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**To:** Louis Agresta  
CCSTCC  
3130 E. Main Street, Suite 2A  
Springfield, OH 45505

**March 5, 2025**

**From:** Eliza Pendexter, AICP  
Burgess & Niple, Inc.

**Subject:** St. Paris Intersection Safety Study

**Scope:** Burgess & Niple (B&N) has conducted an evaluation of intersection safety and provided recommendations for US-36 at Huffman Drive/Dump Road and US-36 at Springfield Street in St. Paris, Ohio, to address truck traffic and pedestrian safety concerns in the area. Truck traffic through St. Paris and nearby roadways has increased due to changes in operations at Old Souls Farm (9684 Smith Road) among other commercial endeavors in the region. Reported impacts attributed to increased operations at Old Souls Farm include parking on private property, noise and vibration, rutting on private property, and volume and speeding complaints. While US-36 is designated as a National Truck Route, Springfield Street and is a County Route, and Huffman Drive is a Municipal Route and Township Route<sup>1</sup>. See **Figure 2 on page 4** for a Roadway Classification Map.

**Goals:**

1. Recommended intersection improvements for Springfield Street at US-36, the primary pedestrian-oriented intersection in St. Paris, as well as at Huffman Drive at US-36, and;
2. Recommend possible strategies to better facilitate truck traffic to and from Old Souls Farm site and help address concerns of residents of Smith Road. Reported concerns include parking on private property, noise and vibration, rutting on private property, and increased vehicular volumes and speeding.

**Findings:** Examining historical crash data from 2019 to 2023, no crash trends are noted at Springfield Street and US-36 or at Huffman Drive/Dump Road and US-36. Options to address concerns and to make alternate routes more navigable for trucks include enhancing wayfinding signage for trucks, additional posted speed signs, no parking signage along Smith Road, longer-term improvements to Huffman Drive/Dump Road, and/or improvements for access via Ward Road to the Old Souls Farm property, and to provide for additional staging and circulation. **Figure 1** on the next page outlines the general study area, in addition to the scoped intersections shown at points 1 and 2. For more information on findings, see Recommendations section of this memo.

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<sup>1</sup> <https://gis.dot.state.oh.us/tims>



**Figure 1. Overall Study Area, where site 1 is the intersection of US-36 and Huffman Drive/Dump Road, and site 2 is the intersection of US-36 and Springfield Street.**

## Study Area

### St. Paris Intersections

No historical crash trends were noted at either intersection studied, though improvements may be considered based on desired outcomes. Trucks are able to navigate turning movements at both intersections, though evidence of trucks mounting the curb and traveling briefly into oncoming lanes was present at the Springfield Street intersection during B&N's site visit. **Autoturn exhibits in Appendix C** show modeled vehicle turning paths at both intersections studied (shown as points 1 and 2 on Figure 1). Trucks turning here are generally turning slowly and carefully in part due to the current intersection design,

though trailers tracking near the curb may create an uncomfortable situation for pedestrians present on the sidewalks near the intersection of Springfield Street and US-36. See **Appendix D for ISD diagram.**

### Old Souls Farm

At the time of the drafting of this memo, the owner-operator of Old Souls Farm is seeking zoning approval for increased site operations spurring community feedback about truck traffic on Smith Road. Circulation related to commercial truck traffic heading towards Old Souls Farm generally travels from US-36, north on Springfield Street, and east on Smith Road to the Old Souls Farm Site. Trucks leaving the Old Souls Farm site generally travel west along Smith Road towards Kiser Lake/Springfield Street. The intersection of Kiser Lake Road and Smith Road has received a minor widening to help accommodate truck traffic, though residents continue to have concerns regarding traffic traveling to and from the Old Souls Farm site.

Wayfinding signs were installed at installed at key intersections directing trucks towards Old Souls Farm prior to B&N's site visit. An additional project to widen Smith Road using OPWC funds is planned to improve the vertical ride and install a 1.5" intermediate asphalt overlay and a 1.5" asphalt surface from Kiser Lake Road to 9684 Smith Road, and to widen the total pavement width to 20' with all necessary ditch work, excavation, and embankment for the improvement (See Figure 1 for project extent). The estimated cost for this project is \$624,076. For more information on this project, contact Johnson Township.

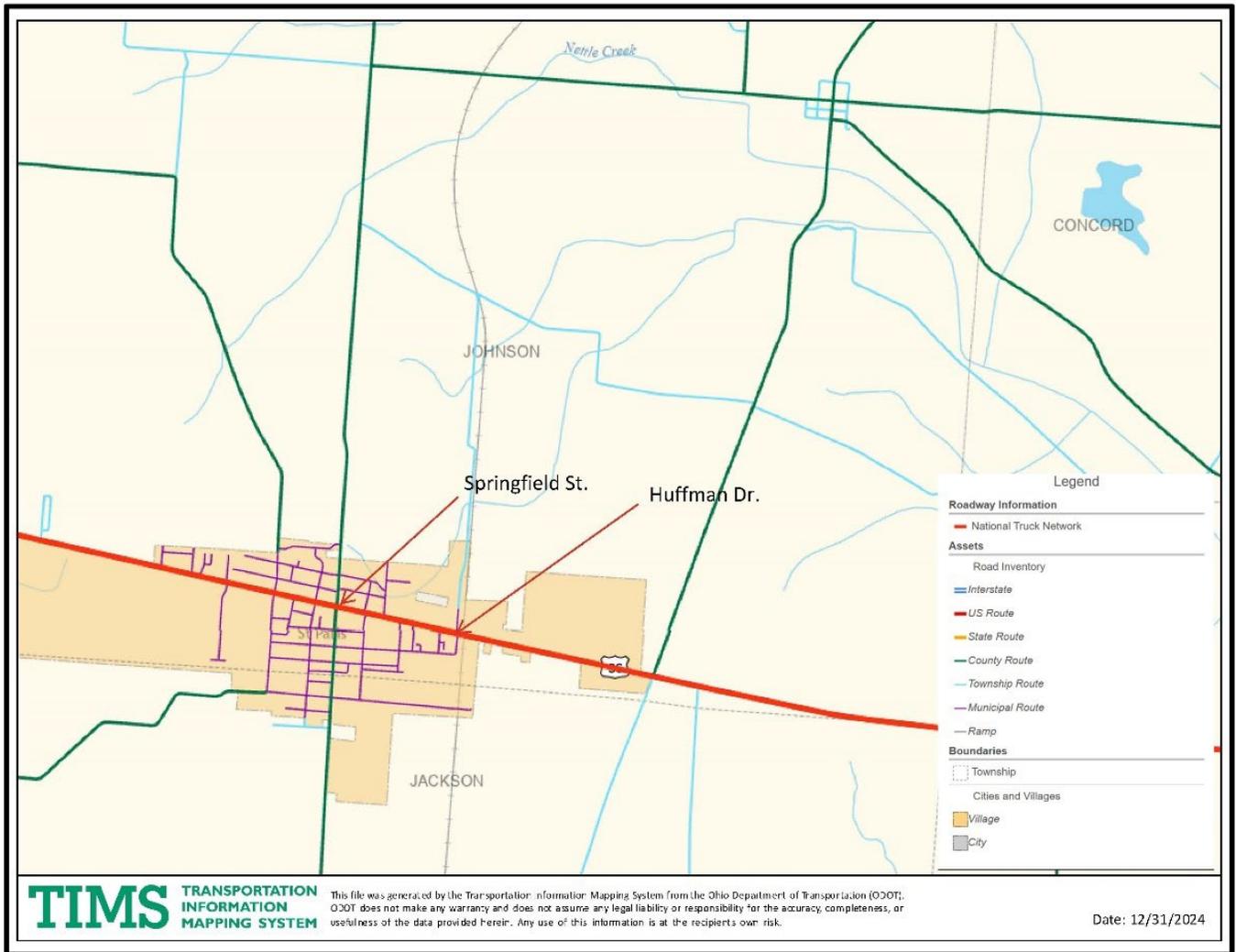


Figure 2. Roadway Classifications according to ODOT TIMS.

## Meetings and Field Visit

### Kick-Off Meeting

A kickoff meeting was held on November 4<sup>th</sup>, including staff from CCSTCC, Champaign County, St. Paris Village, ODOT, Johnson Township, and Old Souls Farm to discuss the project goals, challenges, and context. It was determined that, in addition to the intersections to be studied in St. Paris, the intersection of Springfield Street/Smith Road has become a concern for residents along Smith Road due to increased truck traffic.

### Stakeholder Meetings

1. A kickoff meeting was held November 4<sup>th</sup>, 2024 to discuss:
  - Project scope
  - Initial stakeholder feedback
  - Old Souls Farms operations
  - Project goals
2. A field visit was conducted on November 14<sup>th</sup>, 2024 to evaluate intersection conditions at Springfield Street and US-36, Huffman Drive and US-36, and to assess circulation options related to truck operations for Old Souls Farm.
3. A second stakeholder meeting was held on December 10<sup>th</sup>, 2024 to discuss initial analysis and recommendations:
  - Intersection crash data (Appendix A)
  - Turning Movement Counts (Appendix B)
  - Turning radii and AutoTurn exhibits (Appendix C)
  - Intersection sight distances (ISD) (Appendix D)
  - Alternatives, layouts, and cost estimates (Appendix E)
  - Intersection safety recommendations for Springfield Street and Huffman Drive at US-36
  - Other truck volume and travel pattern concerns related to Old Souls Farms' operations
  - Summarized Draft Recommendations (Appendix F)
4. A meeting was held with Jason Hoelscher, Johnson Township Trustee, on January 23<sup>rd</sup>, 2025 to discuss initial analysis and recommendations.
5. A meeting was held on January 30<sup>th</sup>, 2025 with Gina Balsamo and Drew Laurent of Carpenter Marty at the request of Old Souls Farm to discuss traffic count data collected by Carpenter Marty.

## Data Collection

### Intersection Crash Data (Appendix A)

Zero (0) serious or fatal crashes were documented at either intersection scoped for study. A crash diagram is included in **Appendix A**. Crash data for the five most recent years (2019-2023) was downloaded from ODOT's GIS Crash Analysis Tool (GCAT) for the St, Paris study area. The raw crash data was filtered and analyzed using ODOT's Crash Analysis Module (CAM) Tool. Crash reports were reviewed for accuracy and a collision diagram was created.

### Springfield Street and US-36

Only one rear end crash was noted at the intersection of Springfield Street and US-36 (Main Street in St. Paris). There were two (2) crashes involving parked vehicles on Springfield Street, south of the US-36 intersection, one (1) crash east of the Springfield Street intersection on US-36, and one (1) fixed object crash on Springfield Street, north of the US-36 intersection.

### Huffman Drive and US-36

Zero (0) crashes were noted at the intersection of Huffman Drive and US-36.

### Springfield Street/Kiser Lake Road and Smith Road

One (1) angle crash and one (1) other crash were noted adjacent this intersection.

### Old Souls Farm

Near Old Souls Farm, one (1) backing crash was noted and four (4) fixed object crashes were documented. All of the fixed object crashes are located on or near the near 90 degree angle curves on Smith Road. One (1) additional fixed object crash was documented near the intersection of North Heck Hill Road and Smith Road.

## **Turning Movement Counts (Appendix B)**

Based on discussion with CCSTCC, this study included turning movement counts at the following intersections on November 14<sup>th</sup>, 2024:

- US-36 and Springfield Street
- US-36 and Huffman Drive

CCSTCC Provided counts at the following intersections dated September 4<sup>th</sup>, 2024:

- Dump Road and Smith Road
- Kiser Lake Road and Smith Road
- Heck Hill Road and Smith Road

B&N collected 24 hours of turning movement counts in St. Paris, at Springfield Street and US-36, as well as at Huffman Drive/Dump Road and US-36. A total of 2 box trucks turned north at Springfield and US-36, heading towards Kiser Lake Road, and 14 large articulated trucks turned the same way. Of these 16 trucks, it is unknown how many turned east on Smith Road to travel east towards Old Souls Farm on November 14<sup>th</sup>, though CCSTCC provided count data from September 4<sup>th</sup> indicates that 1 box truck and 2 articulated trucks turned east onto Smith road from the Kiser Lake Road southbound lane, and 4 box trucks and 13 articulated trucks turned eastbound on Smith road from the northbound lane on Kiser Lake Road.

At Huffman Drive/Dump Road, only 3 articulated trucks turned north from US-36, indicating some truck drivers are using this route even if it is less comfortable than Kiser Lake to Smith. Other alternate routes to the Old Souls Farm site from US-36 could include routes utilizing the following roads:

- North Heck Hill Road
- Purk Road/Ward Road

- OH 235 to Apple or Purk Road/Ward Road

Nearly every route except Huffman Drive/Dump Road to Smith Road use the portion of Smith Road west of the Old Souls Farm site. This is due to near 90 degree curves on the portion of Smith Road east of the Old Souls Farm site, which are impassable for articulated trucks.

**Other Data**

AutoTurn exhibits showing turning movements for design vehicle WB-62 are included as **Appendix C**. Intersection sight distances (ISD) exhibits have been included as **Appendix D** to inform existing conditions analysis and recommendations. These exhibits were used to inform layouts and cost estimates included as **Appendix E**.

## Recommendations

Draft recommendations were shared with the project team on December 10<sup>th</sup>. These initial findings and recommendations are included as **Appendix F**. Layouts and cost estimates for intersection recommendations are included as **Appendix E**.

Based on the crash data, turning movement counts, turning radii, circulation patterns, and existing conditions noted by B&N, the following recommendations were refined with feedback from the project team. Implementation requires more in-depth study and coordination between St. Paris, townships, Champaign County, and CSCTCC. **Recommendations are numbered in accordance with locations noted on Figure 3.**



Figure 3. Recommendations Map.

## 1. Huffman Drive and US-36

See **Appendix E** for alternatives, potential layouts, cost estimates.

- Near-term:
  - Consider adding a stop bar treatment and crosswalks on north and south legs of intersection.
  - B&N evaluated the option to encourage Old Souls Farm's operations vehicles to use Huffman Drive understanding the S curve may be difficult to navigate especially with two-way traffic given narrow pavement width, but ultimately does not recommend this strategy unless longer-term improvements will be made to Huffman Drive/Dump Road to make it more navigable for two-way truck traffic in partnership with the Township and St. Paris.
- Mid- to long-term:
  - Consider relocation of utility poles and increased curb returns on north leg of intersection as part of an intersection improvement project if improvements that are intended to make Huffman Drive/Dump Road more navigable for larger vehicles are planned.
  - Formalization of railroad crossing treatments to add clarity for truck wayfinding to the Old Souls Farm site.
  - Consider turning movement restriction with current configuration for possible one-way circulation for trucks, where trucks can turn northbound onto Huffman, and leave the farm site by traveling westbound on Smith, then southbound on Kiser Lake Road/Springfield Street.

## 2. Springfield Street and US-36

See **Appendix E** for alternatives, potential layouts, cost estimates.

