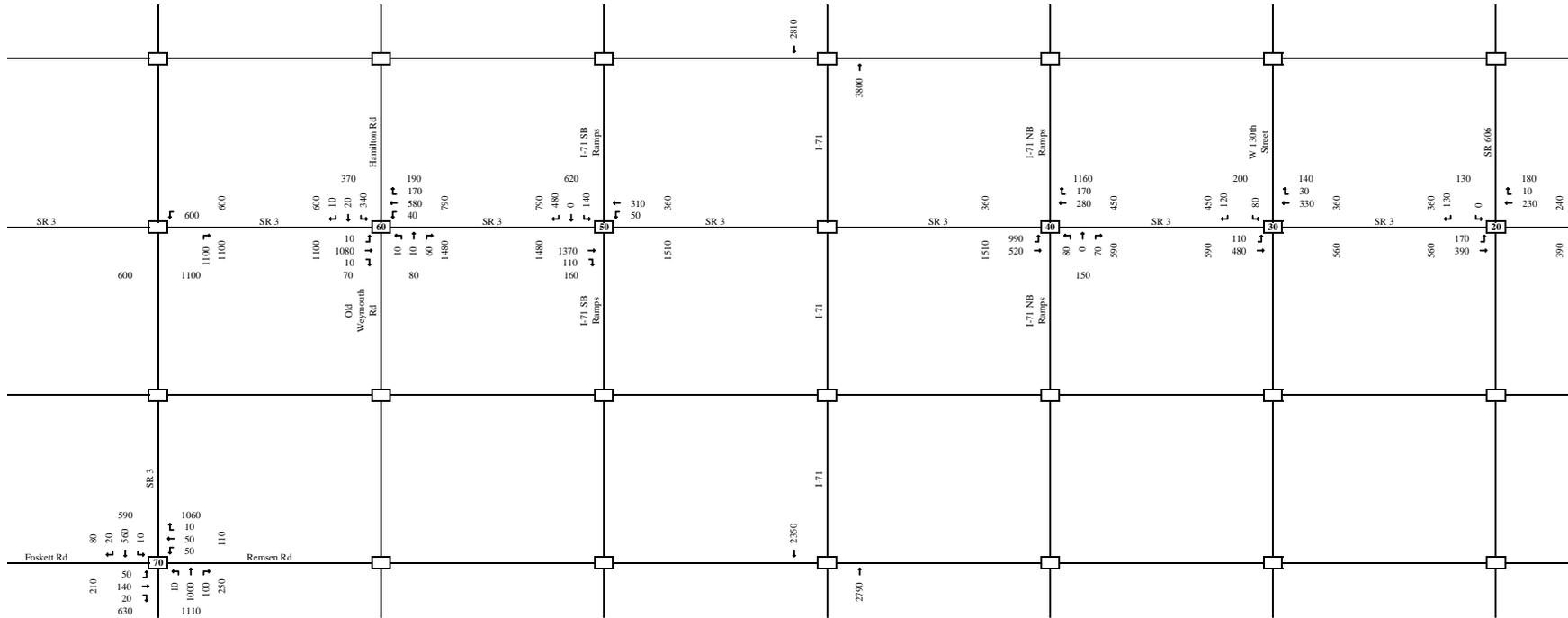
2030 No Build - PM Peak (Balanced)



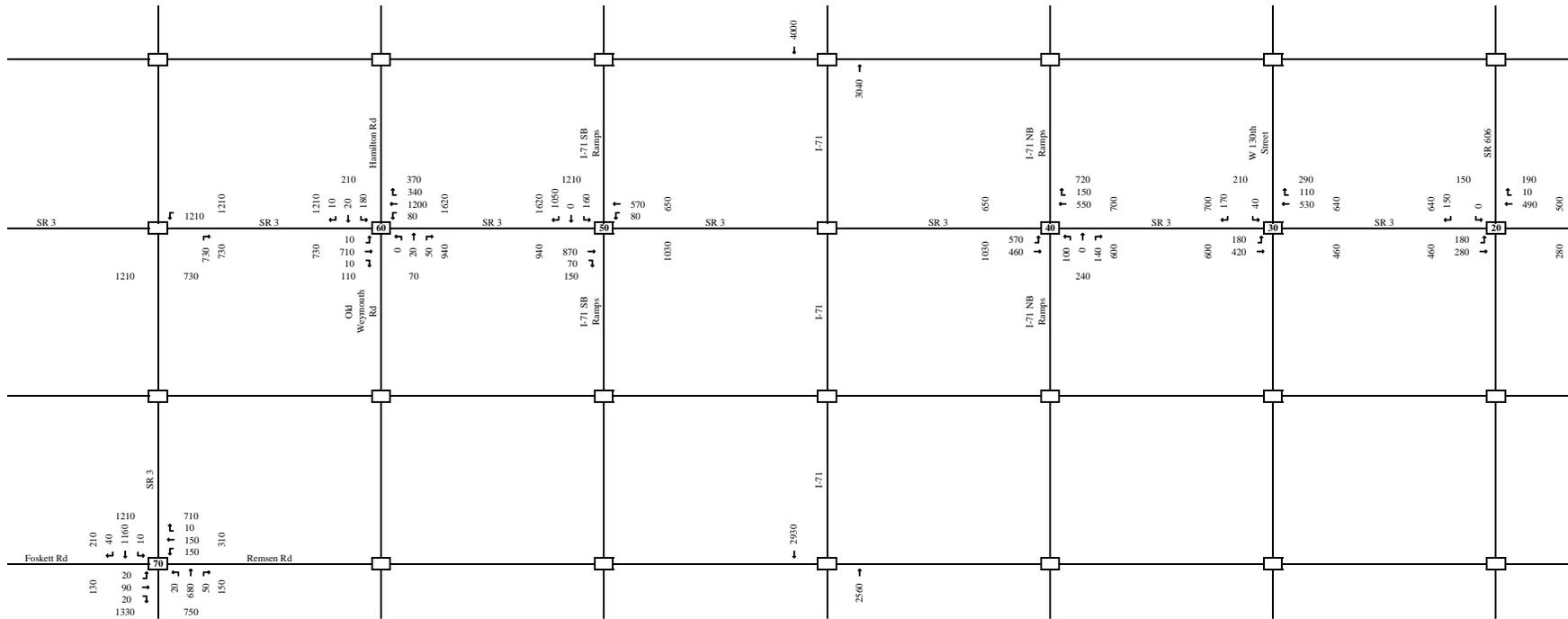
2050 No Build - Daily (Balanced)



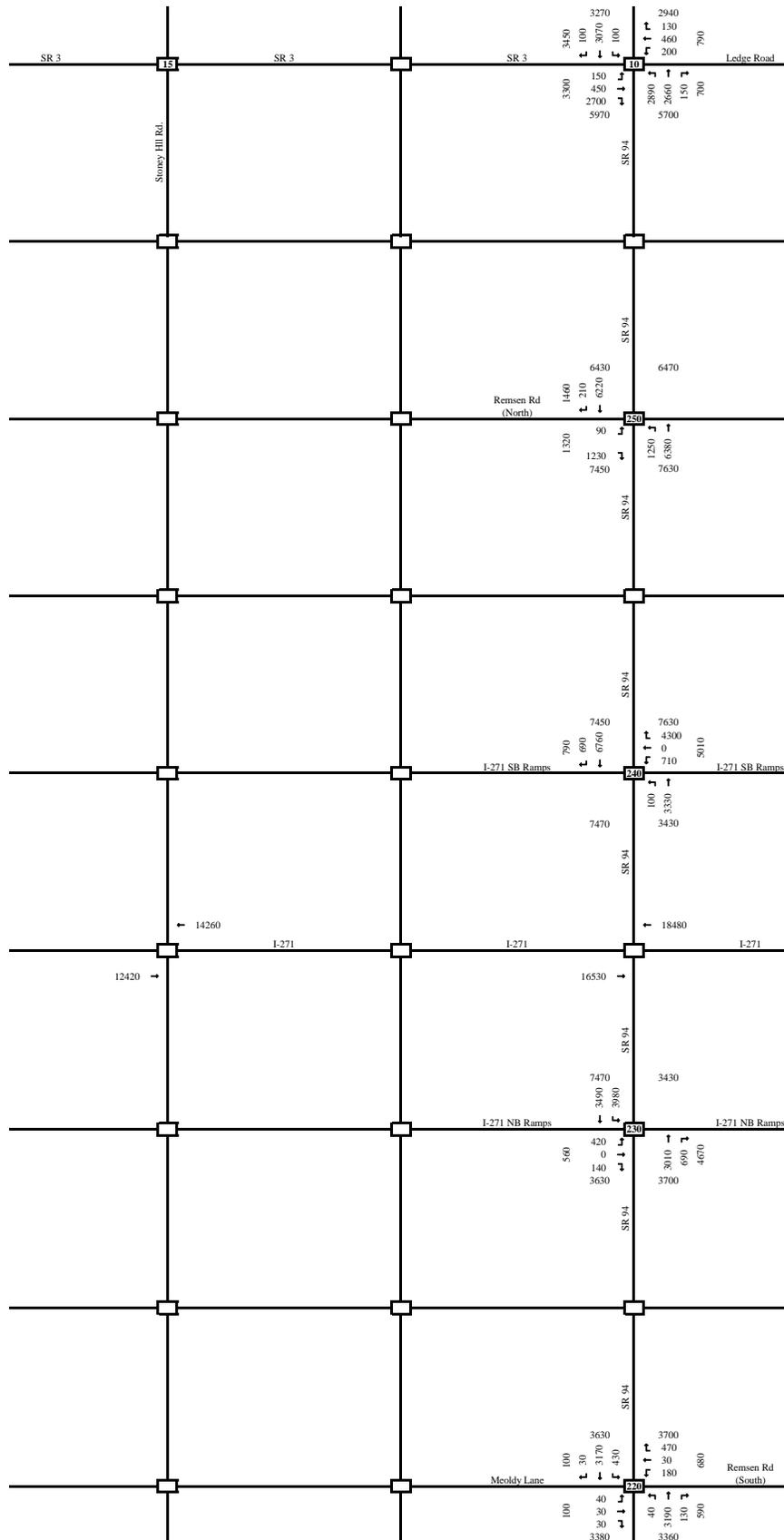
2050 No Build - AM Peak (Balanced)



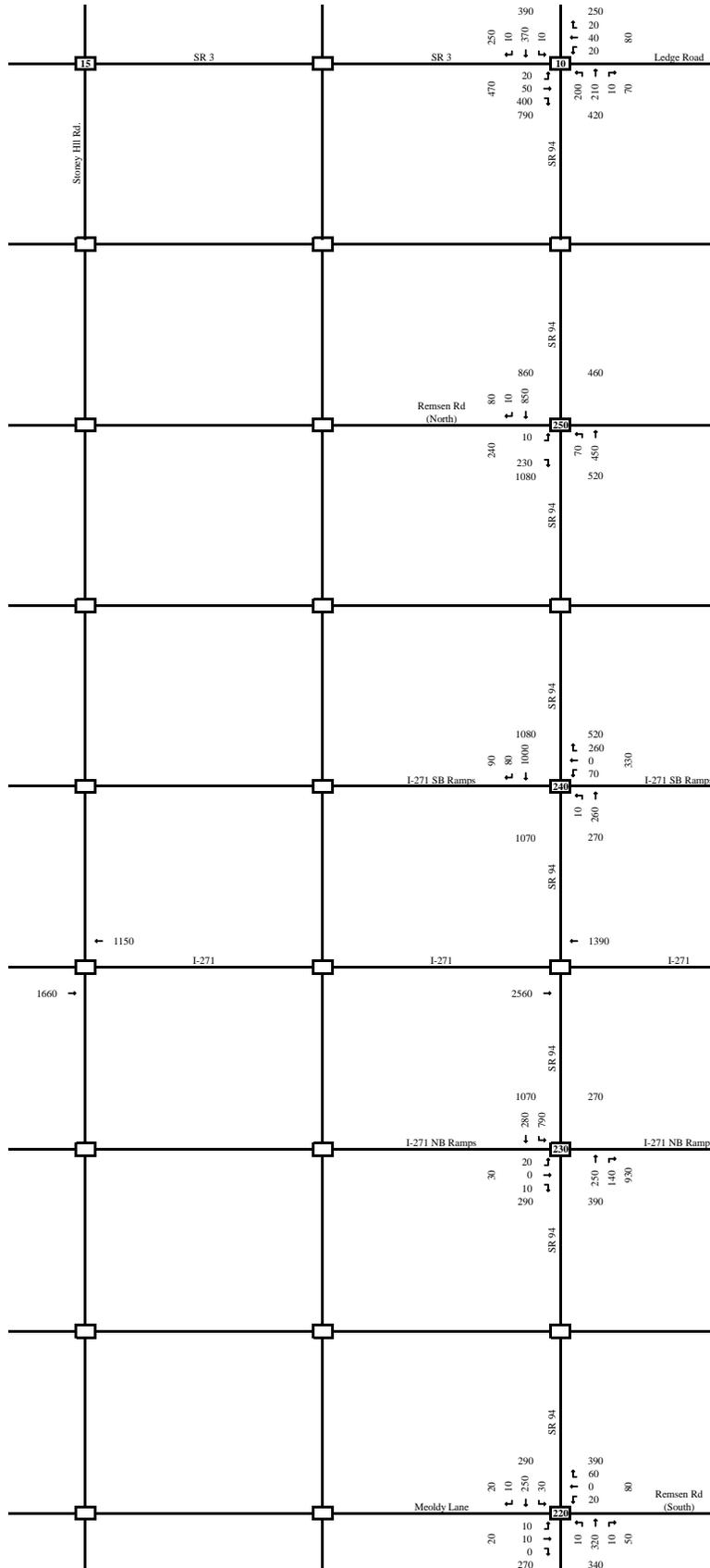
2050 No Build - PM Peak (Balanced)



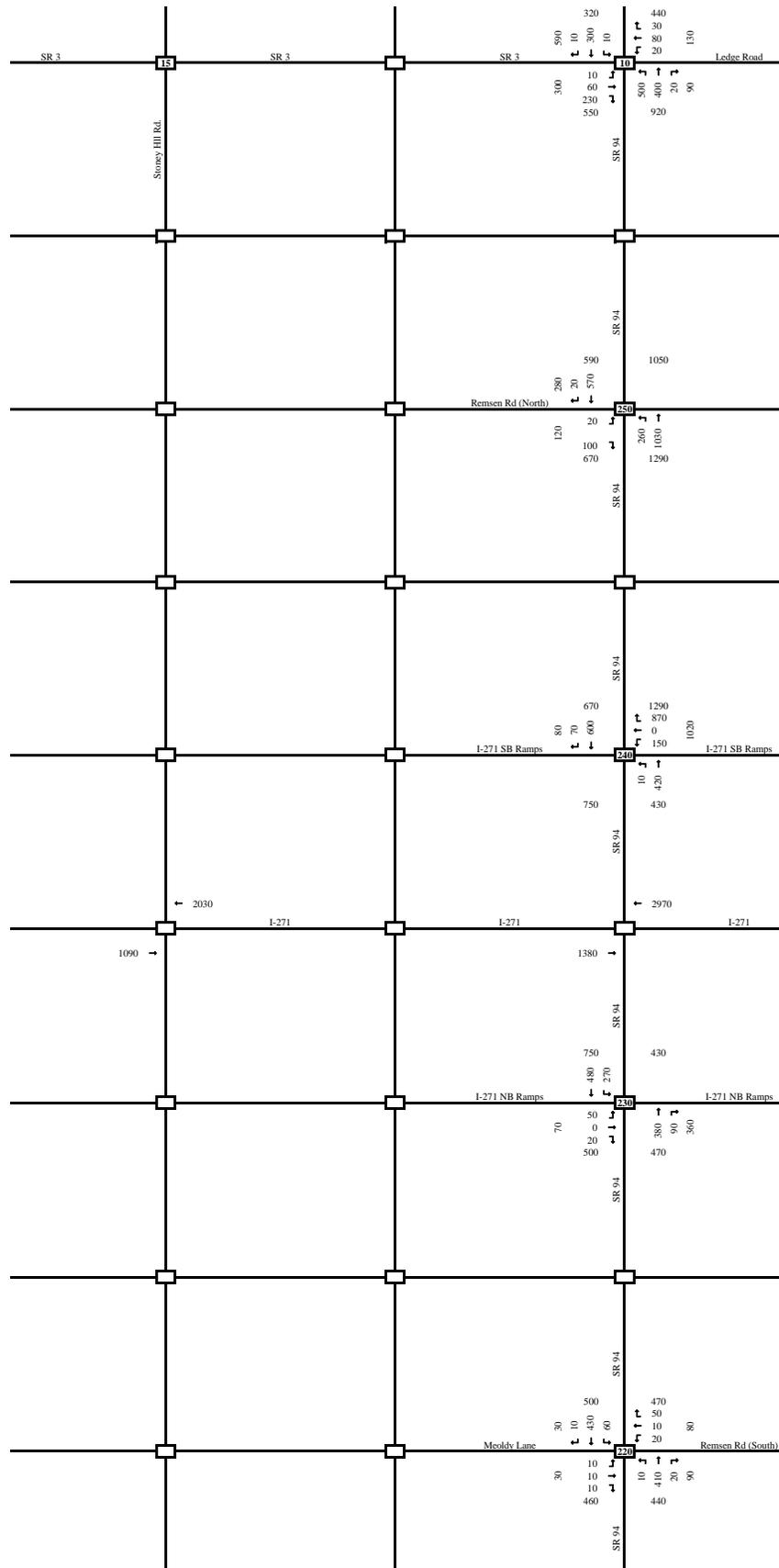
2030 No Build - Daily (Balanced)



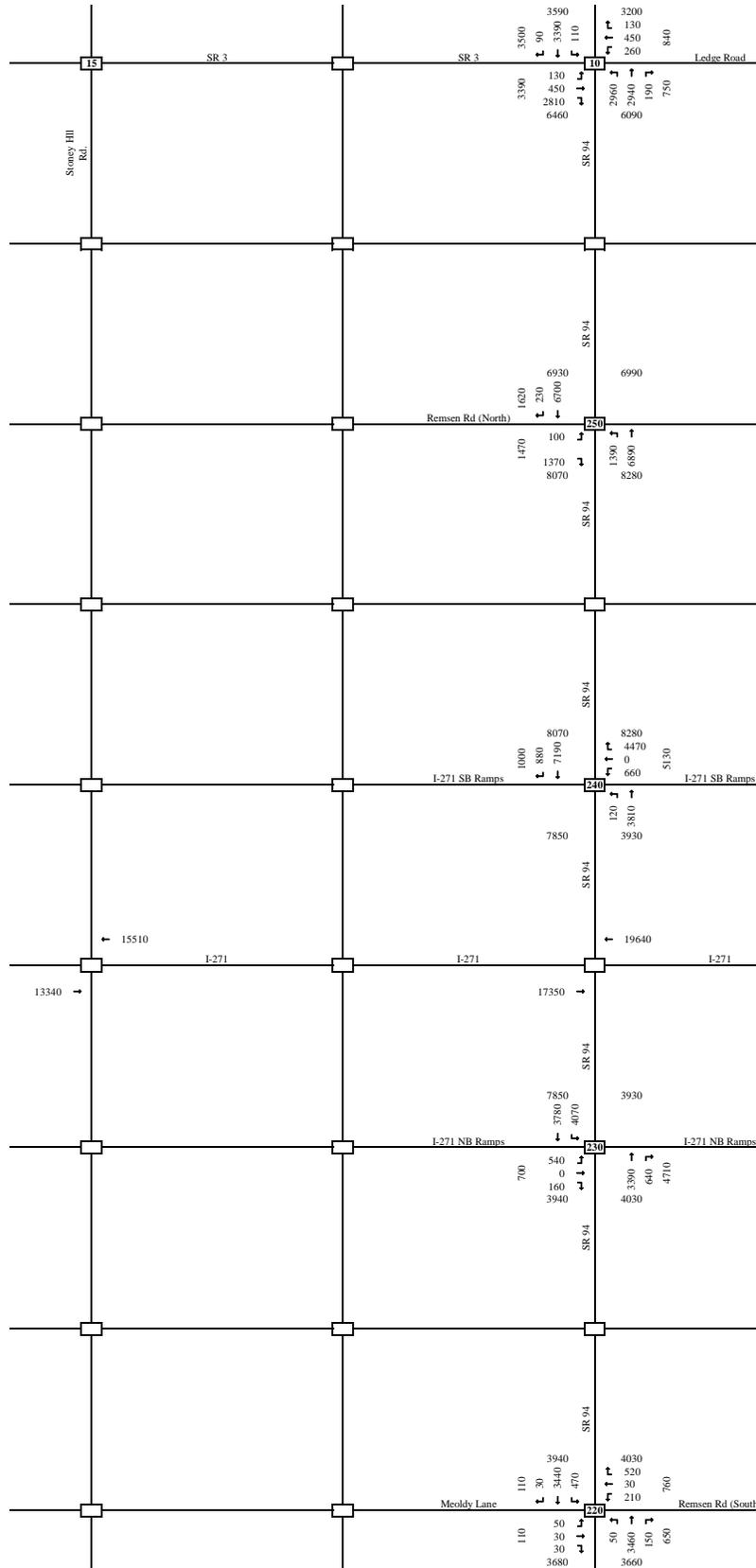
2030 No Build - AM Peak (Balanced)



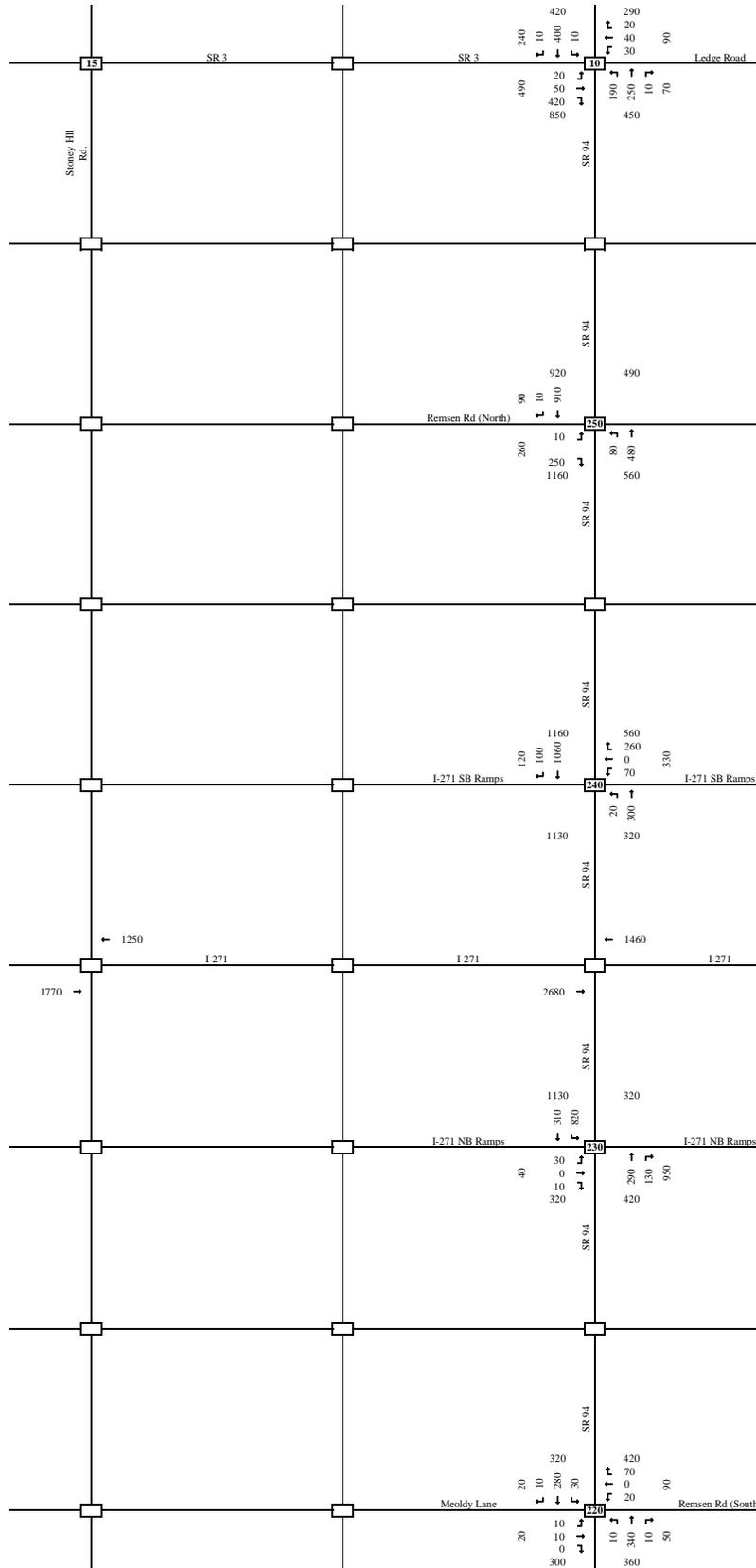
2030 No Build - PM Peak (Balanced)



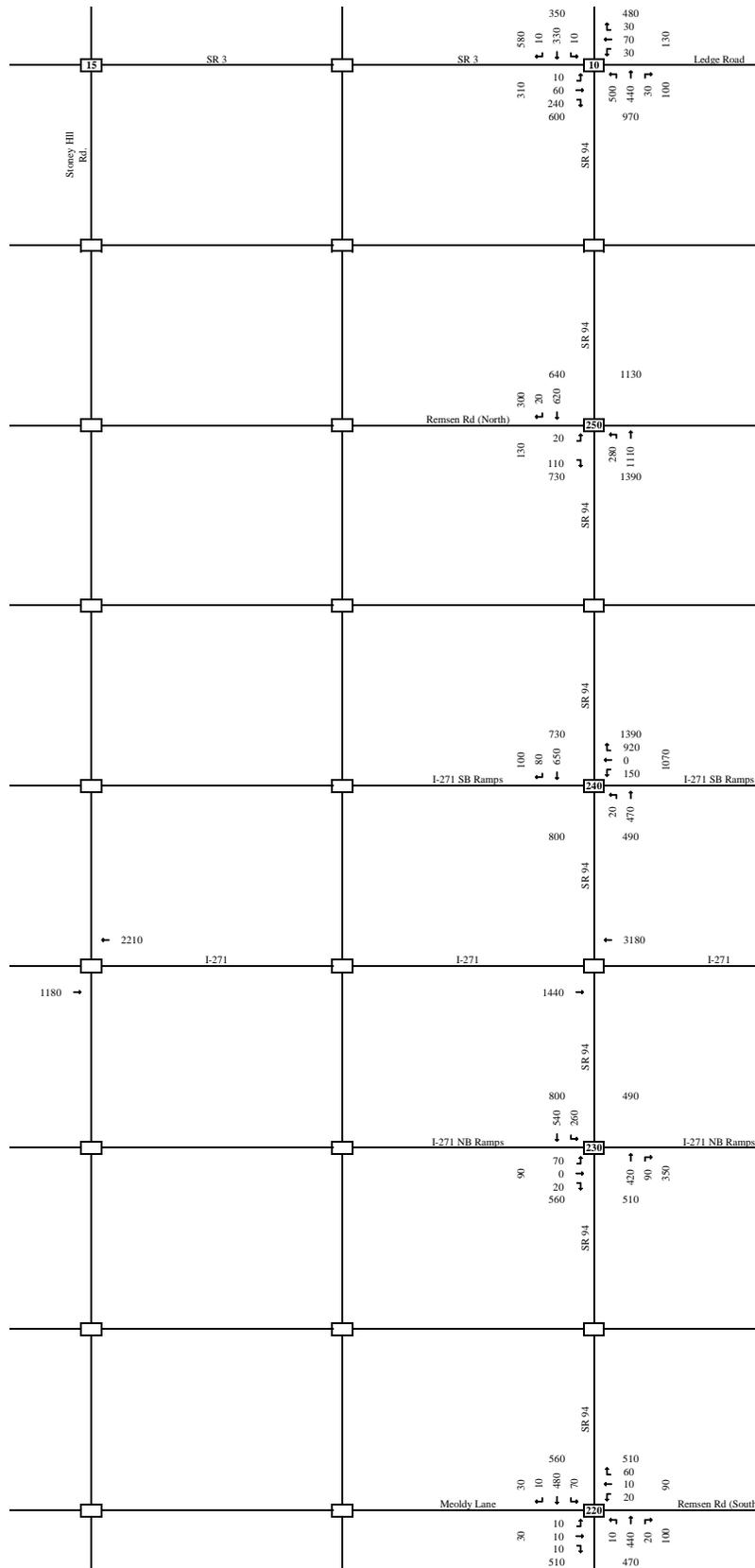
2050 No Build - Daily (Balanced)



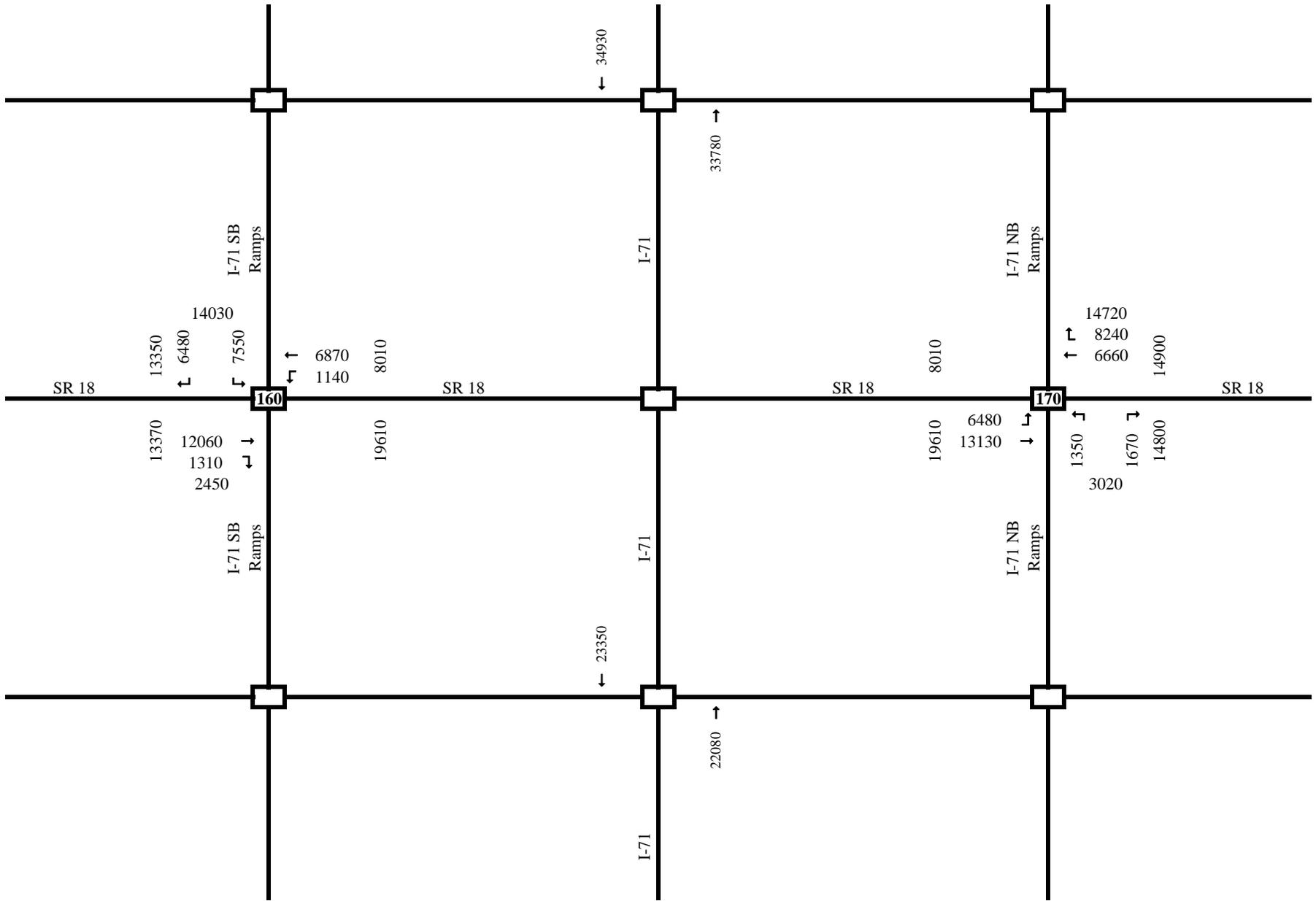
2050 No Build - AM Peak (Balanced)



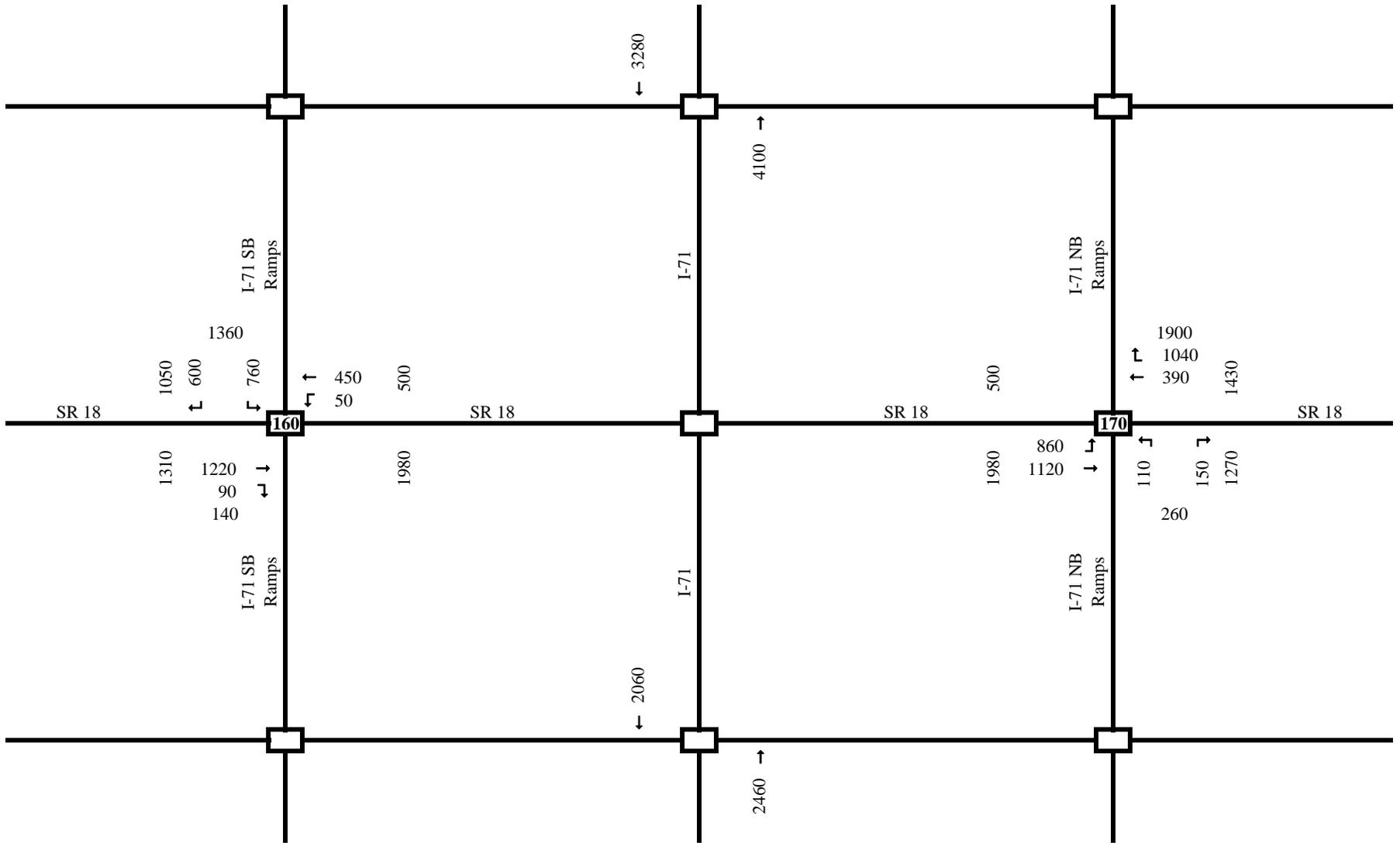
2050 No Build - PM Peak (Balanced)



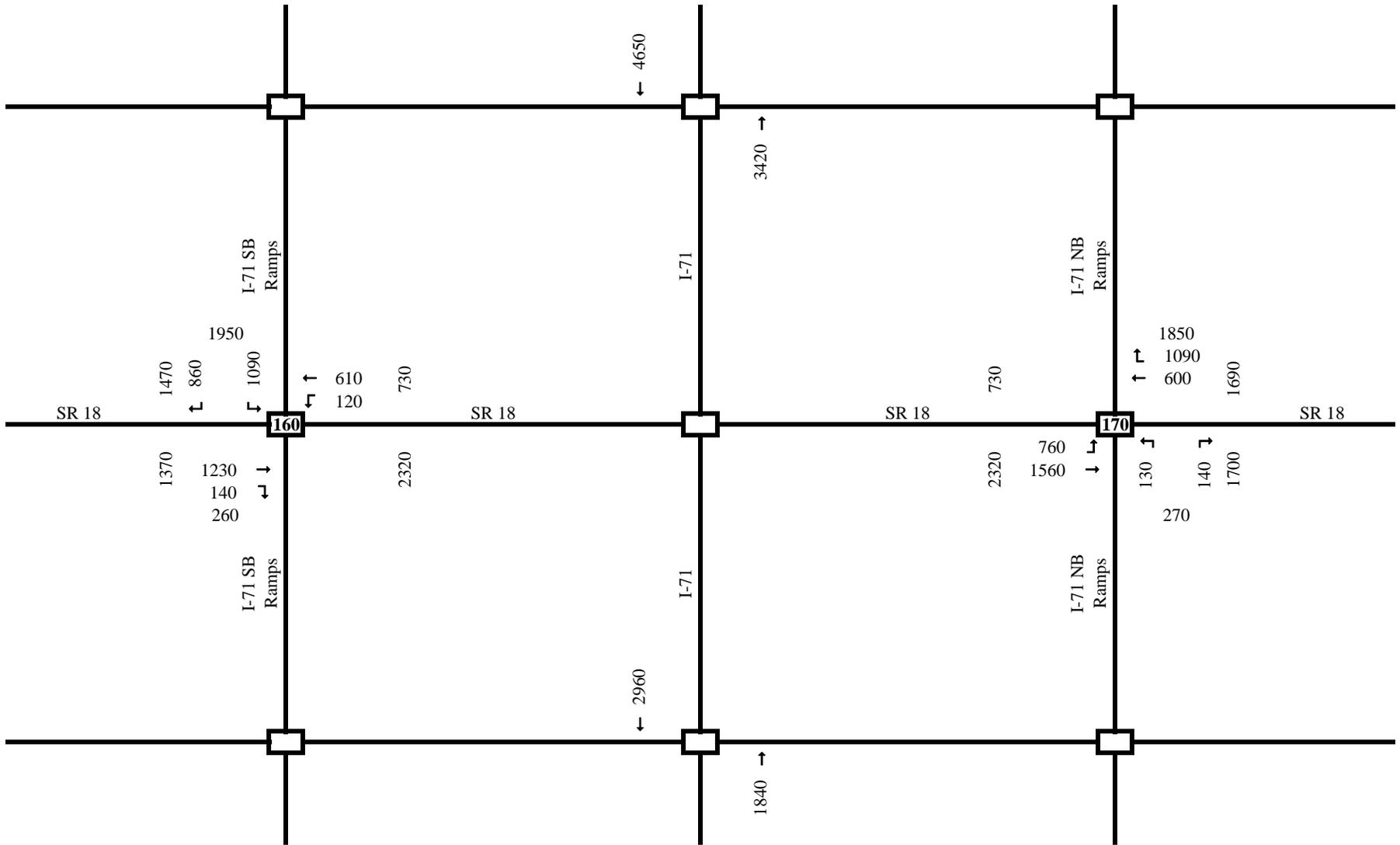
2030 No Build - Daily (Balanced)