- Near-term:
  - Pull back stop bar and parking restriction to allow more turning area and to set expectation for drivers approaching intersection (this will impact parking spaces near the intersection – degree of impact depends on implementation details).
    - This could have unintended consequences for driver behavior at this intersection and promote more truck traffic to the Kiser Lake/Smith Road intersection that has generated resident complaints.
- Mid- to long-term:
  - Consider reconstructing the northeast corner of the intersection to better accommodate truck turning movements onto Kiser Lake Road/Springfield Street. This could have minor right of way impacts to the gas station.
  - Consider placing wayfinding signs encouraging truck traffic to enter the Old Souls Farm site through Huffman and exit on Smith depending on whether other improvements will be made to Huffman Drive/Dump Road.

*The following intersections are out of scope of the initial study, but are included due to truck volume and circulation concerns:*

## 3. Kiser Lake Road and Smith Road

- Near-term:

- Consider no Jake brake signage, intersection ahead signage with road name placard for northbound and southbound traffic to notify drivers of an approaching intersection.
- Additional posted speed/caution signage along Kiser Lake Road/Springfield Street to discourage motorists from traveling at unsafe speeds.
- Speed enforcement for posted speed.

#### **4. Dump Road and Smith Road**

- Mid- to long-term:
  - Consider improvements to signage and safety infrastructure at the railroad crossing located near this intersection.
  - Improvements to railroad crossing/crossing arms; widening/intersection improvements to improve the geometry of Smith Road, Dump Road, and the railroad crossing and to prevent departure from roadway (some rutting noted during site visit).
  - Consider realigning Dump Road to the west of railroad to square up the intersection and provide enough clearance in the event that railroad improvements/coordination are not feasible (may have ROW constraints).

#### **5. Along Smith Road between Kiser Lake Road and Dump Road**

- Consider no parking signs approaching the intersection of Smith Road and Kiser Lake Road, along Smith Road to address concerns from residents about trucks parking in right-of-way and on private property, and enforce no parking restriction.

#### **6. Along Dump Road/Huffman Drive between US-36 and Smith Road**

- Near-term:
  - Consider no parking signs by ballfield to keep narrow roadway clear for through traffic, signage to indicate S curve caution in case of two-way traffic passing.
- Mid-term:
  - Consider relocation of utility poles and increased curb returns on north leg of intersection. This could include impacts to catch basin on northwest corner and/or require curb ramp installation/improvements.
  - Consider formalization of railroad crossing treatments to add clarity for motorists.
- Long-term:
  - Consider relocation of utility poles and increased curb returns on north leg of intersection; acquisition of northeast corner property and longer term widening of Dump Road to include full depth reconstruction, minor widening, and smoothing of S curve between US-36 and railroad tracks. This recommendation is codependent with recommendations for intersection of Dump Road and Smith Road.

#### **7. Old Souls Farm Site (internal site circulation and signage plan)**

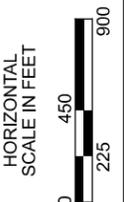
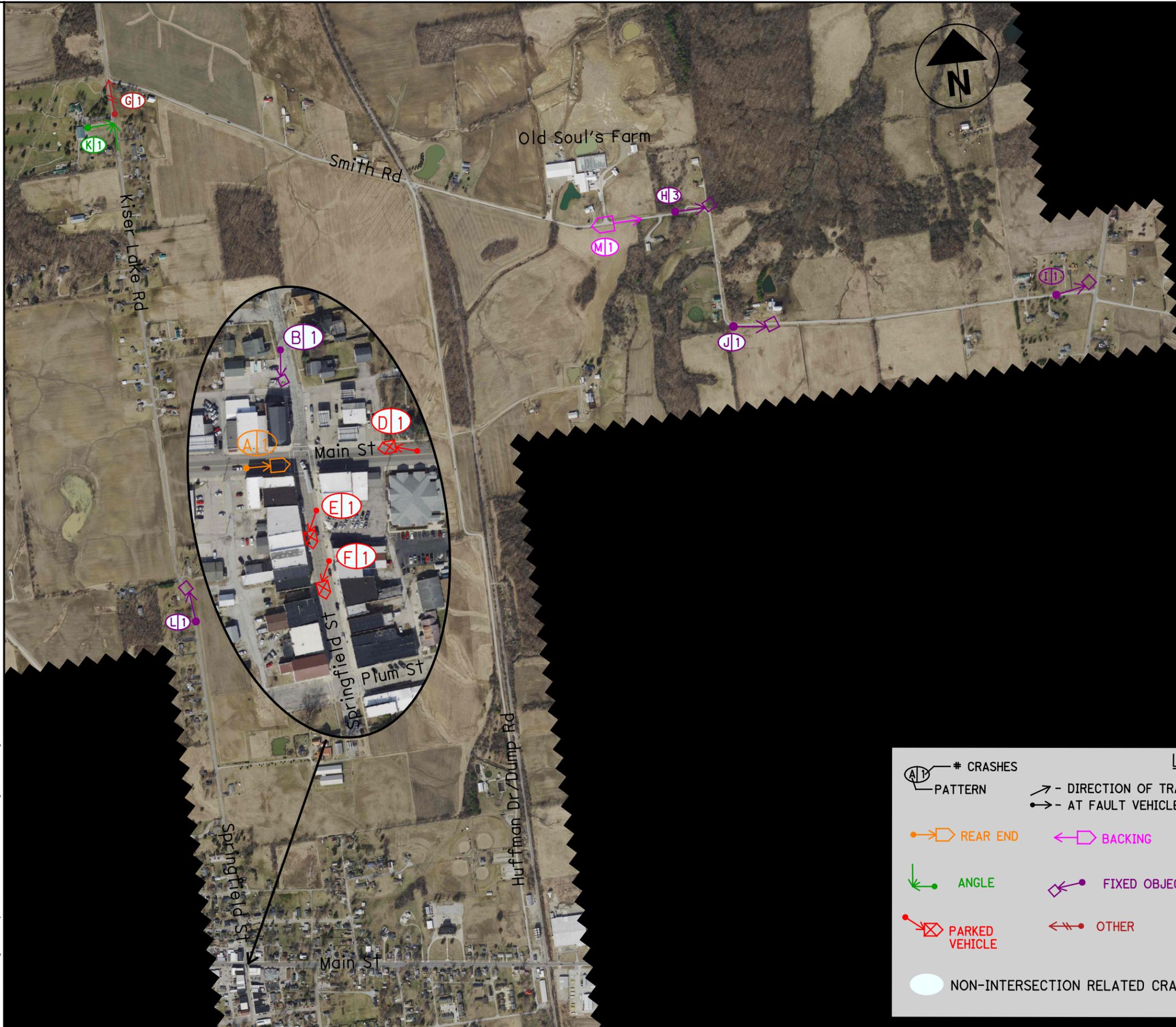
- Near-term:
  - Look for gaps in signage/opportunity to clarify preferred route.
- Mid- to long-term:
  - Assess signage alterations needed to clarify preferred route of Huffman Drive if mid- to long-term recommendations noted above are completed. Seek opportunities to create more staging/queuing areas on site or nearby. Communicate with truck drivers and inform them of queuing and parking locations.

**8. Dump Road Ballfields (internal site circulation and parking)**

- Look for opportunities to improve and increase on-site parking and circulation to prevent parking on Dump Road or illegal parking that impacts safe two-way travel on Dump Road.

## **Appendix A**

### Crash Diagram



CRASHES	
(A)	4/8/2019 - 18/D/C/D
(B)	2/22/2019 - 12/D/O/D
(D)	2/20/2022 - 11/D/C/D
(E)	2/18/2022 - 8/D/S/I
(F)	5/6/2023 - 11/D/C/D
(G)	3/4/2019 - 19/N/C/D
(H)	5/16/2019 - 5/N/C/D 2/9/2022 - 13/D/C/D 3/3/2022 - 19/N/C/D
(I)	12/7/2019 - 22/N/C/D
(J)	2/10/2019 - 2/N/C/D
(K)	7/1/2020 - 18/D/C/D
(L)	3/14/2022 - 18/D/C/D
(M)	9/7/2022 - 12/D/C/D

**LEGEND**

(A1) # CRASHES	→ - DIRECTION OF TRAVEL	XX/XX/XXXX - DATE OF COLLISION
— PATTERN	●→ - AT FAULT VEHICLE	11/D/C/D
→ REAR END	← BACKING	— ROAD CONDITION
↘ ANGLE	◆ FIXED OBJECT	D - DRY      W - WET
◆ PARKED VEHICLE	↔ OTHER	I - ICE
○ NON-INTERSECTION RELATED CRASH		— WEATHER CONDITION
		C - CLEAR      O - CLOUDY
		R - RAIN      S - SNOW
		— LIGHT CONDITION
		D - DAYLIGHT
		N - DARK, NOT LIGHTED
		HOUR OF COLLISION

## **Appendix B**

### Turning Counts

US 36 & Springfield St - TMC

Thu Nov 14, 2024

Full Length (6 AM-6 PM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Springfield St Southbound					Main St Westbound					Springfield St Northbound					Main St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2024-11-14 6:00AM	3	6	2	0	11	1	19	0	0	20	2	0	1	0	3	1	18	2	0	21	55
6:15AM	1	1	3	0	5	0	15	0	0	15	1	1	1	0	3	0	24	0	0	24	47
6:30AM	0	5	6	0	11	3	12	4	0	19	7	1	3	0	11	1	33	1	0	35	76
6:45AM	4	1	11	0	16	0	21	3	0	24	6	1	3	0	10	0	45	2	0	47	97
Hourly Total	8	13	22	0	43	4	67	7	0	78	16	3	8	0	27	2	120	5	0	127	275
7:00AM	0	6	9	0	15	0	20	4	0	24	16	0	2	0	18	2	55	4	0	61	118
7:15AM	1	1	10	0	12	10	36	13	0	59	11	2	2	0	15	0	29	1	0	30	116
7:30AM	3	3	6	0	12	0	19	4	0	23	1	2	5	0	8	0	29	1	0	30	73
7:45AM	3	1	1	0	5	3	17	1	0	21	6	6	1	0	13	3	33	3	0	39	78
Hourly Total	7	11	26	0	44	13	92	22	0	127	34	10	10	0	54	5	146	9	0	160	385
8:00AM	0	4	4	0	8	1	25	3	0	29	4	4	1	0	9	3	41	2	0	46	92
8:15AM	4	3	8	0	15	3	20	1	0	24	10	0	1	0	11	3	43	2	0	48	98
8:30AM	3	6	6	0	15	3	33	10	0	46	8	3	1	0	12	2	27	1	0	30	103
8:45AM	4	6	2	0	12	3	27	11	0	41	2	5	3	0	10	2	33	2	0	37	100
Hourly Total	11	19	20	0	50	10	105	25	0	140	24	12	6	0	42	10	144	7	0	161	393
9:00AM	0	1	5	0	6	4	27	4	0	35	4	4	1	0	9	1	25	1	0	27	77
9:15AM	2	5	4	0	11	1	27	2	0	30	5	4	5	0	14	5	29	3	0	37	92
9:30AM	4	3	1	0	8	2	18	7	0	27	11	1	0	0	12	1	29	3	0	33	80
9:45AM	5	4	1	0	10	2	28	5	0	35	4	1	2	0	7	5	27	1	0	33	85
Hourly Total	11	13	11	0	35	9	100	18	0	127	24	10	8	0	42	12	110	8	0	130	334
10:00AM	4	7	5	0	16	1	24	2	0	27	3	0	3	0	6	2	18	2	0	22	71
10:15AM	5	5	4	0	14	3	19	4	0	26	5	3	5	0	13	4	17	2	0	23	76
10:30AM	5	4	3	0	12	4	26	3	0	33	6	0	5	0	11	5	34	4	0	43	99
10:45AM	3	6	5	0	14	4	25	1	0	30	5	1	1	0	7	0	30	0	0	30	81
Hourly Total	17	22	17	0	56	12	94	10	0	116	19	4	14	0	37	11	99	8	0	118	327
11:00AM	6	3	4	0	13	2	25	7	0	34	3	3	1	0	7	1	34	5	0	40	94
11:15AM	5	3	6	0	14	4	35	3	0	42	3	3	1	0	7	3	30	1	0	34	97
11:30AM	7	2	3	0	12	6	29	5	0	40	0	2	6	0	8	5	24	4	0	33	93
11:45AM	5	1	4	0	10	3	22	3	0	28	5	0	4	0	9	3	15	3	0	21	68
Hourly Total	23	9	17	0	49	15	111	18	0	144	11	8	12	0	31	12	103	13	0	128	352
12:00PM	5	4	5	0	14	4	21	1	0	26	5	0	4	0	9	3	27	4	0	34	83
12:15PM	0	4	8	0	12	3	32	0	0	35	6	4	0	0	10	1	29	5	0	35	92
12:30PM	3	1	6	0	10	5	32	4	0	41	4	2	1	0	7	4	28	2	0	34	92
12:45PM	0	5	7	0	12	2	27	2	0	31	3	4	2	0	9	3	36	1	0	40	92
Hourly Total	8	14	26	0	48	14	112	7	0	133	18	10	7	0	35	11	120	12	0	143	359
1:00PM	4	4	2	0	10	3	31	2	0	36	6	2	3	0	11	7	30	2	0	39	96
1:15PM	6	4	1	0	11	5	30	1	0	36	2	4	3	0	9	6	28	0	0	34	90
1:30PM	4	2	3	0	9	4	26	5	0	35	8	4	5	0	17	5	22	2	0	29	90
1:45PM	2	2	9	0	13	2	40	2	0	44	2	2	3	0	7	6	25	4	0	35	99
Hourly Total	16	12	15	0	43	14	127	10	0	151	18	12	14	0	44	24	105	8	0	137	375
2:00PM	2	3	5	0	10	2	33	4	0	39	9	3	1	0	13	4	35	6	0	45	107
2:15PM	5	5	6	0	16	6	40	8	0	54	3	2	5	0	10	3	32	1	0	36	116
2:30PM	2	2	9	0	13	6	28	6	0	40	2	2	9	0	13	4	53	2	0	59	125
2:45PM	5	6	4	0	15	3	44	5	0	52	8	2	6	0	16	4	45	1	0	50	133
Hourly Total	14	16	24	0	54	17	145	23	0	185	22	9	21	0	52	15	165	10	0	190	481
3:00PM	2	0	10	0	12	4	43	4	0	51	8	8	2	0	18	4	45	5	0	54	135
3:15PM	5	3	5	0	13	2	43	13	0	58	9	3	3	0	15	5	45	1	0	51	137
3:30PM	4	5	3	0	12	2	77	13	0	92	2	6	3	0	11	4	38	4	0	46	161
3:45PM	5	3	3	0	11	6	45	10	0	61	6	1	5	0	12	4	43	2	0	49	133
Hourly Total	16	11	21	0	48	14	208	40	0	262	25	18	13	0	56	17	171	12	0	200	566
4:00PM	5	4	7	0	16	4	47	13	0	64	6	6	7	0	19	4	42	6	0	52	151
4:15PM	3	5	10	0	18	8	55	8	0	71	7	3	2	0	12	2	40	1	0	43	144
4:30PM	1	6	1	0	8	5	53	3	0	61	2	5	5	0	12	4	42	2	0	48	129
4:45PM	3	3	10	0	16	2	40	5	0	47	11	3	4	0	18	9	52	0	0	61	142

Leg Direction	Springfield St Southbound					Main St Westbound					Springfield St Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	12	18	28	0	58	19	195	29	0	243	26	17	18	0	61	19	176	9	0	204	566
5:00PM	3	3	11	0	17	4	44	7	0	55	17	12	4	0	33	5	49	4	0	58	163
5:15PM	5	0	4	0	9	7	56	8	0	71	10	5	2	0	17	2	40	1	0	43	140
5:30PM	2	2	3	0	7	3	27	5	0	35	7	2	2	0	11	2	36	3	0	41	94
5:45PM	2	1	7	0	10	2	41	8	0	51	9	4	5	0	18	6	38	2	0	46	125
Hourly Total	12	6	25	0	43	16	168	28	0	212	43	23	13	0	79	15	163	10	0	188	522
<b>Total</b>	155	164	252	0	571	157	1524	237	0	1918	280	136	144	0	560	153	1622	111	0	1886	4935
<b>% Approach</b>	27.1%	28.7%	44.1%	0%	-	8.2%	79.5%	12.4%	0%	-	50.0%	24.3%	25.7%	0%	-	8.1%	86.0%	5.9%	0%	-	-
<b>% Total</b>	3.1%	3.3%	5.1%	0%	11.6%	3.2%	30.9%	4.8%	0%	38.9%	5.7%	2.8%	2.9%	0%	11.3%	3.1%	32.9%	2.2%	0%	38.2%	-
<b>Lights</b>	139	159	238	0	536	148	1357	230	0	1735	274	130	140	0	544	147	1456	96	0	1699	4514
<b>% Lights</b>	89.7%	97.0%	94.4%	0%	93.9%	94.3%	89.0%	97.0%	0%	90.5%	97.9%	95.6%	97.2%	0%	97.1%	96.1%	89.8%	86.5%	0%	90.1%	91.5%
<b>Articulated Trucks</b>	6	0	2	0	8	4	107	1	0	112	1	0	1	0	2	2	103	4	0	109	231
<b>% Articulated Trucks</b>	3.9%	0%	0.8%	0%	1.4%	2.5%	7.0%	0.4%	0%	5.8%	0.4%	0%	0.7%	0%	0.4%	1.3%	6.4%	3.6%	0%	5.8%	4.7%
<b>Buses and Single-Unit Trucks</b>	10	5	12	0	27	5	60	6	0	71	5	6	3	0	14	4	63	11	0	78	190
<b>% Buses and Single-Unit Trucks</b>	6.5%	3.0%	4.8%	0%	4.7%	3.2%	3.9%	2.5%	0%	3.7%	1.8%	4.4%	2.1%	0%	2.5%	2.6%	3.9%	9.9%	0%	4.1%	3.9%

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

US 36 & Springfield St - TMC

Thu Nov 14, 2024

Full Length (6 AM-6 PM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Springfield St

Total: 975

In: 571 Out: 404

155  
164  
252

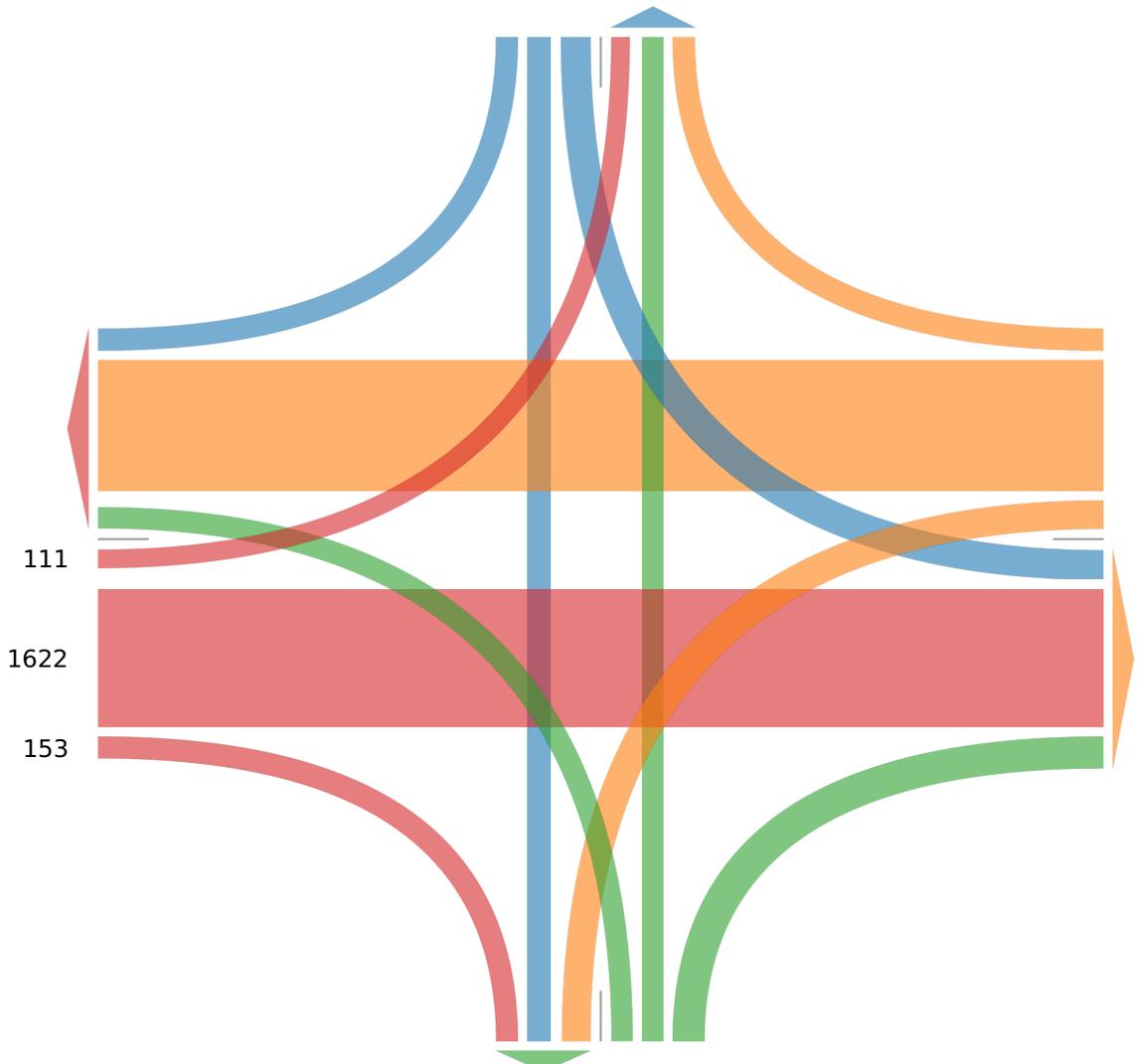
[W] Main St  
Total: 3709  
In: 1886 Out: 1823

111  
1622  
153

157  
1524  
237  
In: 1918  
Total: 4072  
Out: 2154  
[E] Main St

Out: 554 In: 560  
Total: 1114  
[S] Springfield St

144  
136  
280



US 36 & Springfield St - TMC

Thu Nov 14, 2024

AM Peak (6:30 AM - 7:30 AM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Springfield St Southbound					Main St Westbound					Springfield St Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-11-14 6:30AM	0	5	6	0	11	3	12	4	0	19	7	1	3	0	11	1	33	1	0	35	76
6:45AM	4	1	11	0	16	0	21	3	0	24	6	1	3	0	10	0	45	2	0	47	97
7:00AM	0	6	9	0	15	0	20	4	0	24	16	0	2	0	18	2	55	4	0	61	118
7:15AM	1	1	10	0	12	10	36	13	0	59	11	2	2	0	15	0	29	1	0	30	116
<b>Total</b>	5	13	36	0	54	13	89	24	0	126	40	4	10	0	54	3	162	8	0	173	407
<b>% Approach</b>	9.3%	24.1%	66.7%	0%	-	10.3%	70.6%	19.0%	0%	-	74.1%	7.4%	18.5%	0%	-	1.7%	93.6%	4.6%	0%	-	-
<b>% Total</b>	1.2%	3.2%	8.8%	0%	13.3%	3.2%	21.9%	5.9%	0%	31.0%	9.8%	1.0%	2.5%	0%	13.3%	0.7%	39.8%	2.0%	0%	42.5%	-
<b>PHF</b>	0.313	0.542	0.818	-	0.844	0.325	0.618	0.462	-	0.534	0.625	0.500	0.833	-	0.750	0.375	0.736	0.500	-	0.709	0.862
<b>Lights</b>	5	13	35	0	53	11	77	24	0	112	40	3	10	0	53	3	144	7	0	154	372
<b>% Lights</b>	100%	100%	97.2%	0%	98.1%	84.6%	86.5%	100%	0%	88.9%	100%	75.0%	100%	0%	98.1%	100%	88.9%	87.5%	0%	89.0%	91.4%
<b>Articulated Trucks</b>	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	15
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	9.0%	0%	0%	6.3%	0%	0%	0%	0%	0%	0%	4.3%	0%	0%	4.0%	3.7%
<b>Buses and Single-Unit Trucks</b>	0	0	1	0	1	2	4	0	0	6	0	1	0	0	1	0	11	1	0	12	20
<b>% Buses and Single-Unit Trucks</b>	0%	0%	2.8%	0%	1.9%	15.4%	4.5%	0%	0%	4.8%	0%	25.0%	0%	0%	1.9%	0%	6.8%	12.5%	0%	6.9%	4.9%

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

US 36 & Springfield St - TMC

Thu Nov 14, 2024

AM Peak (6:30 AM - 7:30 AM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

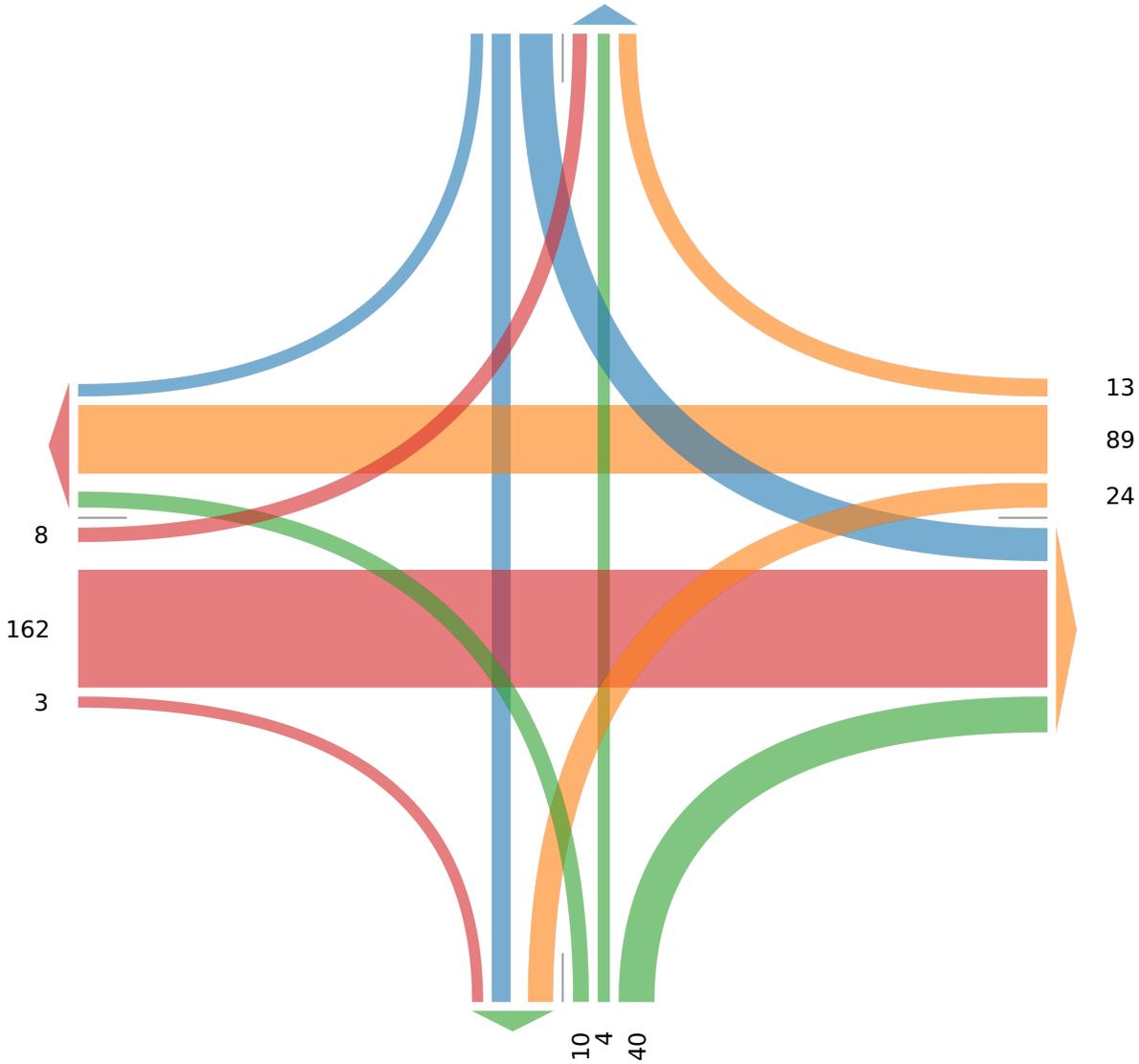
[N] Springfield St

Total: 79

In: 54 Out: 25

5 13 36

[W] Main St  
Total: 277  
In: 173 Out: 104



Out: 238 In: 126  
Total: 364  
[E] Main St

Out: 40 In: 54  
Total: 94  
[S] Springfield St

US 36 & Springfield St - TMC

Thu Nov 14, 2024

Midday Peak (1 PM - 2 PM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Springfield St Southbound					Main St Westbound					Springfield St Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-11-14 1:00PM	4	4	2	0	10	3	31	2	0	36	6	2	3	0	11	7	30	2	0	39	96
1:15PM	6	4	1	0	11	5	30	1	0	36	2	4	3	0	9	6	28	0	0	34	90
1:30PM	4	2	3	0	9	4	26	5	0	35	8	4	5	0	17	5	22	2	0	29	90
1:45PM	2	2	9	0	13	2	40	2	0	44	2	2	3	0	7	6	25	4	0	35	99
<b>Total</b>	16	12	15	0	43	14	127	10	0	151	18	12	14	0	44	24	105	8	0	137	375
<b>% Approach</b>	37.2%	27.9%	34.9%	0%	-	9.3%	84.1%	6.6%	0%	-	40.9%	27.3%	31.8%	0%	-	17.5%	76.6%	5.8%	0%	-	-
<b>% Total</b>	4.3%	3.2%	4.0%	0%	11.5%	3.7%	33.9%	2.7%	0%	40.3%	4.8%	3.2%	3.7%	0%	11.7%	6.4%	28.0%	2.1%	0%	36.5%	-
<b>PHF</b>	0.667	0.750	0.417	-	0.827	0.700	0.794	0.500	-	0.858	0.563	0.750	0.700	-	0.647	0.857	0.875	0.500	-	0.878	0.947
<b>Lights</b>	13	12	13	0	38	13	105	9	0	127	17	11	14	0	42	23	95	7	0	125	332
<b>% Lights</b>	81.3%	100%	86.7%	0%	88.4%	92.9%	82.7%	90.0%	0%	84.1%	94.4%	91.7%	100%	0%	95.5%	95.8%	90.5%	87.5%	0%	91.2%	88.5%
<b>Articulated Trucks</b>	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	1	7	1	0	9	26
<b>% Articulated Trucks</b>	6.3%	0%	6.7%	0%	4.7%	0%	11.8%	0%	0%	9.9%	0%	0%	0%	0%	0%	4.2%	6.7%	12.5%	0%	6.6%	6.9%
<b>Buses and Single-Unit Trucks</b>	2	0	1	0	3	1	7	1	0	9	1	1	0	0	2	0	3	0	0	3	17
<b>% Buses and Single-Unit Trucks</b>	12.5%	0%	6.7%	0%	7.0%	7.1%	5.5%	10.0%	0%	6.0%	5.6%	8.3%	0%	0%	4.5%	0%	2.9%	0%	0%	2.2%	4.5%