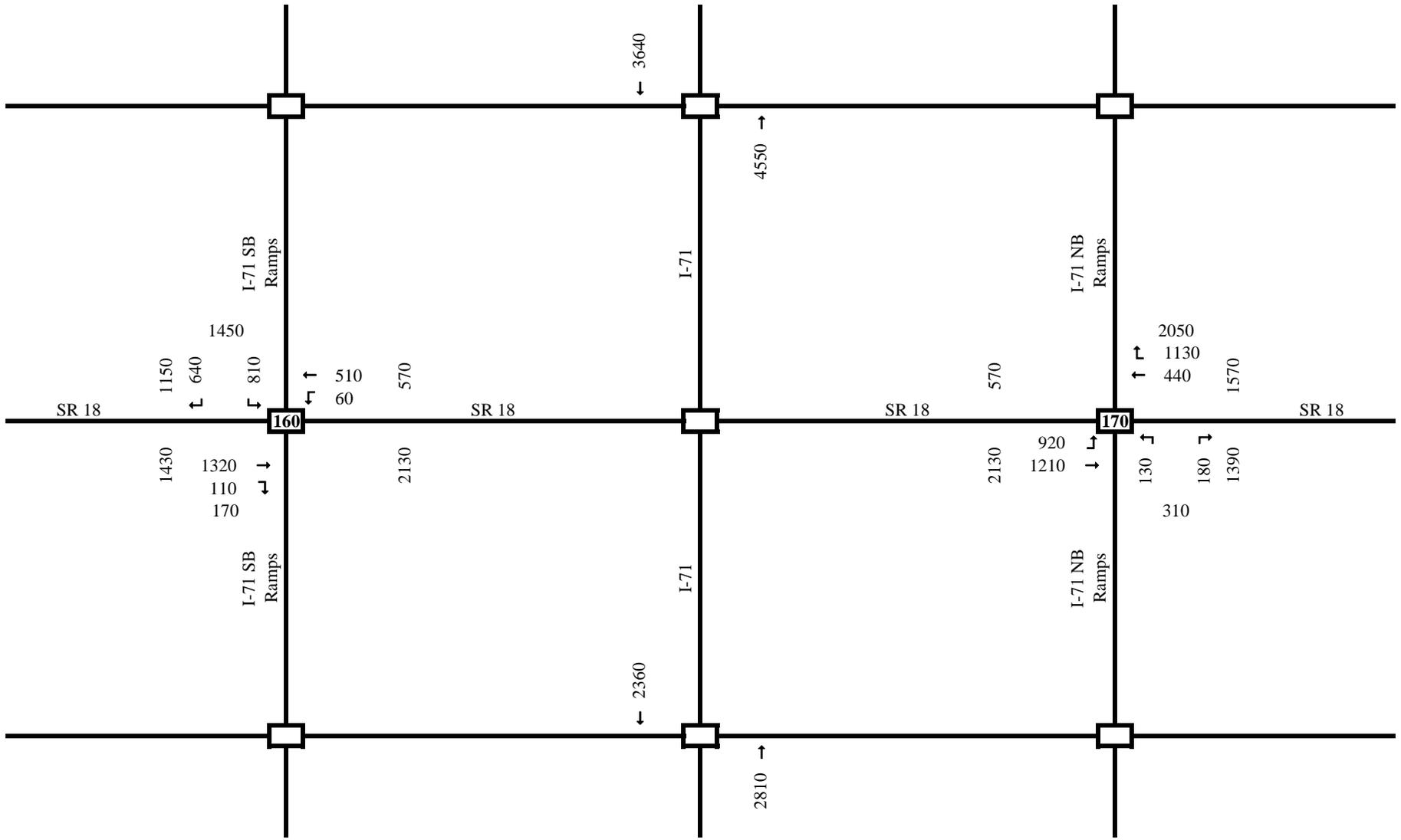
2030 No Build - AM Peak (Balanced)



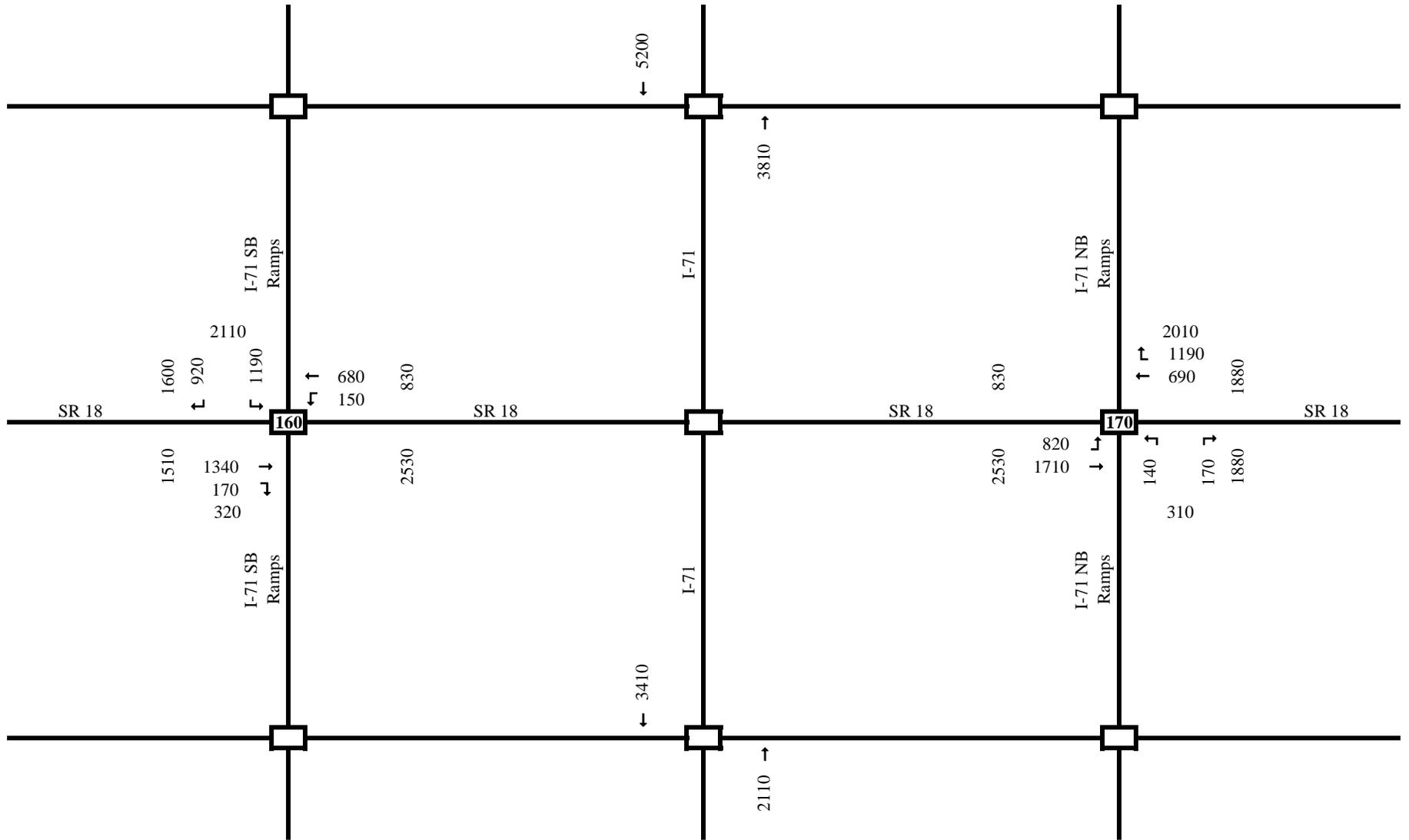
2030 No Build - PM Peak (Balanced)



2050 No Build - AM Peak (Balanced)



2050 No Build - PM Peak (Balanced)



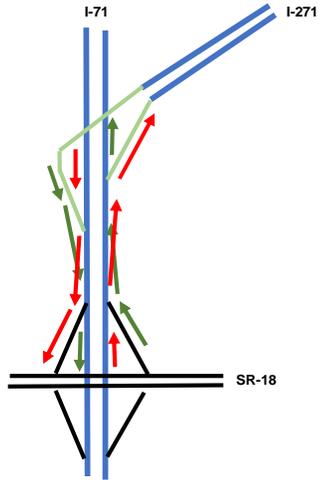
APPENDIX F

Weaving Spreadsheets

NOACA TRAVEL FORECASTING MODEL

2030 NO BUILD SCENARIO FOR I-71 BETWEEN I-271 AND SR-18					AM Peak Period				PM Peak Period				AM Peak Hour				PM Peak Hour				
No.	Link ID		Road Names	Ramps	Direction	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large
1	114466-113224	113230-113232	I-71(I-271 to SR-18)	I-271 SB Off-Ramp to I-71 SB	SB	901	65	31	379	2,543	67	34	384	429	31	15	180	908	24	12	137
2	113228-113224	113230-113718	I-71(I-271 to SR-18)	I-71 SB to SR-18 SB Off-Ramp	SB	3,020	49	73	32	4,099	44	65	29	1,438	23	35	15	1,464	16	23	10
Total of Weaving Volumes						3,921	114	104	411	6,642	111	99	413	1,867	54	50	196	2,372	40	35	148
3	113217-113229	113223-113227	I-71(SR-18 to I-271)	SR-18 NB On-Ramp to I-71 NB	NB	3,856	79	113	78	5,332	74	104	59	1,836	38	54	37	1,904	26	37	21
4	113231-113229	113223-114465	I-71(SR-18 to I-271)	I-71 NB to I-271 NB Off-Ramp	NB	1,705	58	33	308	2,299	56	32	293	812	28	16	147	821	20	11	105
Total of Weaving Volumes						5,561	137	146	386	7,631	130	136	352	2,648	65	70	184	2,725	46	49	126

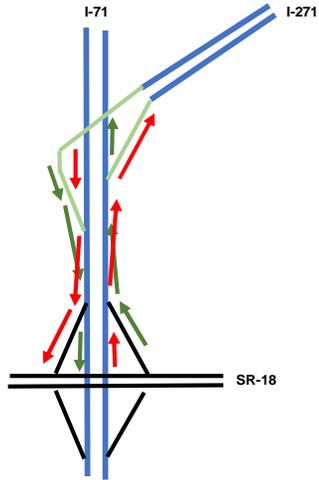
Weaving Diagram



NOACA TRAVEL FORECASTING MODEL

2050 NO BUILD SCENARIO FOR I-71 BETWEEN I-271 AND SR-18						AM Peak Period				PM Peak Period				AM Peak Hour				PM Peak Hour			
No.	Link ID		Road Names	Ramps	Direction	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large	Auto	Truck - Small	Truck - Medium	Truck - Large
1	114466-113224	113230-113232	I-71(I-271 to SR-18)	I-271 SB Off-Ramp to I-71 SB	SB	1,021	73	33	428	2,726	80	37	458	486	35	16	204	974	29	13	164
2	113228-113224	113230-113718	I-71(I-271 to SR-18)	I-71 SB to SR-18 SB Off-Ramp	SB	3,285	52	78	35	4,410	54	81	40	1,564	25	37	17	1,575	19	29	14
Total of Weaving Volumes						4,306	125	111	463	7,136	134	118	498	2,050	60	53	220	2,549	48	42	178
3	113217-113229	113223-113227	I-71(SR-18 to I-271)	SR-18 NB On-Ramp to I-71 NB	NB	3,689	84	118	84	5,564	77	107	60	1,757	40	56	40	1,987	28	38	21
4	113231-113229	113223-114465	I-71(SR-18 to I-271)	I-71 NB to I-271 NB Off-Ramp	NB	1,850	67	35	358	2,470	64	33	337	881	32	17	170	882	23	12	120
Total of Weaving Volumes						5,539	151	153	442	8,034	141	140	397	2,638	72	73	210	2,869	50	50	142

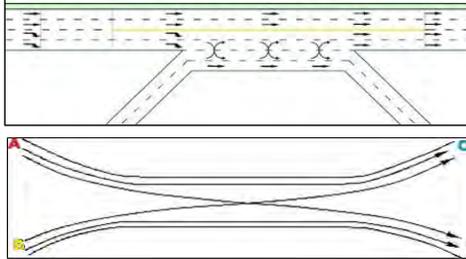
Weaving Diagram



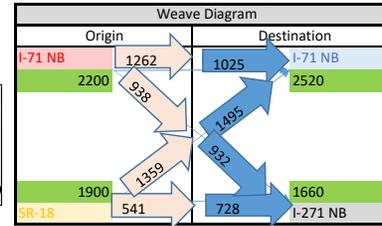
TRAVEL DEMAND MODEL BASED STANDARD WEAVE ESTIMATE COMPUTATION (Left to Right)

AM Peak =USER INPUT

Street Names (labels)		Model Volumes			
Origin	Destination	Veh Type	O-D	O-D%	Total
I-71 NB	I-71 NB	PA	2609	60%	2831
		BC	222	36%	
I-71 NB	I-271 NB	PA	1705	40%	2104
		BC	399	64%	
SR-18	I-71 NB	PA	3856	71%	4126
		BC	270	79%	
	I-271 NB	PA	1572	29%	1643
		BC	71	21%	



Count Vol.
 ### =Calculated using model volume destination fractions
 ### =Calculated using model volume origin fractions

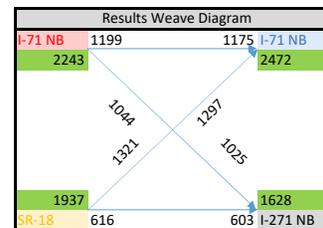


Origin Count	Destination Count	Year
I-71 NB	2200	2023
SR-18	1900	
I-71 NB	2520	
I-271 NB	1660	

i	Oif*	Oif	change	
i=1	2472	2472	0.00%	NOTE: IF AFTER 10 ITERATIONS, THE DIFFERENCES IN Oif* & Oif and Djf* & Djf are not less than 10 percent, reassess the original turn inputs.
i=2	1628	1628	0.00%	
i=3	2243	2243	0.00%	
i=4	1937	1937	0.00%	
i=5	0	0	0.00%	
i=6	0	0	0.00%	
	8280	8280		

result from 10th iteration in intersection diagram format:

	ck	1025	0	1628	0	1660	0	0	0	0
ck	2200									
	2200	1044							0	0 ck
	2243	0								
ck	2243	1199								
	0	0							0	0 ck
	0	0							0	
ck	0	0							0	
	0	0							1175	
	0	0							0	2472 2472 ck
ck	0	0							1297	2520 2520 ck
	0	0							0	
	0	0							616	0 1321
	0	0							1937	
	0	0							1937	ck
	0	0							1900	
	0	0							1900	ck



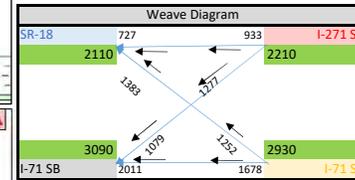
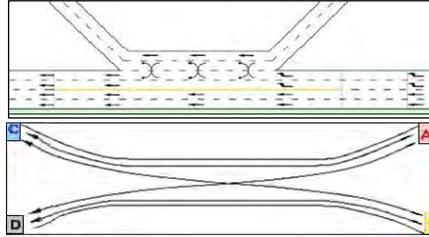
2050 No Build - PM Peak

TRAVEL DEMAND MODEL BASED STANDARD WEAVE ESTIMATE COMPUTATION (Right to Left)

PM Peak =USERS INPUT

=Count Vol.

Street Names (labels)		Model Volumes			Total
Origin	Destination	VType	O-D	O-D%	
I-271 SB	SR-18	PA	1769	39%	2410
		BC	641	53%	
I-71 SB	I-71 SB	PA	2726	61%	3301
		BC	575	47%	
I-71 SB	SR-18	PA	4410	43%	4585
		BC	175	36%	
	I-71 SB	PA	5833	57%	6149
		BC	316	64%	



Origin Count	Destination Count	Year
I-271 SB	2210	2023
I-71 SB	2930	
SR-18	2110	
I-71 SB	3090	

fifth column iteration

e	2236	2210	2930	2110	3090	0	0
n	2964	0	0	901	1335	0	0
w	2086	0	0	1209	1755	0	0
s	3054	891	1195	0	0	0	0
u	0	1319	1735	0	0	0	0
d	0	0	0	0	0	0	0
ok	0	0	0	0	0	0	0

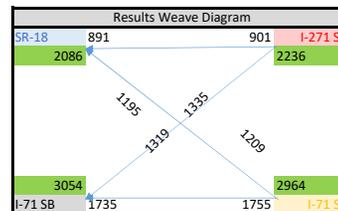
Oil* Oil change

i=1	2236	2236	0.00%
i=2	2964	2964	0.00%
i=3	2086	2086	0.00%
i=4	3054	3054	0.00%
i=5	0	0	0.00%
i=6	0	0	0.00%
	10340	10340	

NOTE:
IF AFTER 10 ITERATIONS,
THE DIFFERENCES IN
Oil* & Oil and Djf* & Djf
are not less than 10 percent,
reassess the original turn inputs.

result from 10th iteration in intersection diagram format:

			ck	2964		2930 ck		
				2964		2930		0
ck	2110	1209	0	1755	0	0		0
	2110							0
		1195						0 ck
	2086	0						
ck	2086	891						
		0						0
		0						0 ck
ck	0							
	0							0
		0						0
	0	0						901
		0						0
ck	0	0						2236 ck
		0						1335
		0						2210 ck
		0						0
		0						0
		0						1735
		0						0
		0						1319
		0						0
		0						3090
		0						3054
		0						3054 ck



IR-71/IR-271 Interchange Build Traffic Counts

MED-71/271 (PID 117028) Build Count Memo

Prepared For:

ODOT District 3

Prepared By:



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Columbus, OH 43235
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REV: 8/2024

INITIAL: 7/2024

SSI Project #: 841801

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BACKGROUND

The purpose of the project is to study alternatives near the I-71 and I-271 interchange in Medina County related to the partial system interchange. Currently, movements at the interchange are limited to I-71 NB to NB I-271 and I-271 SB to I-71 SB. The study area includes the area shown in Figure 1 as well as the interchange of I-71 & SR 18 in case needed later for IMS. The ‘No Build’ plates were submitted to ODOT on 10/24/2023 and certified by ODOT on 1/10/2024. This submission develops the “Build” condition

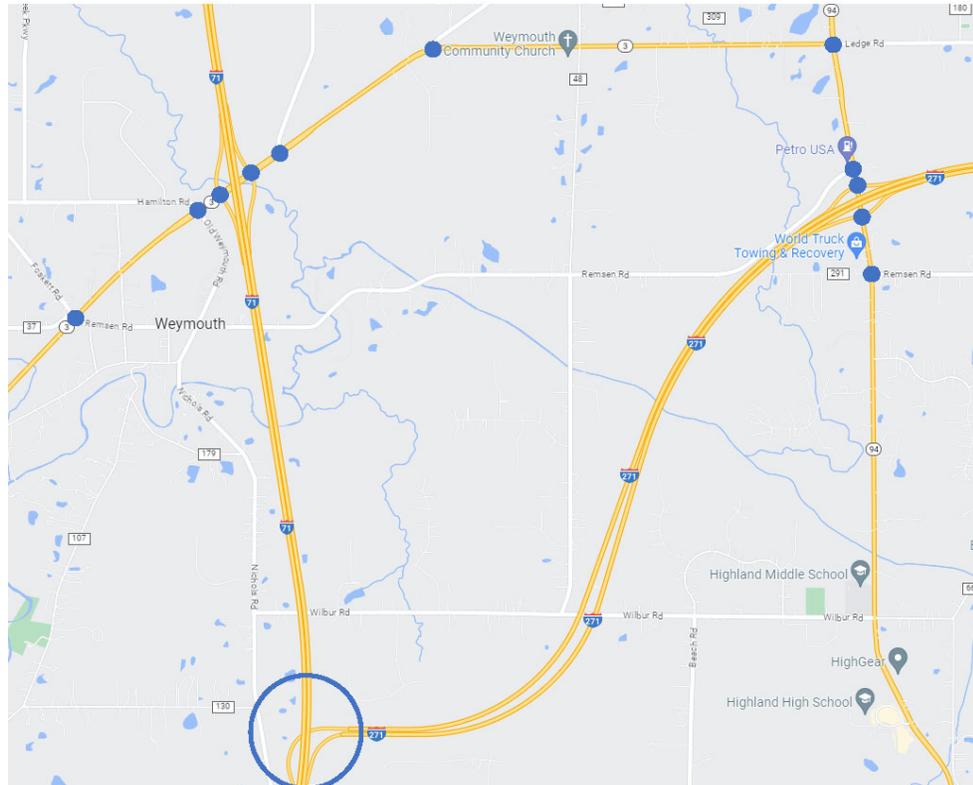


Figure 1 – Study Area Location

PROCEDURE

Unbalanced volumes

2030 and 2050 Build modeling data was provided by NOACA for 24 hours and the AM and PM Peak Periods. The *NCHRP 255* spreadsheet was used to determine unbalanced volumes at each intersection. The preliminary results of this process did not show a clear pattern to diversion because of the ramps except in the SR 94 corridor. This was a result of the anticipated volumes on the missing ramp being low. Table 1 shows the modeled ramp volumes.

ID #	Intersection/Segment	Segment						
		I-271 SB to I-71 NB			I-71 SB to I-271 NB			WB-EB TOT
		WB P&A	WB B&C	WB TOT	EB P&A	EB B&C	EB TOT	
2030 24 Hr	I-271 I-71 Ramps	0	25	25	0	82	82	107
2030 AM	I-271 I-71 Ramps	0	0	0	0	18	18	18
2030 PM	I-271 I-71 Ramps	0	25	25	0	63	63	88
2050 24 Hr	I-271 I-71 Ramps	0	24	24	0	97	97	121
2050 AM	I-271 I-71 Ramps	0	0	0	0	39	39	39
2050 PM	I-271 I-71 Ramps	0	24	24	0	58	58	82

TABLE 1 - NOACA Model Summary

Because of this, Street Light data was used to estimate the different diversions for two different movements (and the reverse movements). The movements are:

To I-271

- I-71 SB to I-271 NB
- SR 3 (west of I-71) EB to I-271 NB

To I-71

- I-271 SB to I-71 NB
- SR 94 (south of I-271) EB to I-71 NB

For the “To I-271” calculations see Tables 2A, 2B, and 2C. For the “To I-71” calculations see Tables 3A, 3B, and 3C. To use as an example, for the top line of the table in Table 2A:

1. On an average day in the AM peak hour, for traffic on IR 71 SB north of SR 3, an average of 117 vehicles exited SR 3 SB, took local roads, and entered IR 271 NB at SR 94.
2. This represented 5.6% of traffic on the IR 271 NB entrance ramp, according to Streetlight.
3. It is assumed that 100% of the traffic going from IR 71 SB to IR 271 NB would stay on the freeway system if the ramp was built.
4. If you multiply the 2030 no-build peak volume by the distribution percentage and percent of movement, you will get 50 vehicles making that movement in the AM peak hour.
5. Repeat the above process for the 2050 volumes, and multiply by the truck percentage to get 2050 volumes and trucks.
6. Repeat the above process for SR 3 vehicles west of IR 71 and sum the opening and design year totals to get the AM peak build ramp volumes and truck volumes.

ODOT District 3 discussed this method with Nino Brunello who verbally approved this approach. The calculations showing the ‘No Build’ certified volumes plus the diversion are in Appendix G.

ORIENTATION	Streetlight AM Peak Traffic Entering the I-271 NB On Ramp 2074	DIST %	2030 No Build AM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build AM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	117	5.6%	930	100.0%	50	950	100.0%	50	4%	2
From West of I-71 on SR 3	518	25.0%		75.0%	170		75.0%	180	4%	7
TOTAL					220			230		9

TABLE 2A - "To I-271 NB" Build Diversion (AM Peak)

ORIENTATION	Streetlight PM Peak Traffic Entering the I-271 NB On Ramp 950	DIST %	2030 No Build PM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build PM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	70	7.4%	360	100.0%	30	350	100.0%	30	5%	2
From West of I-71 on SR 3	243	25.6%		75.0%	70		75.0%	70	5%	4
TOTAL					100			100		5

TABLE 2B - "To I-271 NB" Build Diversion (PM Peak)

ORIENTATION	Streetlight ADT Traffic Entering the I-271 NB On Ramp 4352	DIST %	2030 No Build ADT Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build ADT Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	304	7.0%	4670	100.0%	330	4710	100.0%	330	6%	20
From West of I-71 on SR 3	1106	25.4%		75.0%	890		75.0%	900	6%	54
TOTAL					1220			1230		74

TABLE 2C - "To I-271 NB" Build Diversion (ADT)

ORIENTATION	Streetlight AM Peak Traffic Entering the I-71 NB On Ramp 2294	DIST %	2030 No Build AM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build AM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	74	3.2%	1110	100.0%	40	1160	100.0%	40	3%	1
From South of I-271 on SR 94	88	3.8%		100.0%	40		100.0%	40	3%	1
TOTAL					80			80		2

TABLE 3A - "To I-71 NB" Build Diversion (AM Peak)

ORIENTATION	Streetlight PM Peak Traffic Entering the I-71 NB On Ramp 1874	DIST %	2030 No Build PM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build PM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	117	6.2%	690	100.0%	40	720	100.0%	40	3%	1
From South of I-271 on SR 94	128	6.8%		100.0%	50		100.0%	50	3%	2
TOTAL					90			90		3

TABLE 3B - "To I-71 NB" Build Diversion (PM Peak)

ORIENTATION	Streetlight ADT Traffic Entering the I-71 NB On Ramp 7004	DIST %	2030 No Build ADT Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build ADT Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	290	4.1%	7570	100.0%	310	7910	100.0%	330	5%	17
From South of I-271 on SR 94	371	5.3%		100.0%	400		100.0%	420	5%	21
TOTAL					710			750		38

TABLE 3C - "To I-71 NB" Build Diversion (ADT)

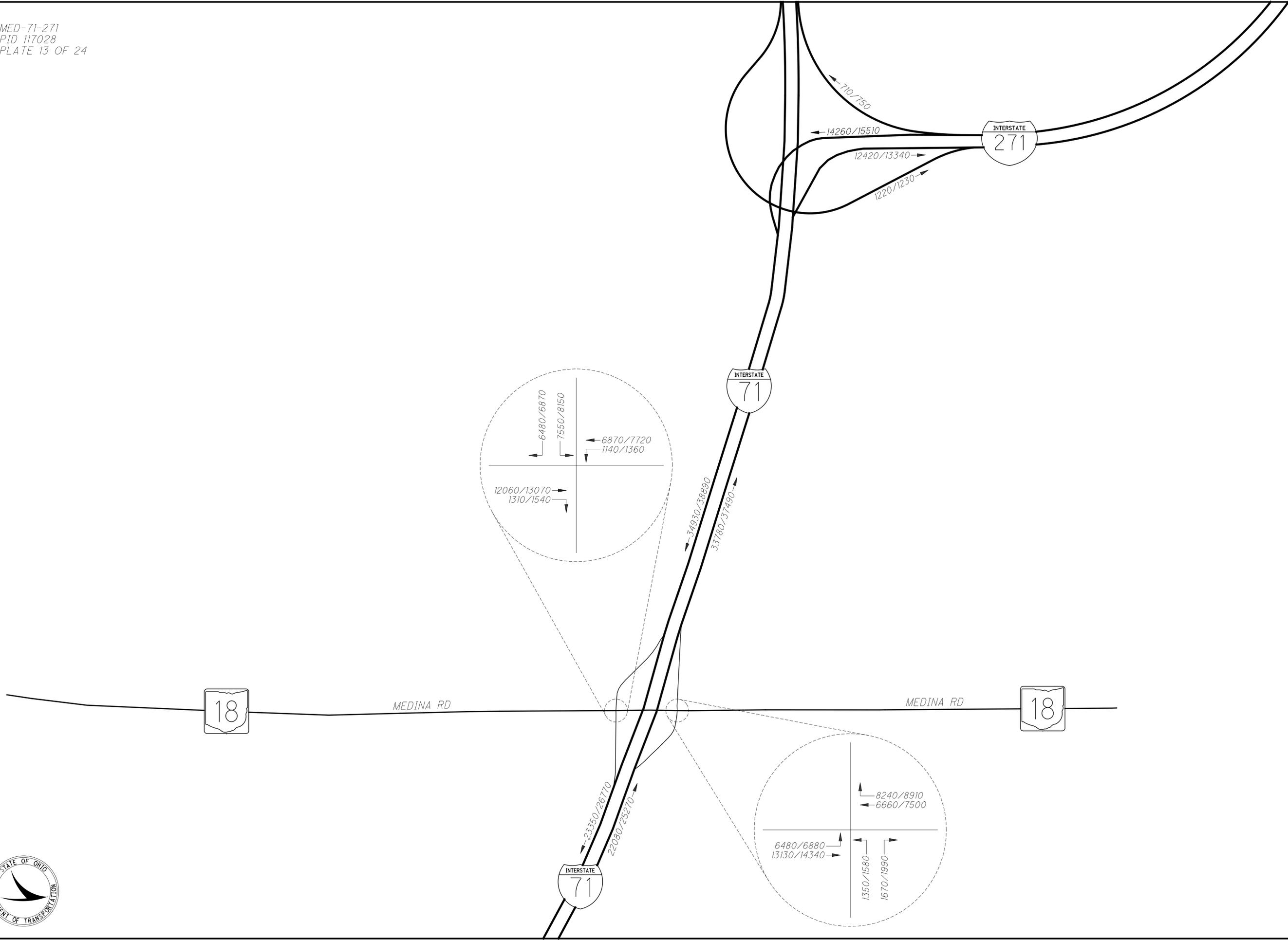
2030 & 2050 BUILD PLATES

In addition to the volumes developed and described in the procedure section, truck percentage plates were included which did not change from the 'No Build'. The following traffic plates contain the 'Build' traffic information which are described below:

- Plate 13 - 2030/2050 Build ADT (SR 18)
- Plate 14 - 2030/2050 Build ADT (SR 3)
- Plate 15 - 2030/2050 Build ADT (SR 94)
- Plate 16 - 2030/2050 Build AM Peak Hour (SR 18)
- Plate 17 - 2030/2050 Build AM Peak Hour (SR 3)
- Plate 18 - 2030/2050 Build AM Peak Hour (SR 94)
- Plate 19 - 2030/2050 Build PM Peak Hour (SR 18)
- Plate 20 - 2030/2050 Build PM Peak Hour (SR 3)
- Plate 21 - 2030/2050 Build PM Peak Hour (SR 94)
- Plate 22 - 2030/2050 T24/AM TD/PM TD (SR 18)
- Plate 23 - 2030/2050 T24/AM TD/PM TD (SR 3)
- Plate 24 - 2030/2050 T24/AM TD/PM TD (SR 94)

MED-71-271
PID 117028
PLATE 13 OF 24

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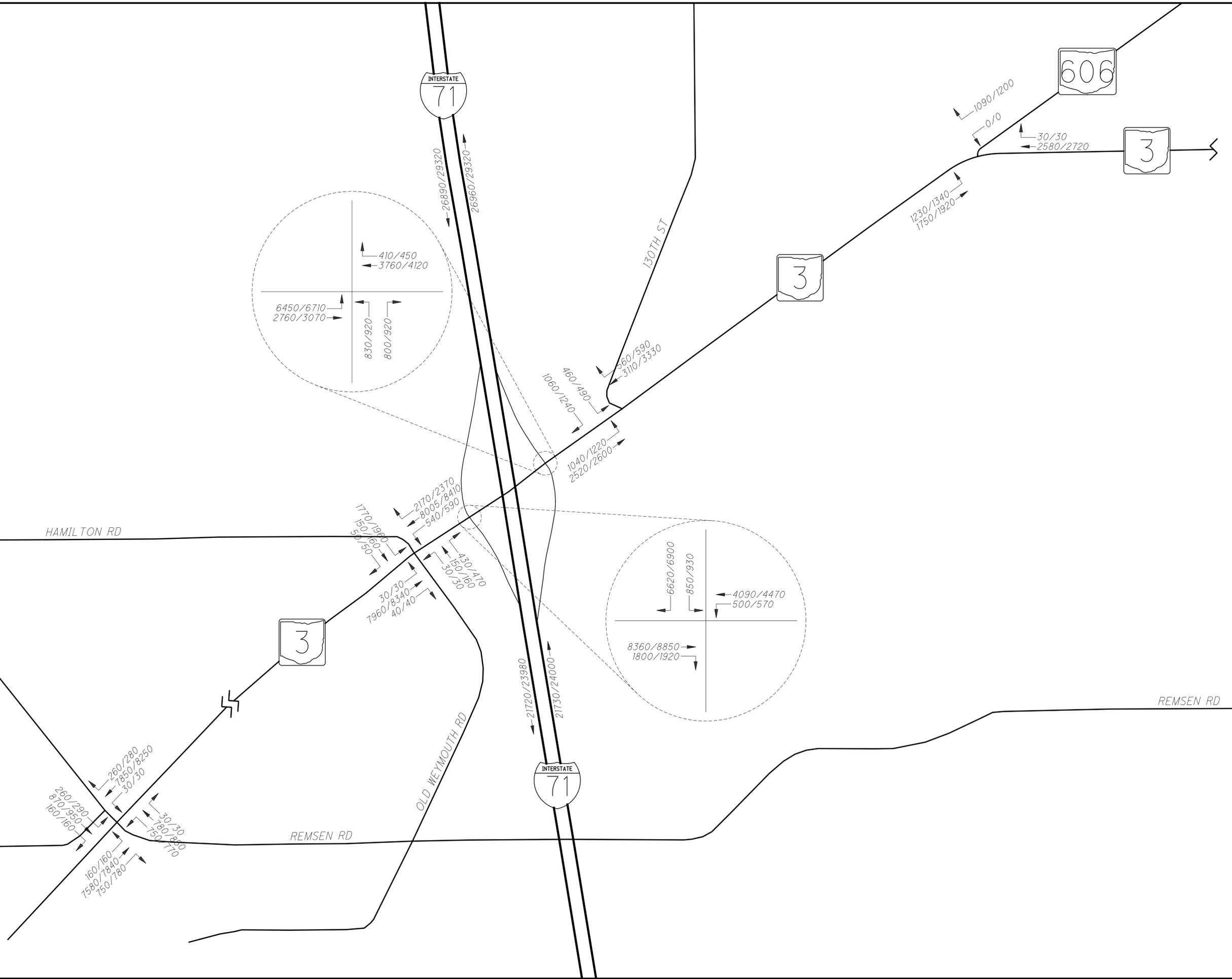
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MED-71-271 2030/ 2050 BUILD ADT
PLANNING STUDY