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

US 36 & Springfield St - TMC

Thu Nov 14, 2024

Midday Peak (1 PM - 2 PM)

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Springfield St

Total: 77

In: 43 Out: 34

16  
12  
15

[W] Main St  
Total: 294  
In: 137 Out: 157

8  
105  
24

14  
127  
10  
Out: 138 In: 151  
Total: 289

[E] Main St

Out: 46 In: 44  
Total: 90

[S] Springfield St

14  
12  
18

US 36 & Springfield St - TMC

Thu Nov 14, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Springfield St Southbound					Main St Westbound					Springfield St Northbound					Main St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2024-11-14 3:30PM	4	5	3	0	12	2	77	13	0	92	2	6	3	0	11	4	38	4	0	46	161
3:45PM	5	3	3	0	11	6	45	10	0	61	6	1	5	0	12	4	43	2	0	49	133
4:00PM	5	4	7	0	16	4	47	13	0	64	6	6	7	0	19	4	42	6	0	52	151
4:15PM	3	5	10	0	18	8	55	8	0	71	7	3	2	0	12	2	40	1	0	43	144
<b>Total</b>	17	17	23	0	57	20	224	44	0	288	21	16	17	0	54	14	163	13	0	190	589
<b>% Approach</b>	29.8%	29.8%	40.4%	0%	-	6.9%	77.8%	15.3%	0%	-	38.9%	29.6%	31.5%	0%	-	7.4%	85.8%	6.8%	0%	-	-
<b>% Total</b>	2.9%	2.9%	3.9%	0%	9.7%	3.4%	38.0%	7.5%	0%	48.9%	3.6%	2.7%	2.9%	0%	9.2%	2.4%	27.7%	2.2%	0%	32.3%	-
<b>PHF</b>	0.850	0.850	0.575	-	0.792	0.625	0.727	0.846	-	0.783	0.750	0.667	0.607	-	0.711	0.875	0.948	0.542	-	0.913	0.915
<b>Lights</b>	15	16	22	0	53	20	215	42	0	277	20	16	17	0	53	13	154	11	0	178	561
<b>% Lights</b>	88.2%	94.1%	95.7%	0%	93.0%	100%	96.0%	95.5%	0%	96.2%	95.2%	100%	100%	0%	98.1%	92.9%	94.5%	84.6%	0%	93.7%	95.2%
<b>Articulated Trucks</b>	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	7	1	0	8	12
<b>% Articulated Trucks</b>	5.9%	0%	0%	0%	1.8%	0%	1.3%	0%	0%	1.0%	0%	0%	0%	0%	0%	0%	4.3%	7.7%	0%	4.2%	2.0%
<b>Buses and Single-Unit Trucks</b>	1	1	1	0	3	0	6	2	0	8	1	0	0	0	1	1	2	1	0	4	16
<b>% Buses and Single-Unit Trucks</b>	5.9%	5.9%	4.3%	0%	5.3%	0%	2.7%	4.5%	0%	2.8%	4.8%	0%	0%	0%	1.9%	7.1%	1.2%	7.7%	0%	2.1%	2.7%

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

US 36 & Springfield St - TMC

Thu Nov 14, 2024

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

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

All Movements

ID: 1247523, Location: 40.128515, -83.959199



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Springfield St

Total: 106

In: 57 Out: 49

17 17 23

[W] Main St

Total: 448

In: 190 Out: 258

13  
163  
14

20  
224  
44

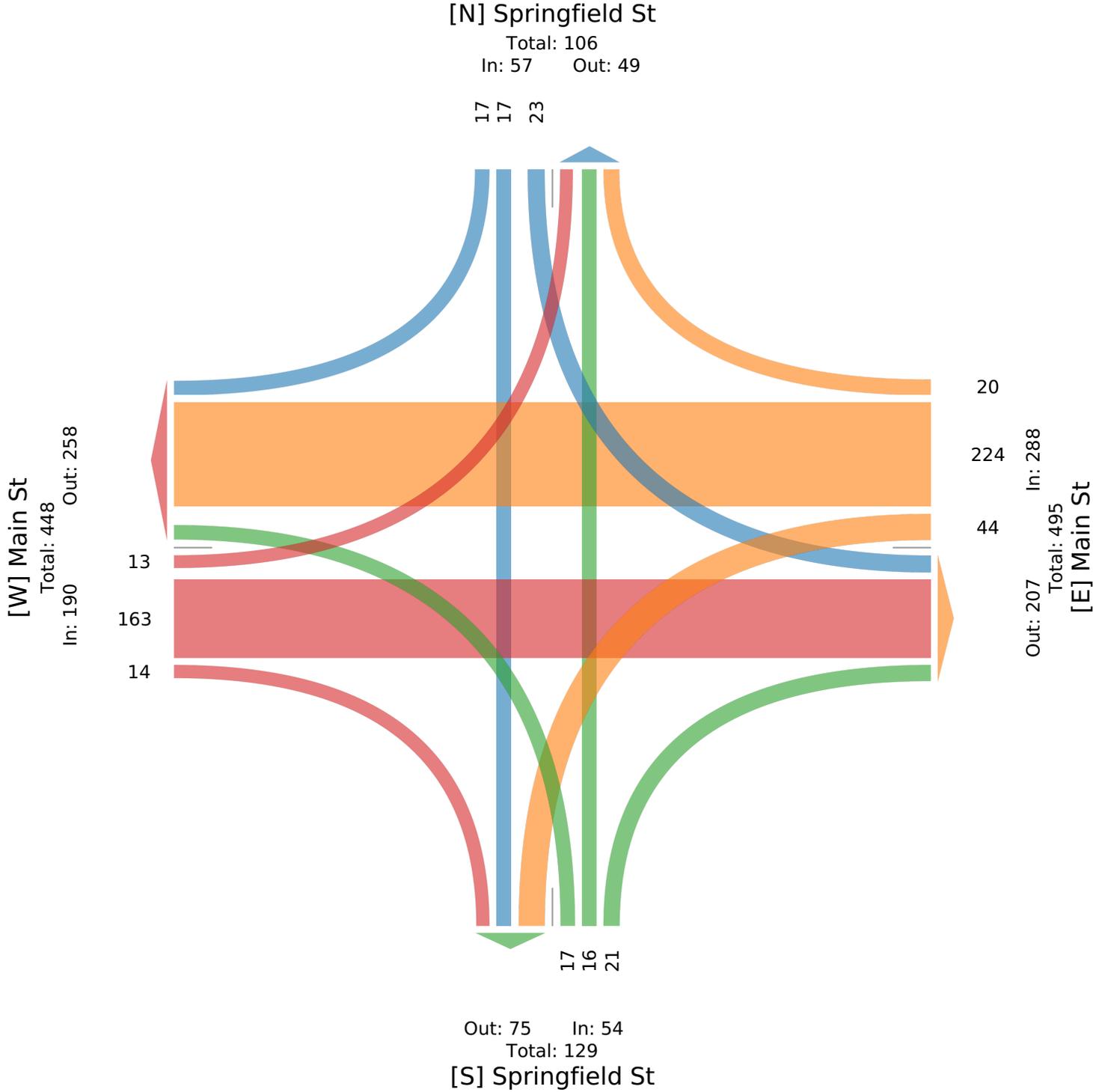
Out: 207 In: 288

Total: 495

[E] Main St

Out: 75 In: 54  
Total: 129

[S] Springfield St



US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

Full Length (6 AM-6 PM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Huffman Dr Southbound					Main St Westbound					Ashland Ave Northbound					Main St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2024-11-14 6:00AM	1	0	36	0	37	0	18	0	0	18	1	0	0	0	1	0	29	0	0	29	85
6:15AM	0	0	4	0	4	2	15	0	0	17	0	0	0	0	0	0	37	1	0	38	59
6:30AM	0	0	0	0	0	1	22	0	0	23	0	0	1	0	1	0	46	1	0	47	71
6:45AM	1	0	1	0	2	1	17	0	0	18	0	0	0	0	0	0	72	0	0	72	92
Hourly Total	2	0	41	0	43	4	72	0	0	76	1	0	1	0	2	0	184	2	0	186	307
7:00AM	0	0	1	0	1	2	36	1	0	39	3	0	0	0	3	0	92	1	0	93	136
7:15AM	1	0	0	0	1	1	63	1	0	65	0	0	0	0	0	0	64	1	0	65	131
7:30AM	1	0	2	0	3	0	20	0	0	20	1	0	0	0	1	0	42	0	0	42	66
7:45AM	0	0	0	0	0	1	26	0	0	27	1	0	0	0	1	0	45	0	0	45	73
Hourly Total	2	0	3	0	5	4	145	2	0	151	5	0	0	0	5	0	243	2	0	245	406
8:00AM	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	0	55	0	0	55	82
8:15AM	0	0	4	0	4	2	24	1	0	27	2	0	0	0	2	0	61	1	0	62	95
8:30AM	1	0	0	0	1	2	54	1	0	57	1	0	0	0	1	2	65	0	0	67	126
8:45AM	0	1	0	0	1	0	48	1	0	49	0	0	0	0	0	0	43	1	0	44	94
Hourly Total	1	1	5	0	7	5	151	3	0	159	3	0	0	0	3	2	224	2	0	228	397
9:00AM	2	0	0	0	2	0	33	0	0	33	0	0	0	0	0	0	31	0	0	31	66
9:15AM	1	0	0	0	1	1	30	0	0	31	1	0	1	0	2	1	38	0	0	39	73
9:30AM	0	0	1	0	1	1	23	0	0	24	0	0	1	0	1	0	40	1	0	41	67
9:45AM	1	0	0	0	1	0	31	1	0	32	1	0	0	0	1	0	34	0	0	34	68
Hourly Total	4	0	1	0	5	2	117	1	0	120	2	0	2	0	4	1	143	1	0	145	274
10:00AM	0	0	0	0	0	0	24	2	0	26	1	0	1	0	2	1	28	1	0	30	58
10:15AM	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	0	29	0	0	29	51
10:30AM	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	0	40	0	0	40	72
10:45AM	0	0	0	0	0	0	32	0	0	32	1	0	0	0	1	0	43	1	0	44	77
Hourly Total	0	0	1	0	1	1	108	2	0	111	2	0	1	0	3	1	140	2	0	143	258
11:00AM	0	0	0	0	0	0	33	0	0	33	1	0	0	0	1	0	48	1	0	49	83
11:15AM	1	0	1	0	2	1	46	1	0	48	0	0	0	0	0	1	37	1	0	39	89
11:30AM	1	0	2	0	3	0	42	1	0	43	1	0	0	0	1	0	37	0	0	37	84
11:45AM	0	0	0	0	0	0	34	2	0	36	0	0	0	0	0	0	27	0	0	27	63
Hourly Total	2	0	3	0	5	1	155	4	0	160	2	0	0	0	2	1	149	2	0	152	319
12:00PM	2	0	2	0	4	0	26	0	0	26	0	0	0	0	0	0	35	0	0	35	65
12:15PM	4	0	3	0	7	2	40	0	0	42	0	0	1	0	1	0	35	0	0	35	85
12:30PM	0	0	0	0	0	0	37	1	0	38	1	0	0	0	1	0	41	0	0	41	80
12:45PM	1	0	1	0	2	0	35	0	0	35	1	0	0	0	1	0	44	1	0	45	83
Hourly Total	7	0	6	0	13	2	138	1	0	141	2	0	1	0	3	0	155	1	0	156	313
1:00PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	75
1:15PM	0	0	1	0	1	1	42	5	0	48	0	1	0	0	1	0	29	0	0	29	79
1:30PM	1	0	1	0	2	1	38	2	0	41	0	0	0	0	0	0	29	0	0	29	72
1:45PM	1	0	0	0	1	0	38	1	0	39	0	0	0	0	0	0	41	1	0	42	82
Hourly Total	2	0	2	0	4	2	155	8	0	165	0	1	0	0	1	0	137	1	0	138	308
2:00PM	0	0	0	0	0	0	37	0	0	37	1	0	2	0	3	0	51	1	0	52	92
2:15PM	0	0	2	0	2	4	78	1	0	83	3	1	0	0	4	0	38	1	0	39	128
2:30PM	0	0	0	0	0	4	44	0	0	48	0	1	0	0	1	0	67	0	0	67	116
2:45PM	1	0	3	0	4	3	60	0	0	63	2	0	0	0	2	0	58	1	0	59	128
Hourly Total	1	0	5	0	6	11	219	1	0	231	6	2	2	0	10	0	214	3	0	217	464
3:00PM	3	0	7	0	10	0	58	2	0	60	2	0	0	0	2	1	55	1	0	57	129
3:15PM	6	0	4	0	10	1	69	0	0	70	0	0	2	0	2	0	60	0	0	60	142
3:30PM	0	0	1	0	1	4	101	3	0	108	1	0	0	0	1	0	45	1	0	46	156
3:45PM	1	1	1	0	3	1	74	1	0	76	1	1	0	0	2	0	57	0	0	57	138
Hourly Total	10	1	13	0	24	6	302	6	0	314	4	1	2	0	7	1	217	2	0	220	565
4:00PM	0	0	2	0	2	3	55	0	0	58	1	0	0	0	1	1	58	0	0	59	120
4:15PM	1	0	0	0	1	0	71	0	0	71	1	0	0	0	1	1	56	0	0	57	130
4:30PM	1	0	2	0	3	2	65	3	0	70	1	0	1	0	2	0	49	1	0	50	125
4:45PM	0	0	0	0	0	0	55	1	0	56	0	0	1	0	1	1	79	1	0	81	138