PID 117028

MED-71-271
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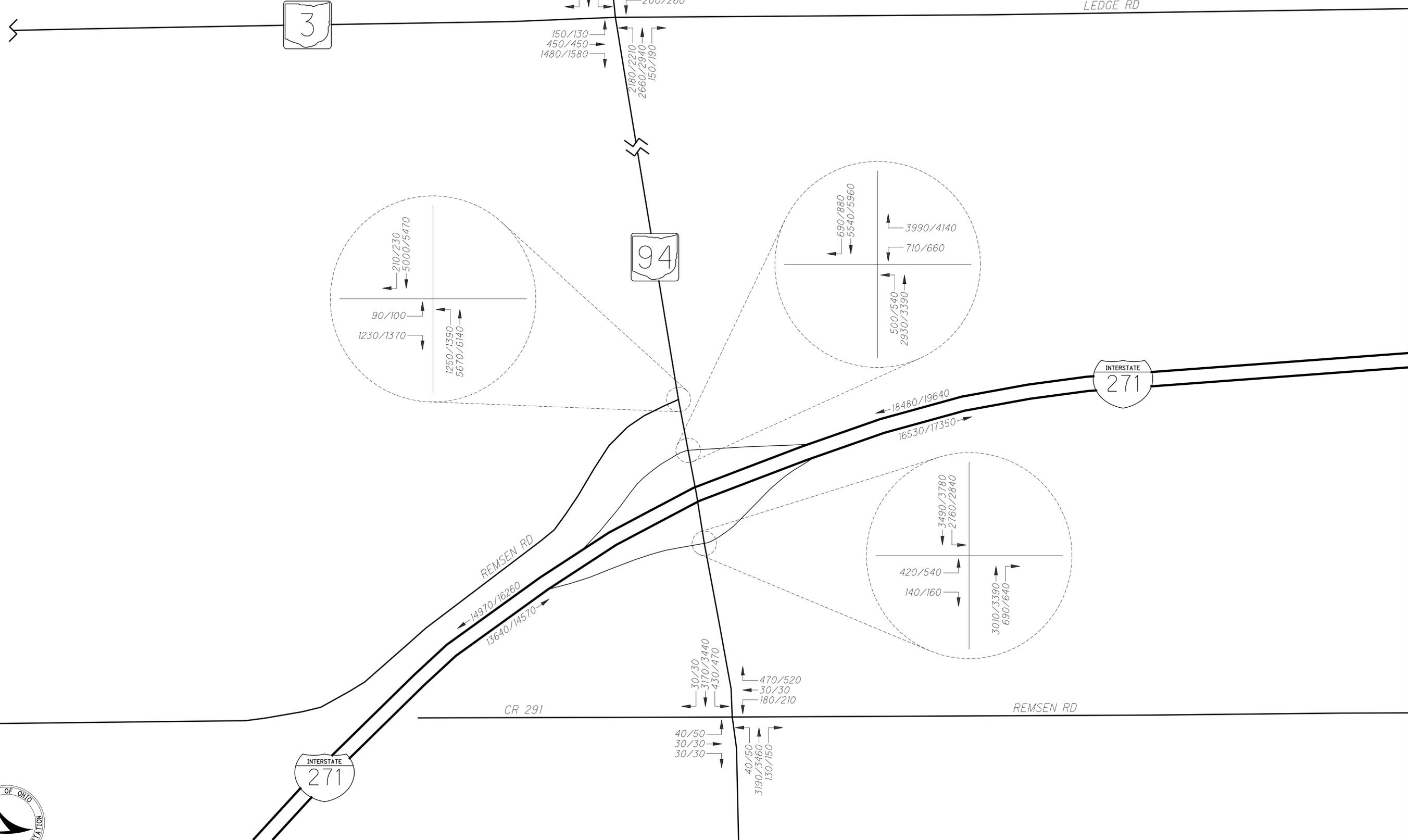
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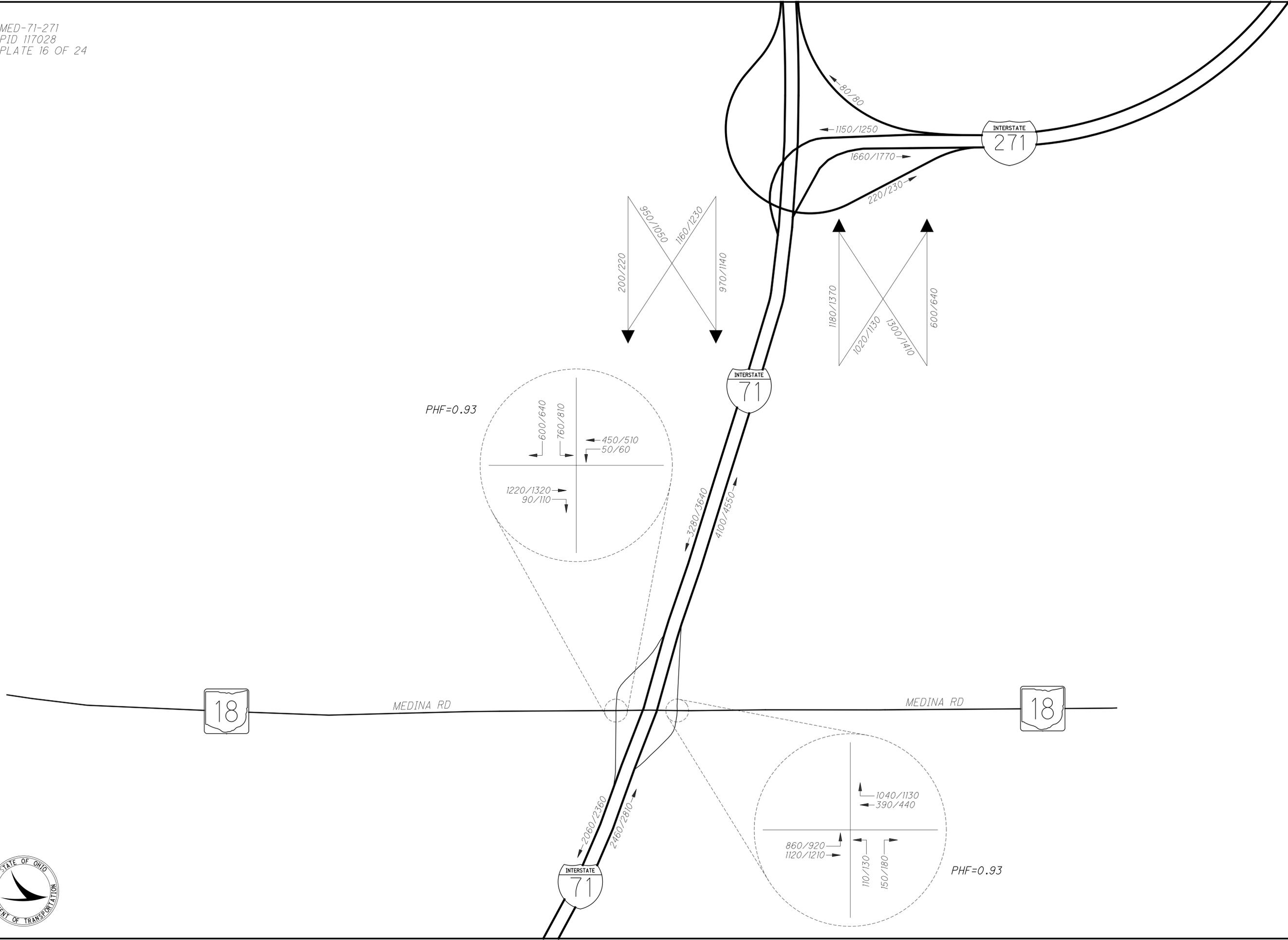
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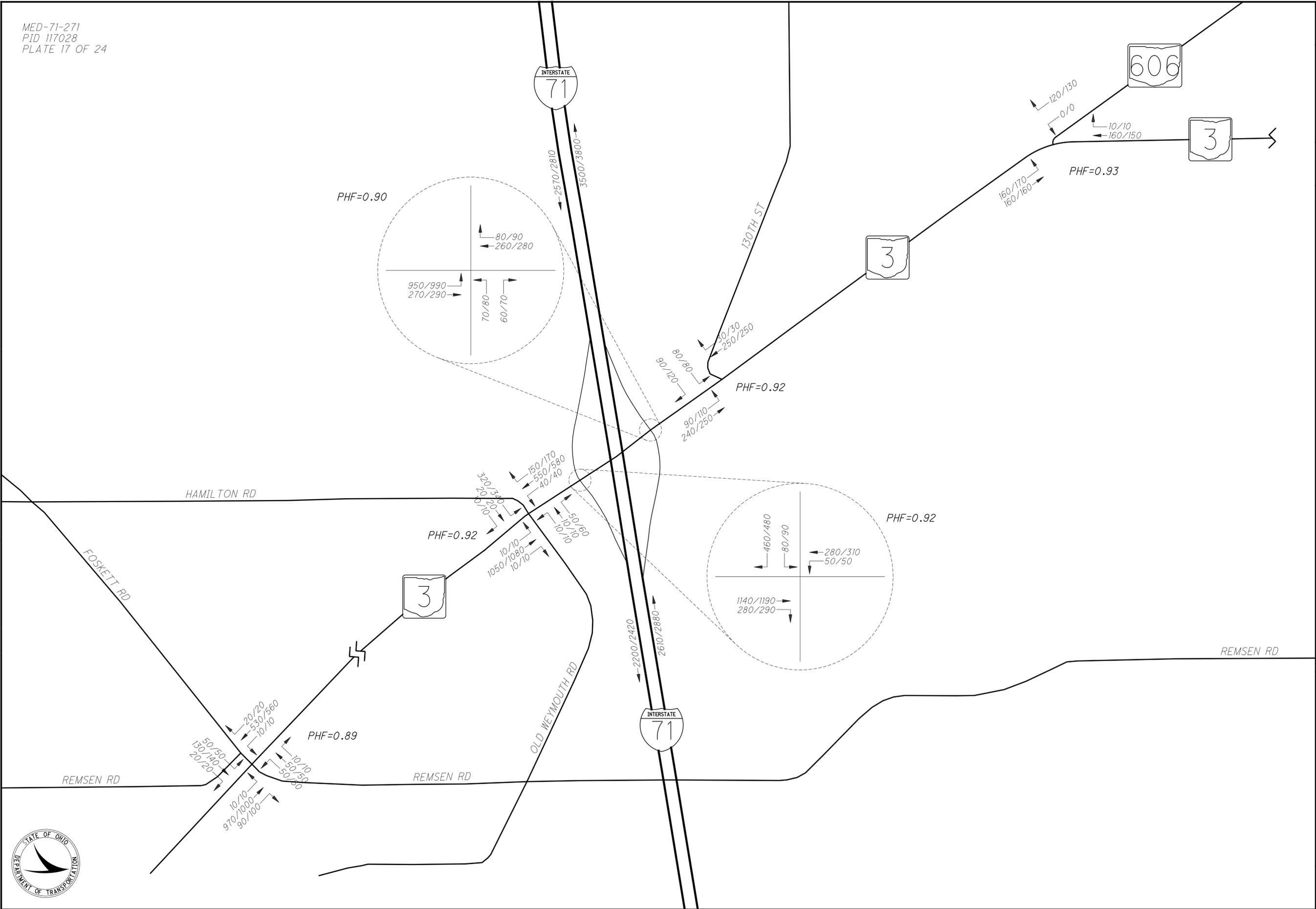
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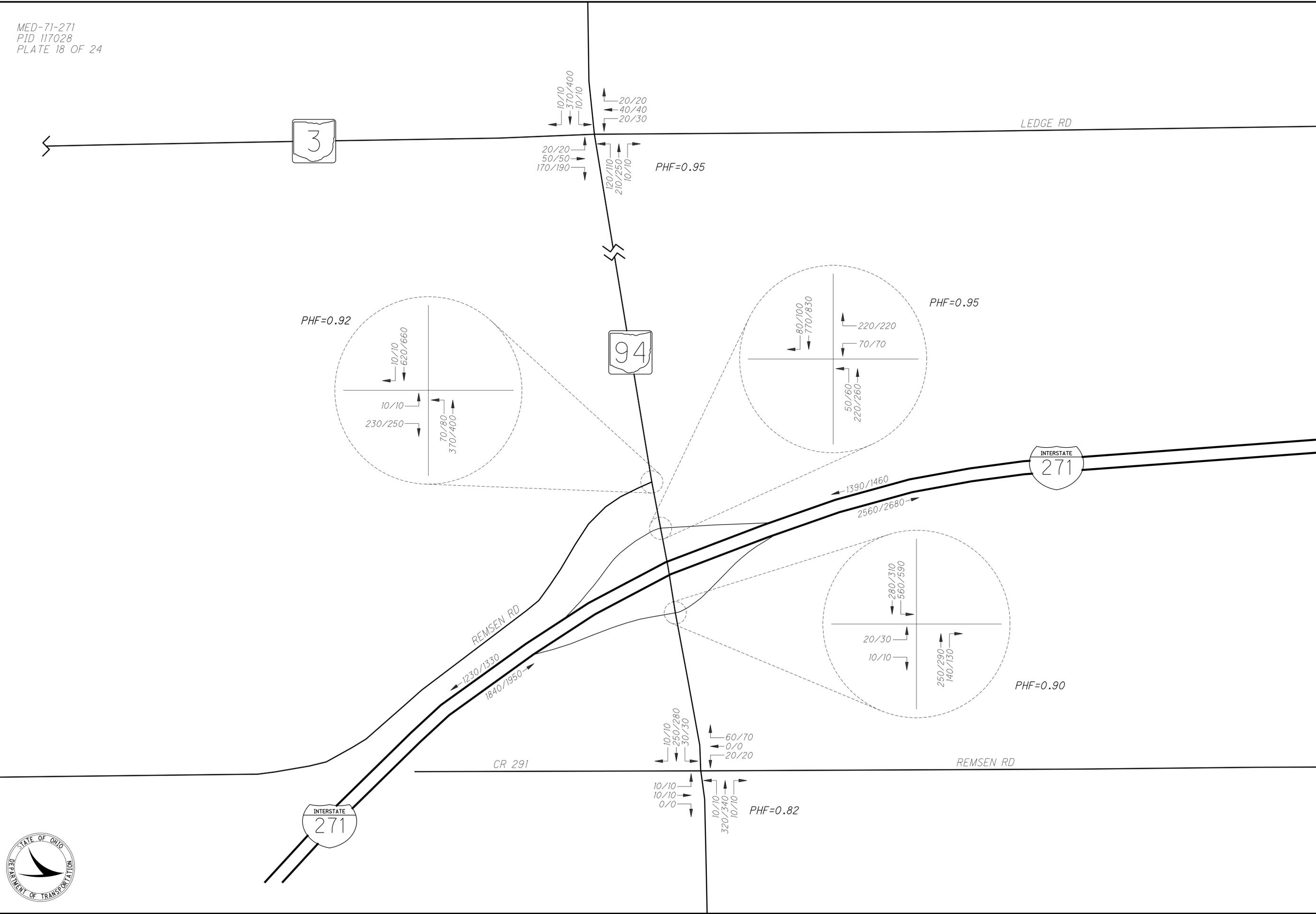
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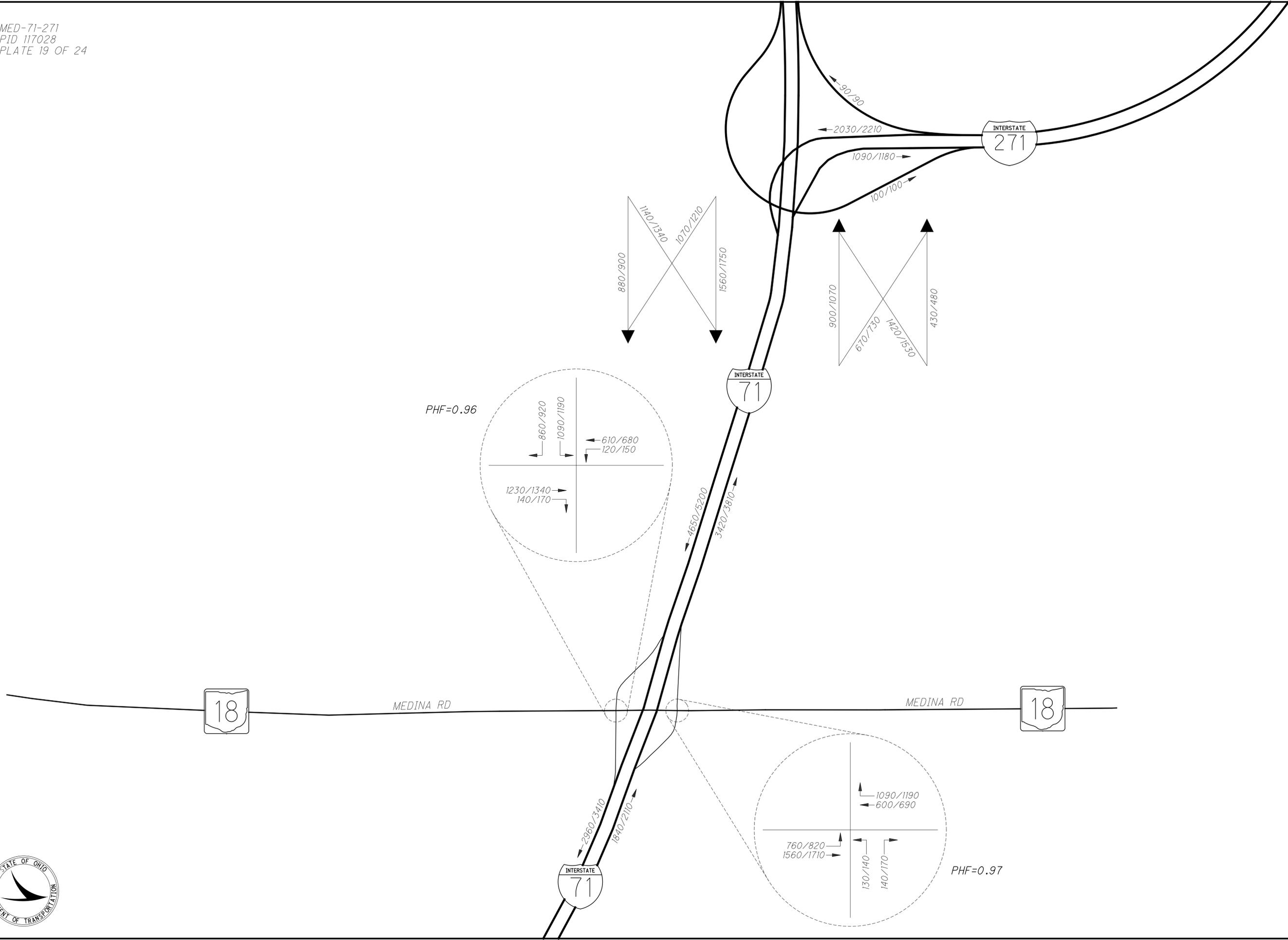
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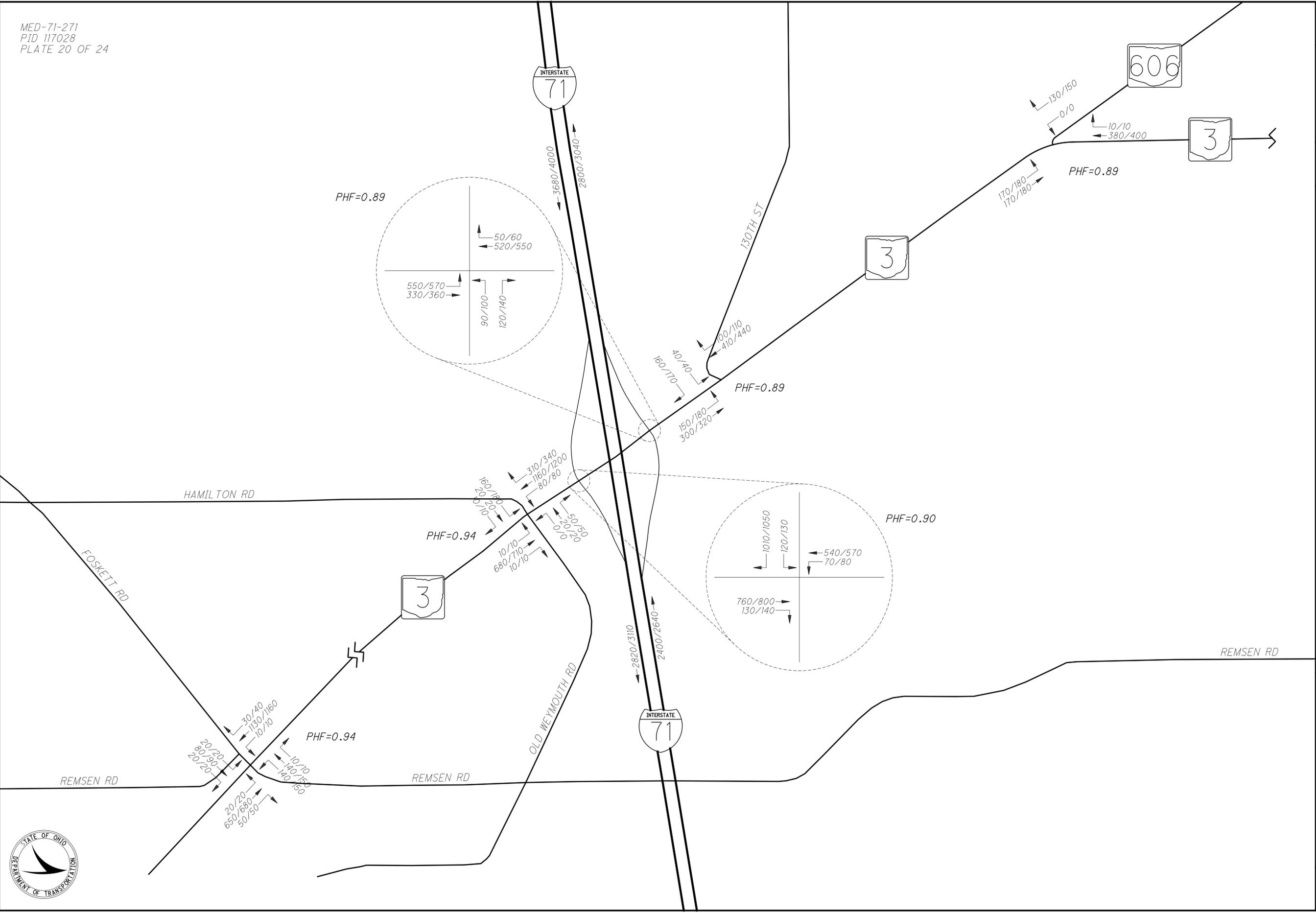
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PLATE 20 OF 24

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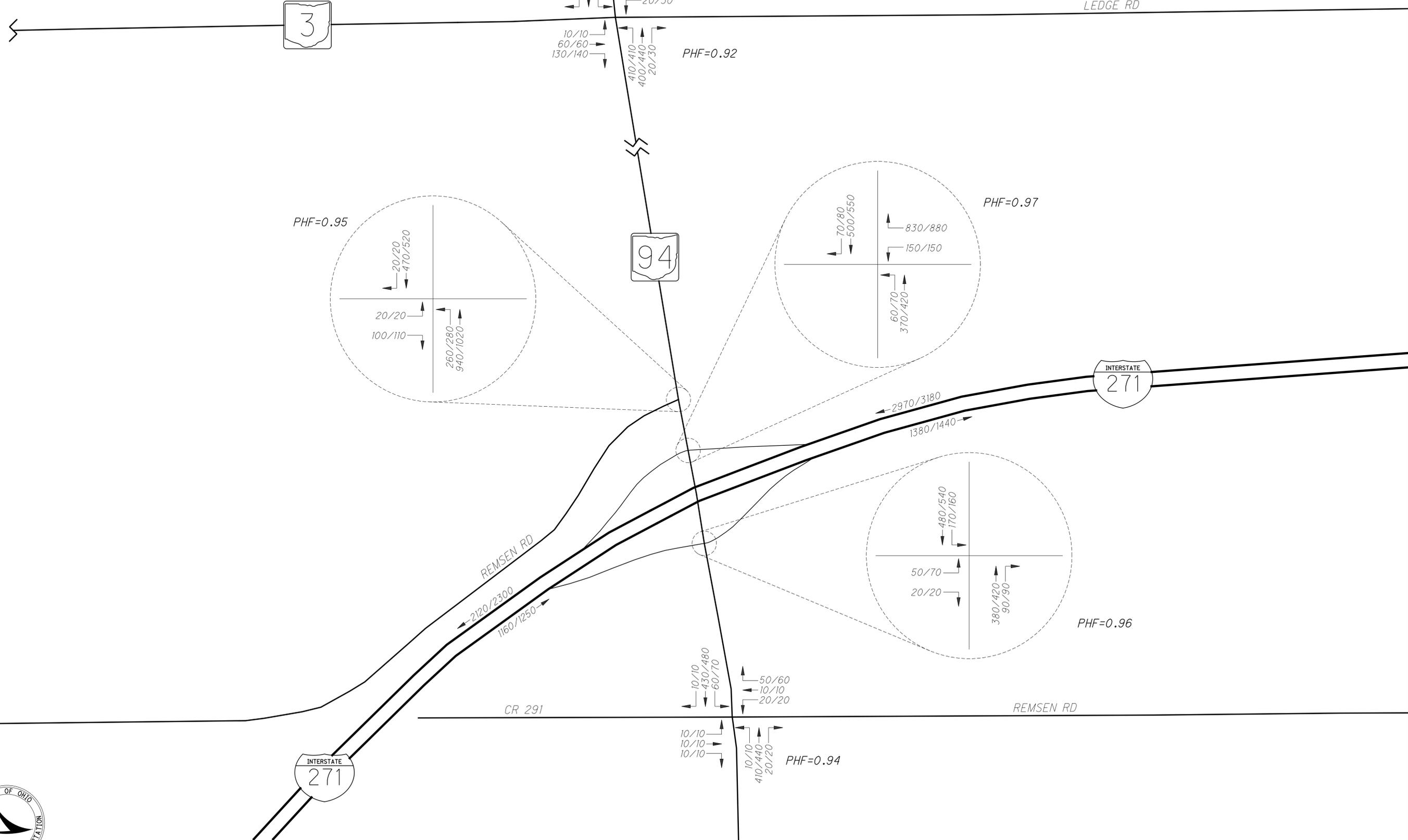
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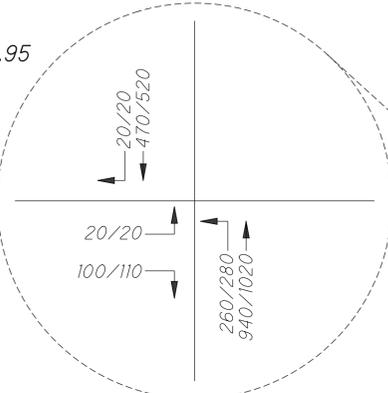
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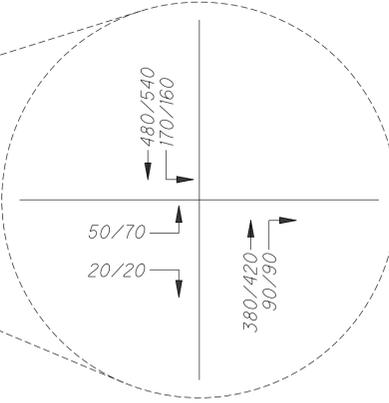
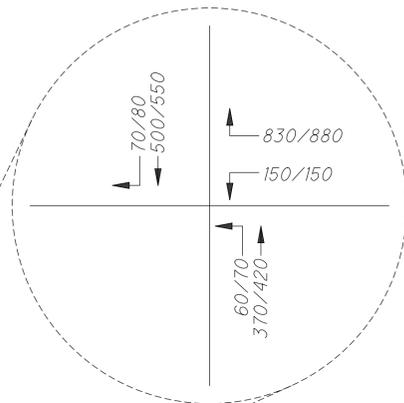
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PHF=0.95



PHF=0.97



PHF=0.96

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10/10
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410/440
20/20
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REMSSEN RD

2120/2300
1160/1250

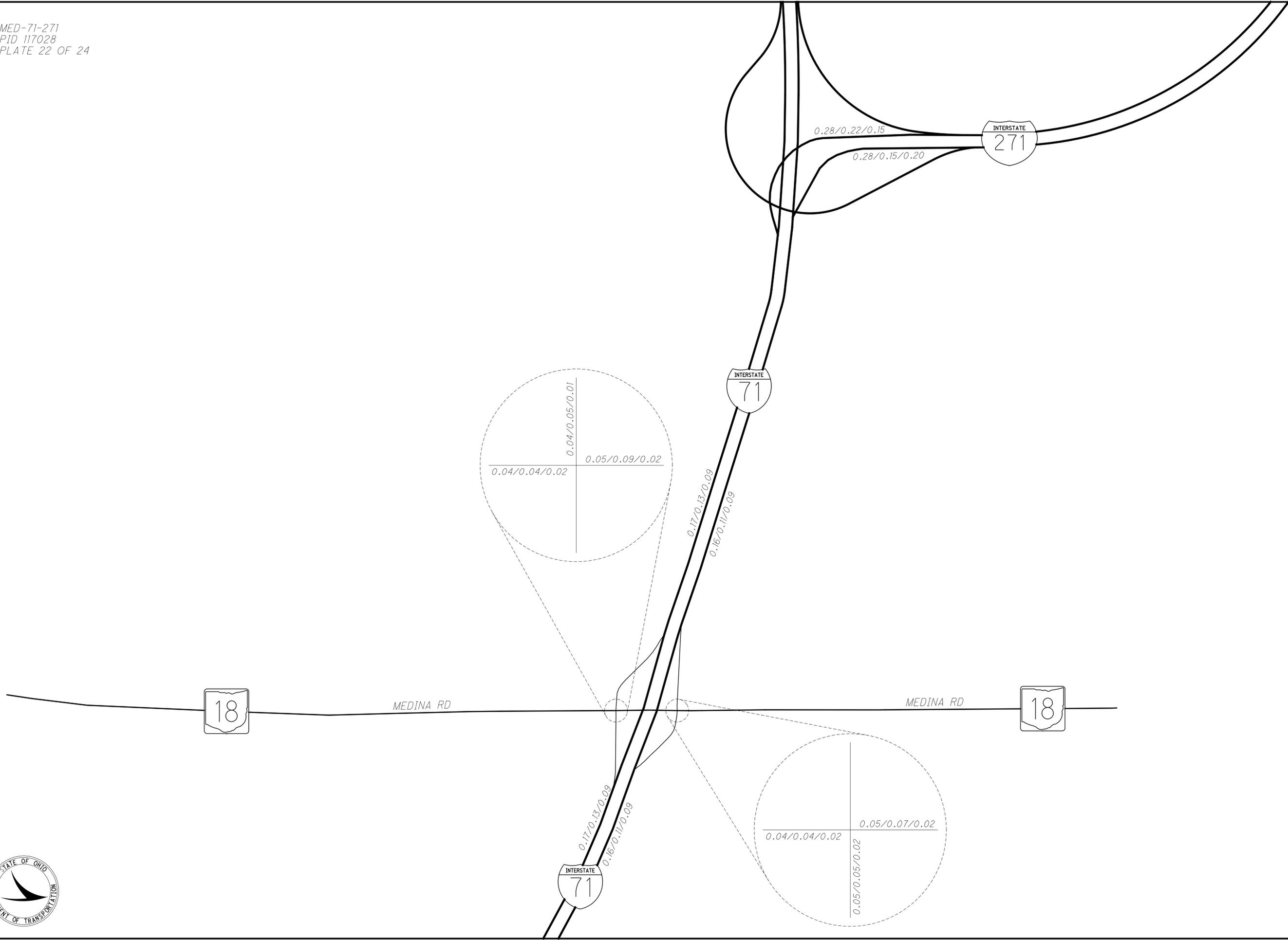
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REMSSEN RD

LEDGE RD

MED-71-271
PID 117028
PLATE 22 OF 24

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PLATE 23 OF 24

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HAMILTON RD

FOSKETT RD

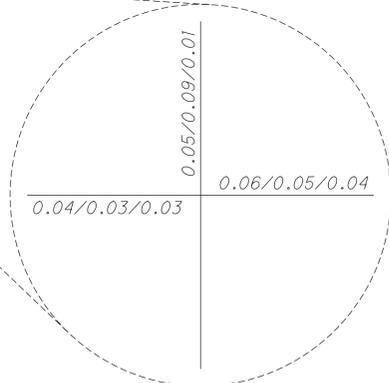
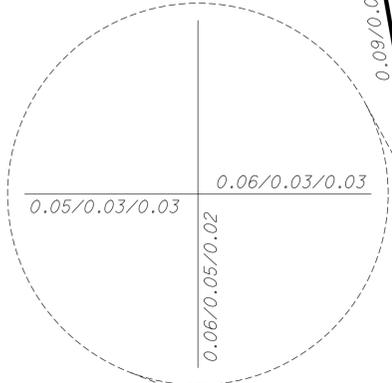
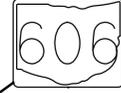
REMSEN RD

REMSEN RD

OLD WEYMOUTH RD

BOOTH ST

REMSEN RD



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0.02/0.06/0.05

0.05/0.06/0.02

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MED-71-271 T24/ AM TD/ PM TD BUILD
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PLATE 24 OF 24



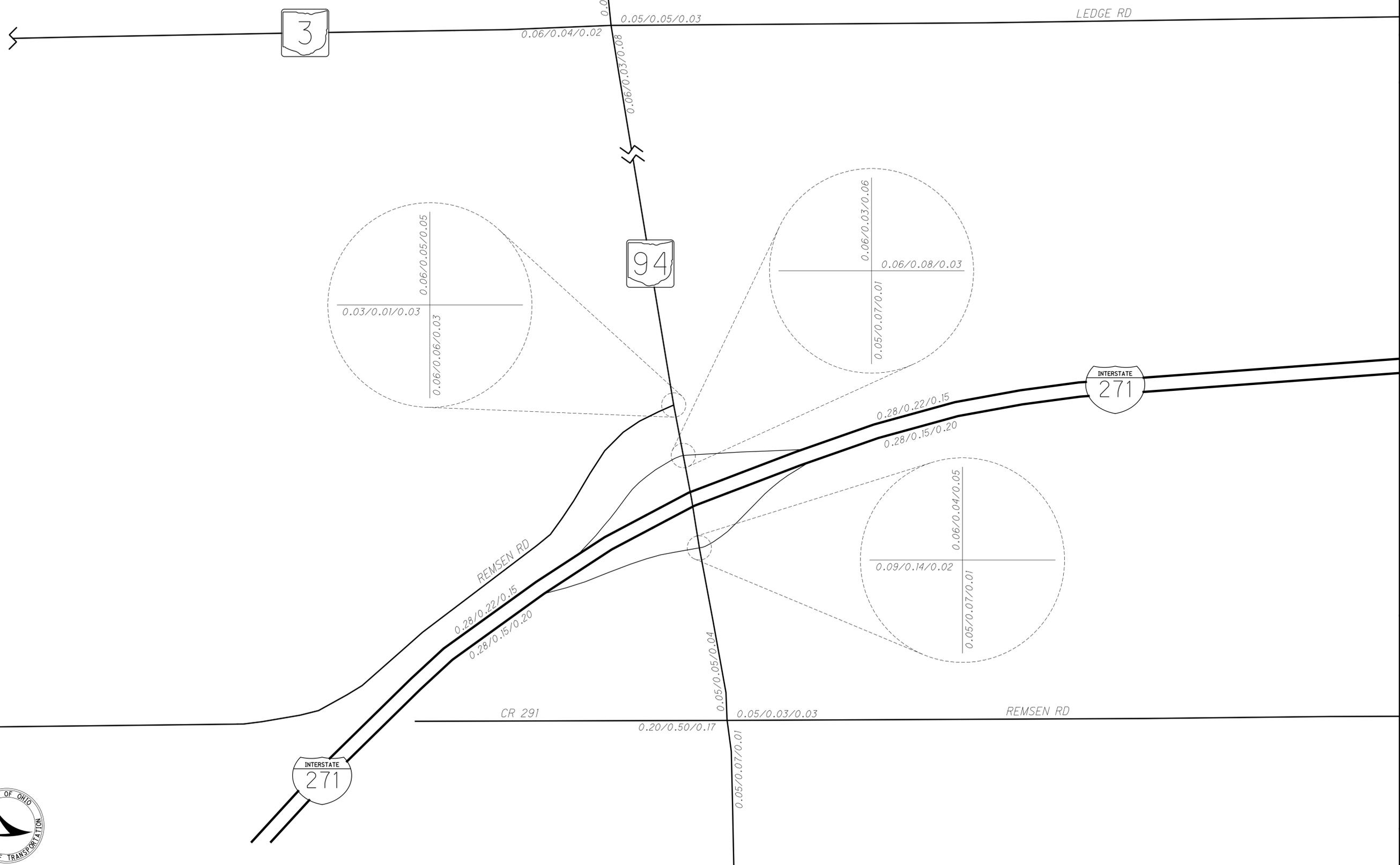
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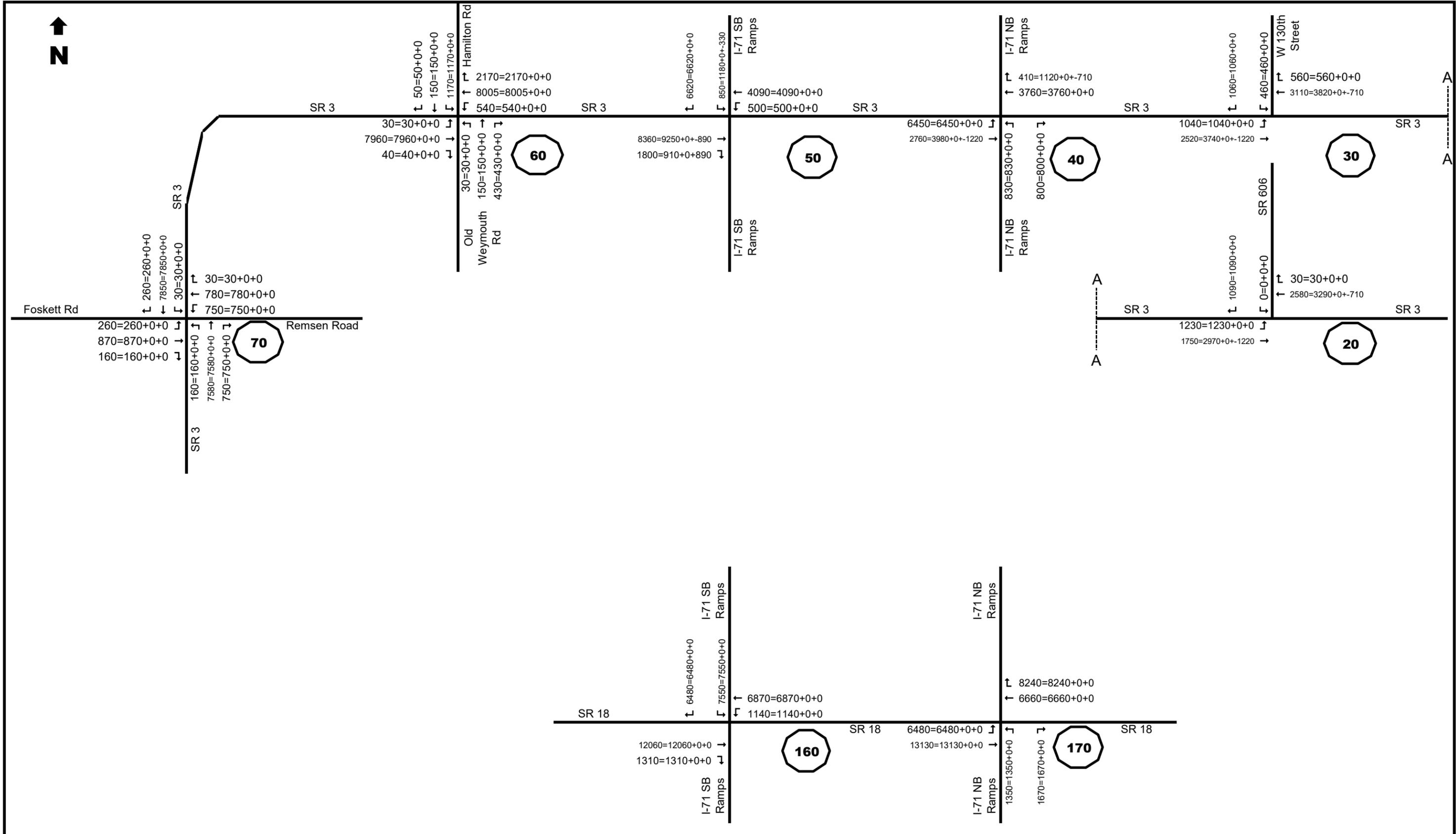
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APPENDIX G

Build Traffic Calculations



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  7/2024

LEGEND

A (SHEET TITLE)=B+C+D

B = NO BUILD (2030)

C = GROWTH

D = DIVERTED TO NEW RAMPS

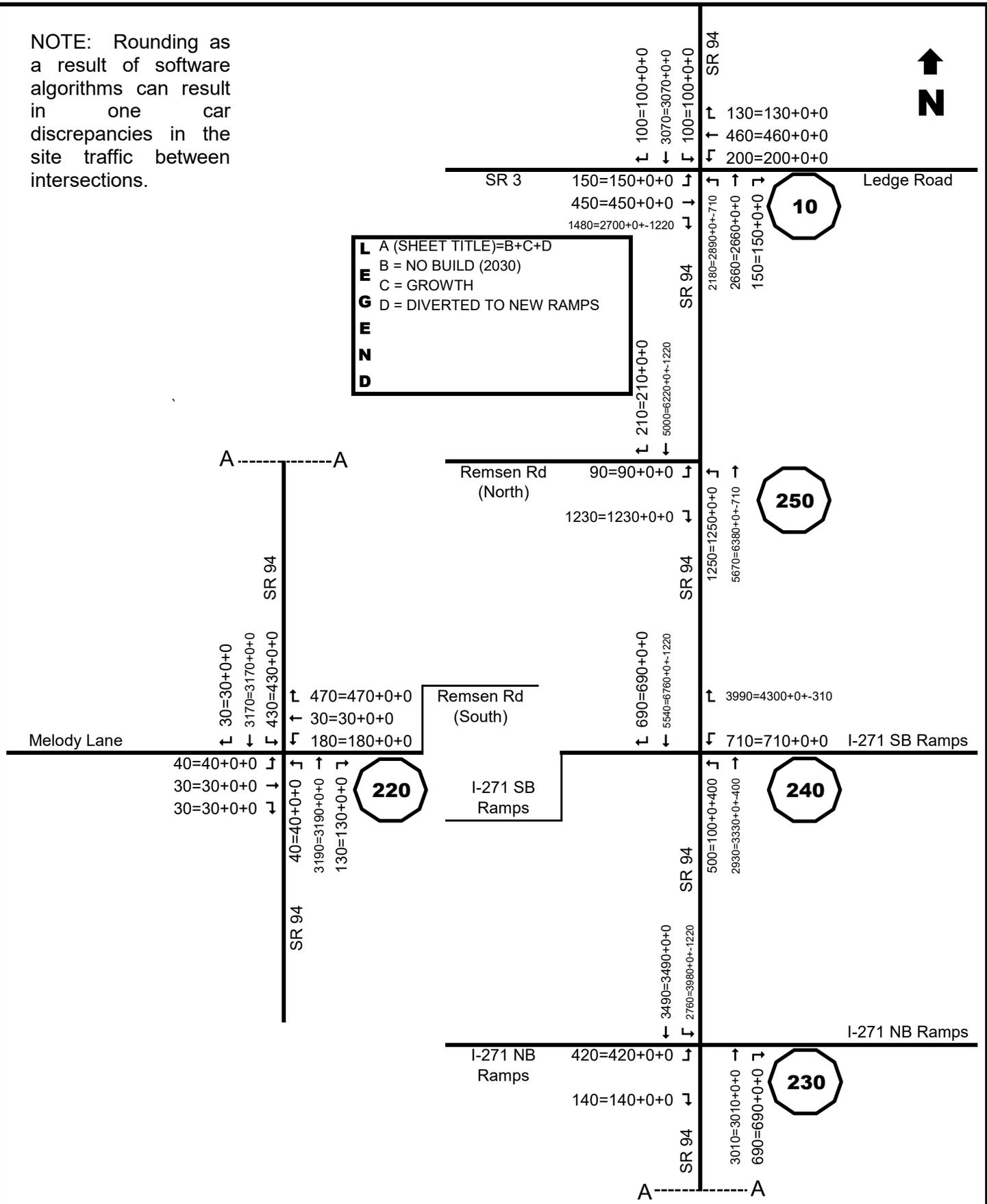
FIGURE 1A

2030 'BUILD' W/ DIVERTED TO NEW RAMPS - DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
E D = DIVERTED TO NEW RAMPS
N
D



**MED-71/271 (PID 117028)
 COUNT MEMO**

PREPARED BY: SMART SERVICES

7/2024

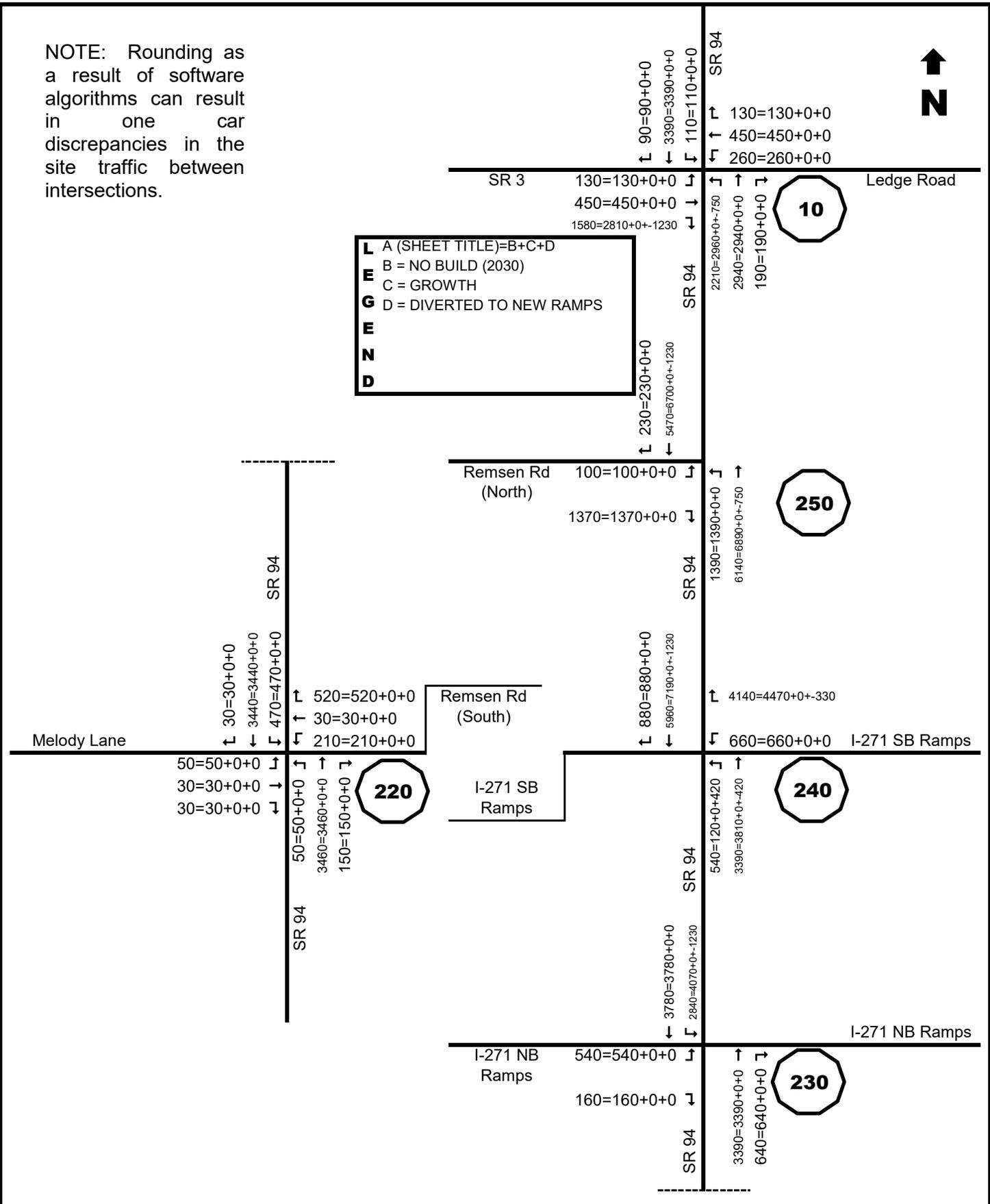
FIGURE 1B

2030 'BUILD' W/ DIVERTED TO NEW RAMPS -
 DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
E D = DIVERTED TO NEW RAMPS
N
D