Leg Direction	Huffman Dr Southbound					Main St Westbound					Ashland Ave Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	2	0	4	0	6	5	246	4	0	255	3	0	2	0	5	3	242	2	0	247	513
5:00PM	0	0	0	0	0	0	59	0	0	59	1	0	2	0	3	2	91	1	0	94	156
5:15PM	0	0	1	0	1	1	69	2	0	72	1	1	0	0	2	1	59	0	0	60	135
5:30PM	2	0	1	0	3	4	36	2	0	42	0	0	0	0	0	0	52	1	0	53	98
5:45PM	0	1	3	0	4	3	64	2	0	69	2	0	0	0	2	1	61	0	0	62	137
Hourly Total	2	1	5	0	8	8	228	6	0	242	4	1	2	0	7	4	263	2	0	269	526
<b>Total</b>	35	3	89	0	127	51	2036	38	0	2125	34	5	13	0	52	13	2311	22	0	2346	4650
<b>% Approach</b>	27.6%	2.4%	70.1%	0%	-	2.4%	95.8%	1.8%	0%	-	65.4%	9.6%	25.0%	0%	-	0.6%	98.5%	0.9%	0%	-	-
<b>% Total</b>	0.8%	0.1%	1.9%	0%	2.7%	1.1%	43.8%	0.8%	0%	45.7%	0.7%	0.1%	0.3%	0%	1.1%	0.3%	49.7%	0.5%	0%	50.5%	-
<b>Lights</b>	34	3	88	0	125	49	1847	36	0	1932	31	5	13	0	49	13	2120	22	0	2155	4261
<b>% Lights</b>	97.1%	100%	98.9%	0%	98.4%	96.1%	90.7%	94.7%	0%	90.9%	91.2%	100%	100%	0%	94.2%	100%	91.7%	100%	0%	91.9%	91.6%
<b>Articulated Trucks</b>	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	0	104	0	0	104	218
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	5.6%	0%	0%	5.4%	0%	0%	0%	0%	0%	0%	4.5%	0%	0%	4.4%	4.7%
<b>Buses and Single-Unit Trucks</b>	1	0	1	0	2	2	75	2	0	79	3	0	0	0	3	0	87	0	0	87	171
<b>% Buses and Single-Unit Trucks</b>	2.9%	0%	1.1%	0%	1.6%	3.9%	3.7%	5.3%	0%	3.7%	8.8%	0%	0%	0%	5.8%	0%	3.8%	0%	0%	3.7%	3.7%

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

US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

Full Length (6 AM-6 PM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



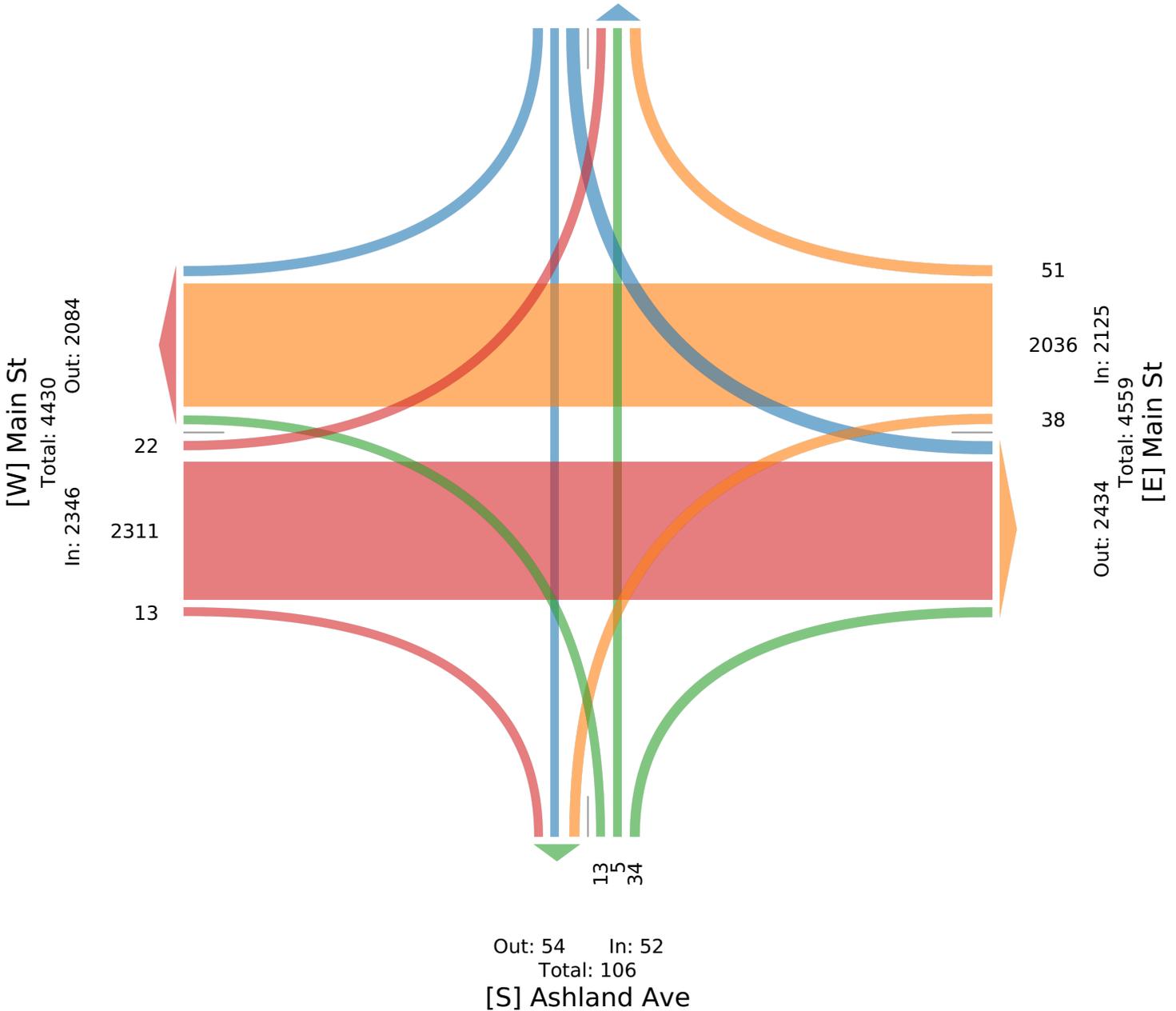
Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Huffman Dr

Total: 205

In: 127 Out: 78

53 99



US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

AM Peak (6:30 AM - 7:30 AM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Huffman Dr Southbound					Main St Westbound					Ashland Ave Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-11-14 6:30AM	0	0	0	0	0	1	22	0	0	23	0	0	1	0	1	0	46	1	0	47	71
6:45AM	1	0	1	0	2	1	17	0	0	18	0	0	0	0	0	0	72	0	0	72	92
7:00AM	0	0	1	0	1	2	36	1	0	39	3	0	0	0	3	0	92	1	0	93	136
7:15AM	1	0	0	0	1	1	63	1	0	65	0	0	0	0	0	0	64	1	0	65	131
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>138</b>	<b>2</b>	<b>0</b>	<b>145</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>274</b>	<b>3</b>	<b>0</b>	<b>277</b>	<b>430</b>
<b>% Approach</b>	50.0%	0%	50.0%	0%	-	3.4%	95.2%	1.4%	0%	-	75.0%	0%	25.0%	0%	-	0%	98.9%	1.1%	0%	-	-
<b>% Total</b>	0.5%	0%	0.5%	0%	<b>0.9%</b>	1.2%	32.1%	0.5%	0%	<b>33.7%</b>	0.7%	0%	0.2%	0%	<b>0.9%</b>	0%	63.7%	0.7%	0%	<b>64.4%</b>	-
<b>PHF</b>	0.500	-	0.500	-	<b>0.500</b>	0.625	0.548	0.500	-	<b>0.558</b>	0.250	-	0.250	-	<b>0.333</b>	-	0.745	0.750	-	<b>0.745</b>	0.790
<b>Lights</b>	2	0	2	0	<b>4</b>	5	123	2	0	<b>130</b>	3	0	1	0	<b>4</b>	0	254	3	0	<b>257</b>	395
<b>% Lights</b>	100%	0%	100%	0%	<b>100%</b>	100%	89.1%	100%	0%	<b>89.7%</b>	100%	0%	100%	0%	<b>100%</b>	0%	92.7%	100%	0%	<b>92.8%</b>	91.9%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	0	10	0	0	<b>10</b>	0	0	0	0	<b>0</b>	0	7	0	0	<b>7</b>	17
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	0%	7.2%	0%	0%	<b>6.9%</b>	0%	0%	0%	0%	<b>0%</b>	0%	2.6%	0%	0%	<b>2.5%</b>	4.0%
<b>Buses and Single-Unit Trucks</b>	0	0	0	0	<b>0</b>	0	5	0	0	<b>5</b>	0	0	0	0	<b>0</b>	0	13	0	0	<b>13</b>	18
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	<b>0%</b>	0%	3.6%	0%	0%	<b>3.4%</b>	0%	0%	0%	0%	<b>0%</b>	0%	4.7%	0%	0%	<b>4.7%</b>	4.2%

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

US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

AM Peak (6:30 AM - 7:30 AM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Huffman Dr

Total: 12

In: 4 Out: 8

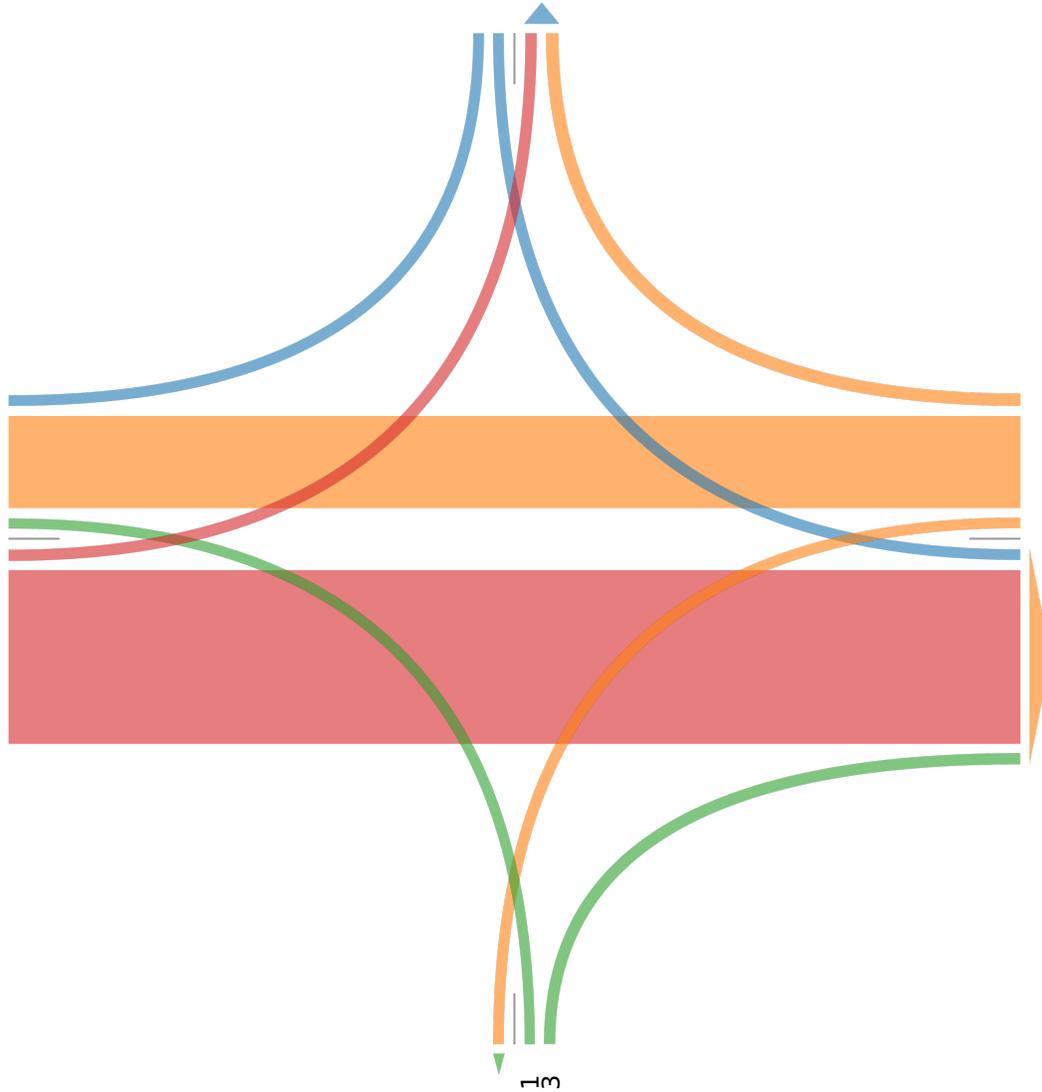
NN

[W] Main St  
Total: 418  
In: 277 Out: 141

3  
274

5  
138  
2  
Out: 279 In: 145  
Total: 424  
[E] Main St

Out: 2 In: 4  
Total: 6  
[S] Ashland Ave



US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

Midday Peak (12:15 PM - 1:15 PM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Huffman Dr Southbound					Main St Westbound					Ashland Ave Northbound					Main St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-11-14 12:15PM	4	0	3	0	7	2	40	0	0	42	0	0	1	0	1	0	35	0	0	35	85
12:30PM	0	0	0	0	0	0	37	1	0	38	1	0	0	0	1	0	41	0	0	41	80
12:45PM	1	0	1	0	2	0	35	0	0	35	1	0	0	0	1	0	44	1	0	45	83
1:00PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	38	0	0	38	75
<b>Total</b>	5	0	4	0	9	2	149	1	0	152	2	0	1	0	3	0	158	1	0	159	323
<b>% Approach</b>	55.6%	0%	44.4%	0%	-	1.3%	98.0%	0.7%	0%	-	66.7%	0%	33.3%	0%	-	0%	99.4%	0.6%	0%	-	-
<b>% Total</b>	1.5%	0%	1.2%	0%	2.8%	0.6%	46.1%	0.3%	0%	47.1%	0.6%	0%	0.3%	0%	0.9%	0%	48.9%	0.3%	0%	49.2%	-
<b>PHF</b>	0.313	-	0.333	-	0.321	0.250	0.931	0.250	-	0.905	0.500	-	0.250	-	0.750	-	0.898	0.250	-	0.883	0.950
<b>Lights</b>	4	0	4	0	8	2	129	1	0	132	2	0	1	0	3	0	139	1	0	140	283
<b>% Lights</b>	80.0%	0%	100%	0%	88.9%	100%	86.6%	100%	0%	86.8%	100%	0%	100%	0%	100%	0%	88.0%	100%	0%	88.1%	87.6%
<b>Articulated Trucks</b>	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	23
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	10.1%	0%	0%	9.9%	0%	0%	0%	0%	0%	0%	5.1%	0%	0%	5.0%	7.1%
<b>Buses and Single-Unit Trucks</b>	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	17
<b>% Buses and Single-Unit Trucks</b>	20.0%	0%	0%	0%	11.1%	0%	3.4%	0%	0%	3.3%	0%	0%	0%	0%	0%	0%	7.0%	0%	0%	6.9%	5.3%

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

US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

Midday Peak (12:15 PM - 1:15 PM)

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



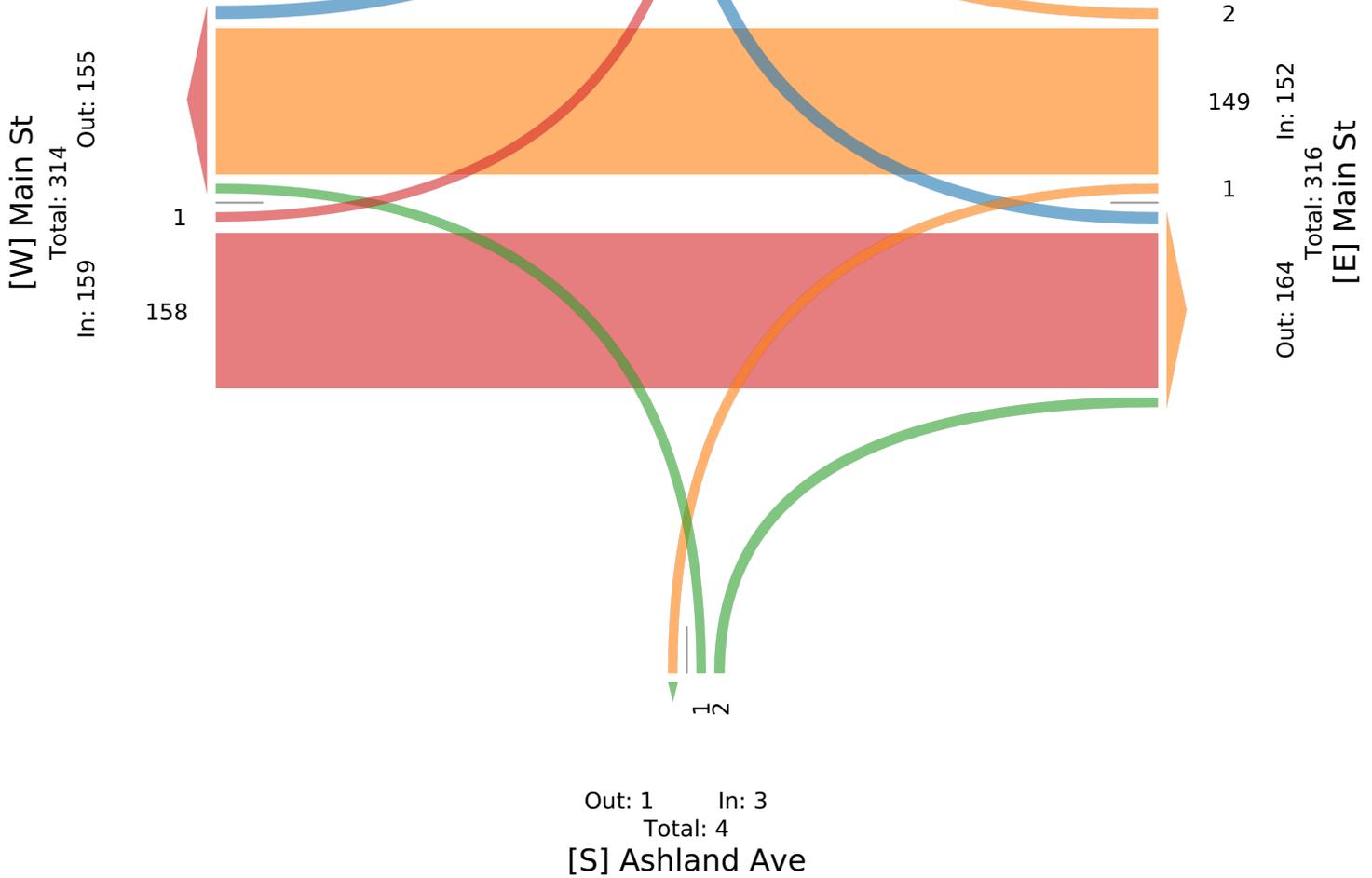
Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Huffman Dr

Total: 12

In: 9 Out: 3

5 4



US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

PM Peak (3 PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Huffman Dr Southbound					Main St Westbound					Ashland Ave Northbound					Main St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2024-11-14 3:00PM	3	0	7	0	10	0	58	2	0	60	2	0	0	0	2	1	55	1	0	57	129
3:15PM	6	0	4	0	10	1	69	0	0	70	0	0	2	2	0	60	0	0	60	142	
3:30PM	0	0	1	0	1	4	101	3	0	108	1	0	0	1	0	45	1	0	46	156	
3:45PM	1	1	1	0	3	1	74	1	0	76	1	1	0	2	0	57	0	0	57	138	
<b>Total</b>	10	1	13	0	24	6	302	6	0	314	4	1	2	7	1	217	2	0	220	565	
<b>% Approach</b>	41.7%	4.2%	54.2%	0%	-	1.9%	96.2%	1.9%	0%	-	57.1%	14.3%	28.6%	0%	-	0.5%	98.6%	0.9%	0%	-	-
<b>% Total</b>	1.8%	0.2%	2.3%	0%	4.2%	1.1%	53.5%	1.1%	0%	55.6%	0.7%	0.2%	0.4%	1.2%	0.2%	38.4%	0.4%	0%	38.9%	-	-
<b>PHF</b>	0.417	0.250	0.464	-	0.600	0.375	0.748	0.500	-	0.727	0.500	0.250	0.250	-	0.875	0.250	0.904	0.500	-	0.917	0.905
<b>Lights</b>	10	1	13	0	24	6	280	6	0	292	4	1	2	7	1	203	2	0	206	529	
<b>% Lights</b>	100%	100%	100%	0%	100%	100%	92.7%	100%	0%	93.0%	100%	100%	100%	0%	100%	100%	93.5%	100%	0%	93.6%	93.6%
<b>Articulated Trucks</b>	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	5	0	0	5	13	
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	2.6%	0%	0%	2.5%	0%	0%	0%	0%	0%	2.3%	0%	0%	2.3%	2.3%	
<b>Buses and Single-Unit Trucks</b>	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	9	0	0	9	23	
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	0%	4.6%	0%	0%	4.5%	0%	0%	0%	0%	0%	4.1%	0%	0%	4.1%	4.1%	

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

US 36 & Huffman Dr - TMC

Thu Nov 14, 2024

PM Peak (3 PM - 4 PM) - Overall Peak Hour

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

All Movements

ID: 1247528, Location: 40.127019, -83.949911



Provided by: Burgess & Niple, Inc  
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Huffman Dr

Total: 33

In: 24 Out: 9

10  
1  
13

[W] Main St  
Total: 534  
In: 220 Out: 314

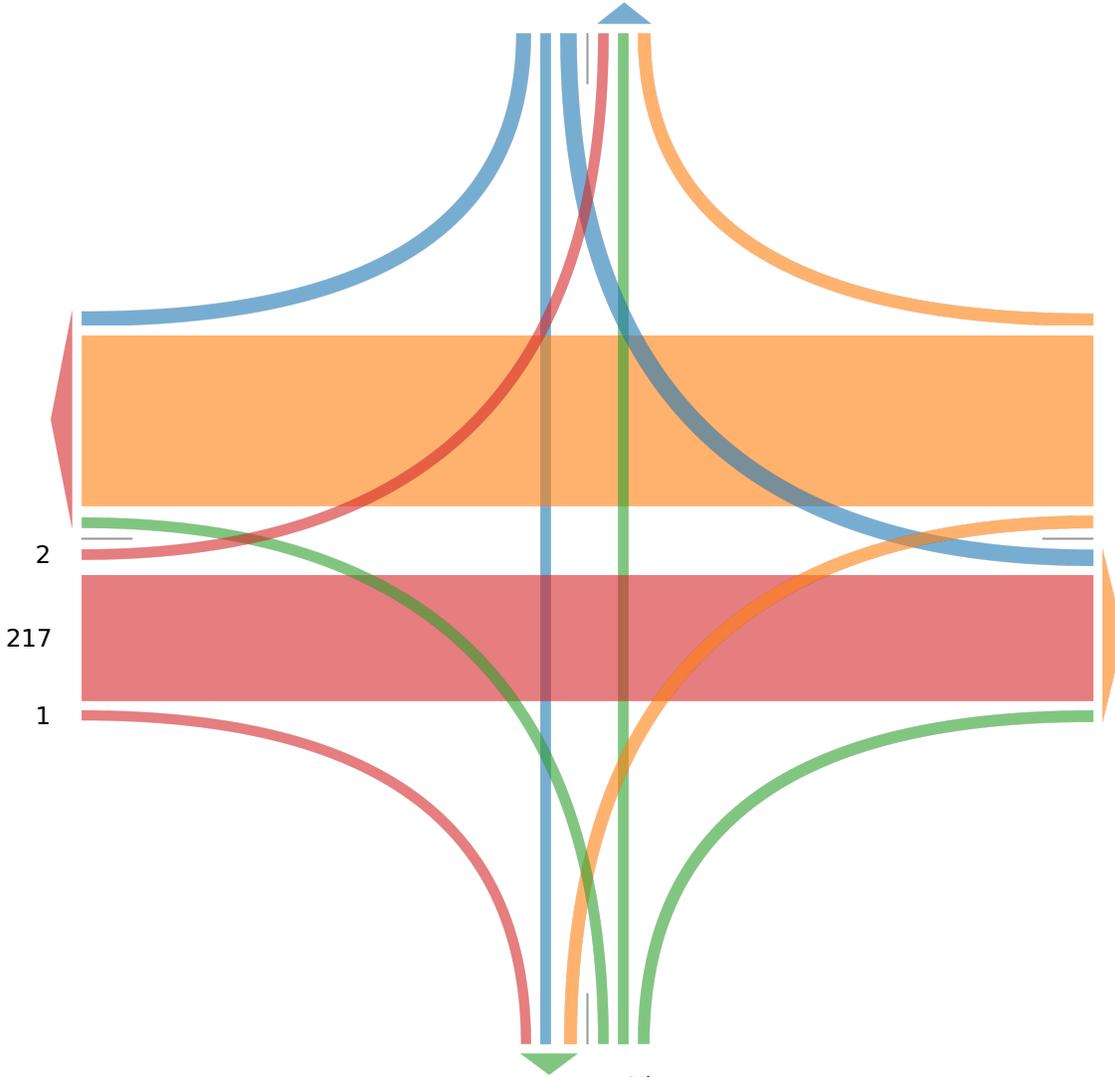
2  
217  
1

6  
302  
6  
Out: 234 In: 314  
Total: 548

[E] Main St

Out: 8 In: 7  
Total: 15  
[S] Ashland Ave

2  
14



### Turning Movement Data

Start Time	Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1	0	1	0	1	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	1	0	0	1	0	1	0	1	2
4:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	0	0	0	0	2
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	1	0	0	1	0	5	0	5	6
5:30 AM	0	0	0	0	5	0	0	5	0	7	0	7	12
5:45 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
Hourly Total	1	0	0	1	10	0	0	10	0	16	0	16	27
6:00 AM	3	26	0	29	1	0	0	1	0	1	0	1	31
6:15 AM	0	2	0	2	1	0	0	1	0	2	0	2	5
6:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	4
6:45 AM	2	0	0	2	2	0	0	2	1	3	0	4	8
Hourly Total	5	28	0	33	5	0	0	5	1	9	0	10	48
7:00 AM	0	1	0	1	1	0	0	1	1	3	0	4	6
7:15 AM	0	0	0	0	0	2	0	2	2	2	0	4	6
7:30 AM	0	0	0	0	0	0	0	0	1	2	0	3	3
7:45 AM	0	0	0	0	0	0	0	0	1	2	0	3	3