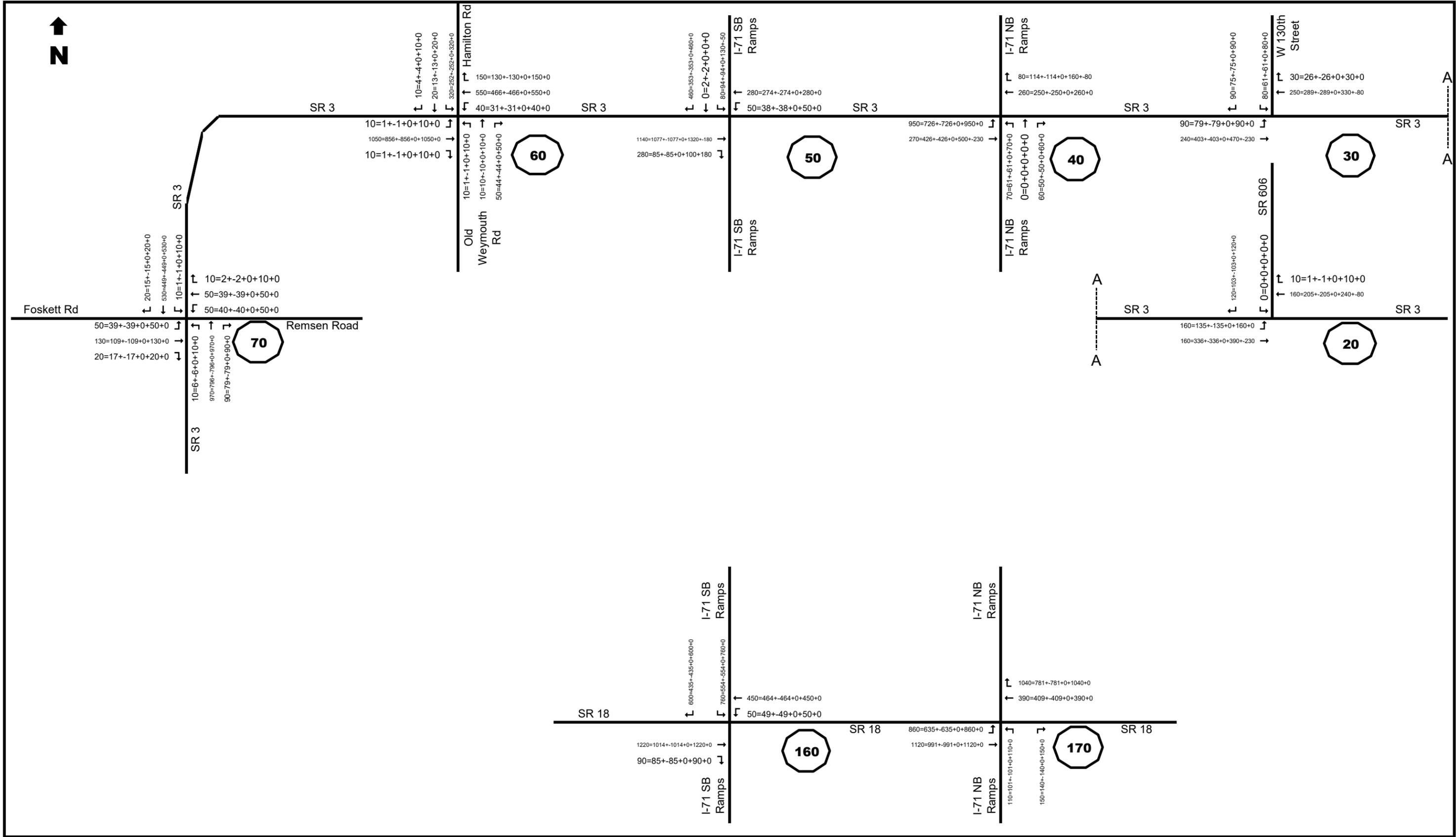
**MED-71/271 (PID 117028)
COUNT MEMO**

PREPARED BY: SMART SERVICES

7/2024

FIGURE 2B

2050 'BUILD' W/ DIVERTED TO NEW RAMPS -
DAILY



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY: 7/2024

LEGEND

A (SHEET TITLE)=B+C+D+E+F
B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
D = GROWTH

E = NO BUILD BALANCED VOLUMES
F = DIVERTED TO NEW RAMPS

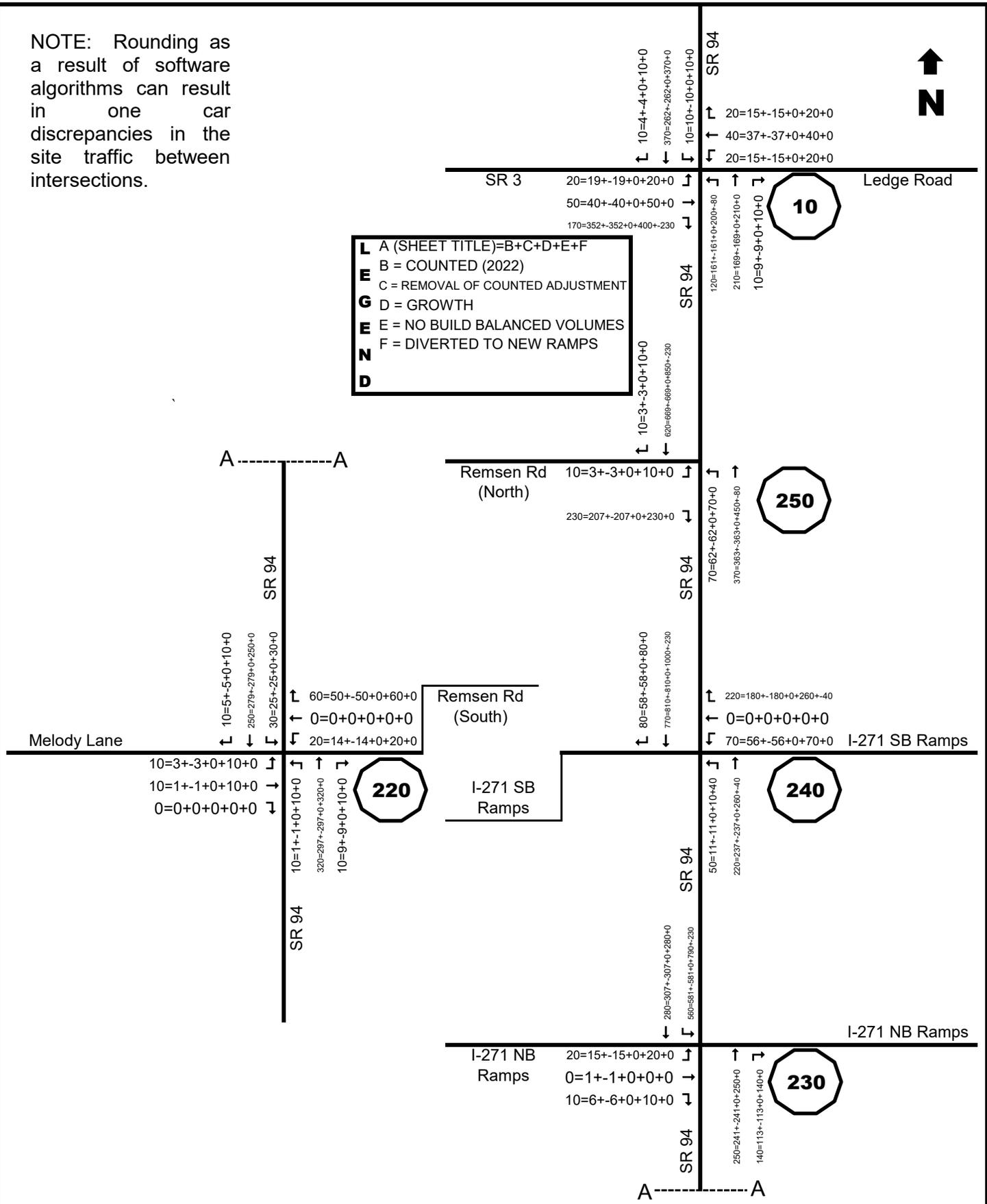
FIGURE 3A

2030 'BUILD' W/ DIVERTED TO NEW RAMPS - AM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIVERTED TO NEW RAMPS



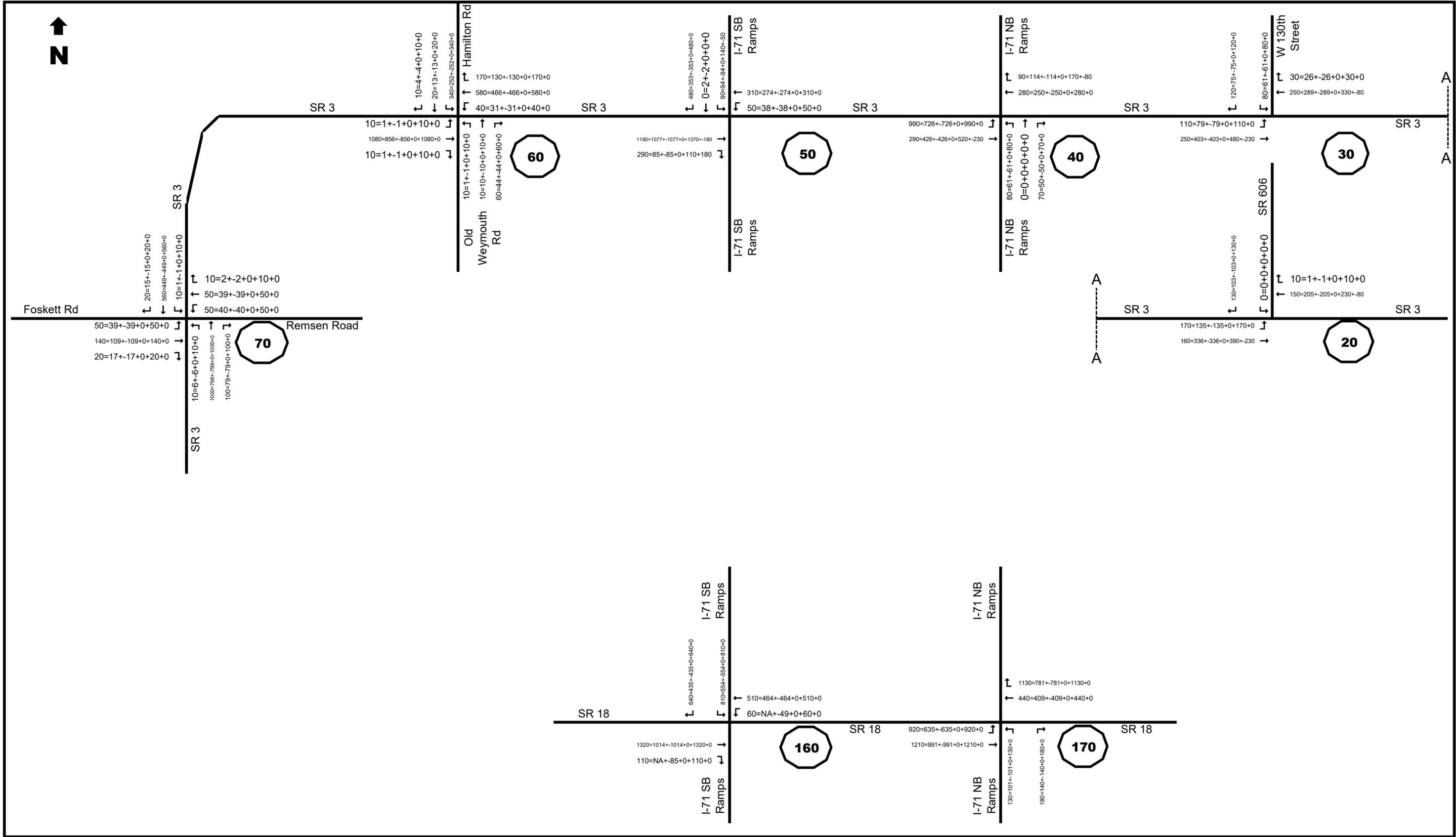
**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 3B

2030 'BUILD' W/ DIVERTED TO NEW RAMPS - AM PEAK



MED-71/271 (PID 117028)
COUNT MEMO
 PREPARED BY: 7/2024

A (SHEET TITLE)=B+C+D+E+F
 B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
 D = GROWTH

LEGEND

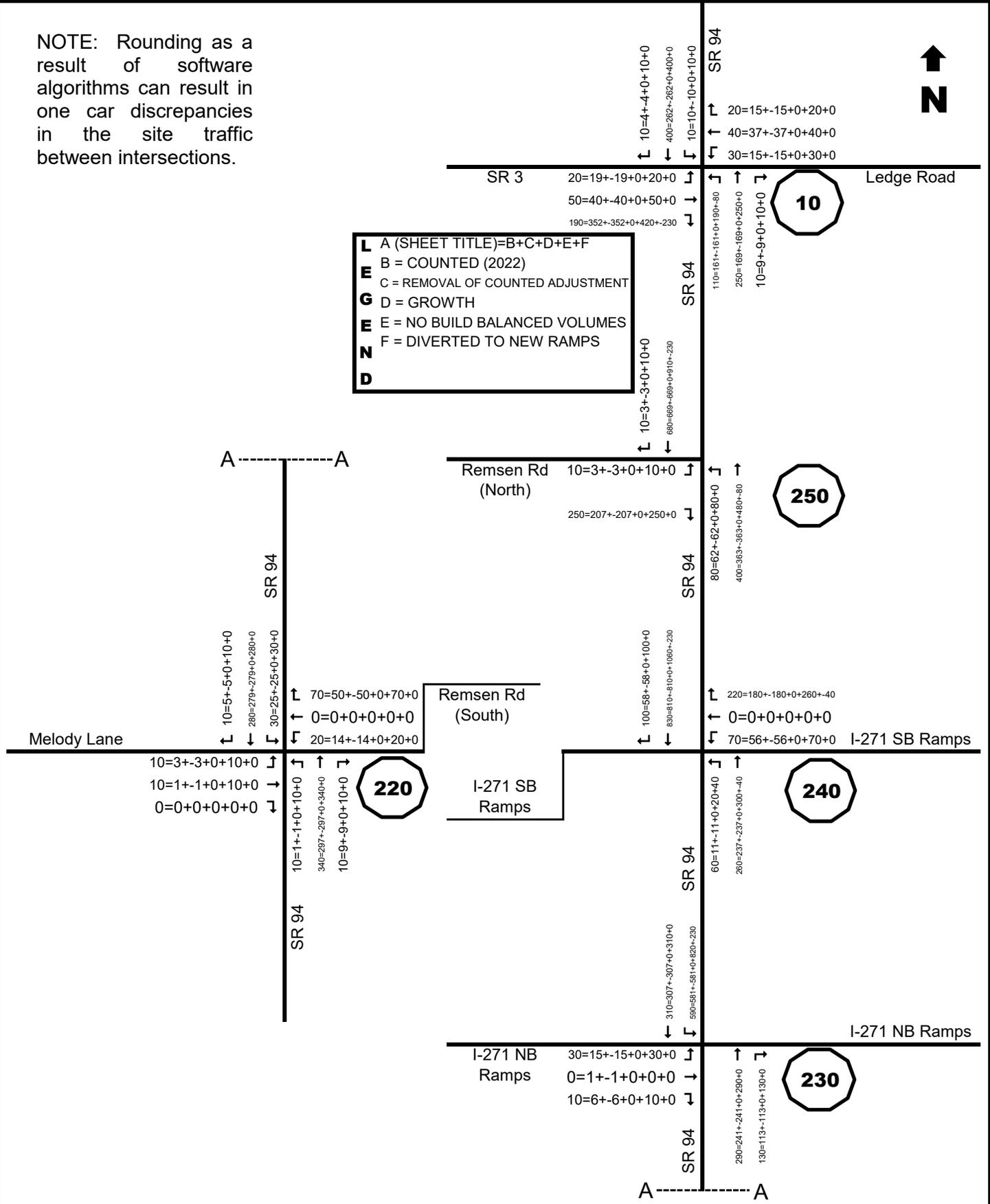
E = NO BUILD BALANCED VOLUMES
 F = DIVERTED TO NEW RAMPS

FIGURE 4A
 2050 'BUILD' W/ DIVERTED TO
 NEW RAMPS - AM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIVERTED TO NEW RAMPS



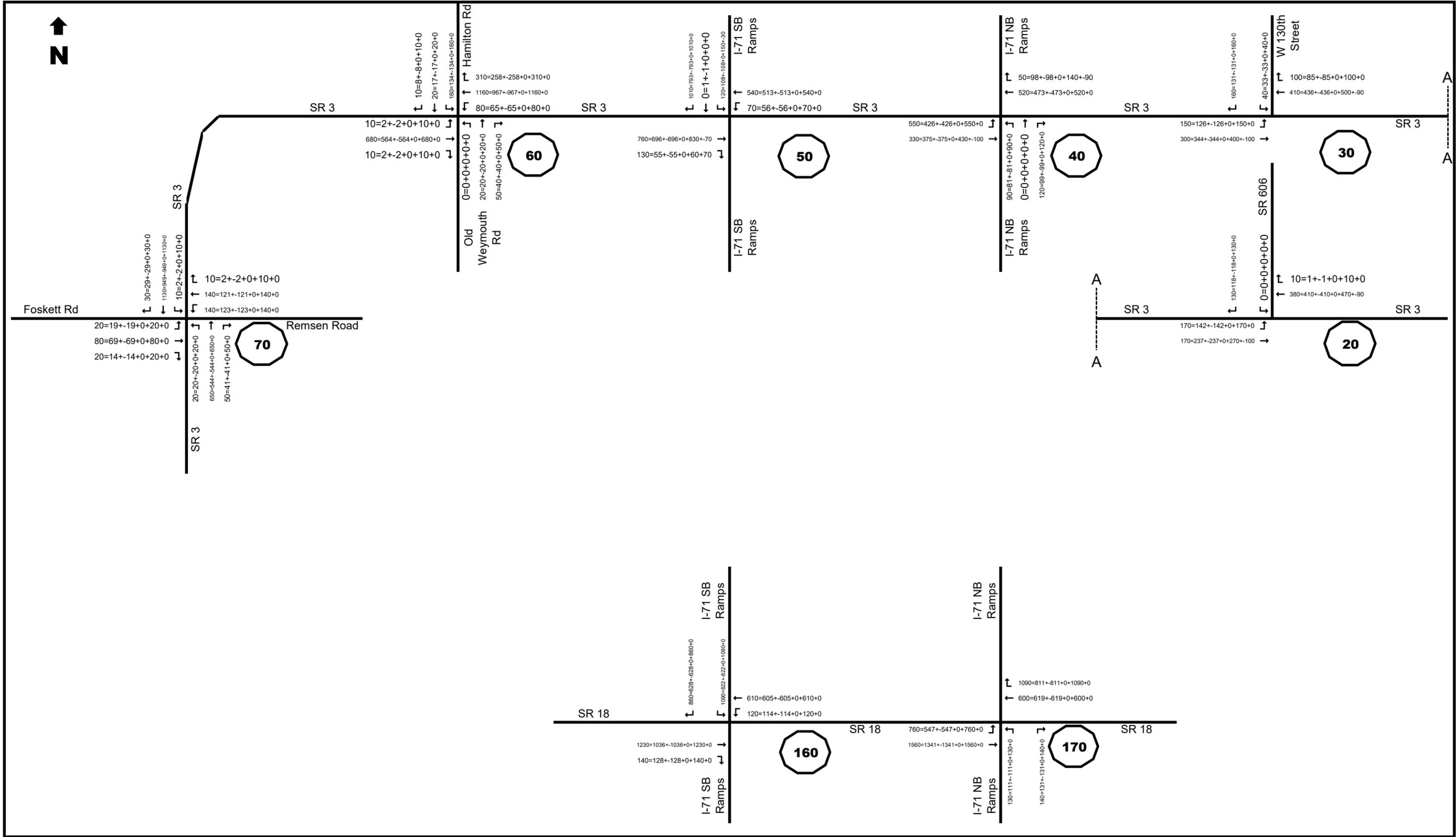
**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 4B

2050 'BUILD' W/ DIVERTED TO NEW RAMPS - AM PEAK



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  7/2024

LEGEND

A (SHEET TITLE)=B+C+D+E+F

B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT

D = GROWTH

E = NO BUILD BALANCED VOLUMES

F = DIVERTED TO NEW RAMPS

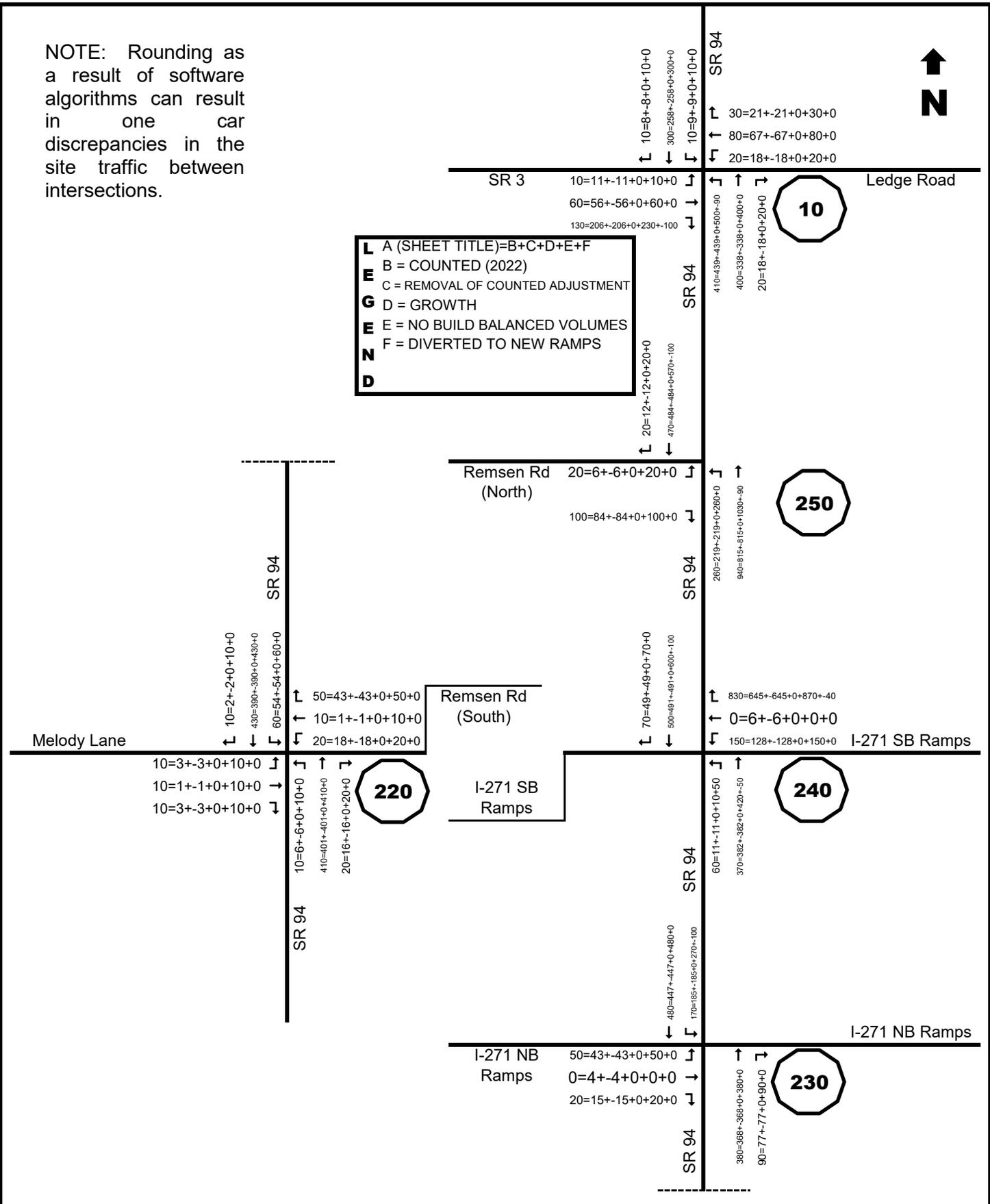
FIGURE 5A

2030 'BUILD' W/ DIVERTED TO NEW RAMPS - PM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIVERTED TO NEW RAMPS



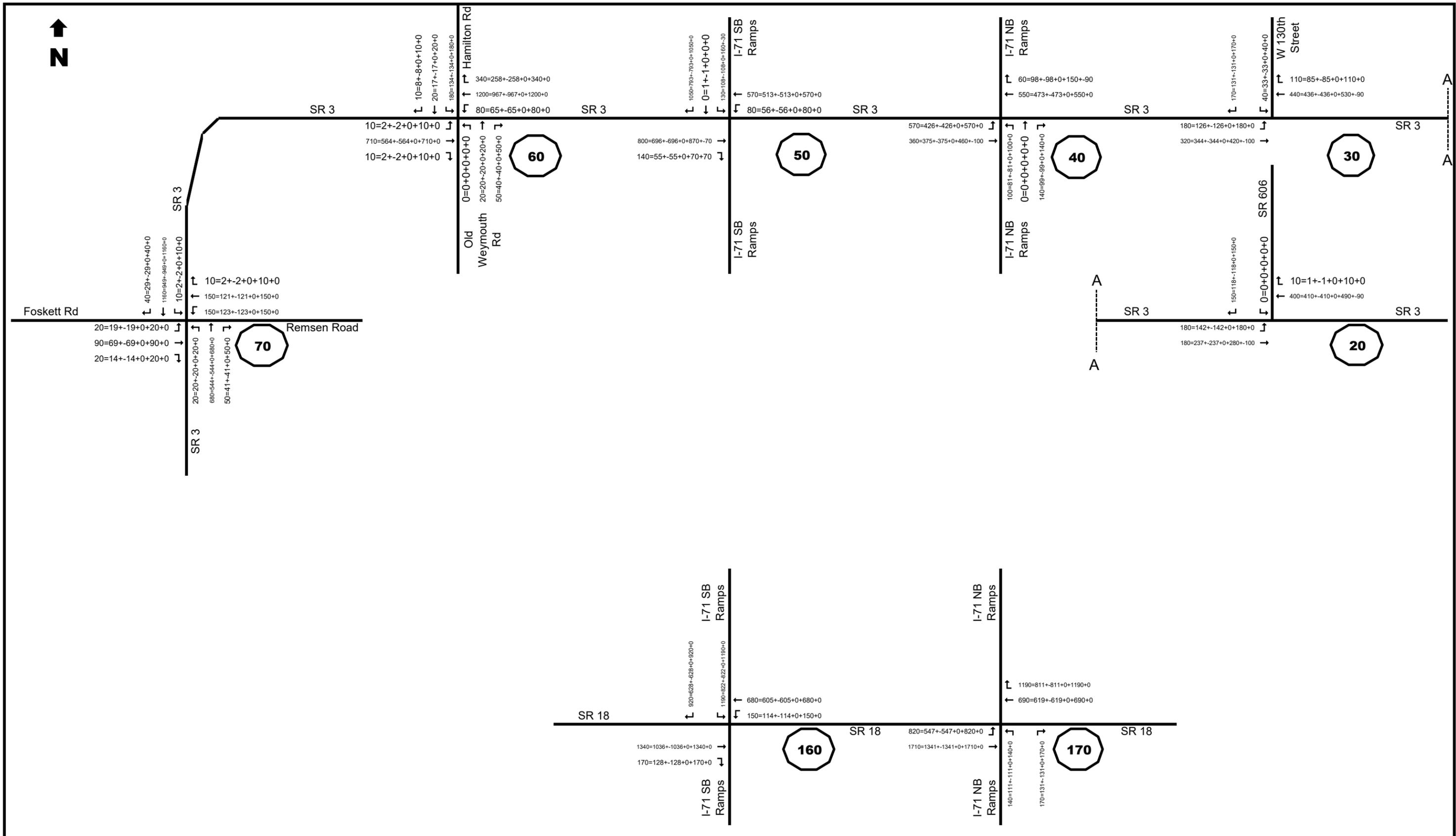
**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 5B

2030 'BUILD' W/ DIVERTED TO NEW RAMPS - PM
 PEAK



MED-71/271 (PID 117028)
COUNT MEMO
 PREPARED BY: 7/2024

A (SHEET TITLE)=B+C+D+E+F
 B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
 D = GROWTH

LEGEND

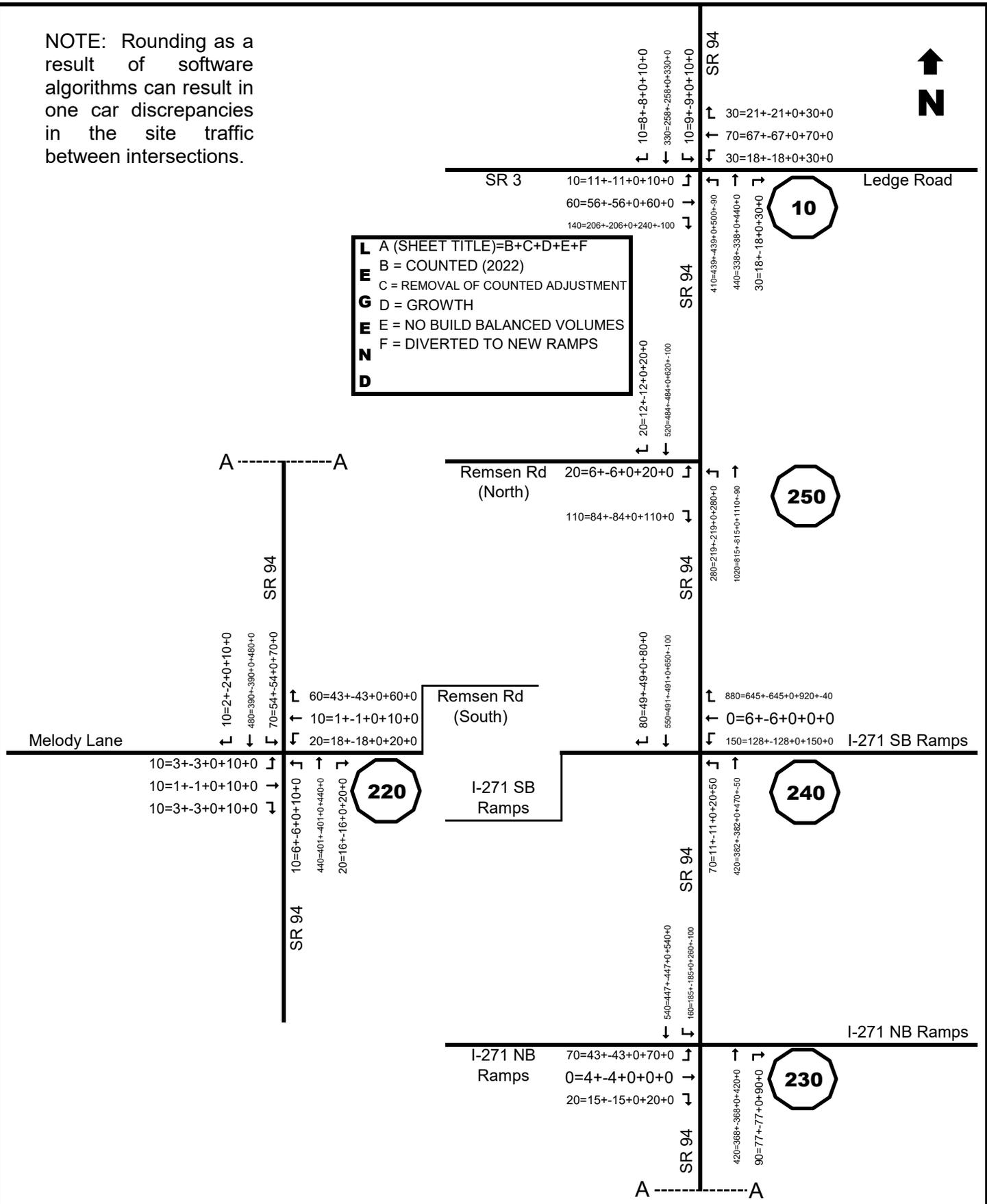
E = NO BUILD BALANCED VOLUMES
 F = DIVERTED TO NEW RAMPS

FIGURE 6A
 2050 'BUILD' W/ DIVERTED TO
 NEW RAMPS - PM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIVERTED TO NEW RAMPS



**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 6B

2050 'BUILD' W/ DIVERTED TO NEW RAMPS - PM PEAK

*IR-71/IR-271 Interchange Separate Build Ramp Traffic
Counts*

**MED-71/271 (PID 117028)
ALT 3 & 4 Build
Memo**

Prepared For:

ODOT District 3

Prepared By:



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INITIAL: 2/2025

SSI Project #: 841801

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BACKGROUND

The purpose of the project is to study alternatives near the I-71 and I-271 interchange in Medina County related to the partial system interchange. Currently, movements at the interchange are limited to I-71 NB to NB I-271 and I-271 SB to I-71 SB. The study area includes the area shown in Figure 1 as well as the interchange of I-71 & SR 18 in case needed later for IMS. The 'No Build' plates were submitted to ODOT on 10/24/2023 and certified by ODOT on 1/10/2024. The 'Build' traffic plates which represented Alternates 3 & 4 combined were submitted to ODOT on 8/02/2024 and certified by ODOT on 11/20/2024. This submission separates the Alternate 3 'Build' condition and Alternate 4 'Build' Condition. ODOT is not certifying this.

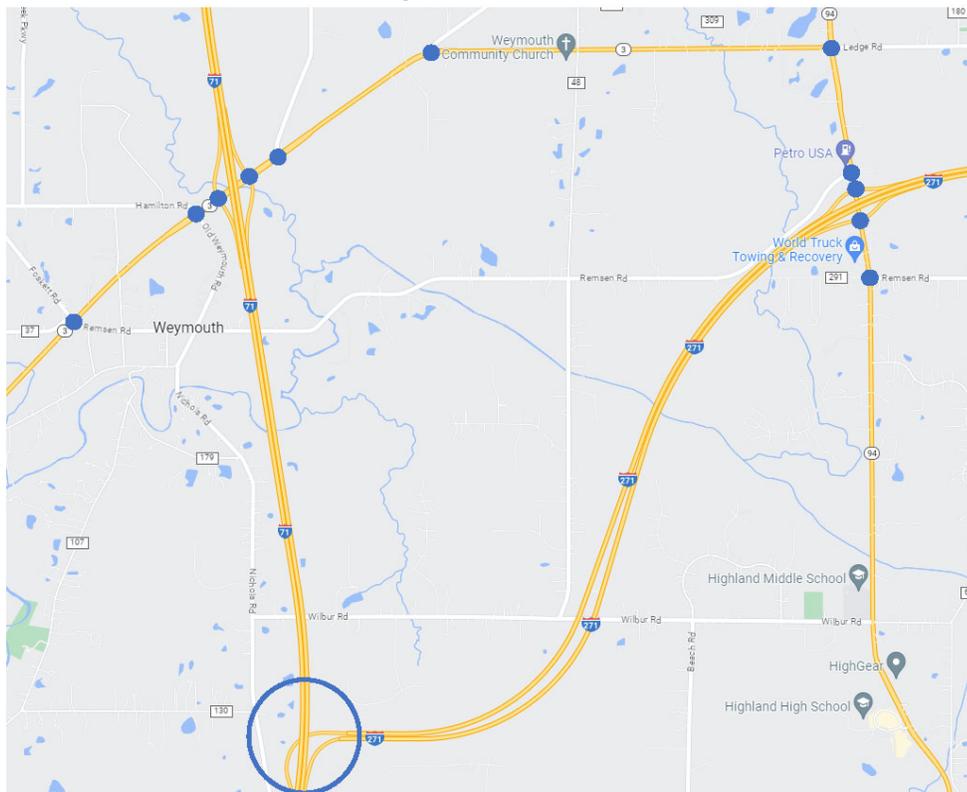


Figure 1 – Study Area Location

PROCEDURE

Unbalanced volumes

2030 and 2050 Build modeling data was provided by NOACA for 24 hours and the AM and PM Peak Periods. The *NCHRP 255* spreadsheet was used to determine unbalanced volumes at each intersection. The preliminary results of this process did not show a clear pattern to diversion because of the ramps except in the SR 94 corridor. This was a result of the anticipated volumes on the missing ramp being low. Table 1 shows the modeled ramp volumes.

ID #	Intersection/Segment	Segment						
		I-271 SB to I-71 NB			I-71 SB to I-271 NB			WB-EB TOT
		WB P&A	WB B&C	WB TOT	EB P&A	EB B&C	EB TOT	
2030 24 Hr	I-271 I-71 Ramps	0	25	25	0	82	82	107
2030 AM	I-271 I-71 Ramps	0	0	0	0	18	18	18
2030 PM	I-271 I-71 Ramps	0	25	25	0	63	63	88
2050 24 Hr	I-271 I-71 Ramps	0	24	24	0	97	97	121
2050 AM	I-271 I-71 Ramps	0	0	0	0	39	39	39
2050 PM	I-271 I-71 Ramps	0	24	24	0	58	58	82

TABLE 1 - NOACA Model Summary

Because of this, Street Light data was used to estimate the different diversions for two different movements (and the reverse movements). The movements are:

To I-271 (Alternative 3)

- I-71 SB to I-271 NB
- SR 3 (west of I-71) EB to I-271 NB

To I-71 (Alternative 4)

- I-271 SB to I-71 NB
- SR 94 (south of I-271) EB to I-71 NB

For the “To I-271” calculations see Tables 2A, 2B, and 2C. For the “To I-71” calculations see Tables 3A, 3B, and 3C. To use as an example, for the top line of the table in Table 2A:

1. On an average day in the AM peak hour, for traffic on IR 71 SB north of SR 3, an average of 117 vehicles exited SR 3 SB, took local roads, and entered IR 271 NB at SR 94.
2. This represented 5.6% of traffic on the IR 271 NB entrance ramp, according to Streetlight.
3. It is assumed that 100% of the traffic going from IR 71 SB to IR 271 NB would stay on the freeway system if the ramp was built.
4. If you multiply the 2030 no-build peak volume by the distribution percentage and percent of movement, you will get 50 vehicles making that movement in the AM peak hour.
5. Repeat the above process for the 2050 volumes, and multiply by the truck percentage to get 2050 volumes and trucks.
6. Repeat the above process for SR 3 vehicles west of IR 71 and sum the opening and design year totals to get the AM peak build ramp volumes and truck volumes.

This approach was the same as certified in the ‘Build’ (for Alternatives 3 & 4 combined). The calculations showing the ‘No Build’ certified volumes plus the diversion are in Appendix G.

ORIENTATION	Streetlight AM Peak Traffic Entering the I-271 NB On Ramp 2074	DIST %	2030 No Build AM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build AM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	117	5.6%	930	100.0%	50	950	100.0%	50	4%	2
From West of I-71 on SR 3	518	25.0%		75.0%	170		75.0%	180	4%	7
TOTAL					220			230		9

TABLE 2A - "To I-271 NB" Build Diversion (AM Peak)

ORIENTATION	Streetlight PM Peak Traffic Entering the I-271 NB On Ramp 950	DIST %	2030 No Build PM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build PM Peak Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	70	7.4%	360	100.0%	30	350	100.0%	30	5%	2
From West of I-71 on SR 3	243	25.6%		75.0%	70		75.0%	70	5%	4
TOTAL					100			100		5

TABLE 2B - "To I-271 NB" Build Diversion (PM Peak)

ORIENTATION	Streetlight ADT Traffic Entering the I-271 NB On Ramp 4352	DIST %	2030 No Build ADT Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2030 CARS/ TRUCKS DIVERSION	2050 No Build ADT Traffic Entering the I-271 NB On Ramp	% OF MOVEMENT	2050 CARS/ TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From North of SR 3 on I-71	304	7.0%	4670	100.0%	330	4710	100.0%	330	6%	20
From West of I-71 on SR 3	1106	25.4%		75.0%	890		75.0%	900	6%	54
TOTAL					1220			1230		74

TABLE 2C - "To I-271 NB" Build Diversion (ADT)

ORIENTATION	Streetlight AM Peak Traffic Entering the I-71 NB On Ramp 2294	DIST %	2030 No Build AM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/TRUCKS DIVERSION	2050 No Build AM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	74	3.2%	1110	100.0%	40	1160	100.0%	40	3%	1
From South of I-271 on SR 94	88	3.8%		100.0%	40		100.0%	40	3%	1
TOTAL					80			80		2

TABLE 3A - "To I-71 NB" Build Diversion (AM Peak)

ORIENTATION	Streetlight PM Peak Traffic Entering the I-71 NB On Ramp 1874	DIST %	2030 No Build PM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/TRUCKS DIVERSION	2050 No Build PM Peak Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	117	6.2%	690	100.0%	40	720	100.0%	40	3%	1
From South of I-271 on SR 94	128	6.8%		100.0%	50		100.0%	50	3%	2
TOTAL					90			90		3

TABLE 3B - "To I-71 NB" Build Diversion (PM Peak)

ORIENTATION	Streetlight ADT Traffic Entering the I-71 NB On Ramp 7004	DIST %	2030 No Build ADT Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2030 CARS/TRUCKS DIVERSION	2050 No Build ADT Traffic Entering the I-71 NB On Ramp	% OF MOVEMENT	2050 CARS/TRUCKS DIVERSION	2050 DIVERTED TRUCK %	2050 TRUCKS
From East of SR 94 on I-271	290	4.1%	7570	100.0%	310	7910	100.0%	330	5%	17
From South of I-271 on SR 94	371	5.3%		100.0%	400		100.0%	420	5%	21
TOTAL					710			750		38

TABLE 3C - "To I-71 NB" Build Diversion (ADT)

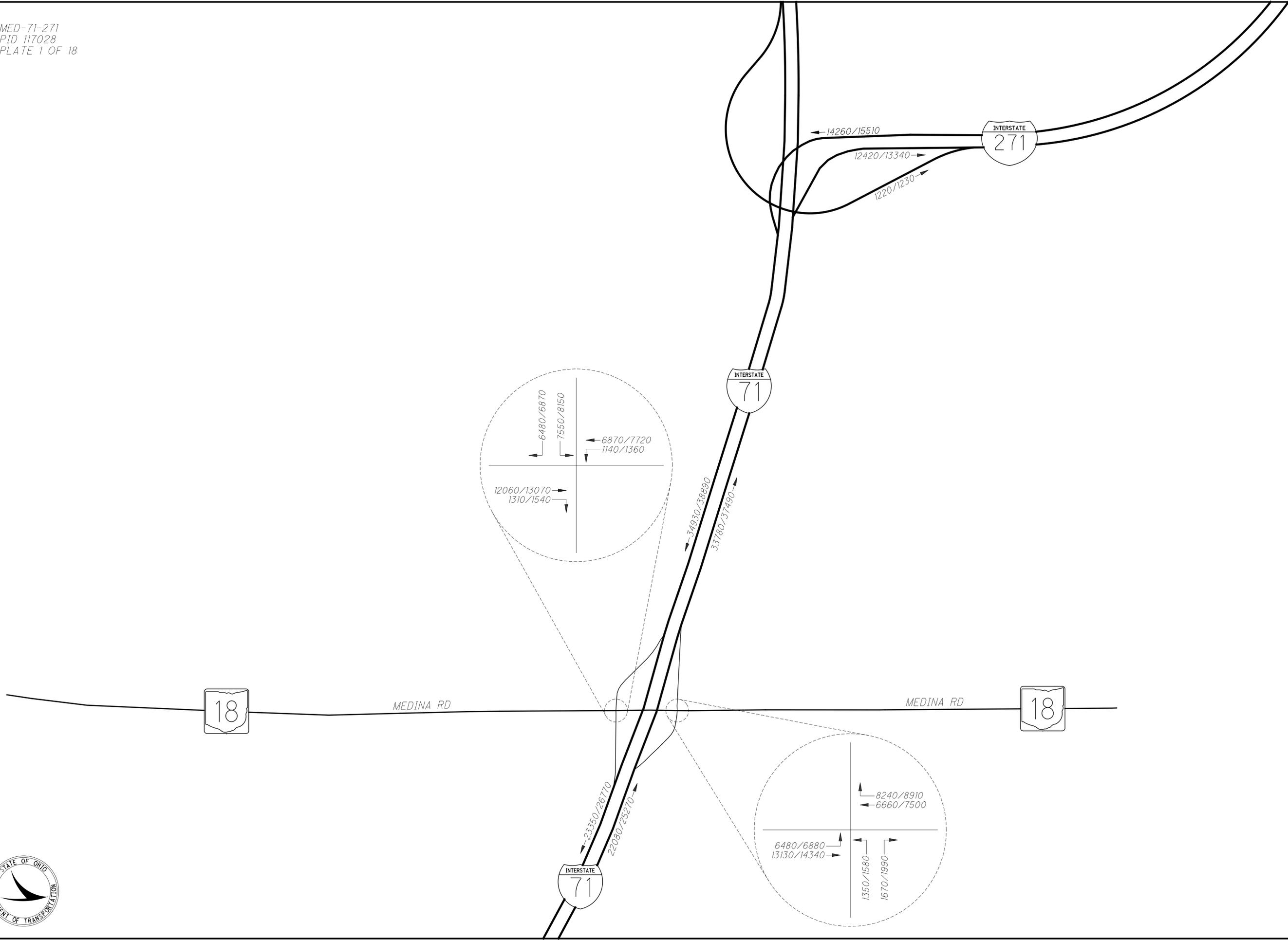
2030 & 2050 BUILD PLATES

In addition to the volumes developed and described in the procedure section, truck percentage plates were included which did not change from the 'No Build'. The following traffic plates contain the 'Build' traffic information which are described below:

- Plate 1 - 2030/2050 Alternative 3 Build ADT (SR 18)
- Plate 2 - 2030/2050 Alternative 3 Build ADT (SR 3)
- Plate 3 - 2030/2050 Alternative 3 Build ADT (SR 94)
- Plate 4 - 2030/2050 Alternative 3 Build AM Peak Hour (SR 18)
- Plate 5 - 2030/2050 Alternative 3 Build AM Peak Hour (SR 3)
- Plate 6 - 2030/2050 Alternative 3 Build AM Peak Hour (SR 94)
- Plate 7 - 2030/2050 Alternative 3 Build PM Peak Hour (SR 18)
- Plate 8 - 2030/2050 Alternative 3 Build PM Peak Hour (SR 3)
- Plate 9 - 2030/2050 Alternative 3 Build PM Peak Hour (SR 94)
- Plate 10 - 2030/2050 Alternative 4 Build ADT (SR 18)
- Plate 11 - 2030/2050 Alternative 4 Build ADT (SR 3)
- Plate 12 - 2030/2050 Alternative 4 Build ADT (SR 94)
- Plate 13 - 2030/2050 Alternative 4 Build AM Peak Hour (SR 18)
- Plate 14 - 2030/2050 Alternative 4 Build AM Peak Hour (SR 3)
- Plate 15 - 2030/2050 Alternative 4 Build AM Peak Hour (SR 94)
- Plate 16 - 2030/2050 Alternative 4 Build PM Peak Hour (SR 18)
- Plate 17 - 2030/2050 Alternative 4 Build PM Peak Hour (SR 3)
- Plate 18 - 2030/2050 Alternative 4 Build PM Peak Hour (SR 94)

MED-71-271
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PLATE 1 OF 18

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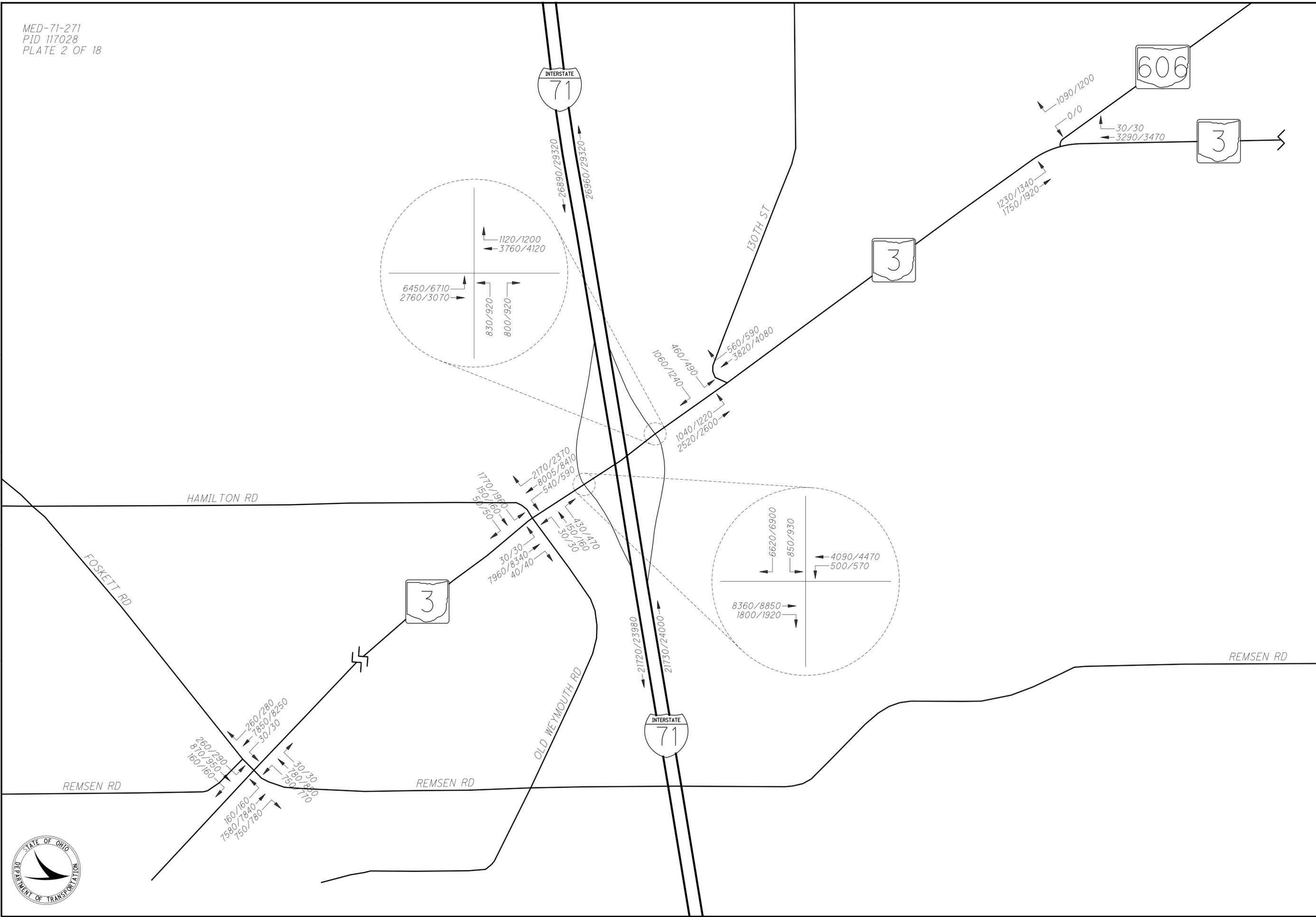


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MED-71-271 2030/ 2050 BUILD ALT 3 ADT
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MED-71-271 2030/ 2050 BUILD ALT 3 ADT
 PLANNING STUDY



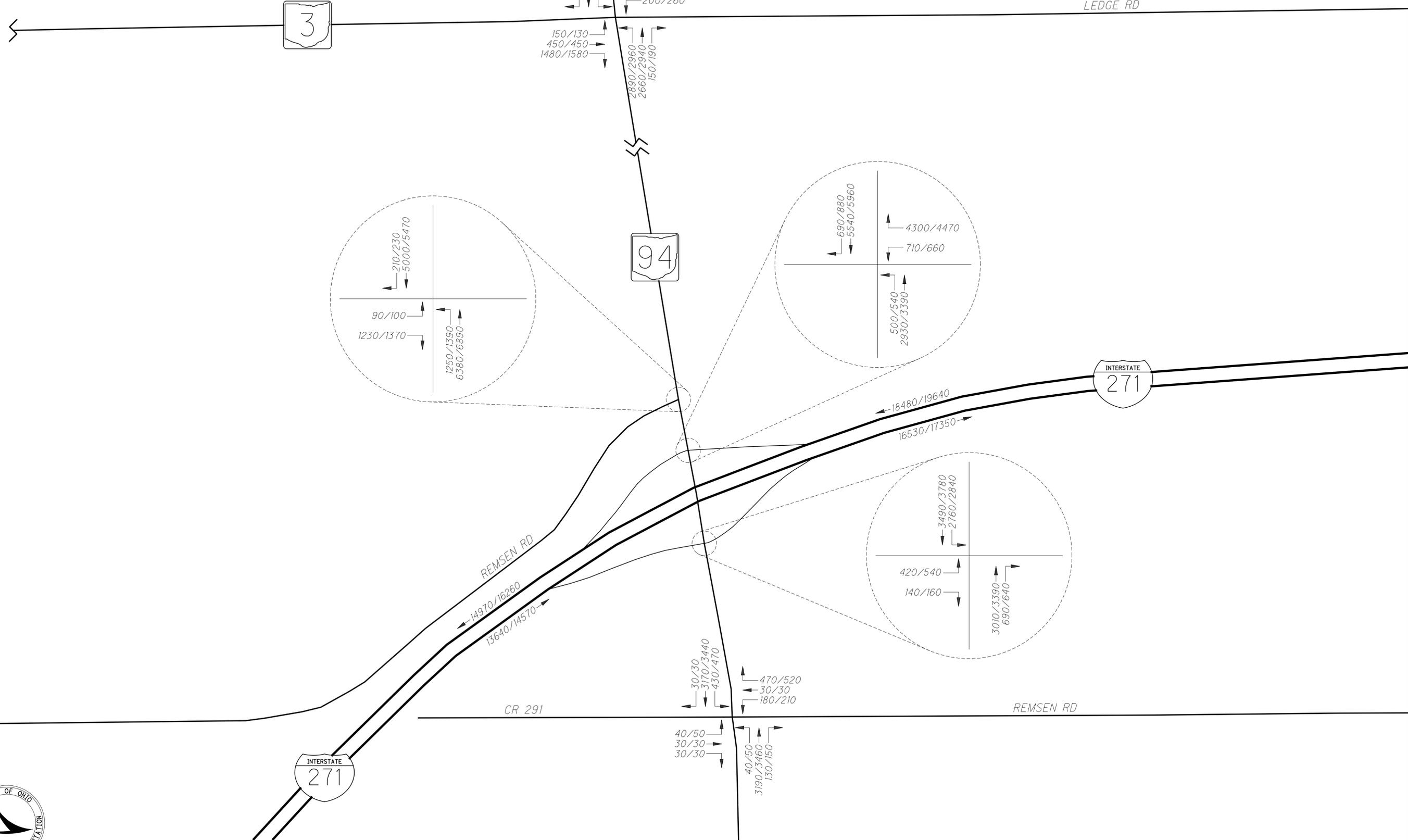
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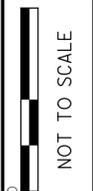
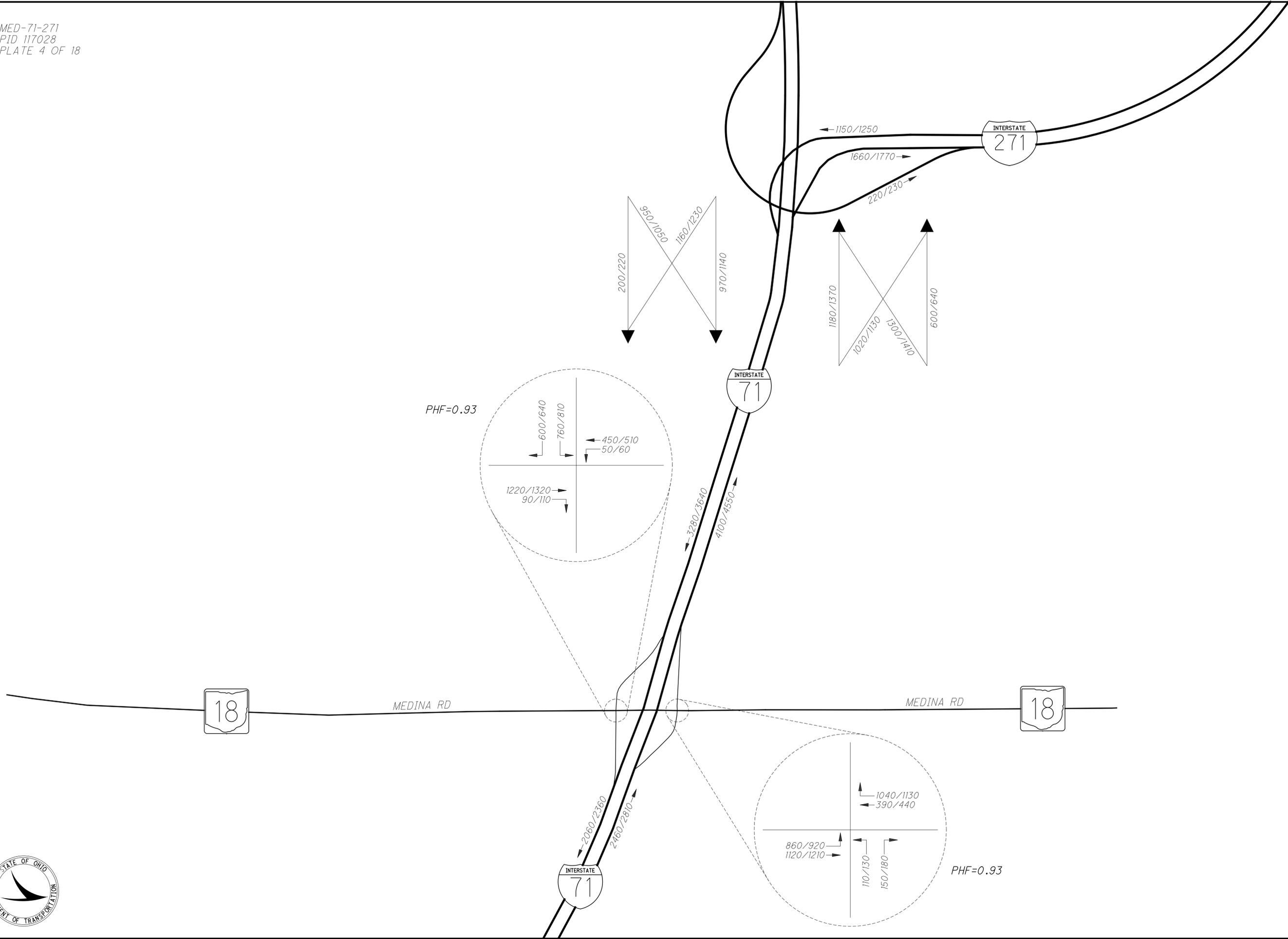
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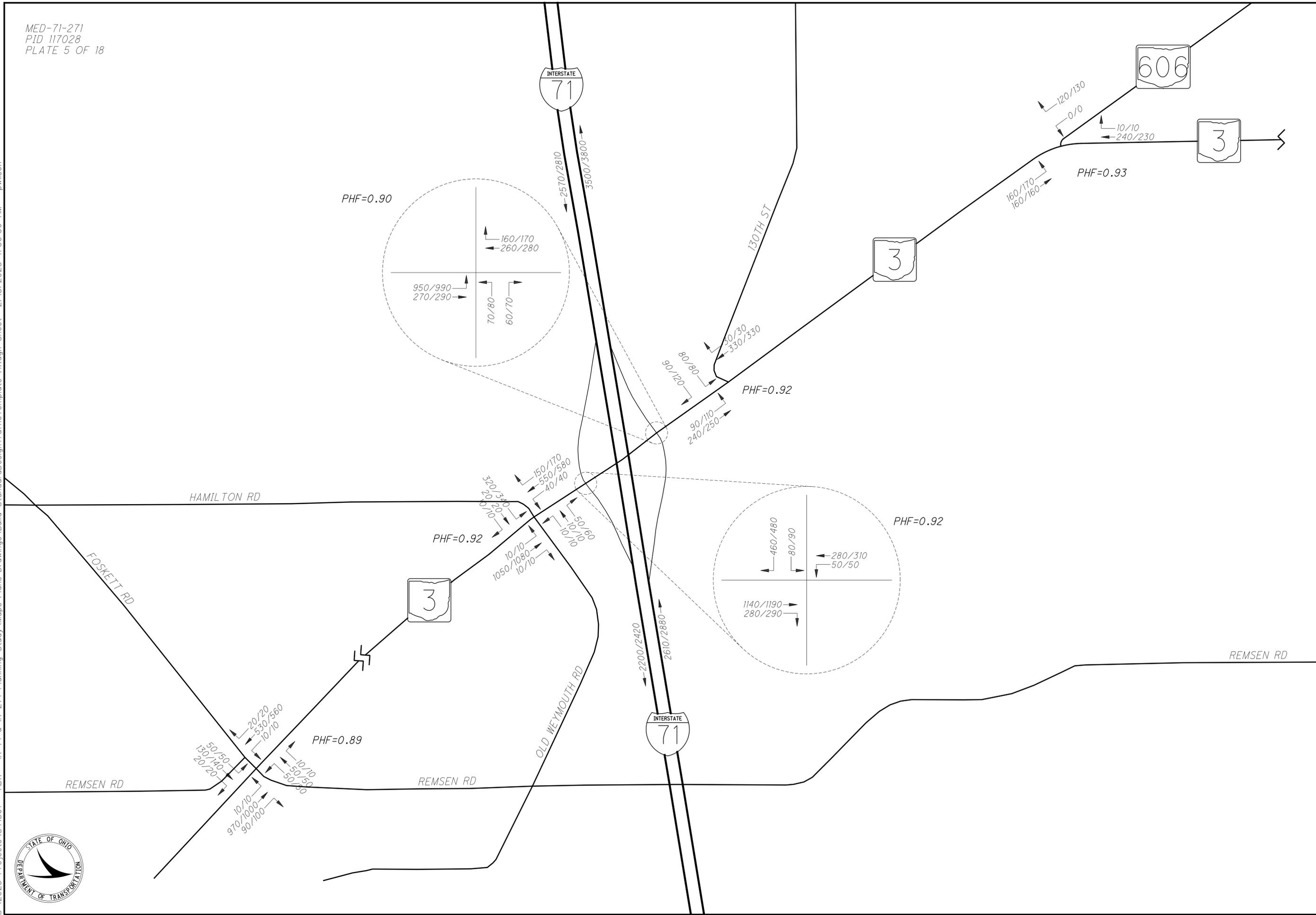
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 PLANNING STUDY**



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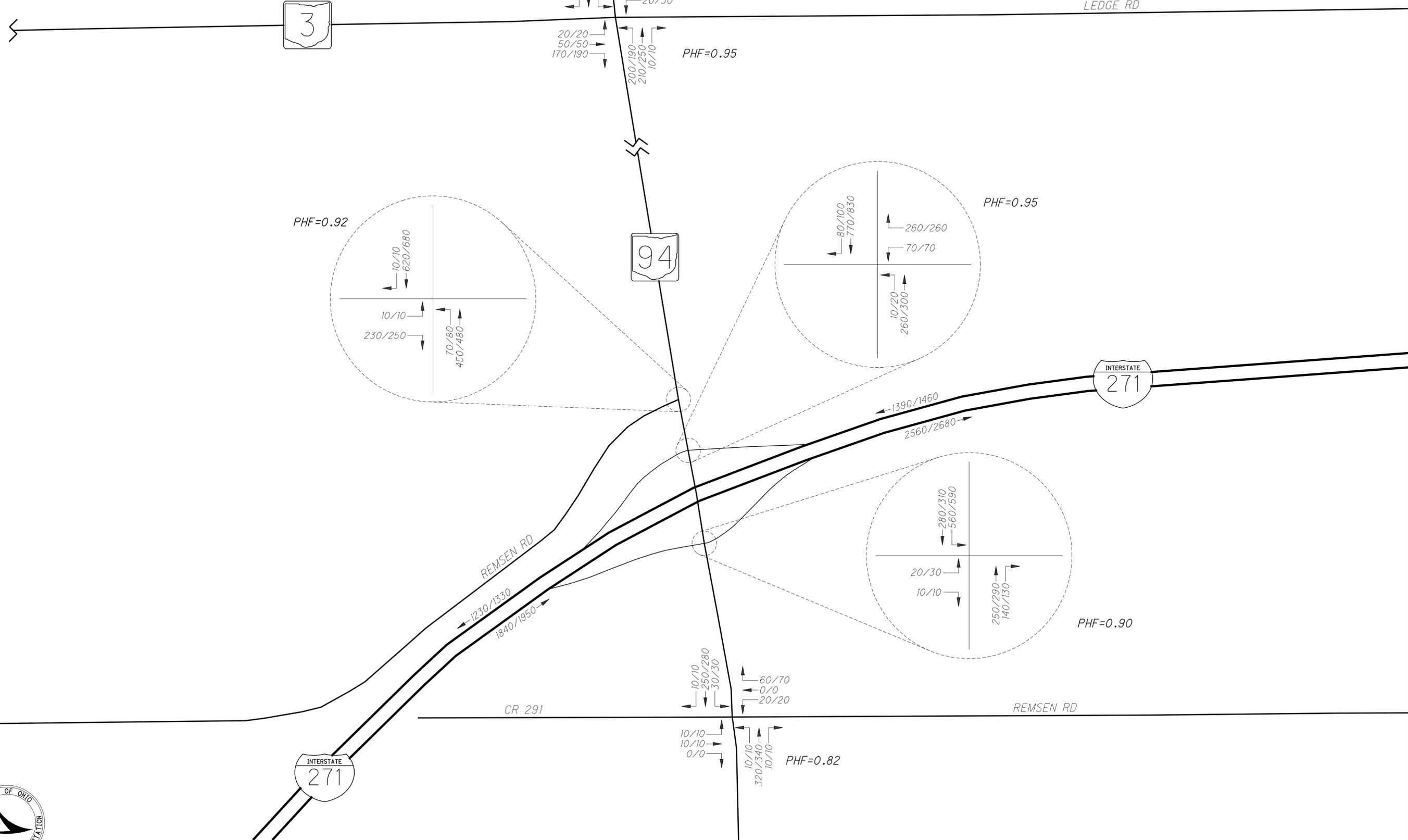
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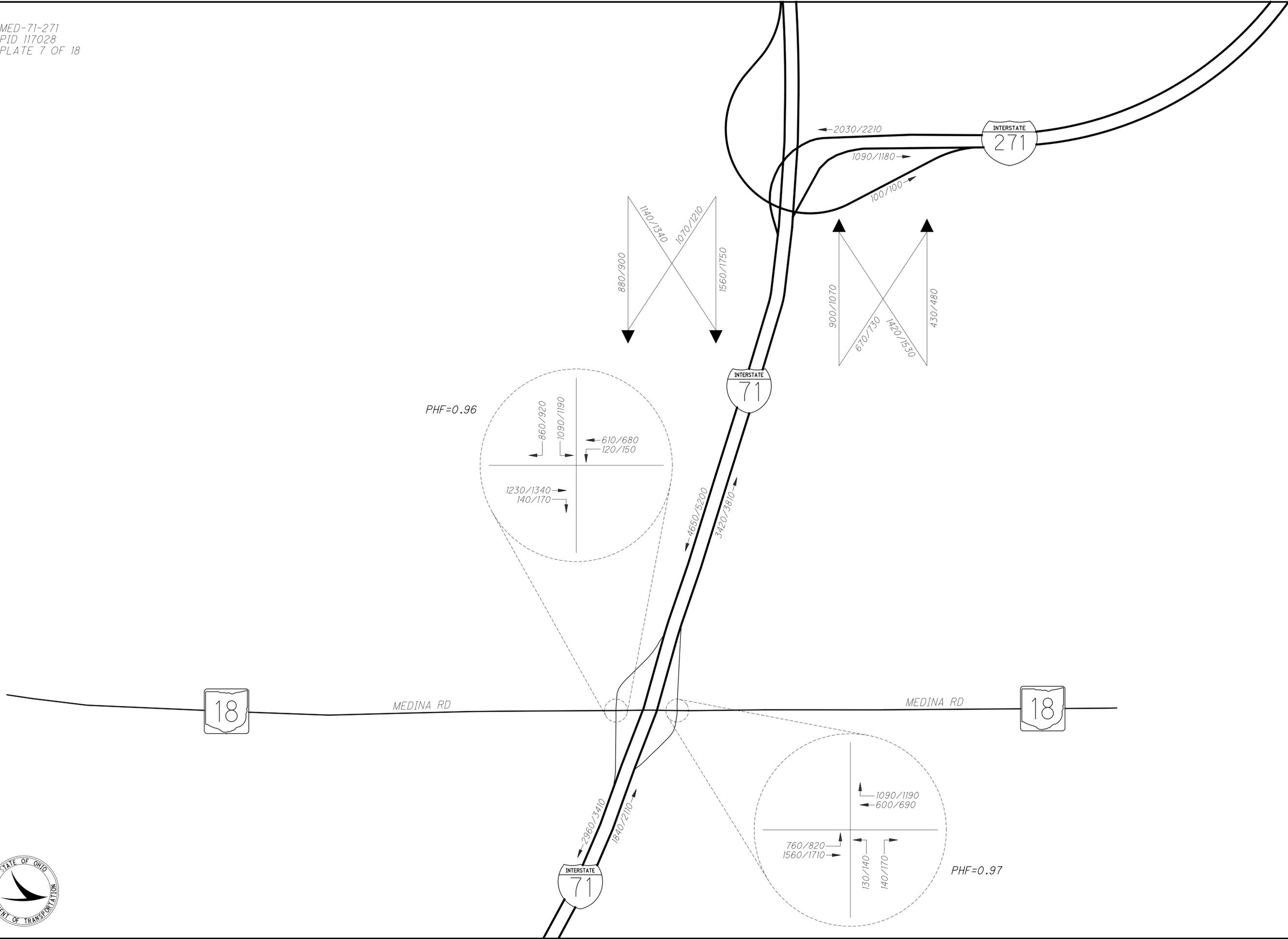
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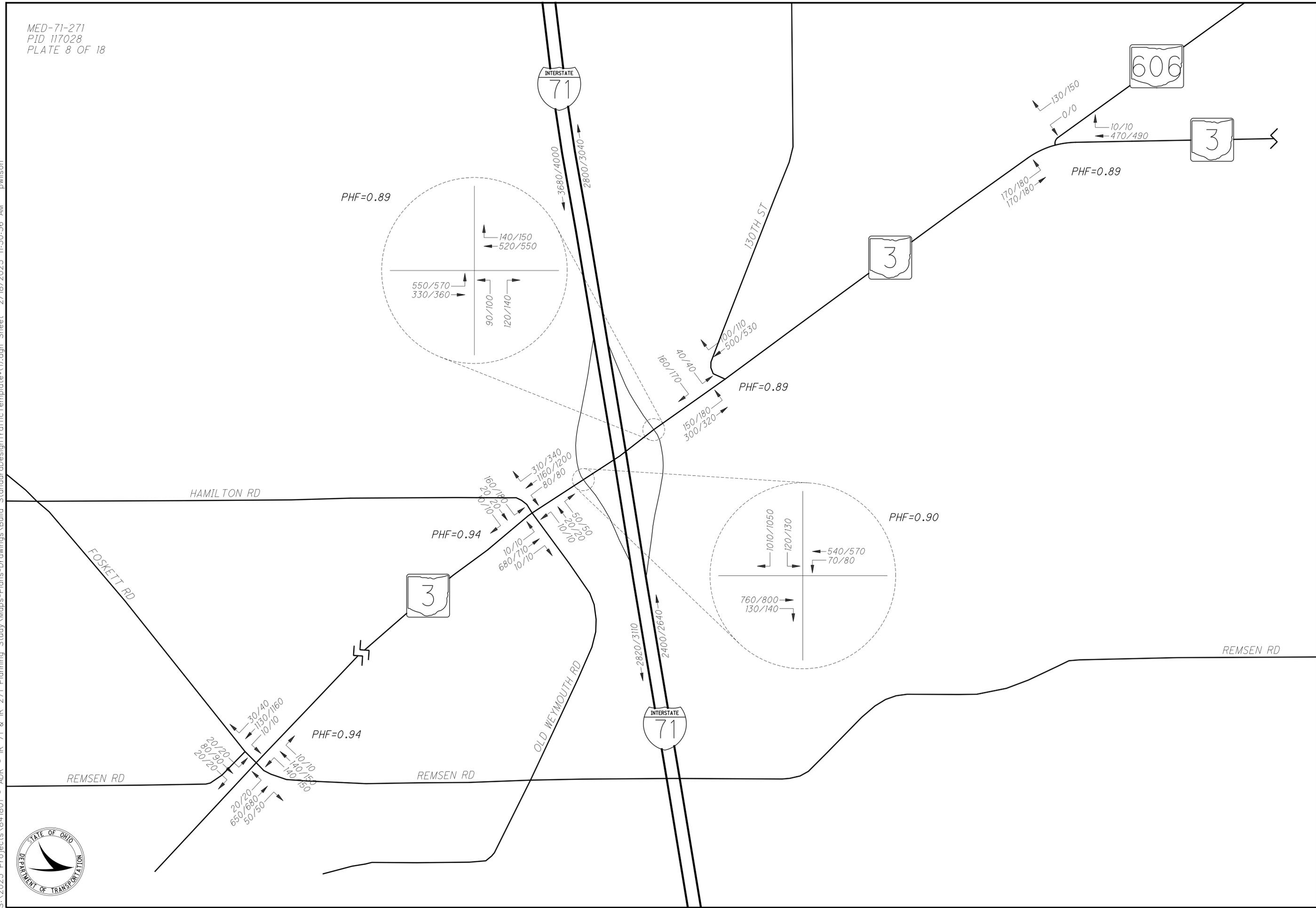
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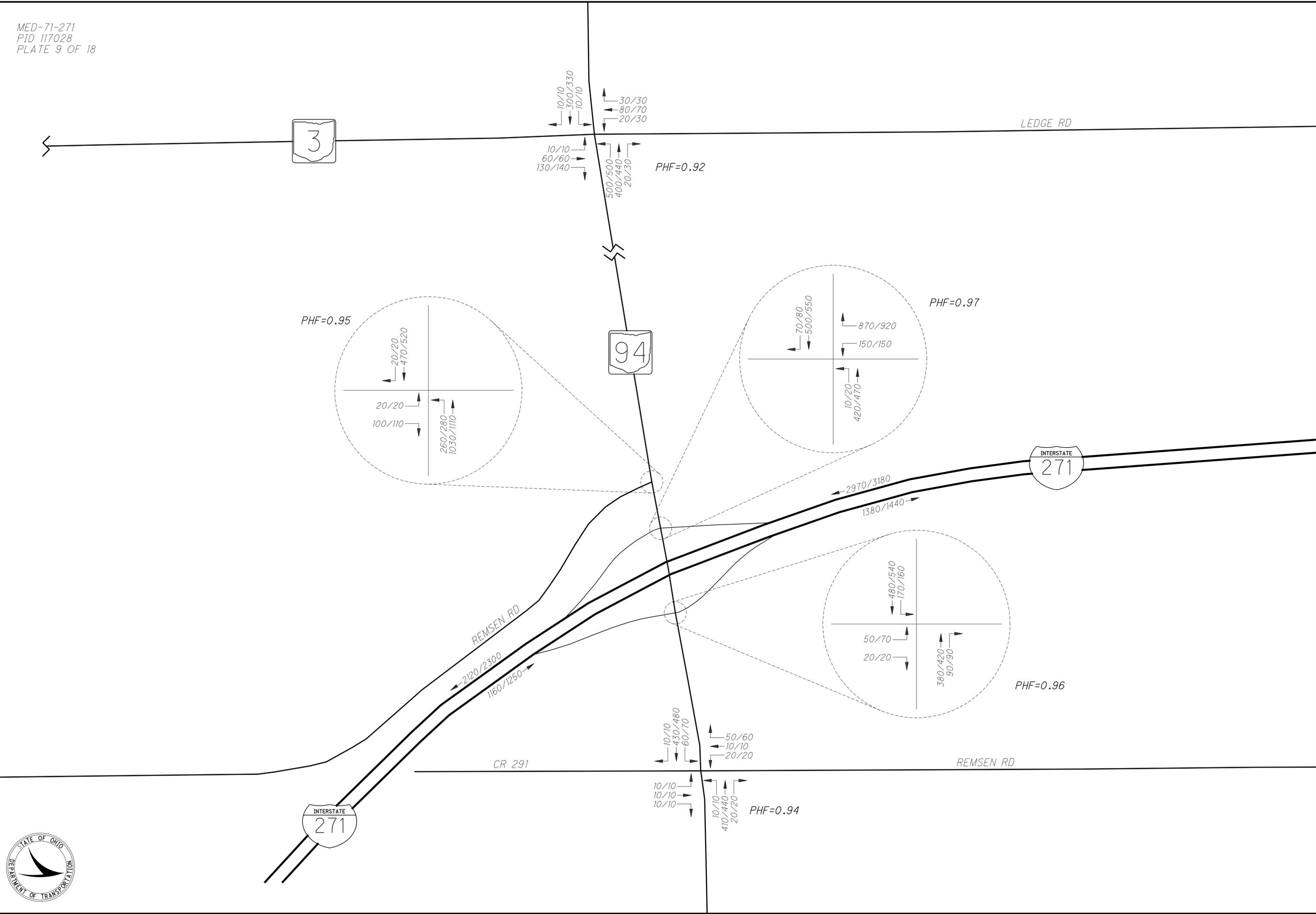
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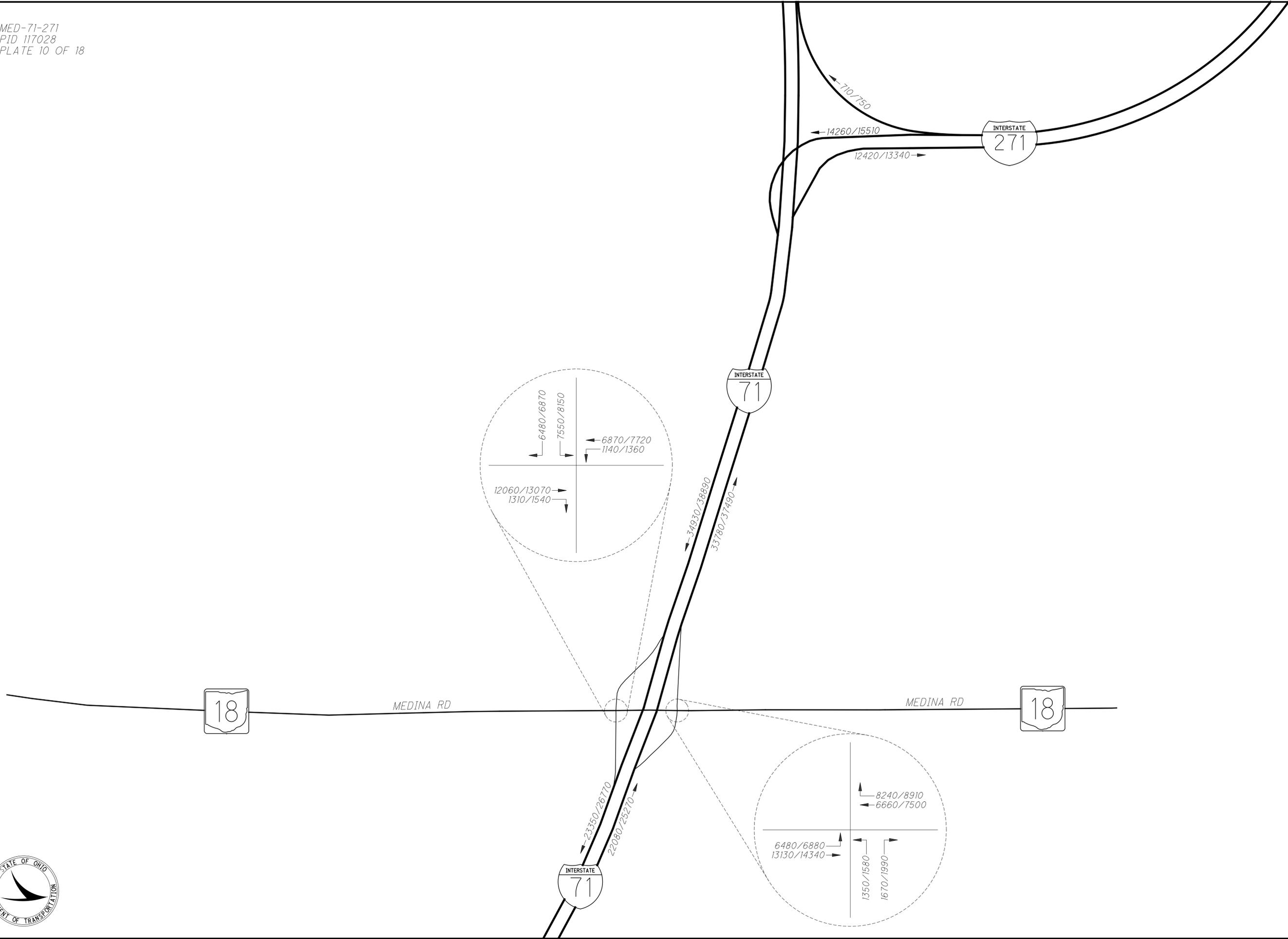
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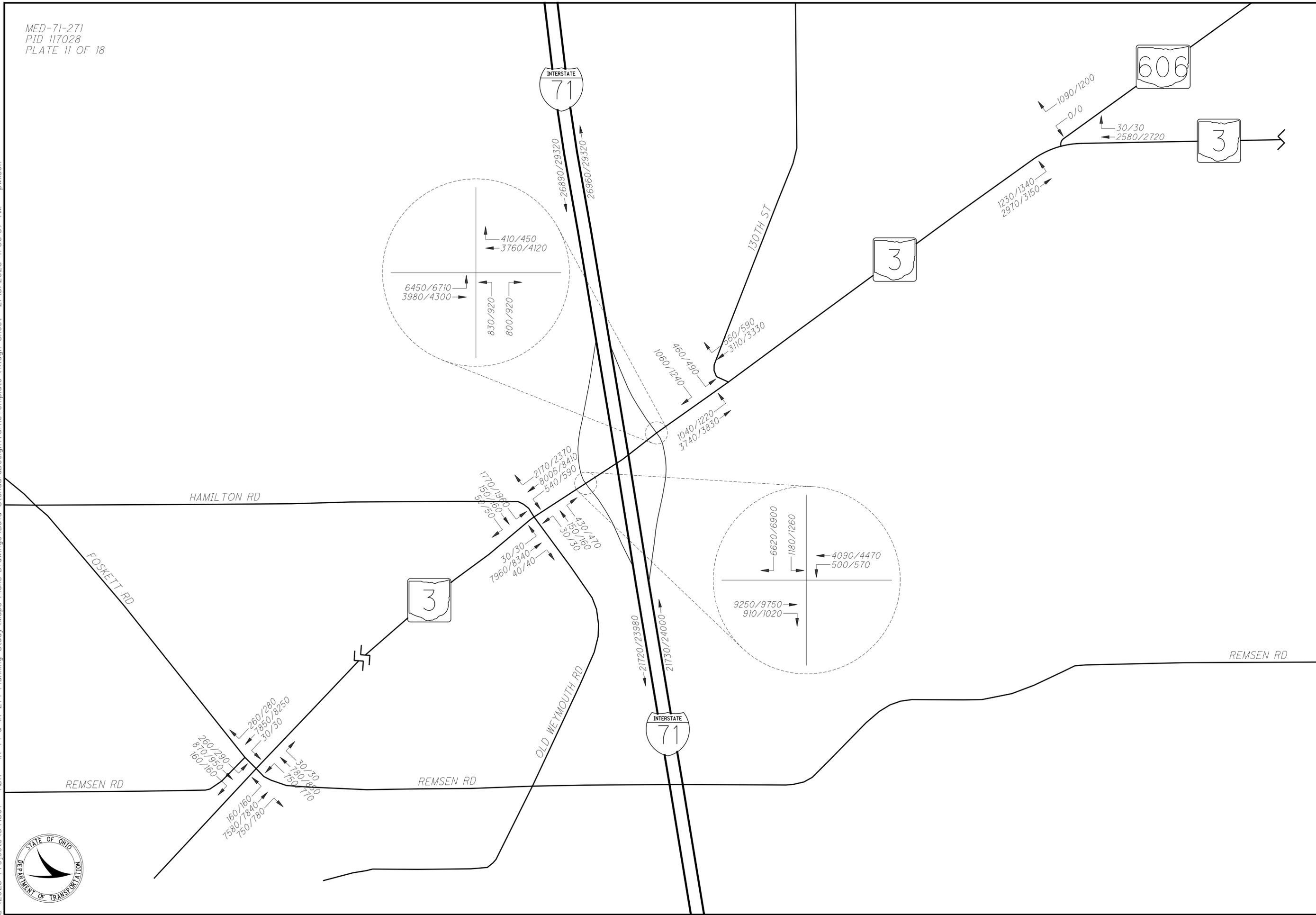