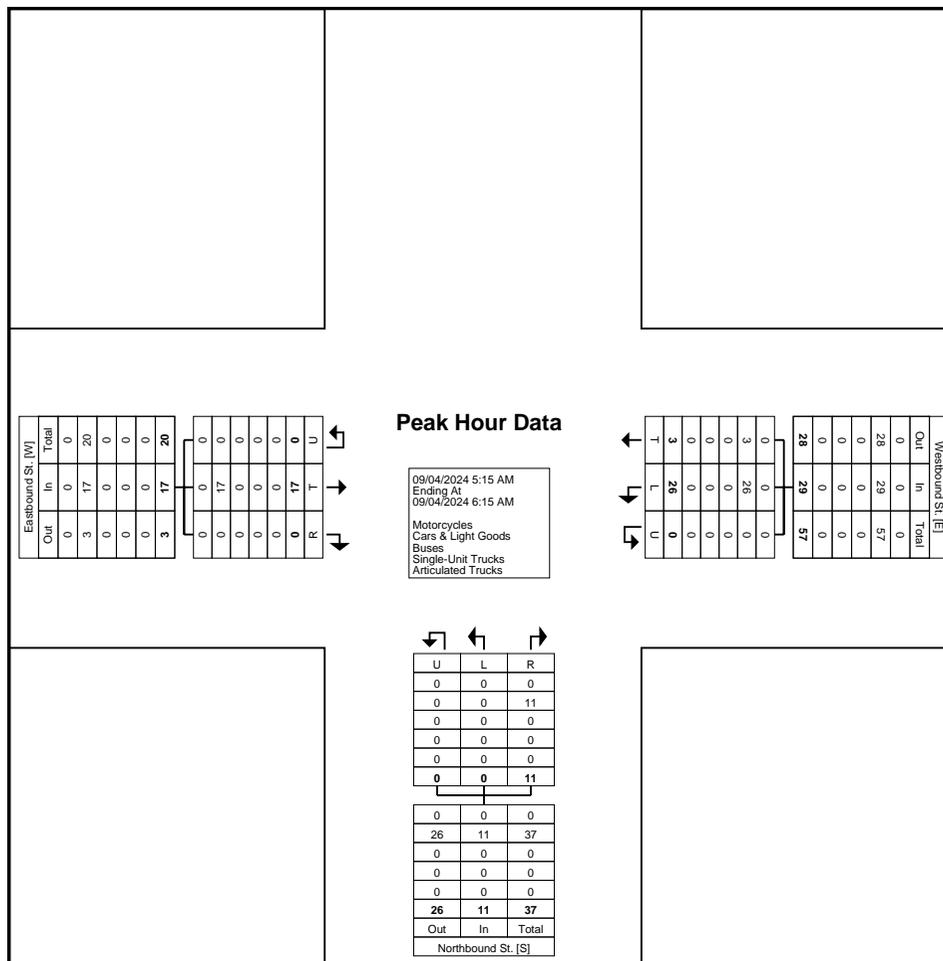
Hourly Total	0	1	0	1	1	2	0	3	5	9	0	14	18
8:00 AM	3	0	0	3	3	1	0	4	1	2	0	3	10
8:15 AM	0	0	0	0	1	0	0	1	2	1	0	3	4
8:30 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
8:45 AM	1	0	0	1	0	1	0	1	0	1	0	1	3
Hourly Total	6	0	0	6	4	2	0	6	4	4	0	8	20
9:00 AM	2	0	0	2	1	0	0	1	0	2	0	2	5
9:15 AM	2	0	0	2	0	2	0	2	0	1	0	1	5
9:30 AM	1	0	0	1	0	0	0	0	0	2	0	2	3
9:45 AM	1	0	0	1	1	0	0	1	0	3	0	3	5
Hourly Total	6	0	0	6	2	2	0	4	0	8	0	8	18
10:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
10:15 AM	1	2	0	3	0	0	0	0	0	1	0	1	4
10:30 AM	0	3	0	3	0	0	0	0	1	4	0	5	8
10:45 AM	3	2	0	5	3	0	0	3	0	4	0	4	12
Hourly Total	5	7	0	12	3	0	0	3	1	10	0	11	26
11:00 AM	2	1	0	3	3	1	0	4	1	1	0	2	9
11:15 AM	5	0	0	5	0	0	0	0	2	3	0	5	10
11:30 AM	3	2	0	5	1	0	0	1	0	2	0	2	8
11:45 AM	3	1	0	4	1	0	0	1	0	1	0	1	6
Hourly Total	13	4	0	17	5	1	0	6	3	7	0	10	33
12:00 PM	5	2	0	7	1	1	0	2	0	1	0	1	10
12:15 PM	1	0	0	1	1	1	0	2	2	4	0	6	9
12:30 PM	2	0	0	2	1	0	0	1	0	2	0	2	5
12:45 PM	1	2	0	3	1	2	0	3	0	0	0	0	6
Hourly Total	9	4	0	13	4	4	0	8	2	7	0	9	30
1:00 PM	4	0	0	4	2	1	0	3	0	2	0	2	9
1:15 PM	1	1	0	2	1	0	0	1	0	2	0	2	5
1:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
1:45 PM	3	0	0	3	1	1	0	2	0	2	0	2	7
Hourly Total	9	1	0	10	4	2	0	6	0	6	0	6	22
2:00 PM	3	1	0	4	0	1	0	1	3	3	0	6	11
2:15 PM	4	0	0	4	0	1	0	1	0	2	0	2	7
2:30 PM	3	1	0	4	5	0	0	5	1	0	0	1	10
2:45 PM	1	0	0	1	2	0	0	2	0	2	0	2	5
Hourly Total	11	2	0	13	7	2	0	9	4	7	0	11	33
3:00 PM	1	1	0	2	0	0	0	0	1	1	0	2	4
3:15 PM	4	1	0	5	1	2	0	3	0	1	0	1	9
3:30 PM	5	1	0	6	0	2	0	2	0	0	0	0	8
3:45 PM	6	2	0	8	1	0	0	1	1	1	0	2	11
Hourly Total	16	5	0	21	2	4	0	6	2	3	0	5	32
4:00 PM	9	15	1	25	0	0	0	0	1	0	0	1	26
4:15 PM	8	10	0	18	2	1	0	3	0	1	0	1	22
4:30 PM	1	1	0	2	0	0	0	0	1	1	0	2	4
4:45 PM	1	0	0	1	0	0	0	0	1	1	0	2	3
Hourly Total	19	26	1	46	2	1	0	3	3	3	0	6	55
5:00 PM	1	1	0	2	0	6	0	6	0	0	0	0	8
5:15 PM	0	0	0	0	0	3	0	3	0	2	0	2	5
5:30 PM	1	0	0	1	0	0	0	0	3	1	0	4	5
5:45 PM	0	1	0	1	0	0	0	0	2	2	0	4	5
Hourly Total	2	2	0	4	0	9	0	9	5	5	0	10	23
6:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	2

6:15 PM	1	1	0	2	1	1	0	2	0	0	0	0	4
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	3	1	0	4	0	1	0	1	5
Hourly Total	1	2	0	3	5	2	0	7	0	1	0	1	11
7:00 PM	1	1	0	2	2	2	0	4	0	2	0	2	8
7:15 PM	0	0	0	0	9	0	0	9	0	2	0	2	11
7:30 PM	1	0	0	1	4	0	0	4	1	0	0	1	6
7:45 PM	0	0	0	0	1	0	0	1	1	2	0	3	4
Hourly Total	2	1	0	3	16	2	0	18	2	6	0	8	29
8:00 PM	0	1	0	1	0	1	0	1	1	0	0	1	3
8:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 PM	2	0	0	2	1	1	0	2	1	2	0	3	7
8:45 PM	1	1	0	2	0	0	0	0	1	1	0	2	4
Hourly Total	4	2	0	6	1	2	0	3	3	3	0	6	15
9:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
9:15 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	0	2	0	2	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	1	0	0	1	0	0	0	0	0	4	0	4	5
11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
11:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
11:30 PM	2	8	0	10	0	0	0	0	0	0	0	0	10
11:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	5	8	0	13	0	0	0	0	0	2	0	2	15
Grand Total	119	93	1	213	72	36	0	108	35	114	0	149	470
Approach %	55.9	43.7	0.5	-	66.7	33.3	0.0	-	23.5	76.5	0.0	-	-
Total %	25.3	19.8	0.2	45.3	15.3	7.7	0.0	23.0	7.4	24.3	0.0	31.7	-
Motorcycles	0	1	0	1	1	0	0	1	0	0	0	0	2
% Motorcycles	0.0	1.1	0.0	0.5	1.4	0.0	-	0.9	0.0	0.0	-	0.0	0.4
Cars & Light Goods	96	89	1	186	69	35	0	104	34	93	0	127	417
% Cars & Light Goods	80.7	95.7	100.0	87.3	95.8	97.2	-	96.3	97.1	81.6	-	85.2	88.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	6	3	0	9	2	1	0	3	1	4	0	5	17
% Single-Unit Trucks	5.0	3.2	0.0	4.2	2.8	2.8	-	2.8	2.9	3.5	-	3.4	3.6
Articulated Trucks	17	0	0	17	0	0	0	0	0	17	0	17	34
% Articulated Trucks	14.3	0.0	0.0	8.0	0.0	0.0	-	0.0	0.0	14.9	-	11.4	7.2



### Turning Movement Peak Hour Data (5:15 AM)

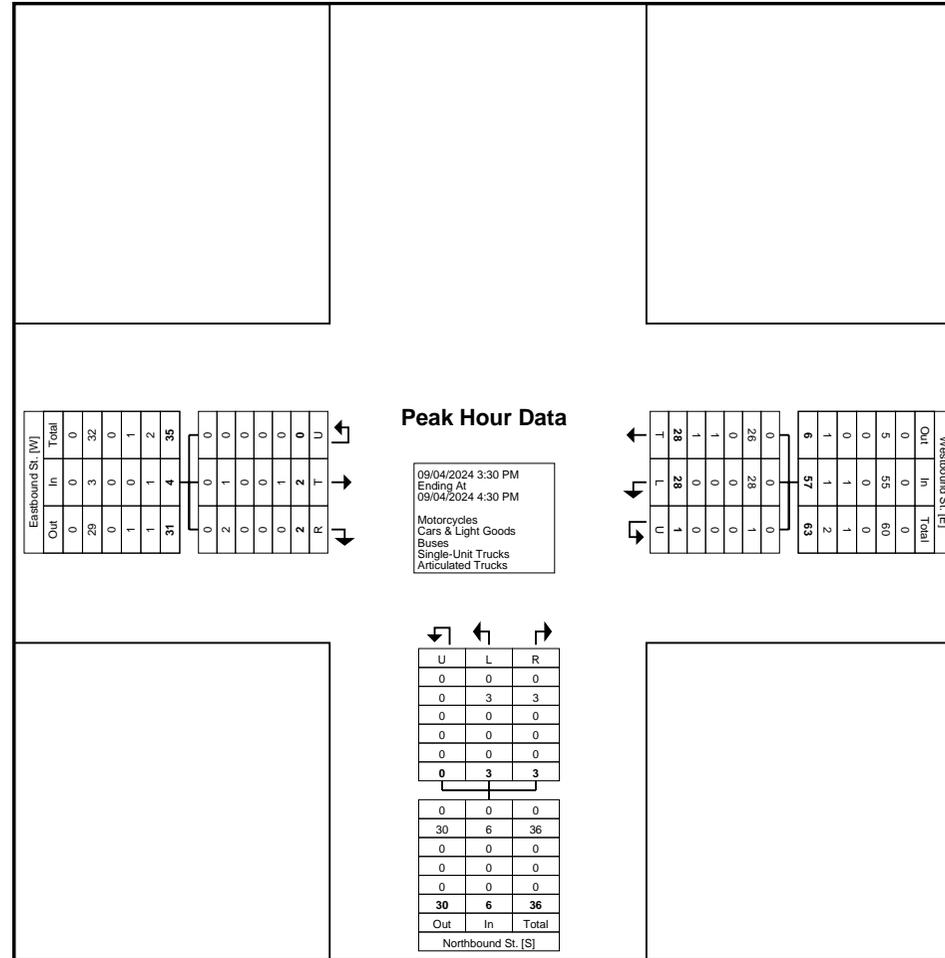
Start Time	Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
5:15 AM	0	0	0	0	1	0	0	1	0	5	0	5	6
5:30 AM	0	0	0	0	5	0	0	5	0	7	0	7	12
5:45 AM	0	0	0	0	4	0	0	4	0	4	0	4	8
6:00 AM	3	26	0	29	1	0	0	1	0	1	0	1	31
Total	3	26	0	29	11	0	0	11	0	17	0	17	57
Approach %	10.3	89.7	0.0	-	100.0	0.0	0.0	-	0.0	100.0	0.0	-	-
Total %	5.3	45.6	0.0	50.9	19.3	0.0	0.0	19.3	0.0	29.8	0.0	29.8	-
PHF	0.250	0.250	0.000	0.250	0.550	0.000	0.000	0.550	0.000	0.607	0.000	0.607	0.460
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	0.0
Cars & Light Goods	3	26	0	29	11	0	0	11	0	17	0	17	57
% Cars & Light Goods	100.0	100.0	-	100.0	100.0	-	-	100.0	-	100.0	-	100.0	100.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (5:15 AM)

### Turning Movement Peak Hour Data (3:30 PM)

Start Time	Westbound St. Westbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
3:30 PM	5	1	0	6	0	2	0	2	0	0	0	0	8
3:45 PM	6	2	0	8	1	0	0	1	1	1	0	2	11
4:00 PM	9	15	1	25	0	0	0	0	1	0	0	1	26
4:15 PM	8	10	0	18	2	1	0	3	0	1	0	1	22
Total	28	28	1	57	3	3	0	6	2	2	0	4	67
Approach %	49.1	49.1	1.8	-	50.0	50.0	0.0	-	50.0	50.0	0.0	-	-
Total %	41.8	41.8	1.5	85.1	4.5	4.5	0.0	9.0	3.0	3.0	0.0	6.0	-
PHF	0.778	0.467	0.250	0.570	0.375	0.375	0.000	0.500	0.500	0.500	0.000	0.500	0.644
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	26	28	1	55	3	3	0	6	2	1	0	3	64
% Cars & Light Goods	92.9	100.0	100.0	96.5	100.0	100.0	-	100.0	100.0	50.0	-	75.0	95.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
% Single-Unit Trucks	3.6	0.0	0.0	1.8	0.0	0.0	-	0.0	0.0	0.0	-	0.0	1.5
Articulated Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Articulated Trucks	3.6	0.0	0.0	1.8	0.0	0.0	-	0.0	0.0	50.0	-	25.0	3.0



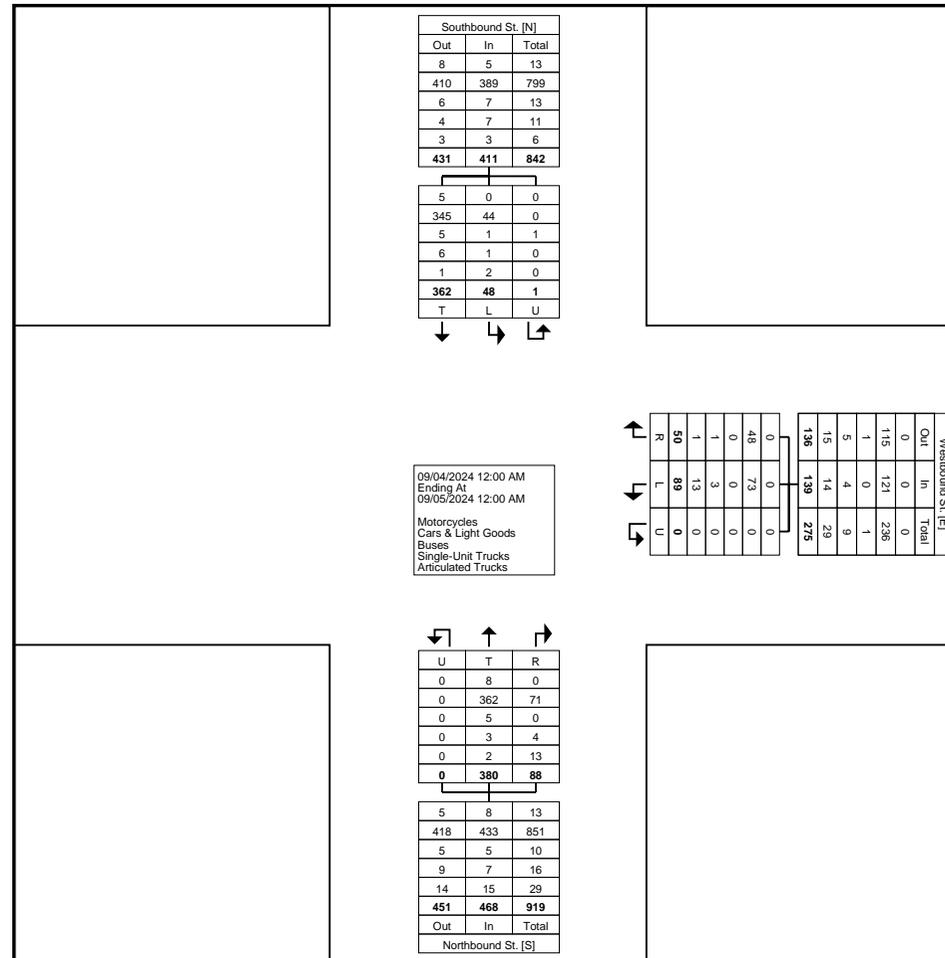
Turning Movement Peak Hour Data Plot (3:30 PM)