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MED-71-271 2030/ 2050 BUILD ALT 4 ADT
PLANNING STUDY

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MED-71-271
PID 117028
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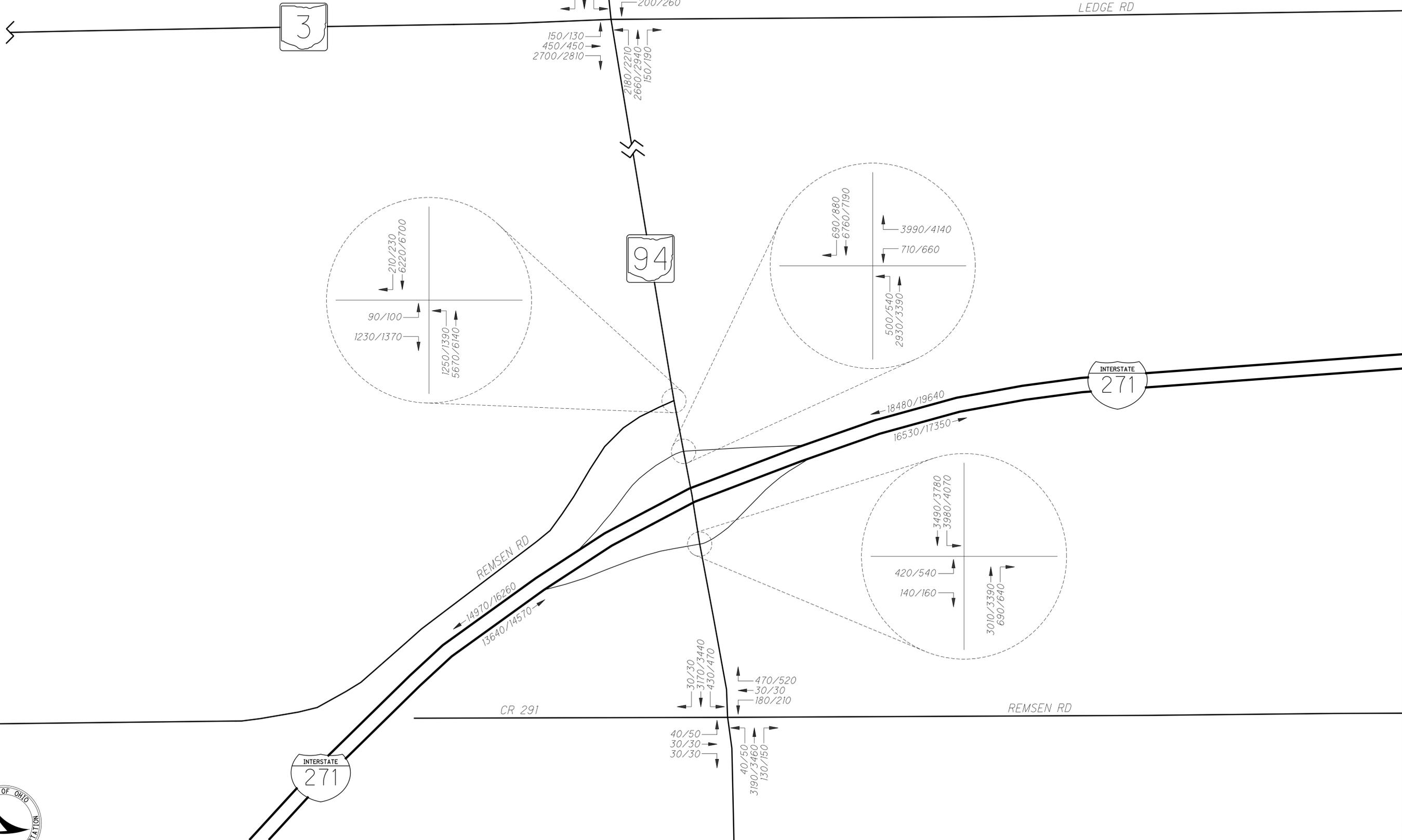
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DATE
2/18/25

MED-71-271 2030/2050 BUILD ALT 4 ADT
PLANNING STUDY

PID 117028

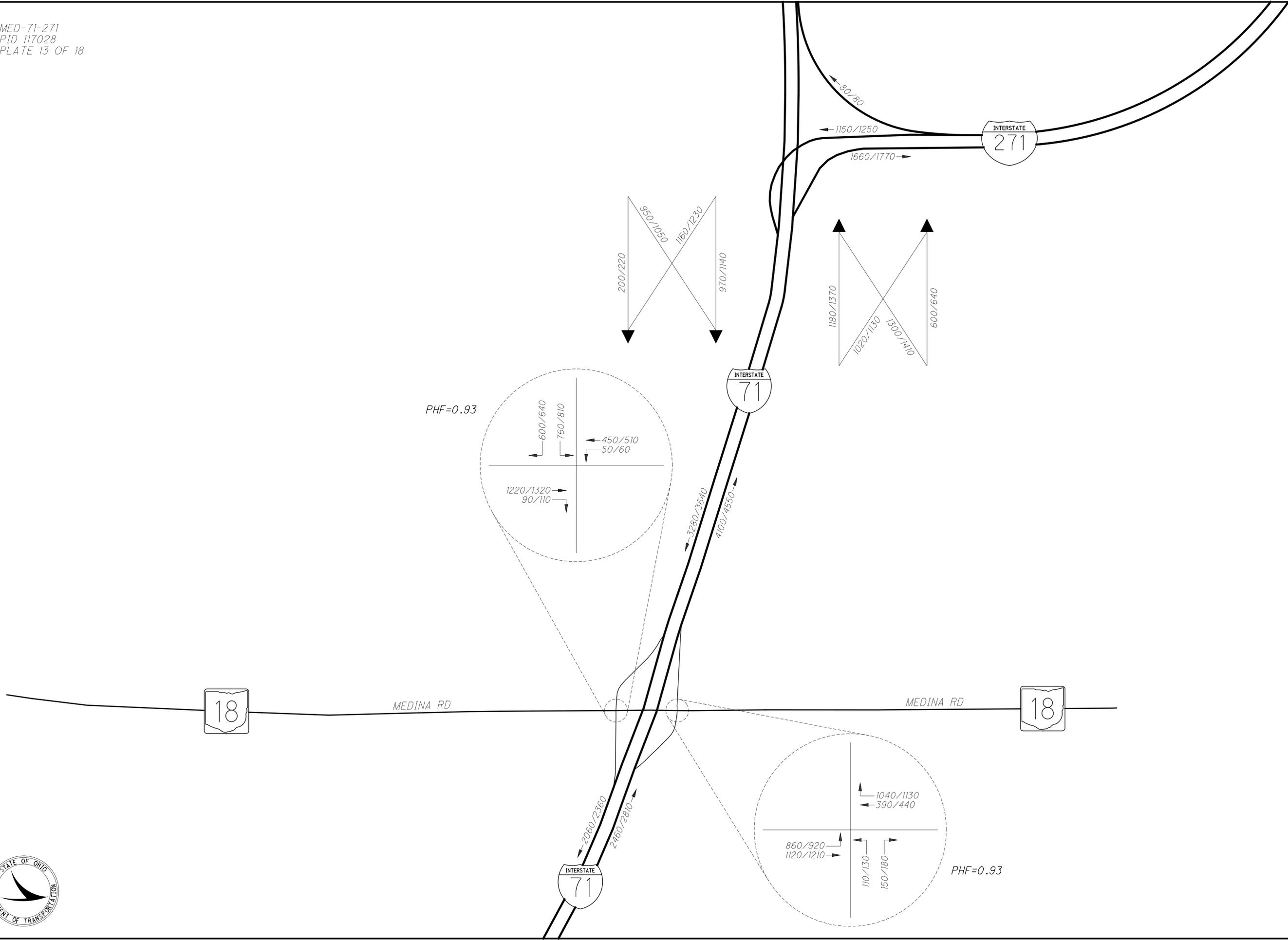
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MED-71-271
PID 117028
PLATE 13 OF 18

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ANALYST
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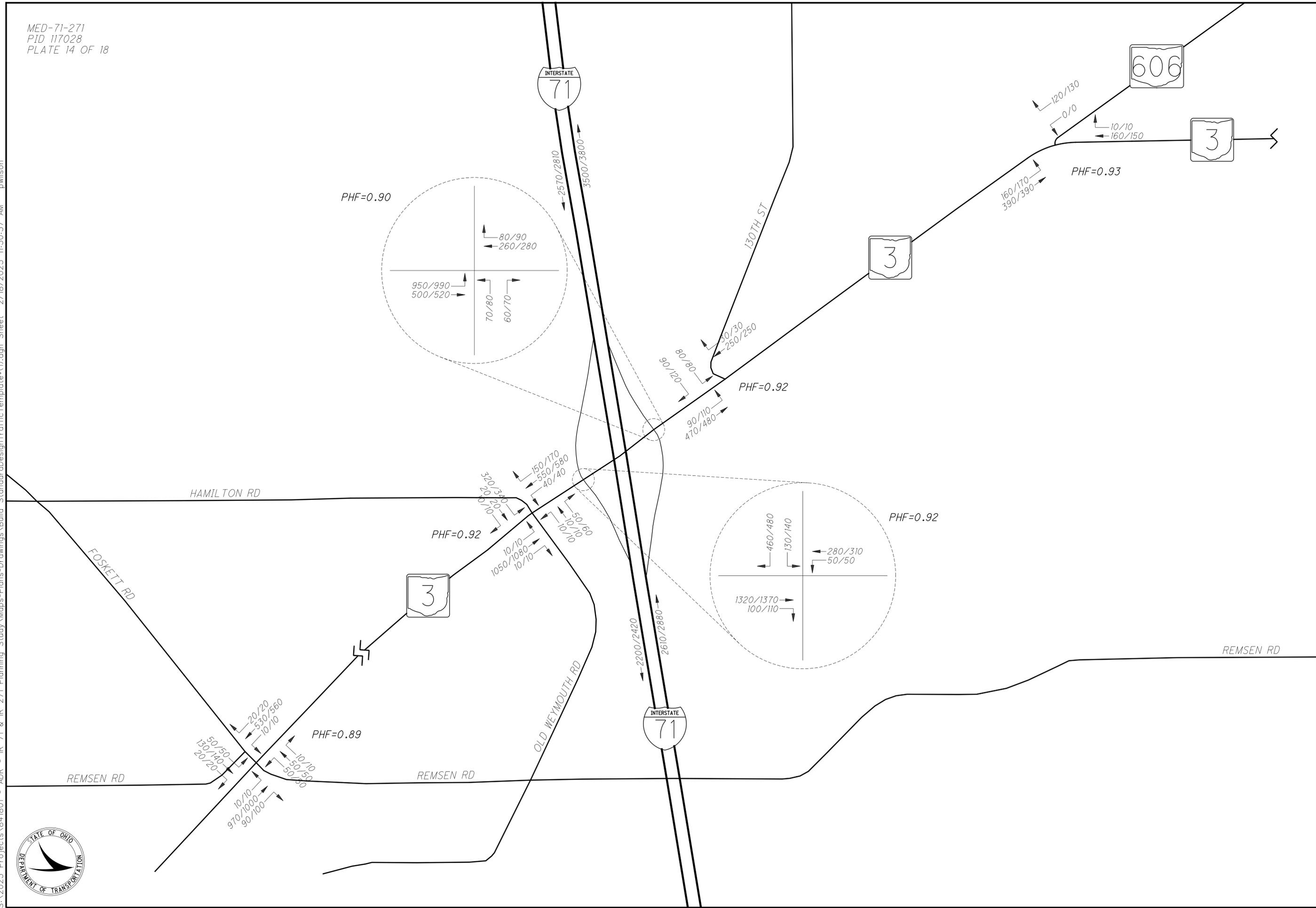
MED-71-271 2030/ 2050 BUILD ALT 4 AM PEAK
PLANNING STUDY

PID 117028

13
18

MED-71-271
 PID 117028
 PLATE 14 OF 18

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ANALYST: PBW
 DATE: 2/18/25
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**MED-71-271 2030/ 2050 BUILD ALT 4 AM PEAK
 PLANNING STUDY**



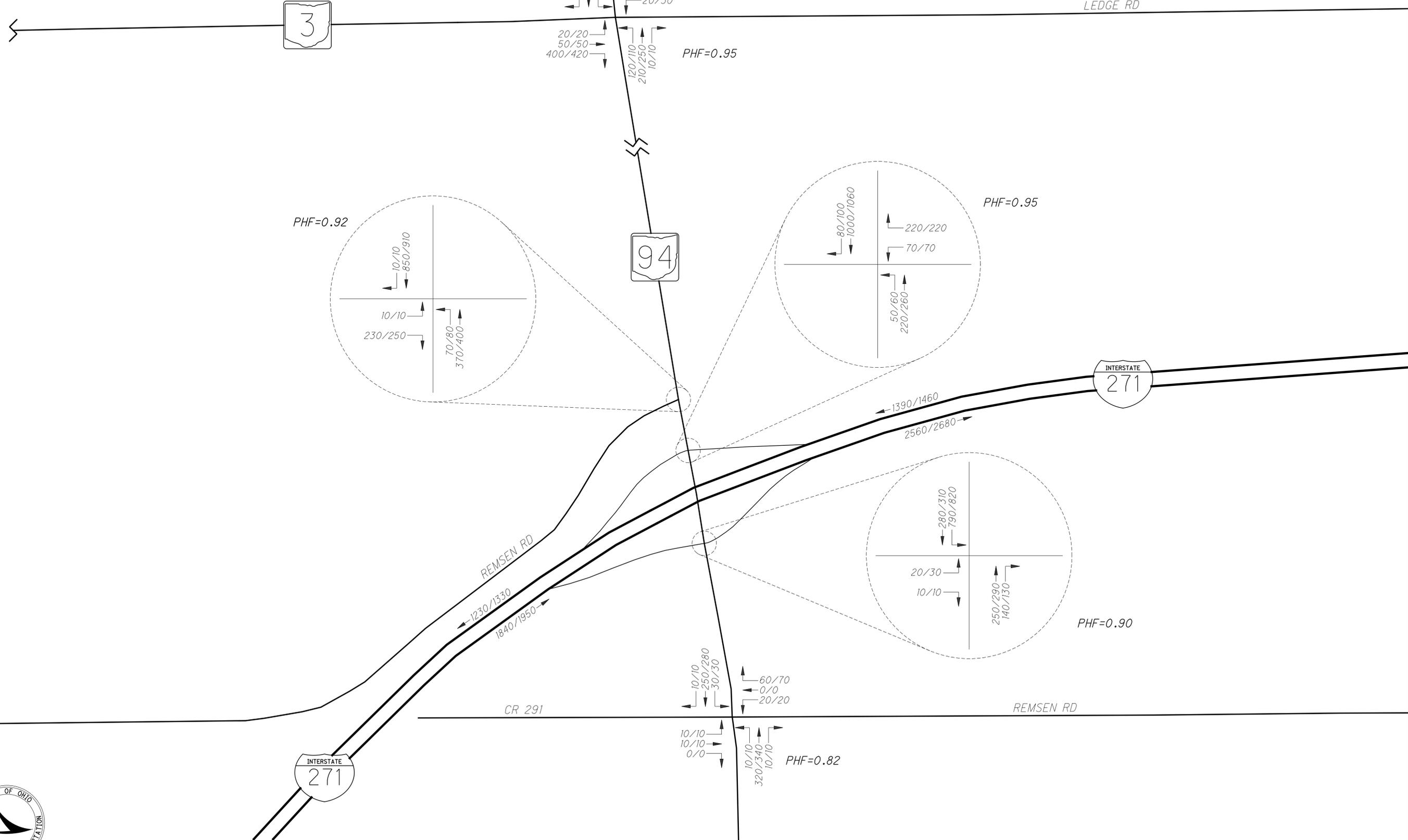
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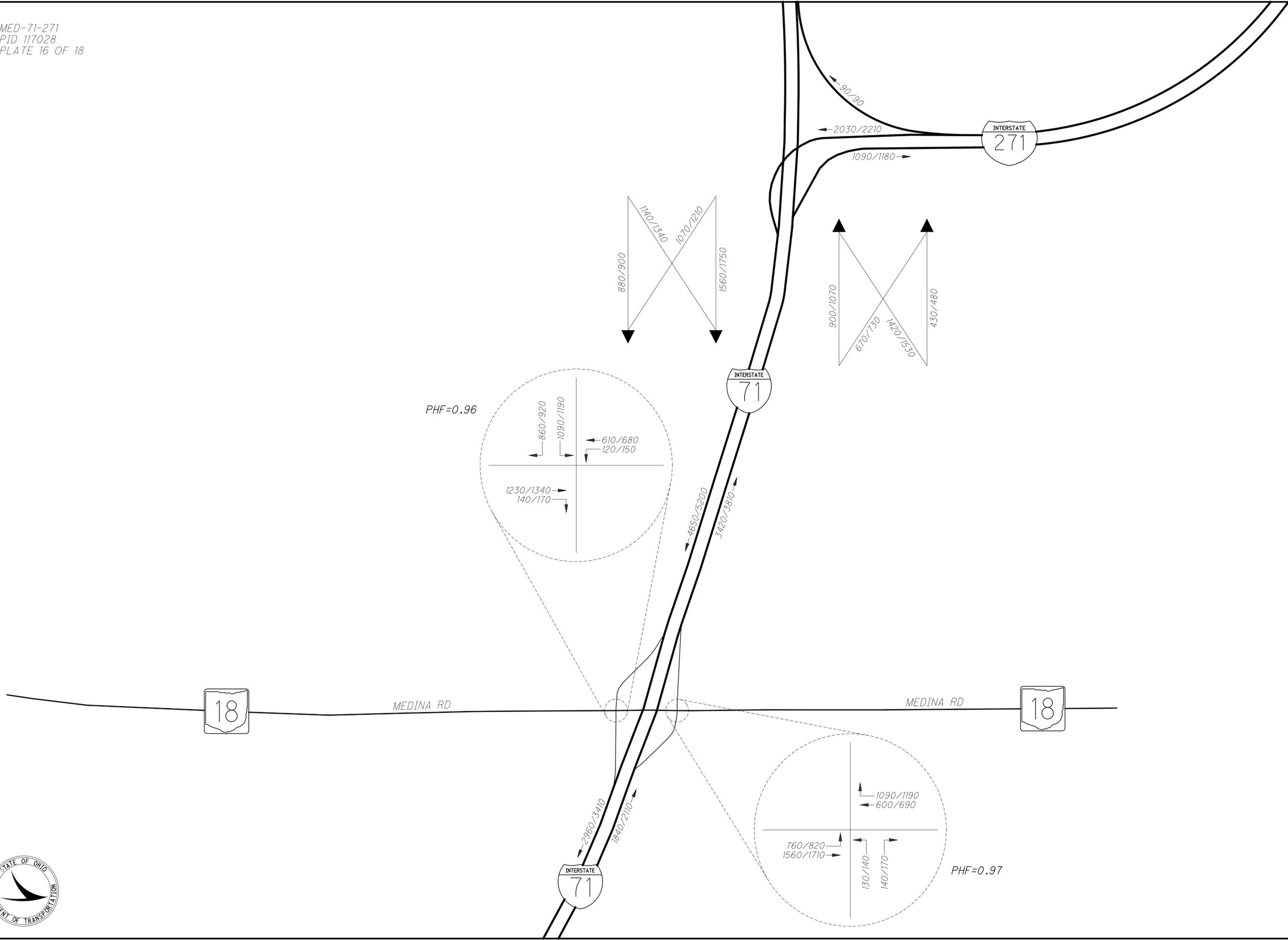
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MED-71-271 2030/ 2050 BUILD ALT 4 AM PEAK
 PLANNING STUDY

PID 117028

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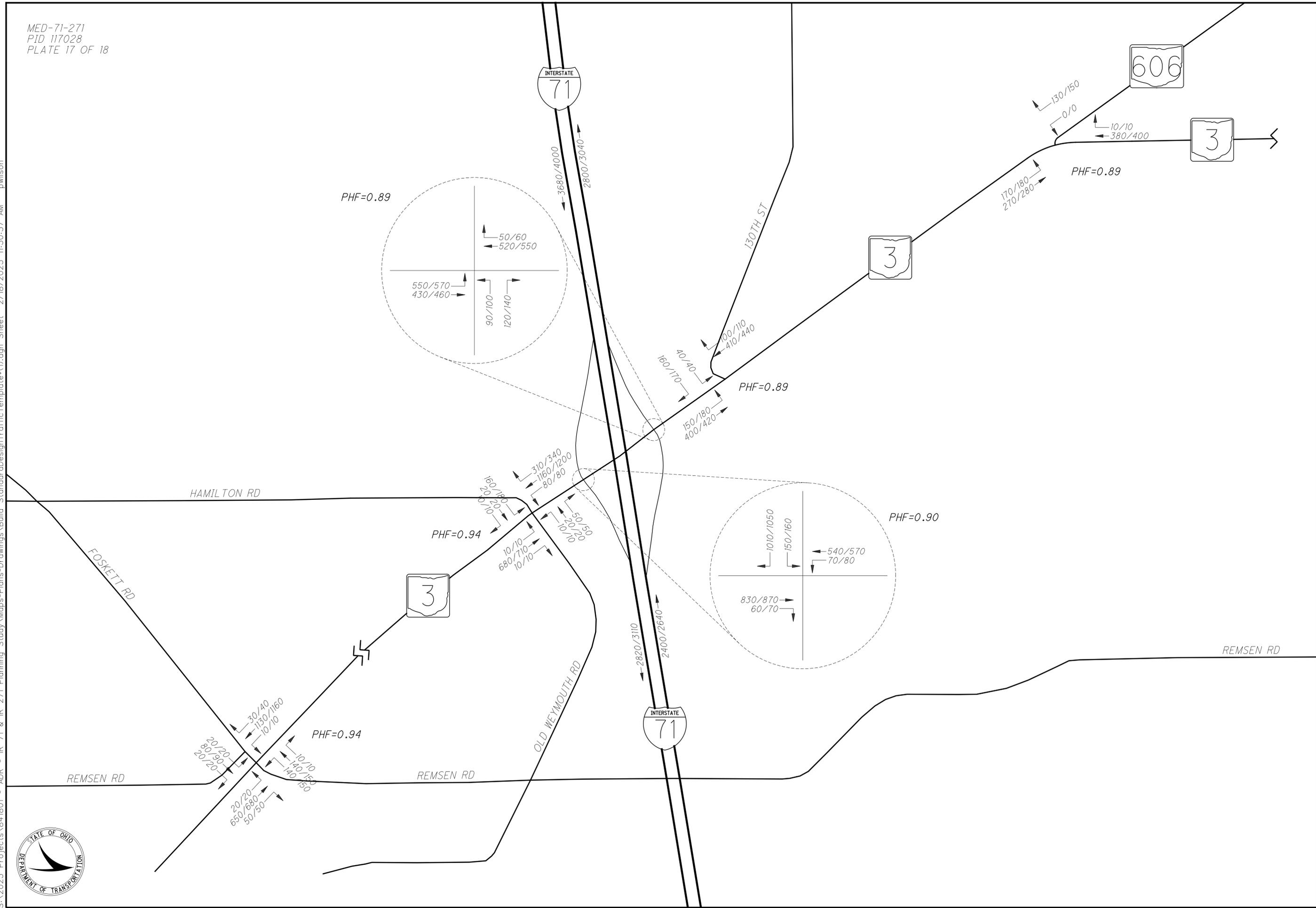




ANALYST
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 DATE
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NOT TO SCALE

**MED-71-271 2030/ 2050 BUILD ALT 4 PM PEAK
 PLANNING STUDY**



ANALYST
 PBW
 DATE
 2/18/25

**MED-71-271 2030/ 2050 BUILD ALT 4 PM PEAK
 PLANNING STUDY**

PID 117028

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MED-71-271
PID 117028
PLATE 18 OF 18



NOT TO SCALE

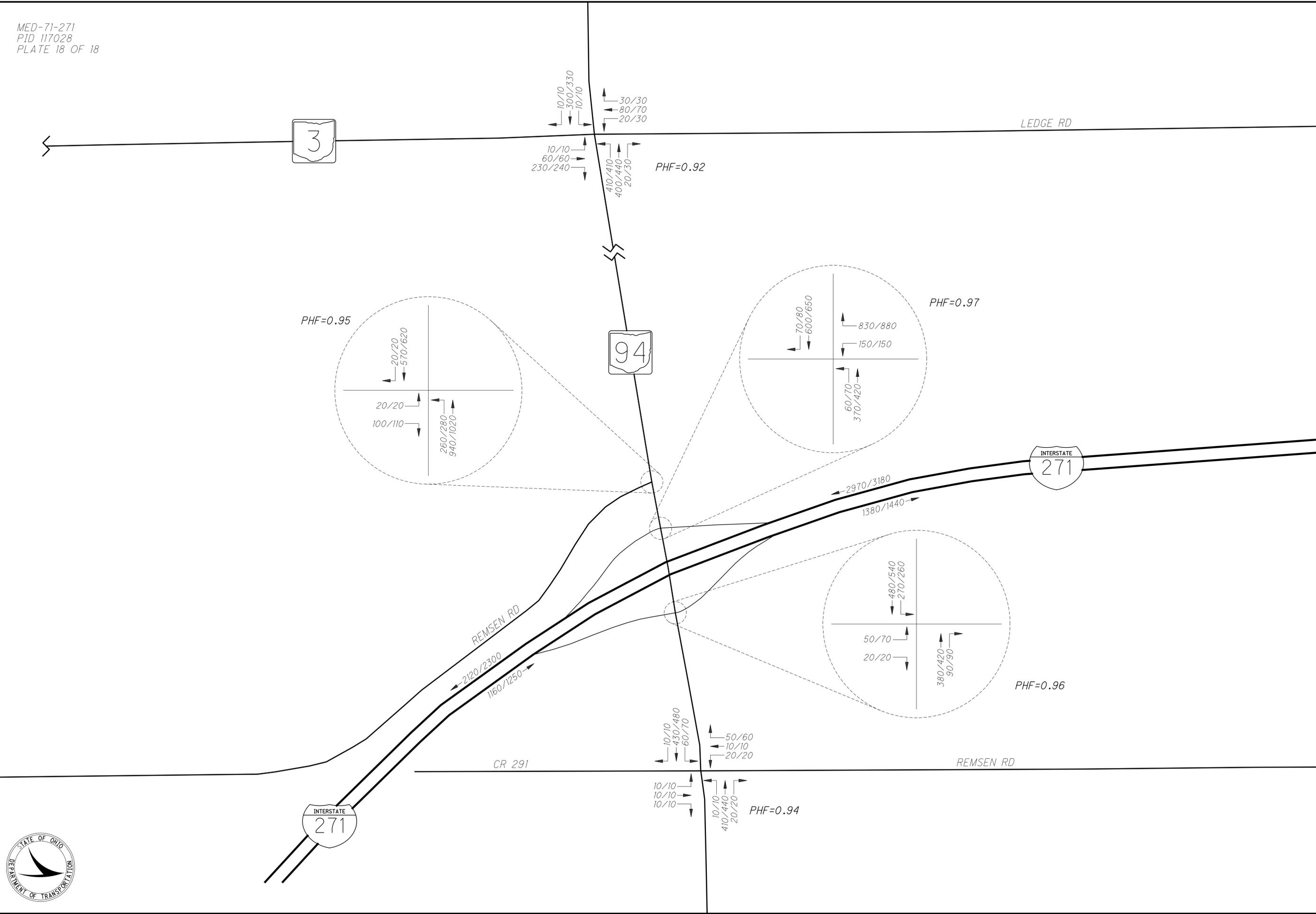
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PBW
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2/18/25

MED-71-271 2030/ 2050 BUILD ALT 4 PM PEAK
PLANNING STUDY

PID 117028

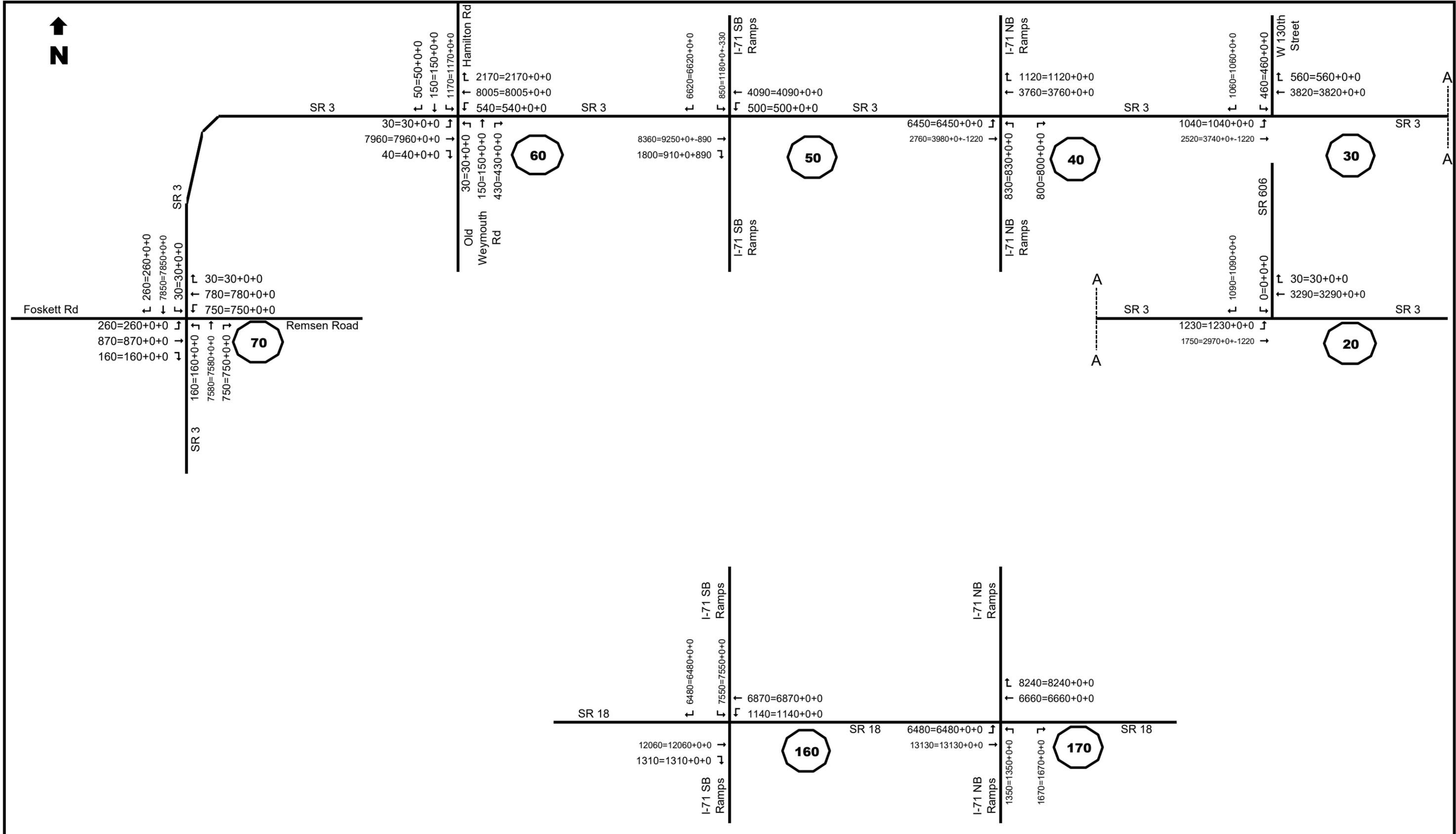
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APPENDIX G

Alt 3 & 4 Build Traffic Calculations



MED-71/271 (PID 117028)

COUNT MEMO

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LEGEND

A (SHEET TITLE)=B+C+D

B = NO BUILD (2030)

C = GROWTH

D = DIV TO PROP IR-71 SB TO IR-271 NB RAMP

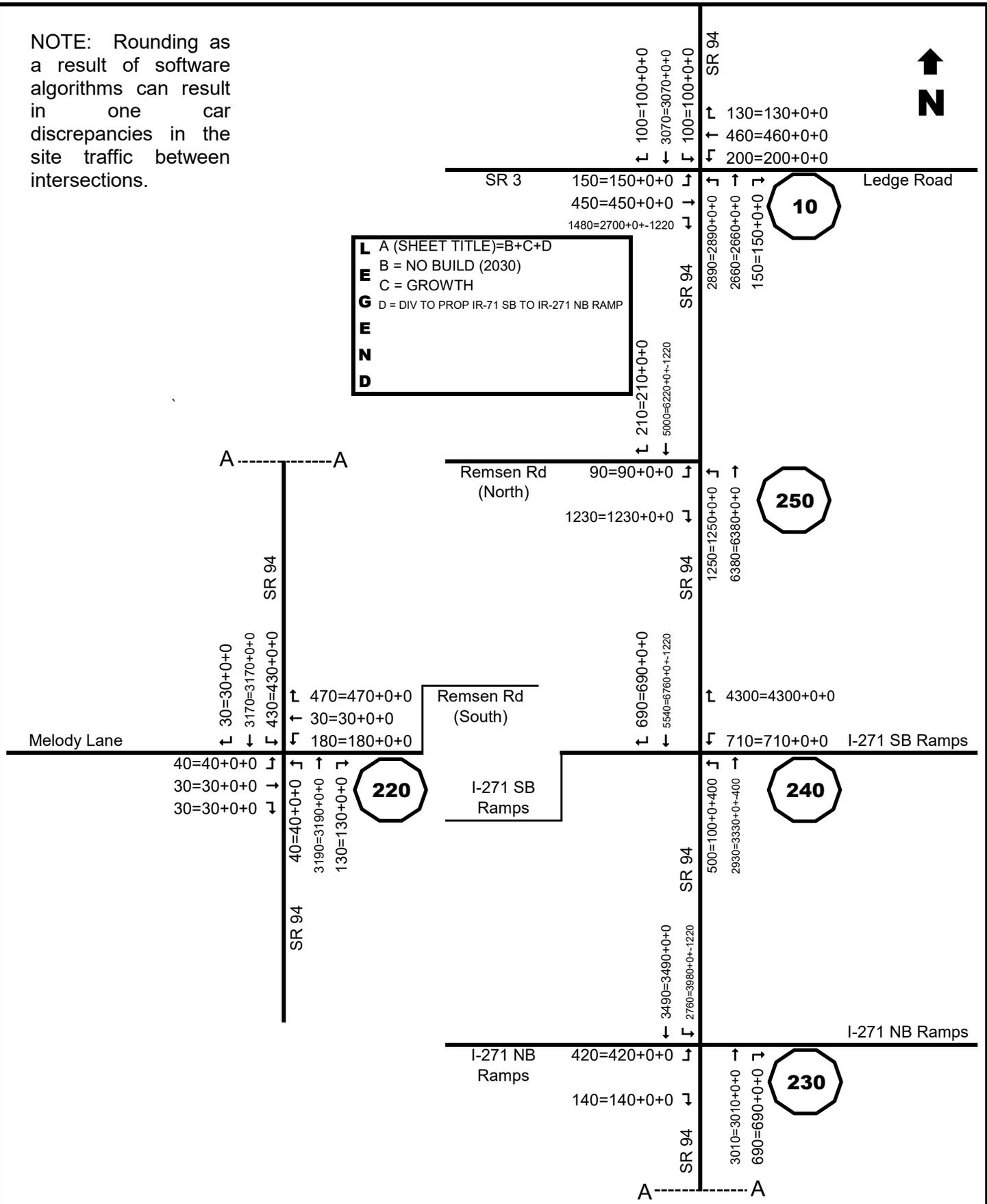
FIGURE 1A-3

2030 'BUILD' W/ DIV TO PROP IR-71 SB TO IR-271 NB RAMP - DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
E D = DIV TO PROP IR-71 SB TO IR-271 NB RAMP
N
D



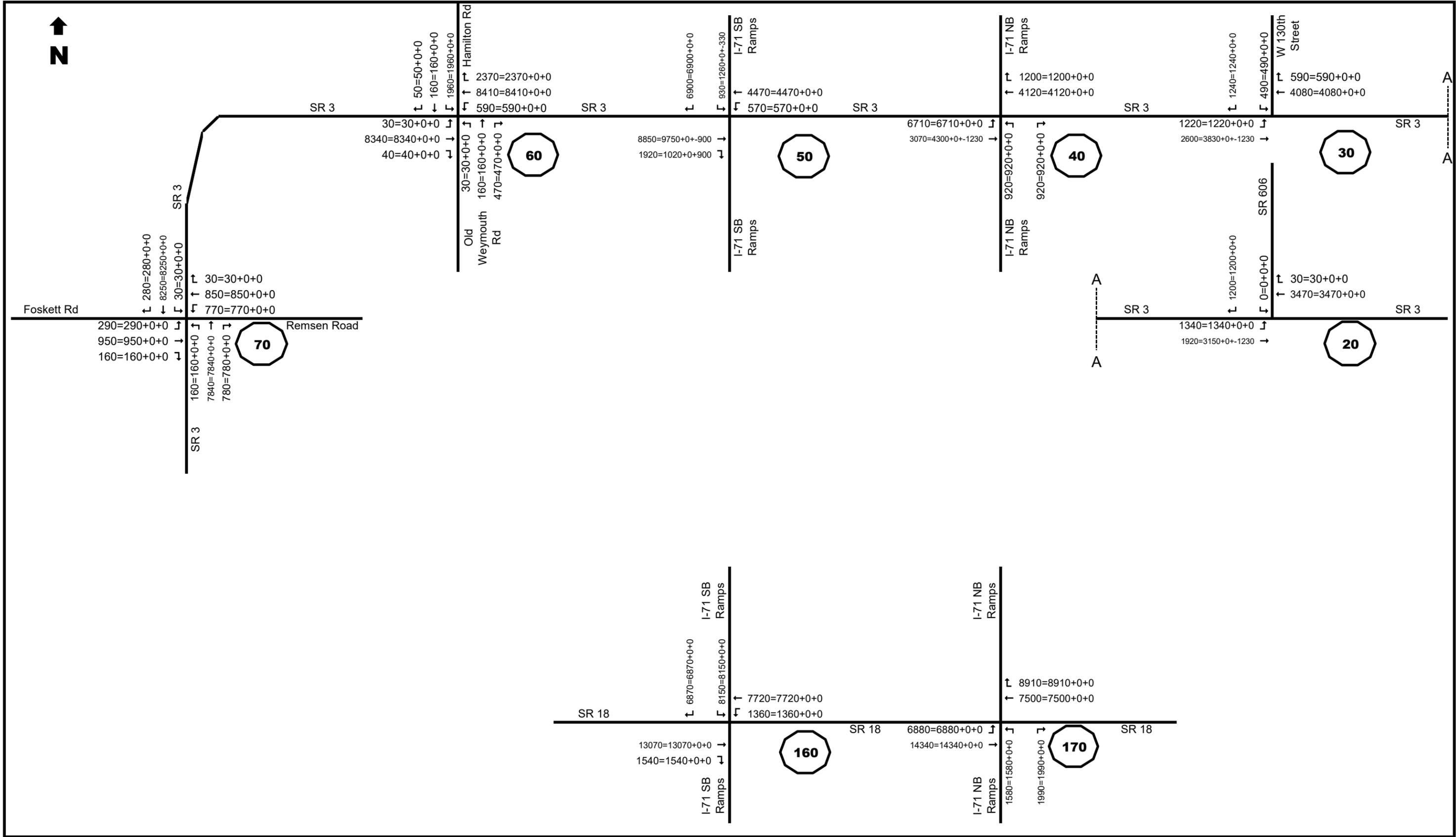
**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 1B-3

2030 'BUILD' W/ DIV TO PROP IR-71 SB TO IR-271
 NB RAMP - DAILY



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  12/2024

LEGEND

A (SHEET TITLE)=B+C+D

B = NO BUILD (2030)

C = GROWTH

D = DIV TO PROP IR-71 SB TO IR-271 NB RAMP

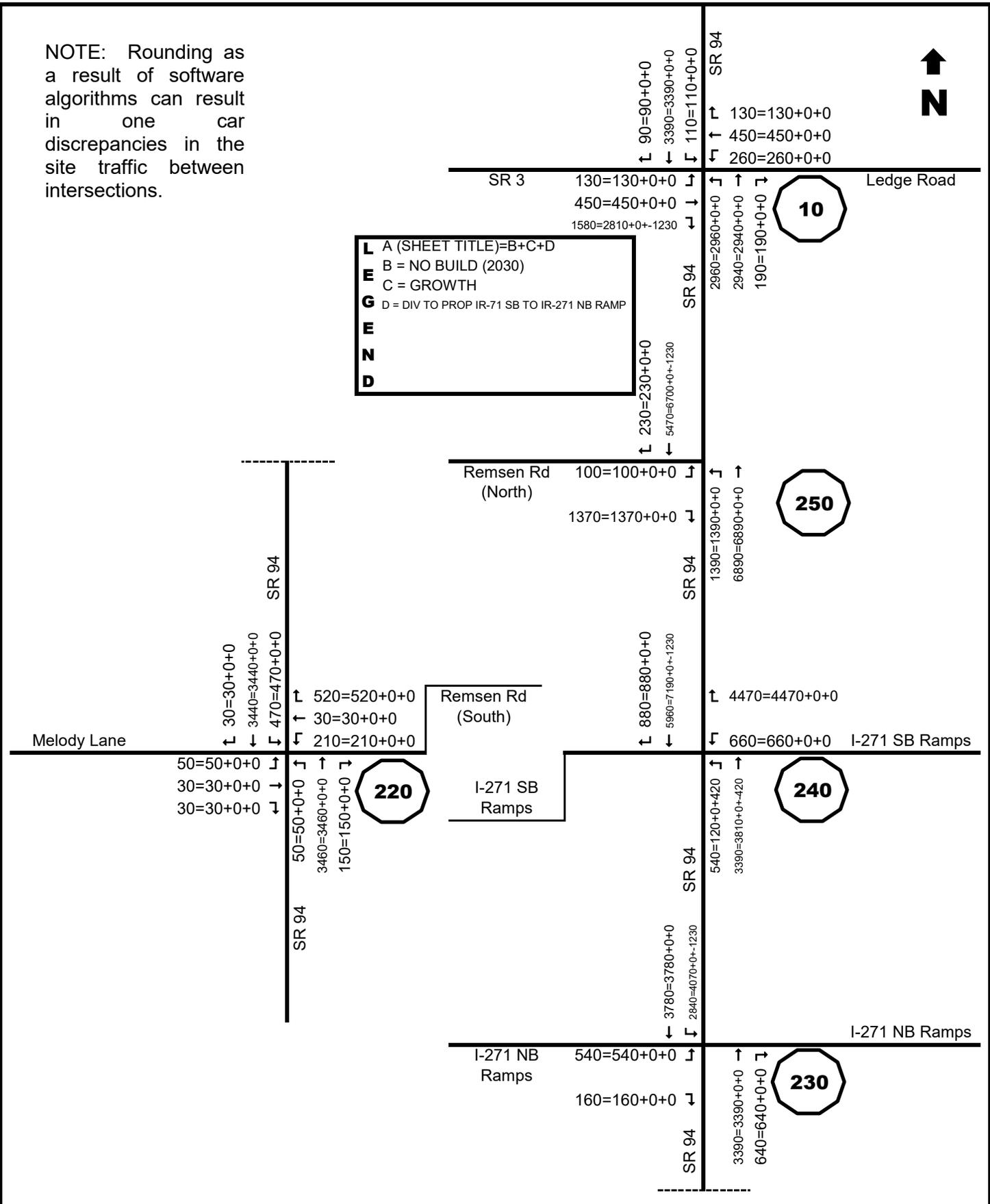
FIGURE 2A-3

2050 'BUILD' W/ DIV TO PROP IR-71 SB TO IR-271 NB RAMP - DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
E D = DIV TO PROP IR-71 SB TO IR-271 NB RAMP
N
D



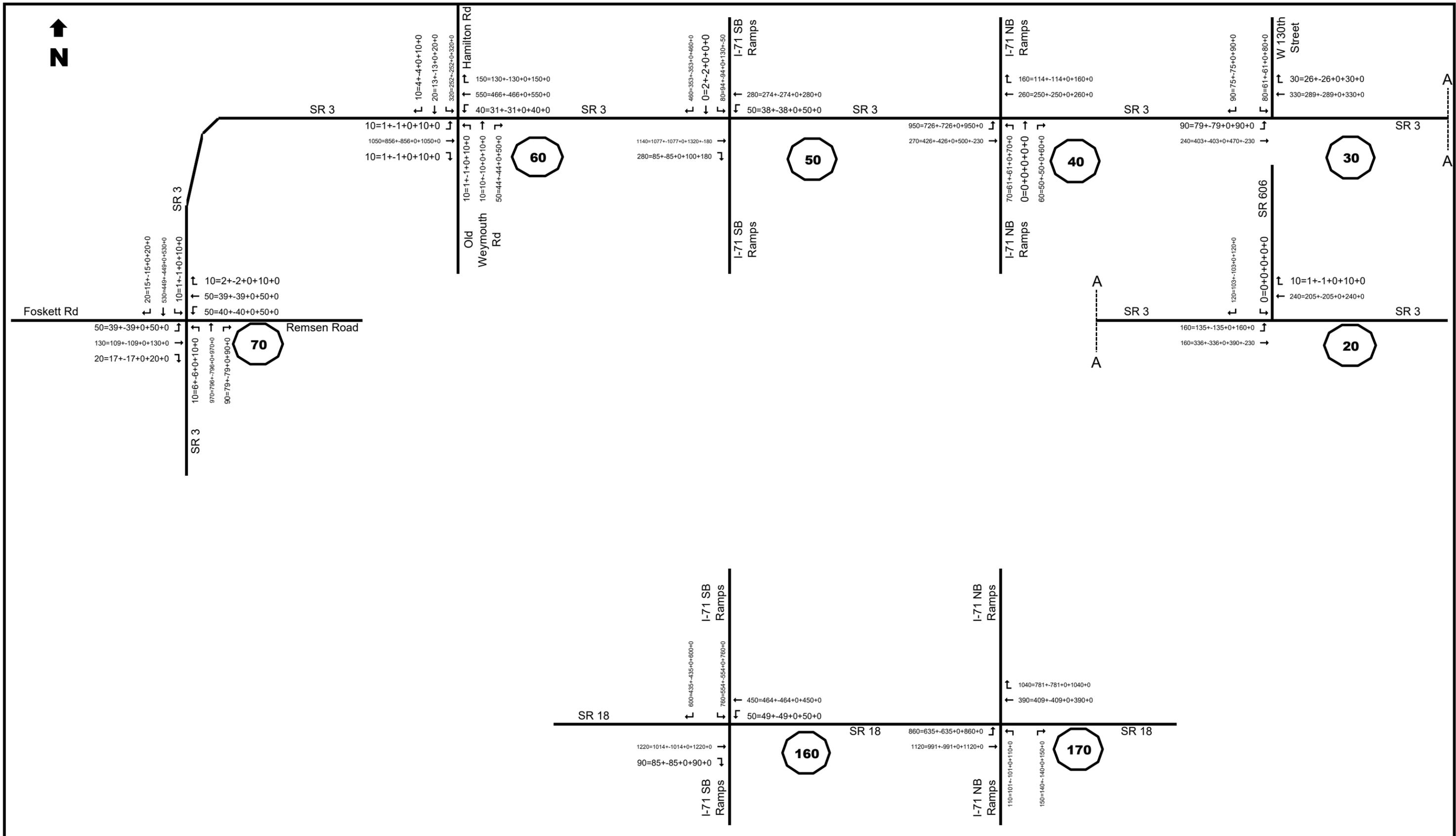
**MED-71/271 (PID 117028)
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FIGURE 2B-3

2050 'BUILD' W/ DIV TO PROP IR-71 SB TO IR-271
 NB RAMP - DAILY



MED-71/271 (PID 117028)
COUNT MEMO
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A (SHEET TITLE)=B+C+D+E+F
 B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
 D = GROWTH

LEGEND

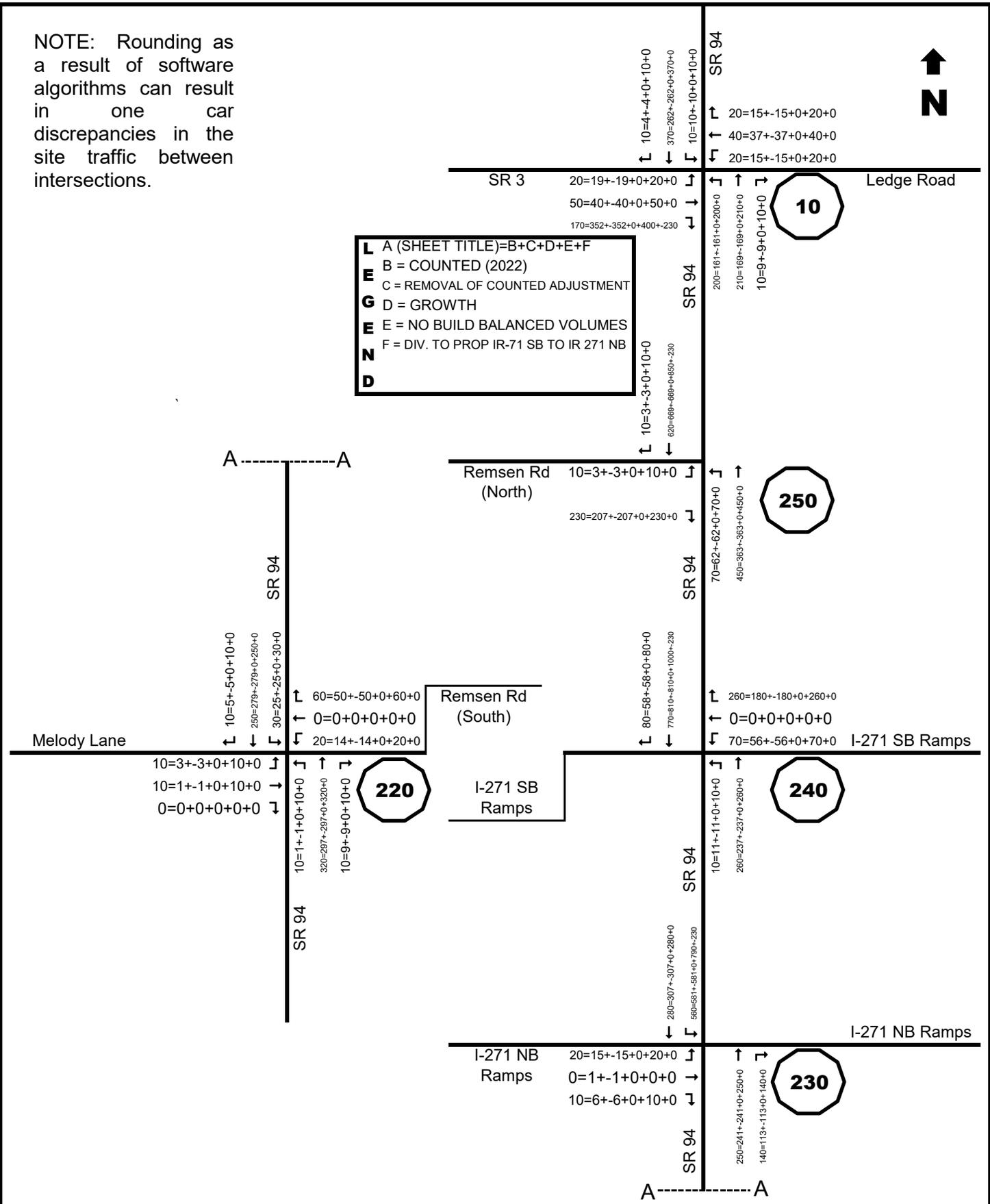
E = NO BUILD BALANCED VOLUMES
 F = DIV. TO PROP IR-71 SB TO IR 271 NB

FIGURE 3A-3
 2030 'BUILD' W/ DIV. TO PROP IR-71
 SB TO IR 271 NB - AM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



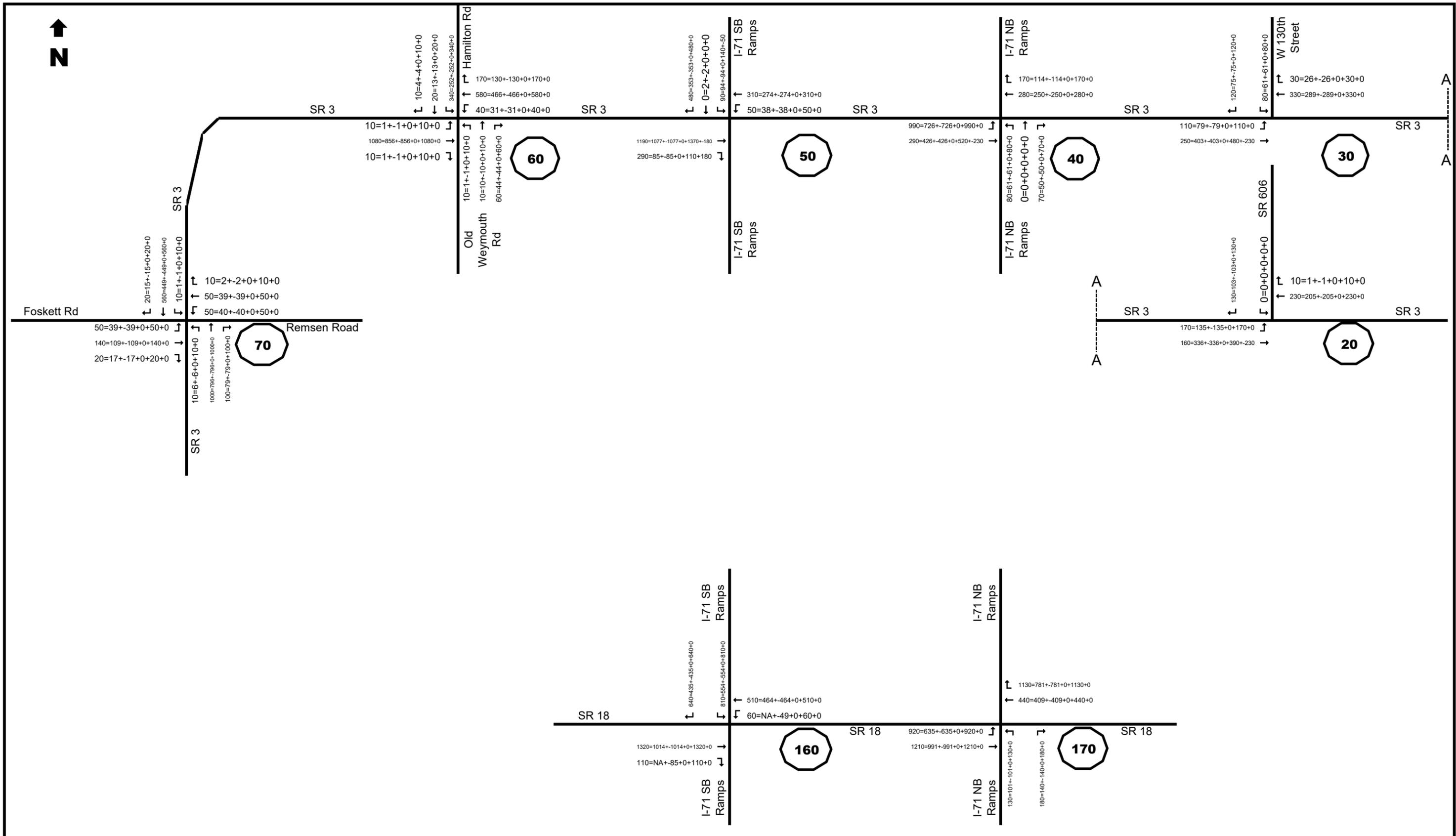
L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-71 SB TO IR 271 NB



MED-71/271 (PID 117028)
COUNT MEMO
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FIGURE 3B-3
 2030 'BUILD' W/ DIV. TO PROP IR-71 SB TO IR 271 NB - AM PEAK



MED-71/271 (PID 117028)
COUNT MEMO
 PREPARED BY: SMART SERVICES 12/2024

A (SHEET TITLE)=B+C+D+E+F
 B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
 D = GROWTH

LEGEND

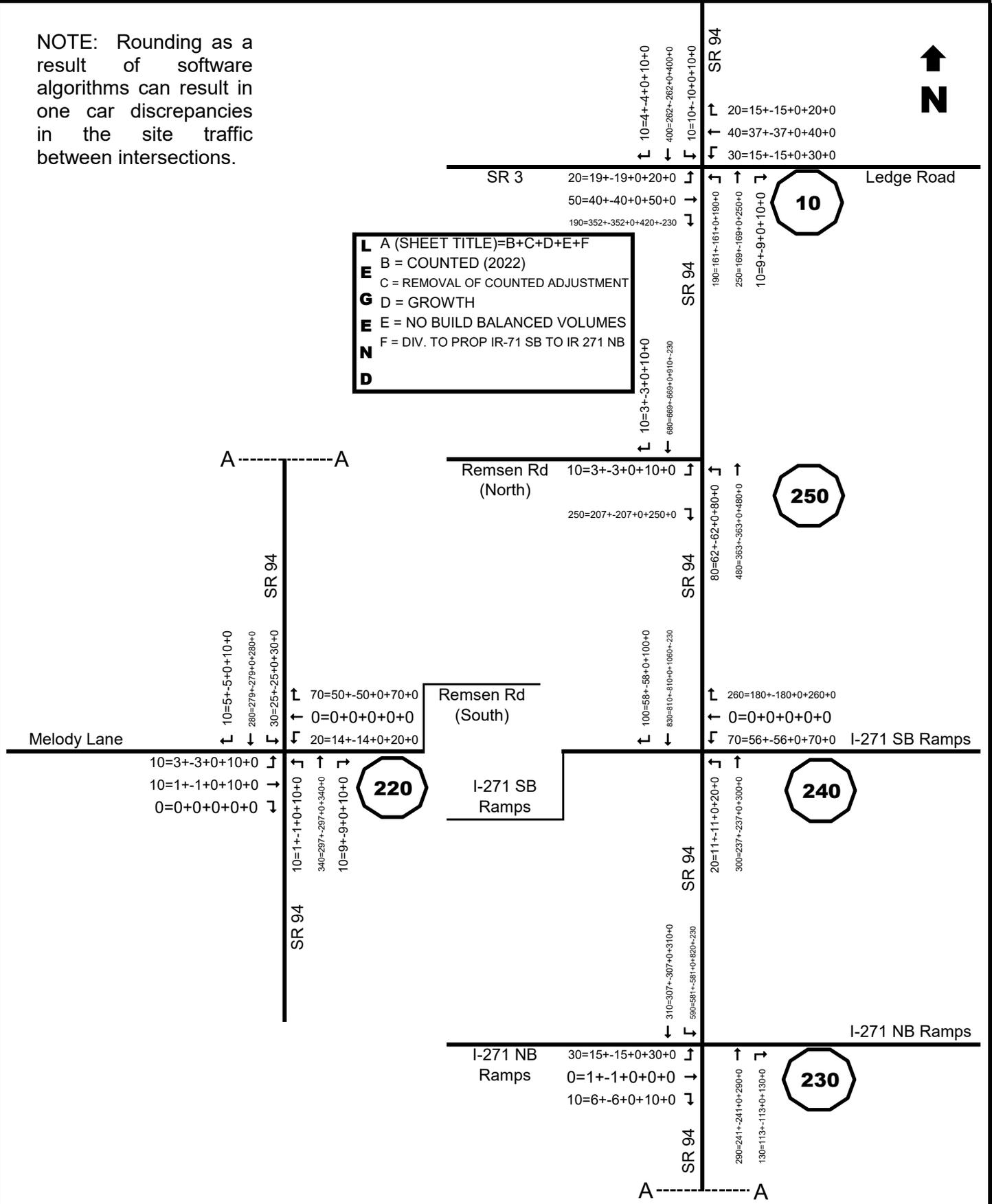
E = NO BUILD BALANCED VOLUMES
 F = DIV. TO PROP IR-71 SB TO IR 271 NB

FIGURE 4A-3
 2050 'BUILD' W/ DIV. TO PROP IR-71
 SB TO IR 271 NB - AM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-71 SB TO IR 271 NB



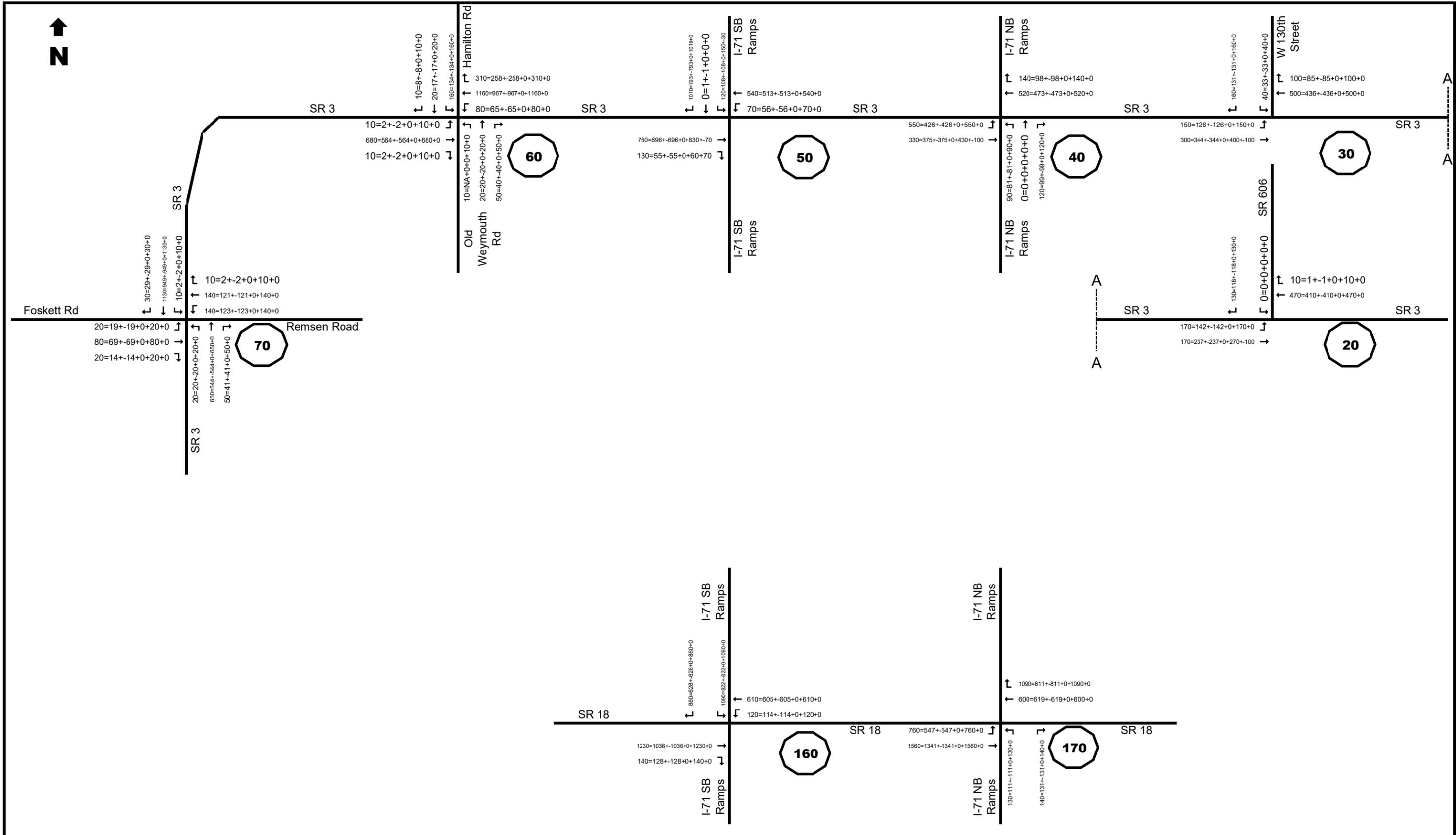
**MED-71/271 (PID 117028)
 COUNT MEMO**

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FIGURE 4B-3

2050 'BUILD' W/ DIV. TO PROP IR-71 SB TO IR 271 NB - AM PEAK



MED-71/271 (PID 117028)
COUNT MEMO
 PREPARED BY: 12/2024

A (SHEET TITLE)=B+C+D+E+F
 B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
 D = GROWTH

LEGEND

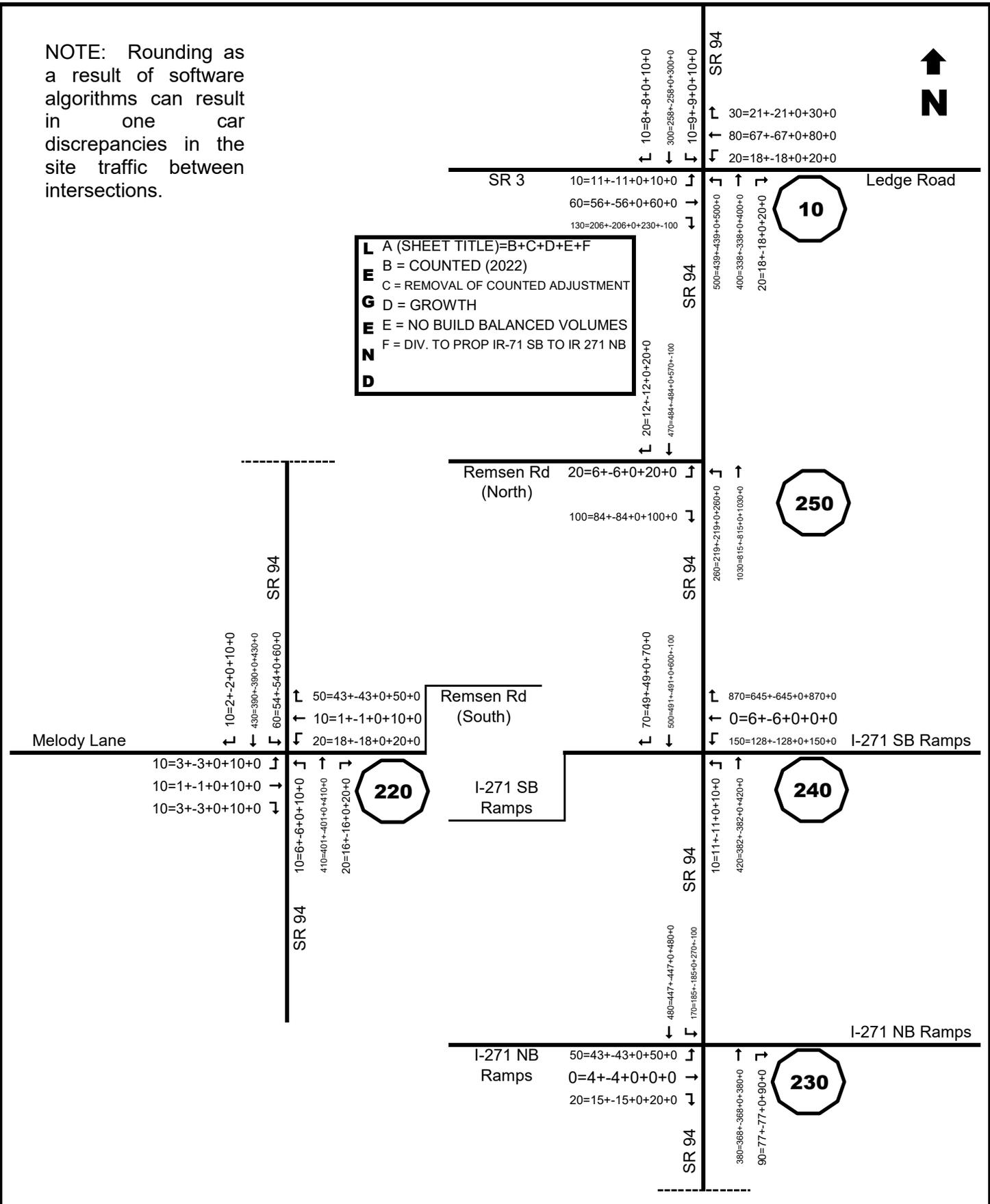
E = NO BUILD BALANCED VOLUMES
 F = DIV. TO PROP IR-71 SB TO IR 271 NB

FIGURE 5A-3
 2030 'BUILD' W/ DIV. TO PROP IR-71
 SB TO IR 271 NB - PM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-71 SB TO IR 271 NB



**MED-71/271 (PID 117028)
 COUNT MEMO**

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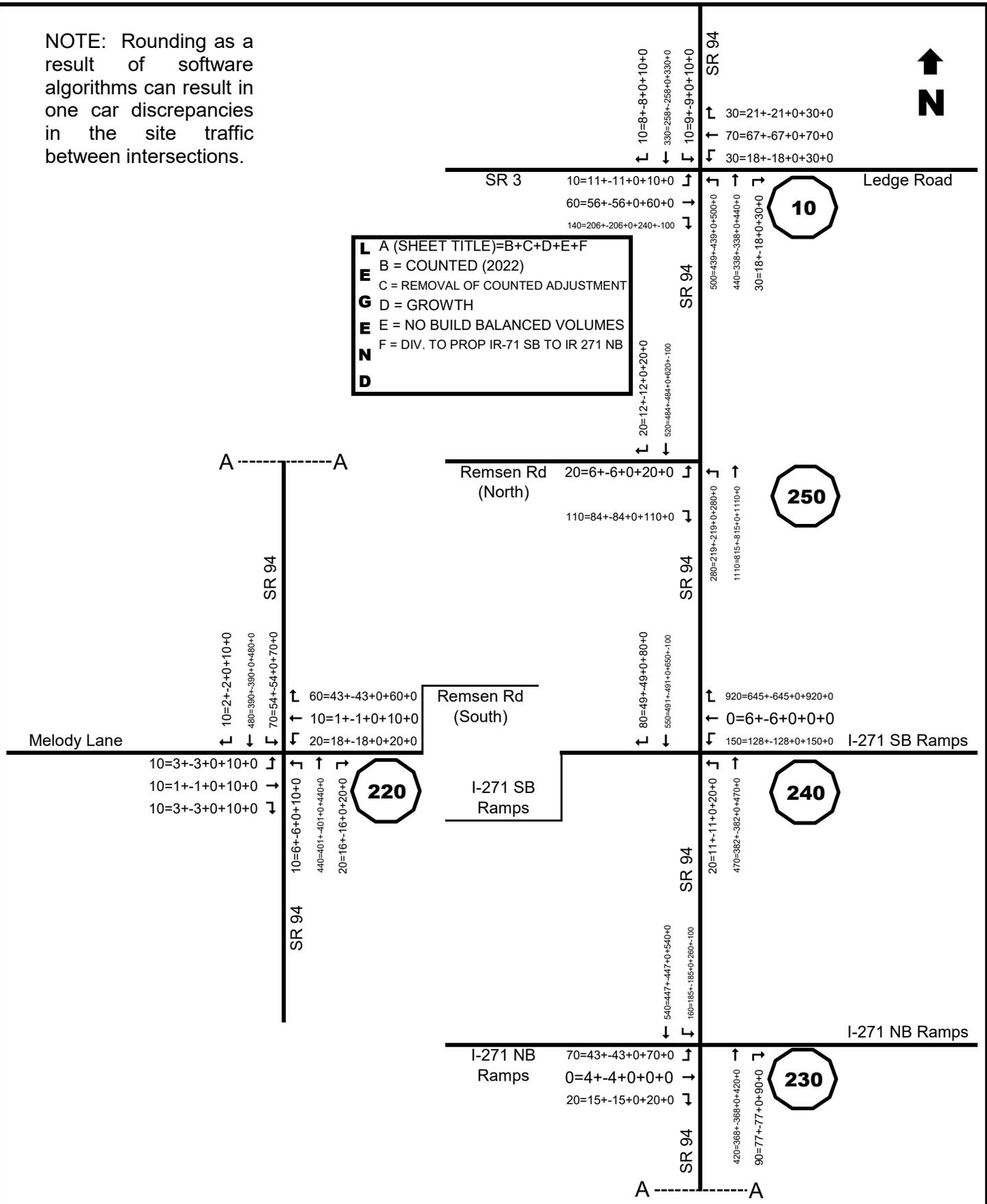
FIGURE 5B-3

2030 'BUILD' W/ DIV. TO PROP IR-71 SB TO IR 271 NB - PM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-71 SB TO IR 271 NB



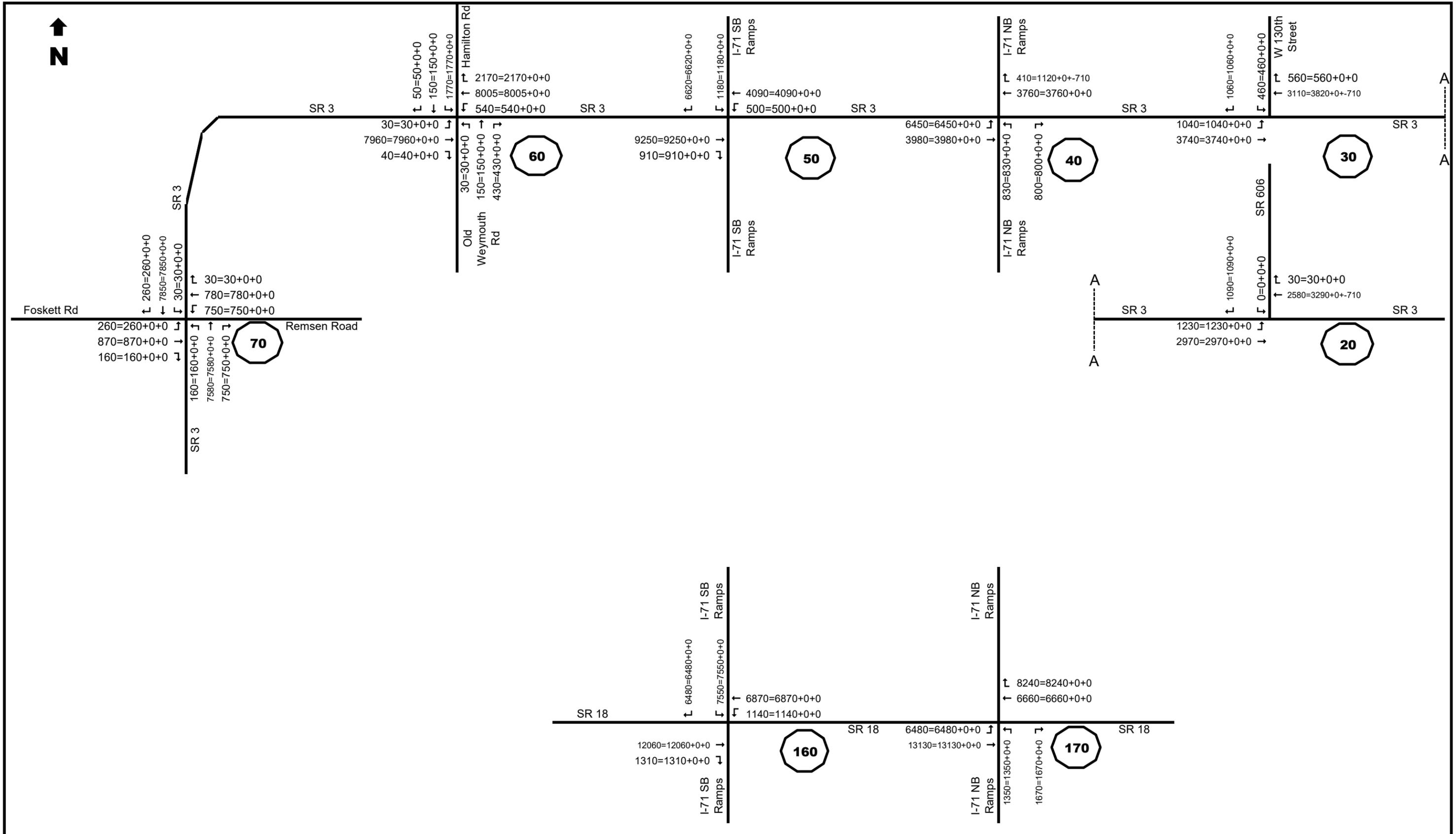
**MED-71/271 (PID 117028)
COUNT MEMO**

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FIGURE 6B-3

2050 'BUILD' W/ DIV. TO PROP IR-71 SB TO IR 271 NB - PM PEAK



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COUNT MEMO**

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LEGEND

- A (SHEET TITLE)=B+C+D
- B = NO BUILD (2030)
- C = GROWTH
- D = DIV. TO PROP IR-271 SB TO IR 71 NB

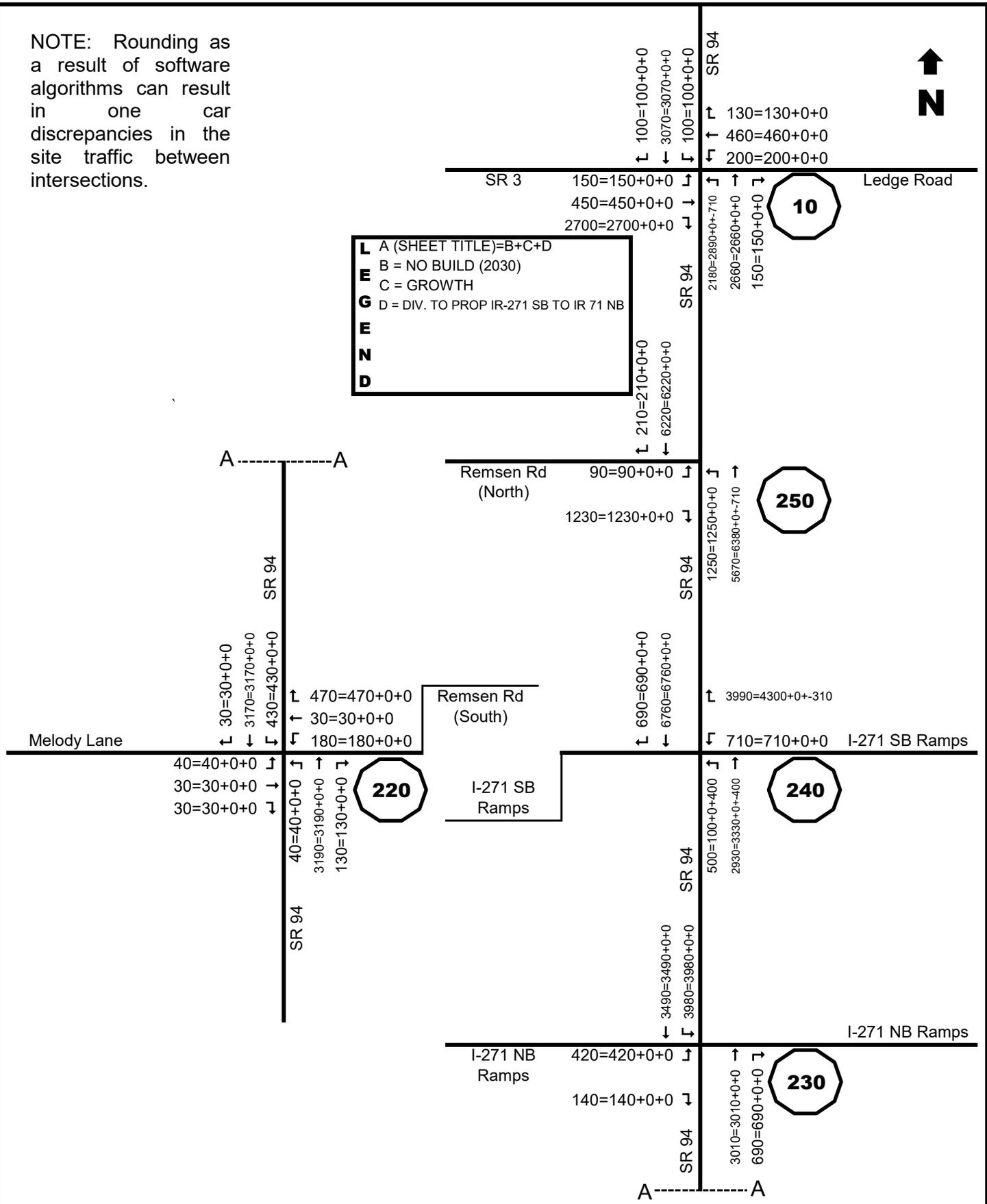
FIGURE 1A-4

2030 'BUILD' W/ DIV. TO PROP IR-271
SB TO IR 71 NB - 2030 DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
N D = DIV. TO PROP IR-271 SB TO IR 71 NB
D



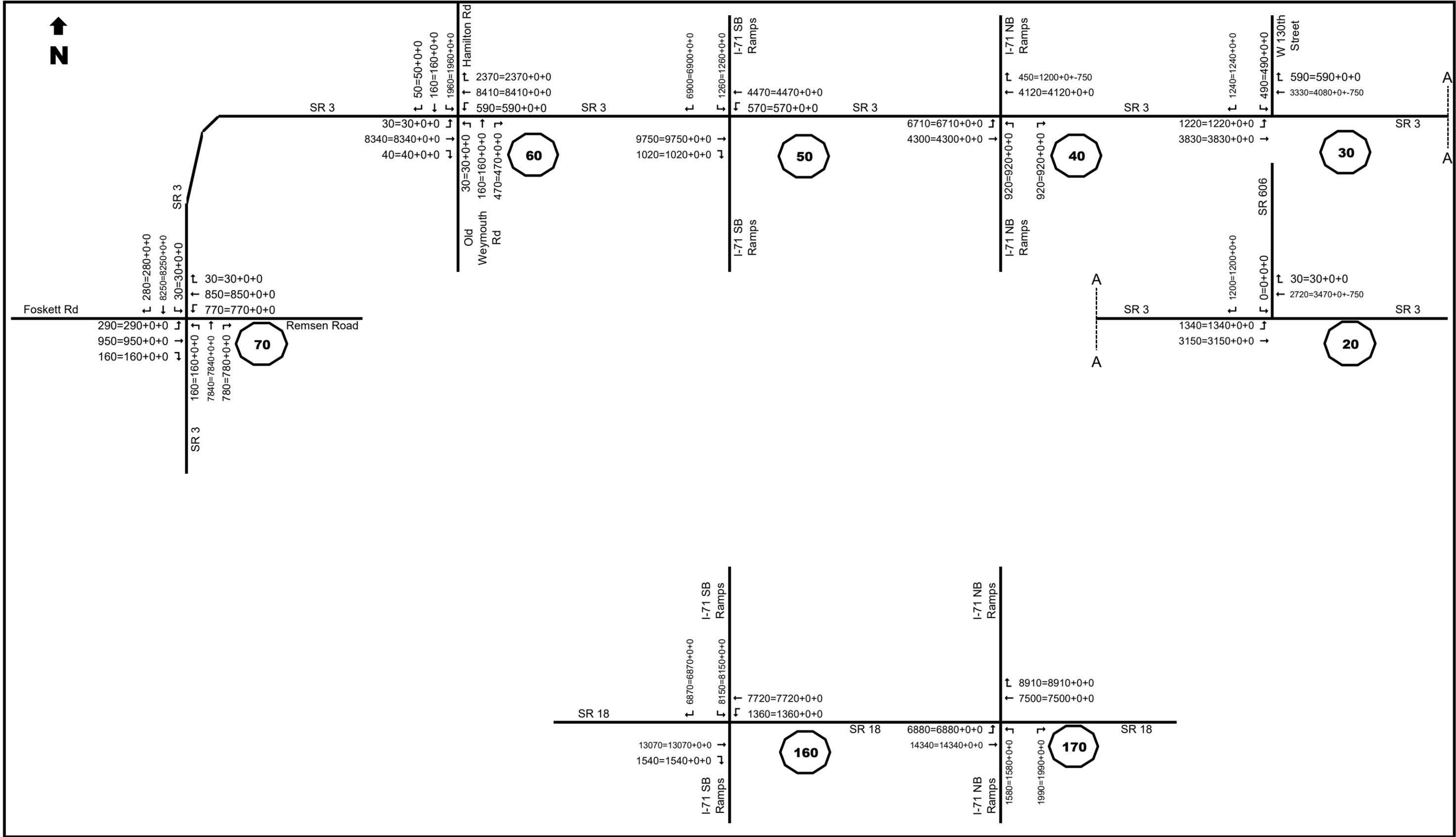
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FIGURE 1B-4

2030 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
 71 NB - DAILY



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  12/2024

LEGEND

A (SHEET TITLE)=B+C+D

B = NO BUILD (2030)

C = GROWTH

D = DIV. TO PROP IR-271 SB TO

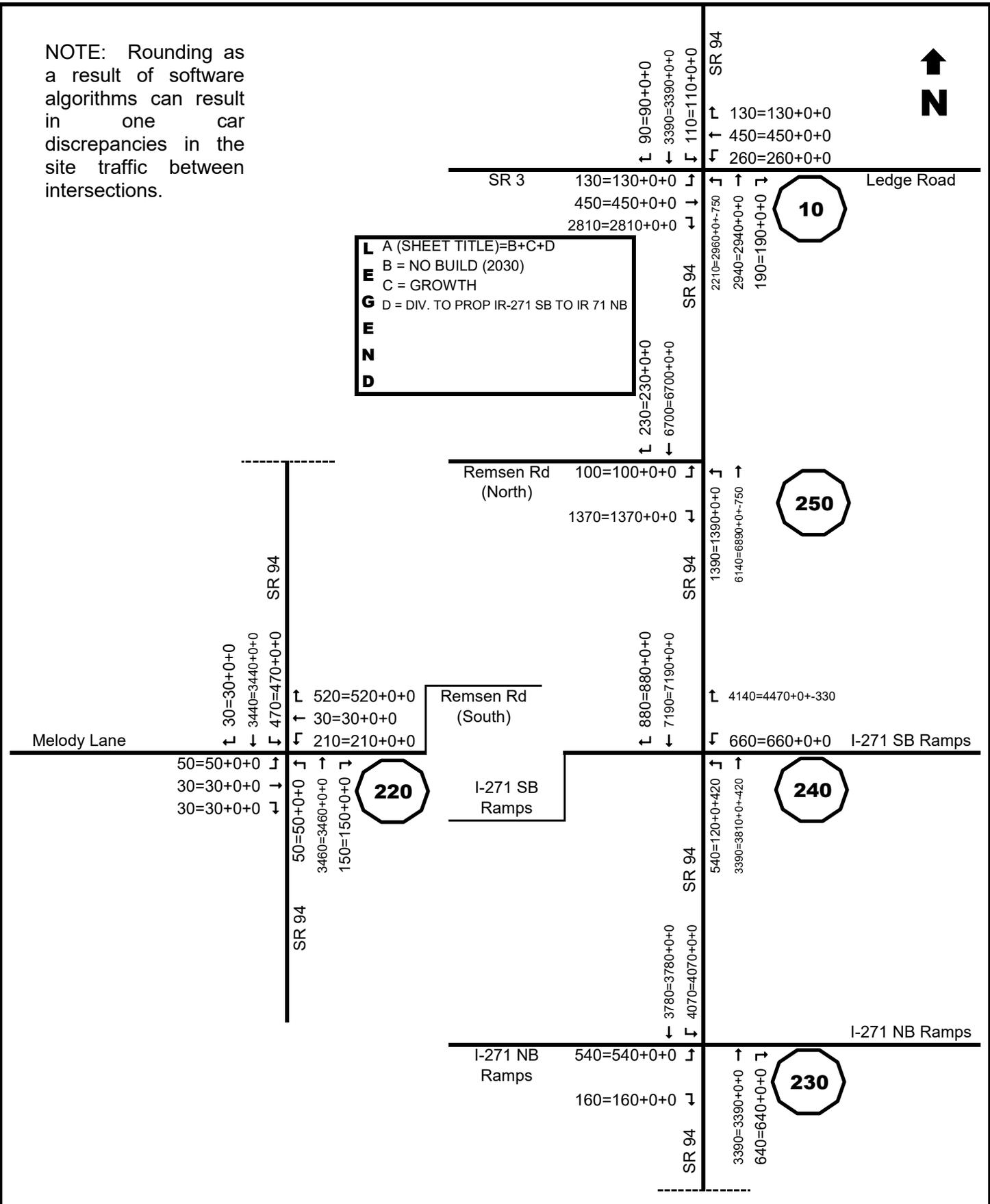
FIGURE 2A-4

2050 'BUILD' W/ DIV. TO PROP
IR-271 SB TO IR 71 NB - DAILY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D
E B = NO BUILD (2030)
G C = GROWTH
E D = DIV. TO PROP IR-271 SB TO IR 71 NB
N
D



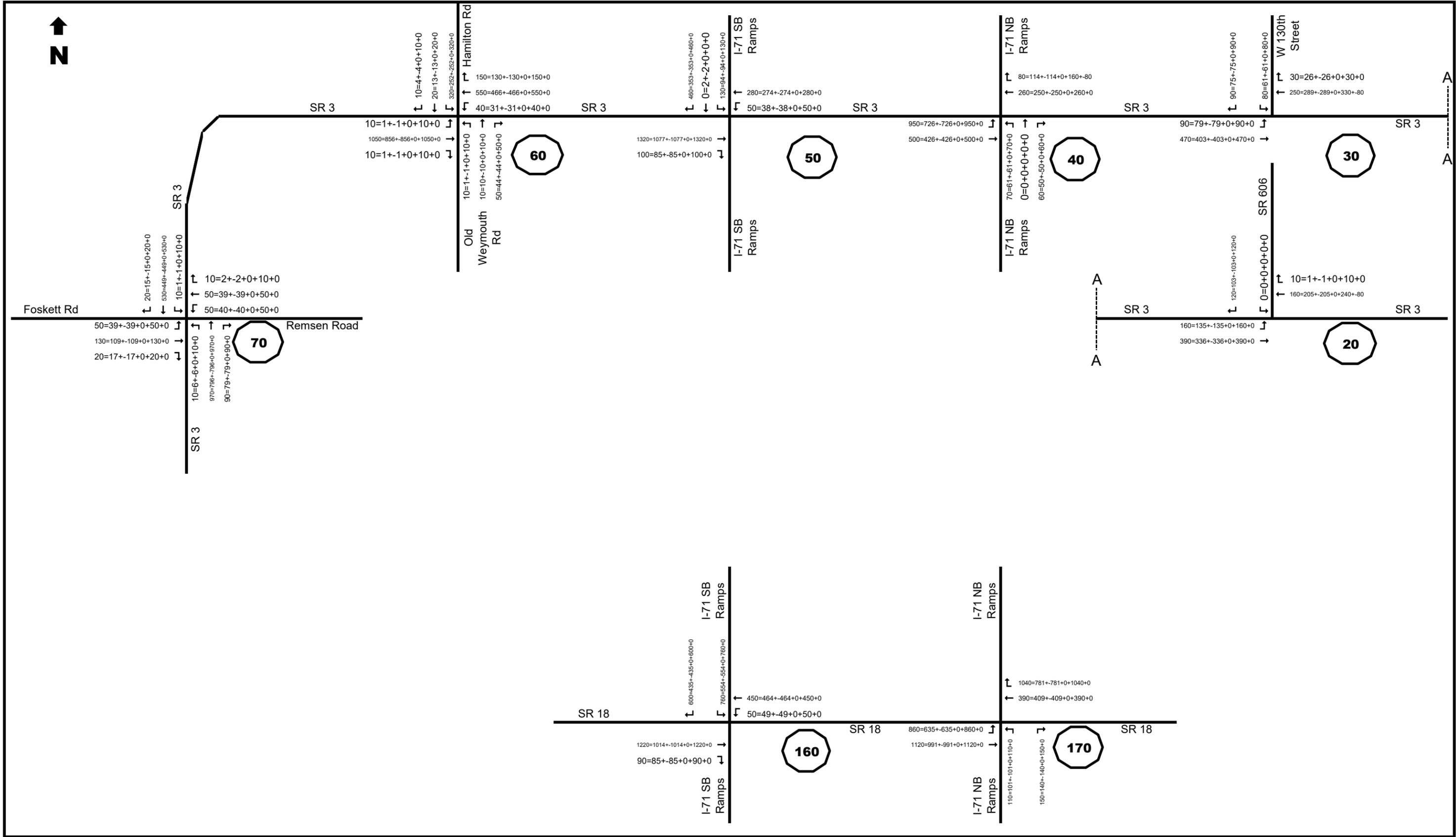
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FIGURE 2B-4

2050 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
 71 NB - DAILY



MED-71/271 (PID 117028)

COUNT MEMO

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LEGEND

A (SHEET TITLE)=B+C+D+E+F
B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT
D = GROWTH

E = NO BUILD BALANCED VOLUMES
F = DIV. TO PROP IR-271 SB TO

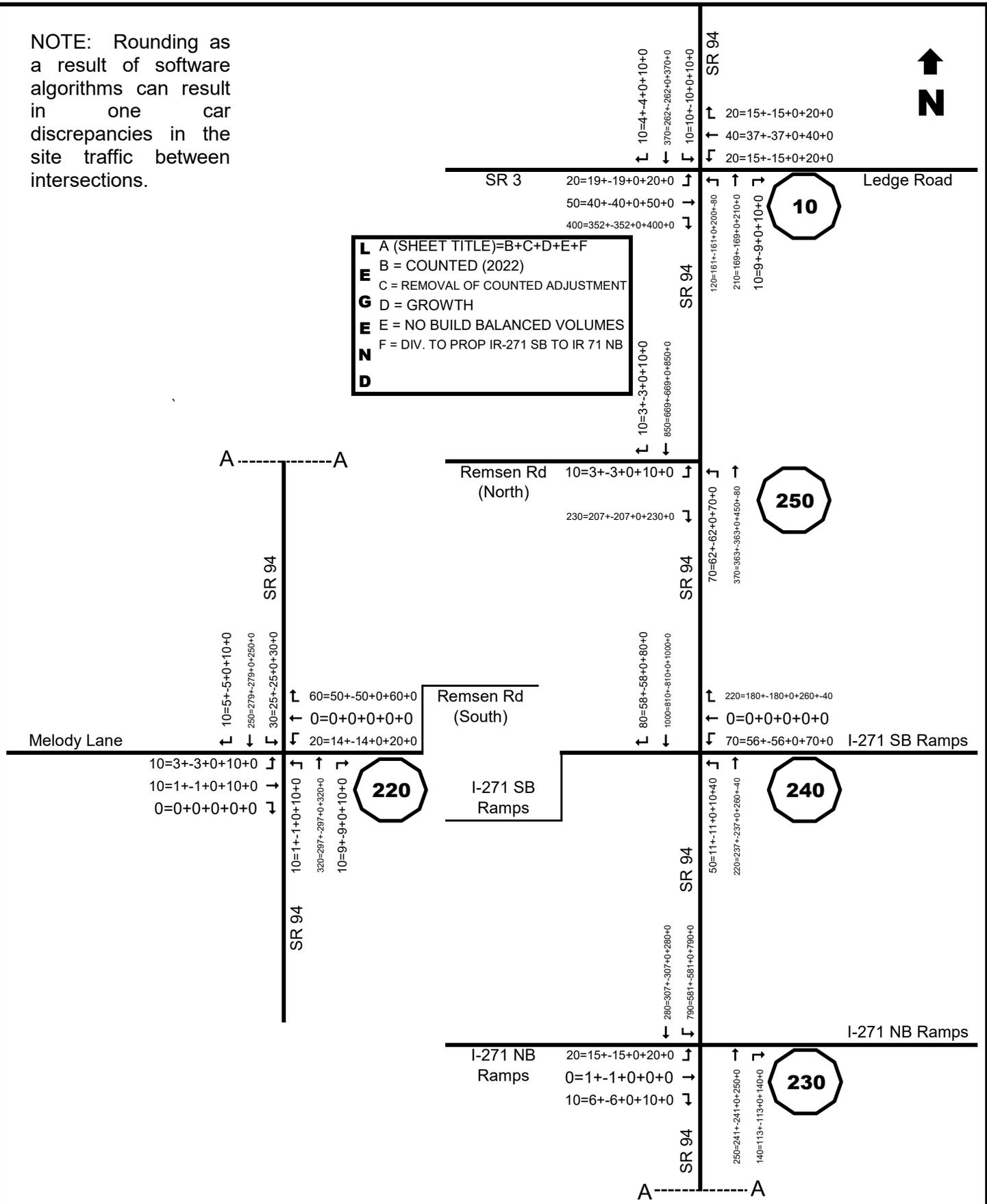
FIGURE 3A-4

2030 'BUILD' W/ DIV. TO PROP
IR-271 SB TO IR 71 NB - AM

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-271 SB TO IR 71 NB



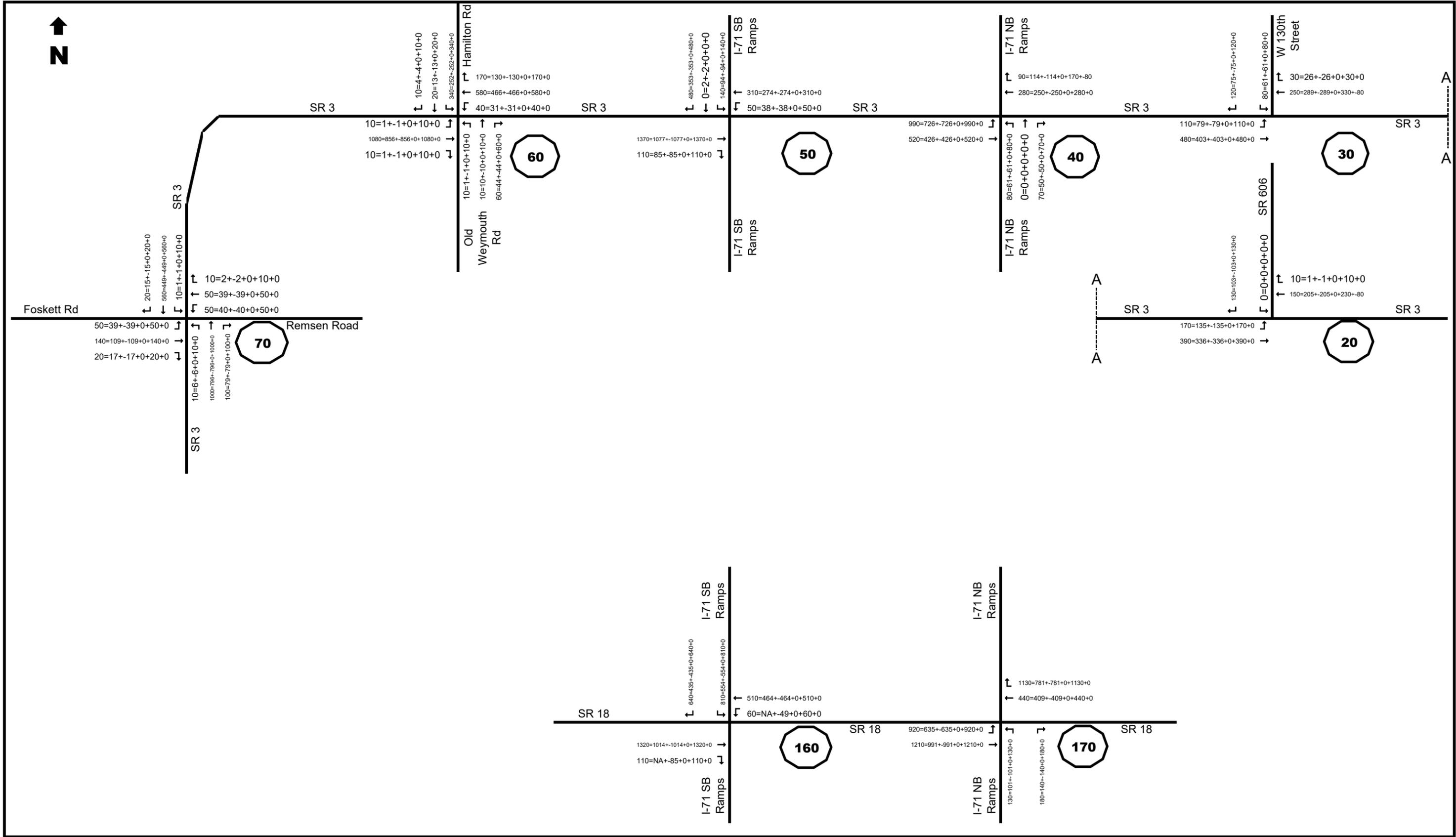
**MED-71/271 (PID 117028)
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FIGURE 3B-4

2030 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
 71 NB - AM PEAK



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  12/2024

LEGEND

- A (SHEET TITLE)=B+C+D+E+F
- B = COUNTED (2022)
- C = REMOVAL OF COUNTED ADJUSTMENT
- D = GROWTH
- E = NO BUILD BALANCED VOLUMES
- F = DIV. TO PROP IR-271 SB TO

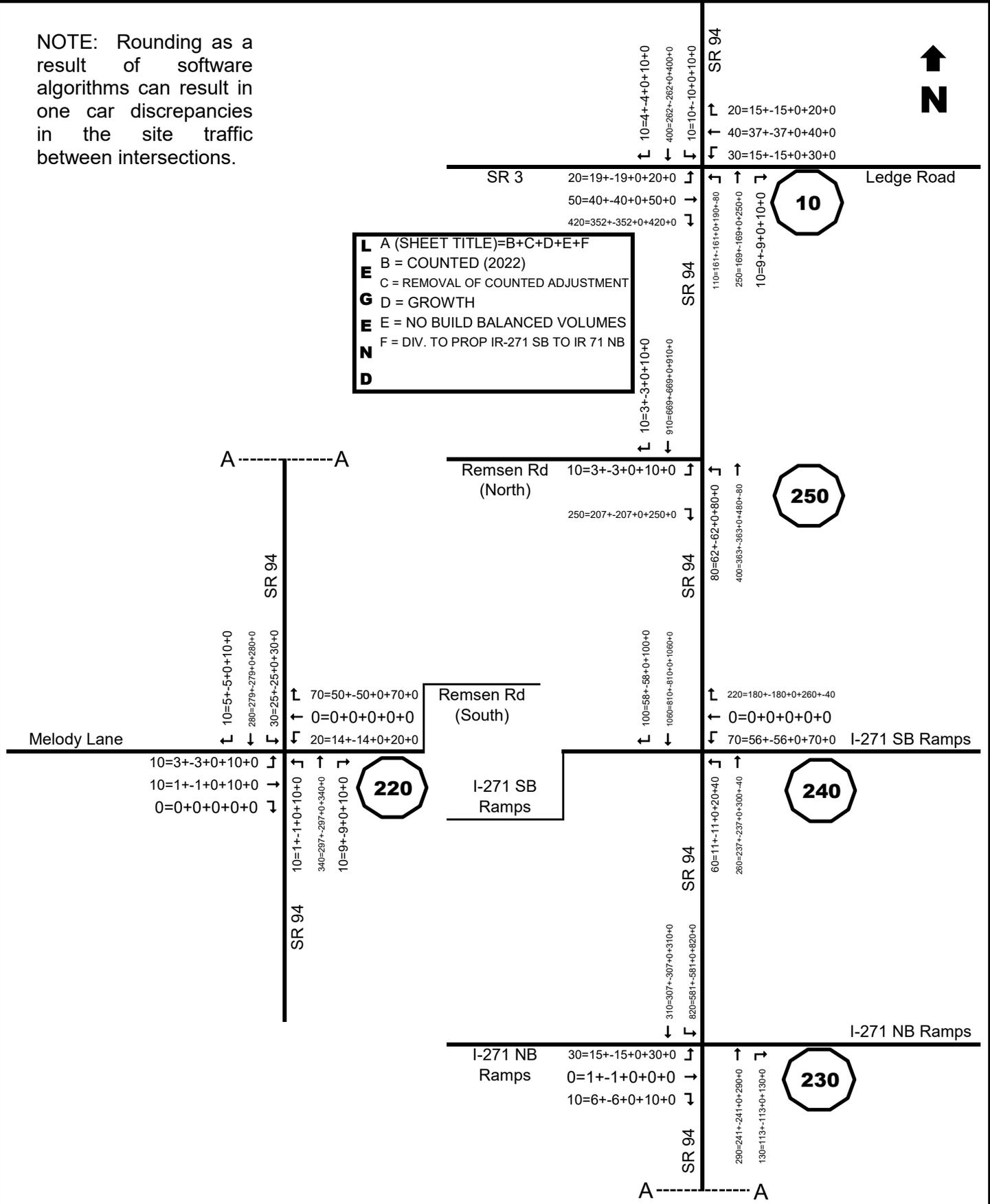
FIGURE 4A-4

2050 'BUILD' W/ DIV. TO PROP
IR-271 SB TO IR 71 NB - AM

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-271 SB TO IR 71 NB



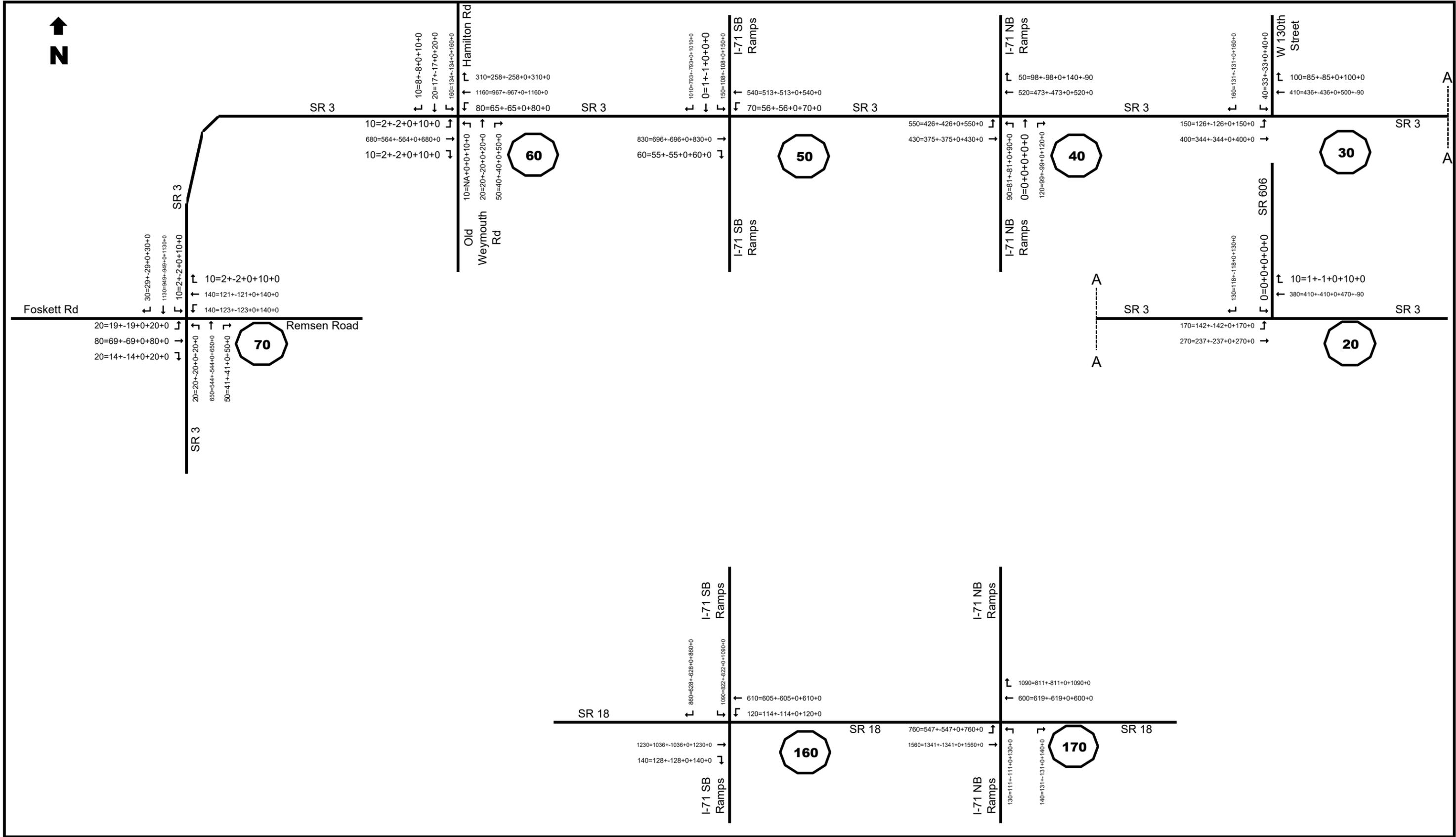
**MED-71/271 (PID 117028)
 COUNT MEMO**

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12/2024

FIGURE 4B-4

2050 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
 71 NB - AM PEAK



MED-71/271 (PID 117028)

COUNT MEMO

PREPARED BY:  12/2024

LEGEND

A (SHEET TITLE)=B+C+D+E+F

B = COUNTED (2022)

C = REMOVAL OF COUNTED ADJUSTMENT

D = GROWTH

E = NO BUILD BALANCED VOLUMES

F = DIV. TO PROP IR-271 SB TO

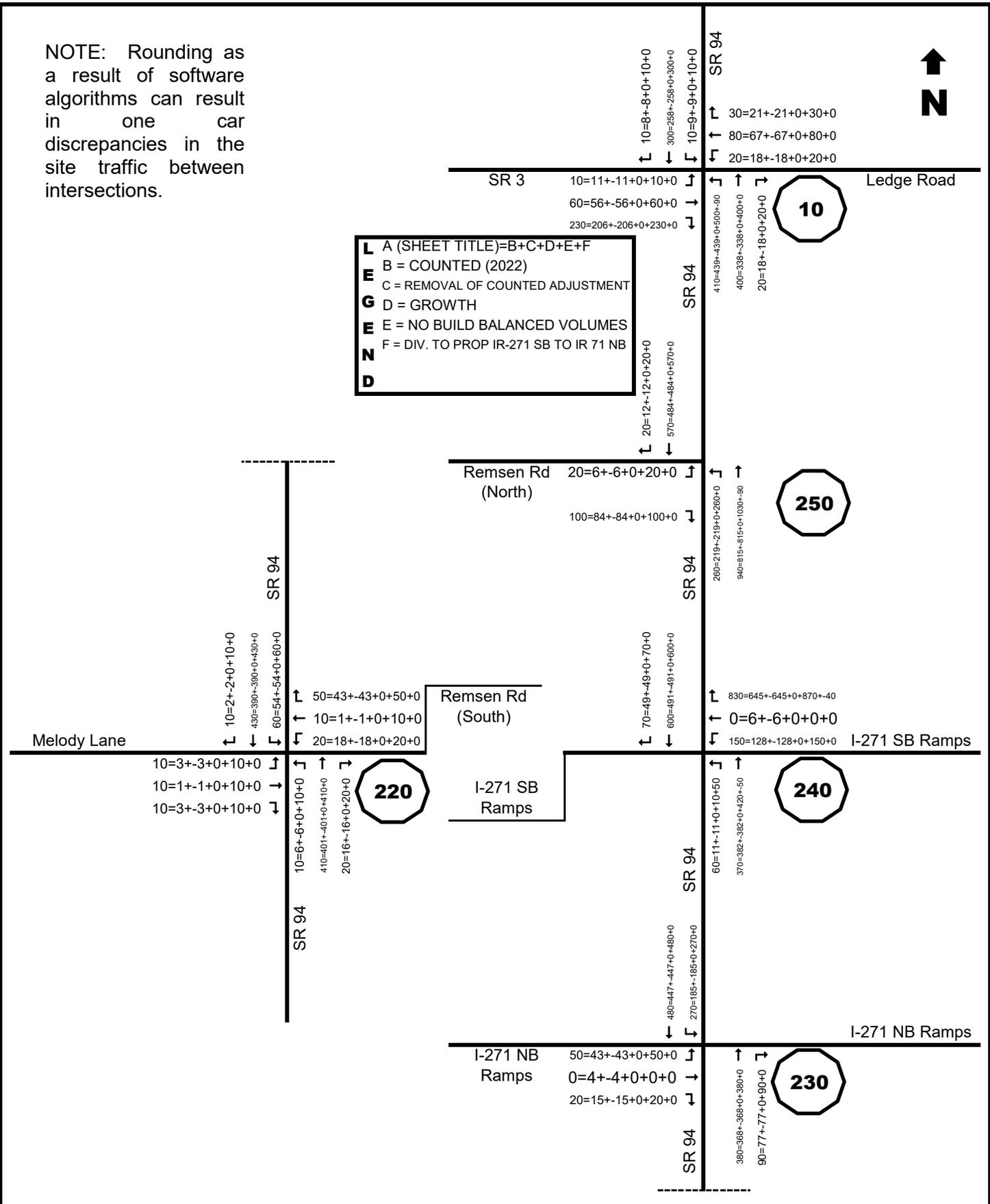
FIGURE 5A-4

2030 'BUILD' W/ DIV. TO PROP
IR-271 SB TO IR 71 NB - PM

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-271 SB TO IR 71 NB



**MED-71/271 (PID 117028)
 COUNT MEMO**

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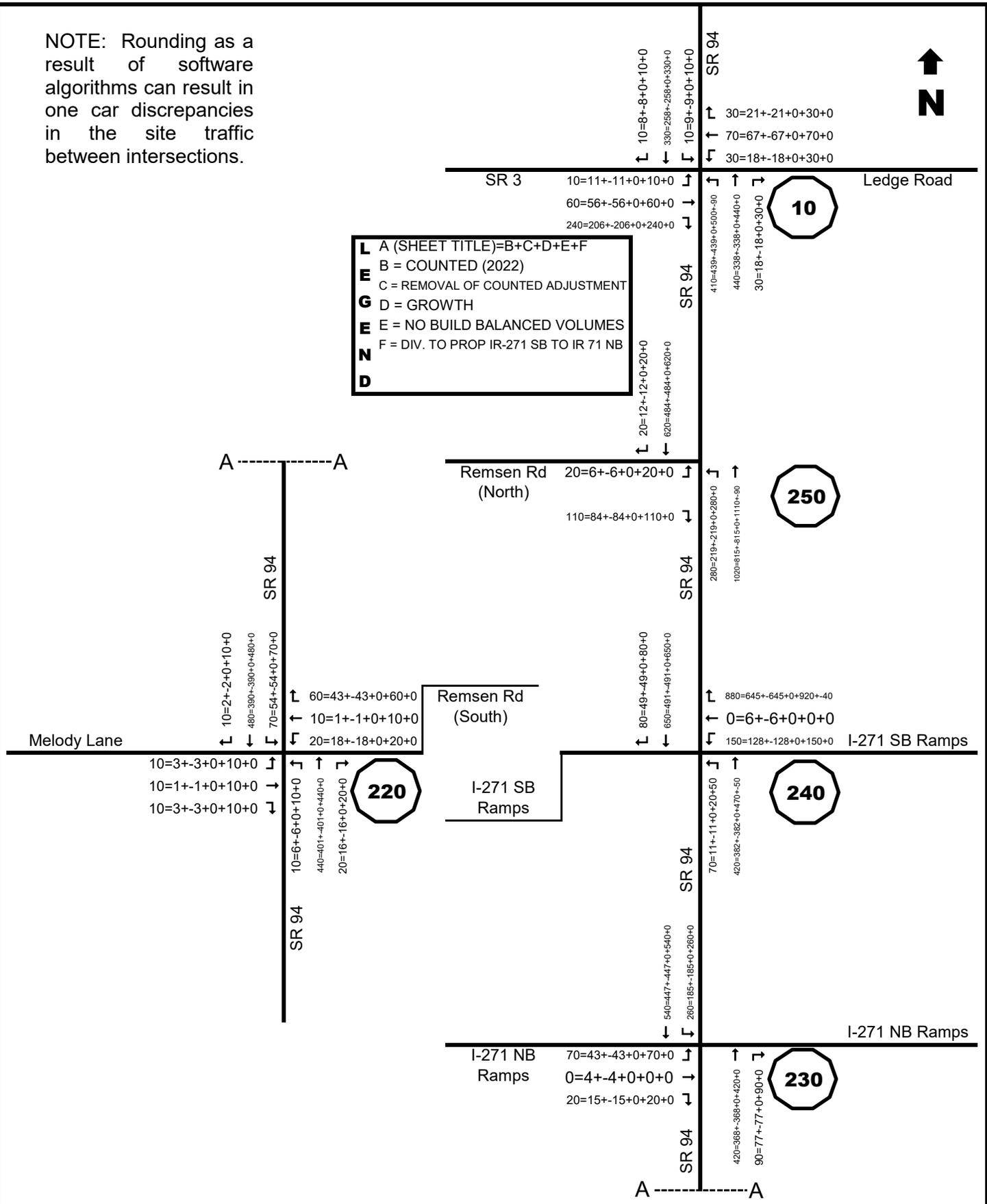
FIGURE 5B-4

2030 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
 71 NB - PM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.



L A (SHEET TITLE)=B+C+D+E+F
E B = COUNTED (2022)
G C = REMOVAL OF COUNTED ADJUSTMENT
E D = GROWTH
N E = NO BUILD BALANCED VOLUMES
D F = DIV. TO PROP IR-271 SB TO IR 71 NB



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FIGURE 6B-4

2050 'BUILD' W/ DIV. TO PROP IR-271 SB TO IR
71 NB - PM PEAK