### Turning Movement Data

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	1	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	1	0	1	0	1	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	1	0	1	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
3:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	0	3	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	1	1	0	2	0	1	0	1	3
4:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	3	1	1	0	2	0	1	0	1	6
5:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
5:15 AM	1	0	0	1	0	0	0	0	5	0	0	5	6
5:30 AM	3	0	0	3	0	0	0	0	7	0	0	7	10
5:45 AM	4	0	0	4	0	0	0	0	4	2	0	6	10
Hourly Total	9	0	0	9	0	1	0	1	16	2	0	18	28
6:00 AM	5	0	0	5	0	3	0	3	1	2	0	3	11
6:15 AM	7	2	0	9	0	0	0	0	0	2	0	2	11
6:30 AM	1	1	0	2	0	0	0	0	2	3	0	5	7
6:45 AM	6	2	0	8	0	2	0	2	2	3	0	5	15
Hourly Total	19	5	0	24	0	5	0	5	5	10	0	15	44
7:00 AM	2	1	0	3	0	0	0	0	0	3	0	3	6
7:15 AM	2	1	0	3	0	0	0	0	1	3	0	4	7
7:30 AM	4	2	0	6	0	0	0	0	1	4	0	5	11
7:45 AM	1	2	0	3	0	0	0	0	1	2	0	3	6

Hourly Total	9	6	0	15	0	0	0	0	3	12	0	15	30
8:00 AM	8	4	0	12	1	3	0	4	1	1	0	2	18
8:15 AM	3	0	0	3	0	0	0	0	1	1	0	2	5
8:30 AM	7	0	0	7	0	2	0	2	0	4	0	4	13
8:45 AM	6	1	0	7	0	1	0	1	0	1	0	1	9
Hourly Total	24	5	0	29	1	6	0	7	2	7	0	9	45
9:00 AM	5	1	0	6	1	1	0	2	1	6	0	7	15
9:15 AM	3	1	0	4	1	1	0	2	1	1	0	2	8
9:30 AM	4	1	0	5	0	1	0	1	0	4	0	4	10
9:45 AM	2	0	0	2	1	0	0	1	5	3	0	8	11
Hourly Total	14	3	0	17	3	3	0	6	7	14	0	21	44
10:00 AM	6	0	0	6	0	1	0	1	0	2	0	2	9
10:15 AM	2	0	0	2	1	0	0	1	1	4	0	5	8
10:30 AM	11	3	0	14	0	1	0	1	2	2	0	4	19
10:45 AM	0	2	0	2	1	2	0	3	2	6	0	8	13
Hourly Total	19	5	0	24	2	4	0	6	5	14	0	19	49
11:00 AM	3	0	0	3	2	2	0	4	1	6	0	7	14
11:15 AM	7	2	0	9	3	1	0	4	3	4	0	7	20
11:30 AM	5	0	0	5	3	0	0	3	2	4	0	6	14
11:45 AM	2	1	1	4	1	2	0	3	1	8	0	9	16
Hourly Total	17	3	1	21	9	5	0	14	7	22	0	29	64
12:00 PM	5	0	0	5	2	3	0	5	2	9	0	11	21
12:15 PM	5	3	0	8	0	2	0	2	3	5	0	8	18
12:30 PM	6	0	0	6	0	1	0	1	2	4	0	6	13
12:45 PM	6	0	0	6	2	2	0	4	0	12	0	12	22
Hourly Total	22	3	0	25	4	8	0	12	7	30	0	37	74
1:00 PM	7	0	0	7	0	4	0	4	2	0	0	2	13
1:15 PM	2	1	0	3	0	1	0	1	1	4	0	5	9
1:30 PM	6	0	0	6	1	0	0	1	0	7	0	7	14
1:45 PM	5	0	0	5	1	1	0	2	1	7	0	8	15
Hourly Total	20	1	0	21	2	6	0	8	4	18	0	22	51
2:00 PM	4	1	0	5	3	0	0	3	3	4	0	7	15
2:15 PM	5	0	0	5	2	4	0	6	1	9	0	10	21
2:30 PM	2	0	0	2	2	0	0	2	0	12	0	12	16
2:45 PM	4	0	0	4	0	2	0	2	1	7	0	8	14
Hourly Total	15	1	0	16	7	6	0	13	5	32	0	37	66
3:00 PM	7	0	0	7	0	0	0	0	1	5	0	6	13
3:15 PM	7	0	0	7	3	2	0	5	1	8	0	9	21
3:30 PM	5	0	0	5	3	3	0	6	0	12	0	12	23
3:45 PM	14	0	0	14	1	5	0	6	1	9	0	10	30
Hourly Total	33	0	0	33	7	10	0	17	3	34	0	37	87
4:00 PM	9	1	0	10	0	10	0	10	0	8	0	8	28
4:15 PM	13	1	0	14	2	5	0	7	0	11	0	11	32
4:30 PM	10	1	0	11	1	2	0	3	1	6	0	7	21
4:45 PM	3	0	0	3	0	1	0	1	2	8	0	10	14
Hourly Total	35	3	0	38	3	18	0	21	3	33	0	36	95
5:00 PM	15	0	0	15	3	1	0	4	0	13	0	13	32
5:15 PM	9	0	0	9	1	1	0	2	2	13	0	15	26
5:30 PM	10	4	0	14	0	1	0	1	0	11	0	11	26
5:45 PM	4	0	0	4	0	0	0	0	1	7	0	8	12
Hourly Total	38	4	0	42	4	3	0	7	3	44	0	47	96
6:00 PM	5	0	0	5	0	0	0	0	0	10	0	10	15

6:15 PM	2	0	0	2	1	1	0	2	1	10	0	11	15
6:30 PM	5	0	0	5	0	0	0	0	0	6	0	6	11
6:45 PM	4	1	0	5	0	0	0	0	0	5	0	5	10
Hourly Total	16	1	0	17	1	1	0	2	1	31	0	32	51
7:00 PM	7	0	0	7	1	1	0	2	2	8	0	10	19
7:15 PM	3	0	0	3	0	0	0	0	2	2	0	4	7
7:30 PM	8	1	0	9	1	0	0	1	0	6	0	6	16
7:45 PM	3	1	0	4	0	0	0	0	2	3	0	5	9
Hourly Total	21	2	0	23	2	1	0	3	6	19	0	25	51
8:00 PM	8	1	0	9	0	0	0	0	0	14	0	14	23
8:15 PM	6	0	0	6	0	1	0	1	1	6	0	7	14
8:30 PM	4	0	0	4	1	2	0	3	3	3	0	6	13
8:45 PM	5	1	0	6	1	0	0	1	1	5	0	6	13
Hourly Total	23	2	0	25	2	3	0	5	5	28	0	33	63
9:00 PM	7	0	0	7	0	1	0	1	0	5	0	5	13
9:15 PM	5	0	0	5	1	0	0	1	1	3	0	4	10
9:30 PM	1	0	0	1	0	0	0	0	1	2	0	3	4
9:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Hourly Total	15	0	0	15	1	1	0	2	2	11	0	13	30
10:00 PM	2	0	0	2	0	0	0	0	1	4	0	5	7
10:15 PM	0	2	0	2	1	0	0	1	0	4	0	4	7
10:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	4
10:45 PM	1	0	0	1	0	1	0	1	1	5	0	6	8
Hourly Total	6	2	0	8	1	1	0	2	2	14	0	16	26
11:00 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
11:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
11:30 PM	0	0	0	0	0	2	0	2	0	2	0	2	4
11:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
Hourly Total	1	0	0	1	0	5	0	5	2	3	0	5	11
Grand Total	362	48	1	411	50	89	0	139	88	380	0	468	1018
Approach %	88.1	11.7	0.2	-	36.0	64.0	0.0	-	18.8	81.2	0.0	-	-
Total %	35.6	4.7	0.1	40.4	4.9	8.7	0.0	13.7	8.6	37.3	0.0	46.0	-
Motorcycles	5	0	0	5	0	0	0	0	0	8	0	8	13
% Motorcycles	1.4	0.0	0.0	1.2	0.0	0.0	-	0.0	0.0	2.1	-	1.7	1.3
Cars & Light Goods	345	44	0	389	48	73	0	121	71	362	0	433	943
% Cars & Light Goods	95.3	91.7	0.0	94.6	96.0	82.0	-	87.1	80.7	95.3	-	92.5	92.6
Buses	5	1	1	7	0	0	0	0	0	5	0	5	12
% Buses	1.4	2.1	100.0	1.7	0.0	0.0	-	0.0	0.0	1.3	-	1.1	1.2
Single-Unit Trucks	6	1	0	7	1	3	0	4	4	3	0	7	18
% Single-Unit Trucks	1.7	2.1	0.0	1.7	2.0	3.4	-	2.9	4.5	0.8	-	1.5	1.8
Articulated Trucks	1	2	0	3	1	13	0	14	13	2	0	15	32
% Articulated Trucks	0.3	4.2	0.0	0.7	2.0	14.6	-	10.1	14.8	0.5	-	3.2	3.1



Turning Movement Data Plot

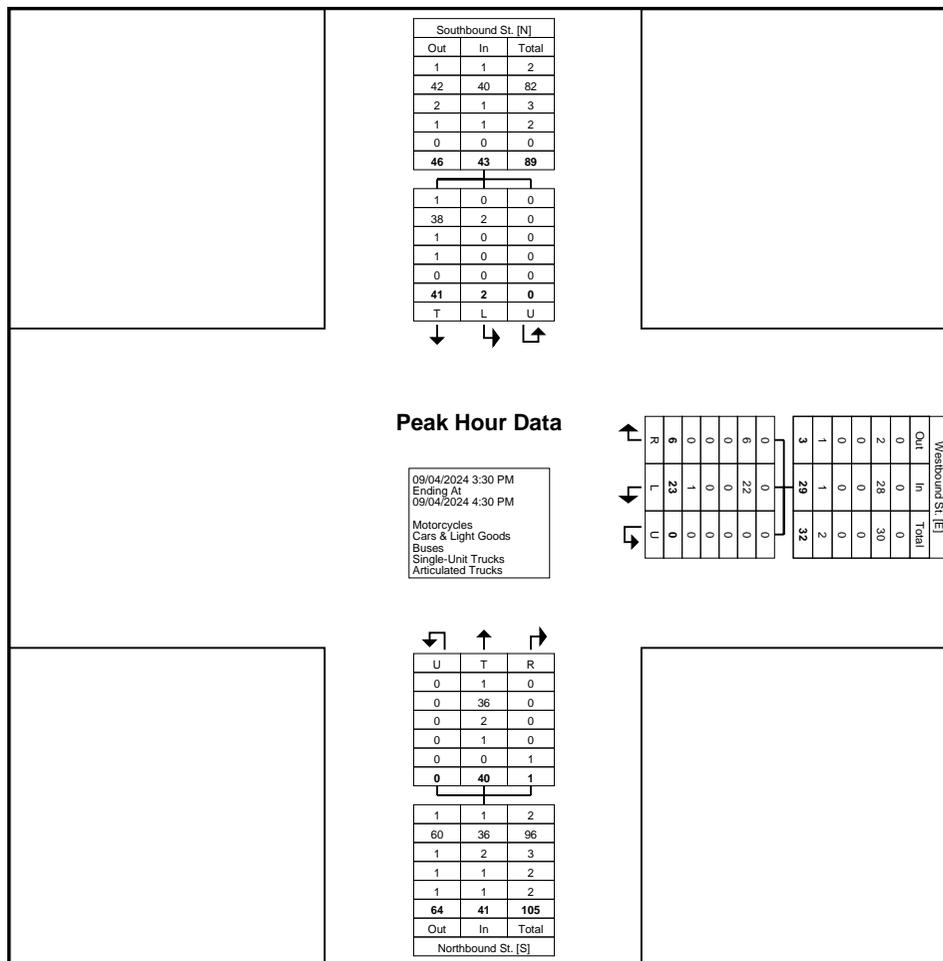
### Turning Movement Peak Hour Data (10:30 AM)

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
10:30 AM	11	3	0	14	0	1	0	1	2	2	0	4	19
10:45 AM	0	2	0	2	1	2	0	3	2	6	0	8	13
11:00 AM	3	0	0	3	2	2	0	4	1	6	0	7	14
11:15 AM	7	2	0	9	3	1	0	4	3	4	0	7	20
Total	21	7	0	28	6	6	0	12	8	18	0	26	66
Approach %	75.0	25.0	0.0	-	50.0	50.0	0.0	-	30.8	69.2	0.0	-	-
Total %	31.8	10.6	0.0	42.4	9.1	9.1	0.0	18.2	12.1	27.3	0.0	39.4	-
PHF	0.477	0.583	0.000	0.500	0.500	0.750	0.000	0.750	0.667	0.750	0.000	0.813	0.825
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	21	6	0	27	6	6	0	12	6	18	0	24	63
% Cars & Light Goods	100.0	85.7	-	96.4	100.0	100.0	-	100.0	75.0	100.0	-	92.3	95.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	1	0	1	0	0	0	0	1	0	0	1	2
% Single-Unit Trucks	0.0	14.3	-	3.6	0.0	0.0	-	0.0	12.5	0.0	-	3.8	3.0
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	12.5	0.0	-	3.8	1.5



### Turning Movement Peak Hour Data (3:30 PM)

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
3:30 PM	5	0	0	5	3	3	0	6	0	12	0	12	23
3:45 PM	14	0	0	14	1	5	0	6	1	9	0	10	30
4:00 PM	9	1	0	10	0	10	0	10	0	8	0	8	28
4:15 PM	13	1	0	14	2	5	0	7	0	11	0	11	32
Total	41	2	0	43	6	23	0	29	1	40	0	41	113
Approach %	95.3	4.7	0.0	-	20.7	79.3	0.0	-	2.4	97.6	0.0	-	-
Total %	36.3	1.8	0.0	38.1	5.3	20.4	0.0	25.7	0.9	35.4	0.0	36.3	-
PHF	0.732	0.500	0.000	0.768	0.500	0.575	0.000	0.725	0.250	0.833	0.000	0.854	0.883
Motorcycles	1	0	0	1	0	0	0	0	0	1	0	1	2
% Motorcycles	2.4	0.0	-	2.3	0.0	0.0	-	0.0	0.0	2.5	-	2.4	1.8
Cars & Light Goods	38	2	0	40	6	22	0	28	0	36	0	36	104
% Cars & Light Goods	92.7	100.0	-	93.0	100.0	95.7	-	96.6	0.0	90.0	-	87.8	92.0
Buses	1	0	0	1	0	0	0	0	0	2	0	2	3
% Buses	2.4	0.0	-	2.3	0.0	0.0	-	0.0	0.0	5.0	-	4.9	2.7
Single-Unit Trucks	1	0	0	1	0	0	0	0	0	1	0	1	2
% Single-Unit Trucks	2.4	0.0	-	2.3	0.0	0.0	-	0.0	0.0	2.5	-	2.4	1.8
Articulated Trucks	0	0	0	0	0	1	0	1	1	0	0	1	2
% Articulated Trucks	0.0	0.0	-	0.0	0.0	4.3	-	3.4	100.0	0.0	-	2.4	1.8



Turning Movement Peak Hour Data Plot (3:30 PM)

Clark County-Springfield Transportation Coordinating Committee  
3130 E. Main Street

Springfield, Ohio, United States 45503  
(937) 521-2131 mrunkel@clarkcountyohio.gov

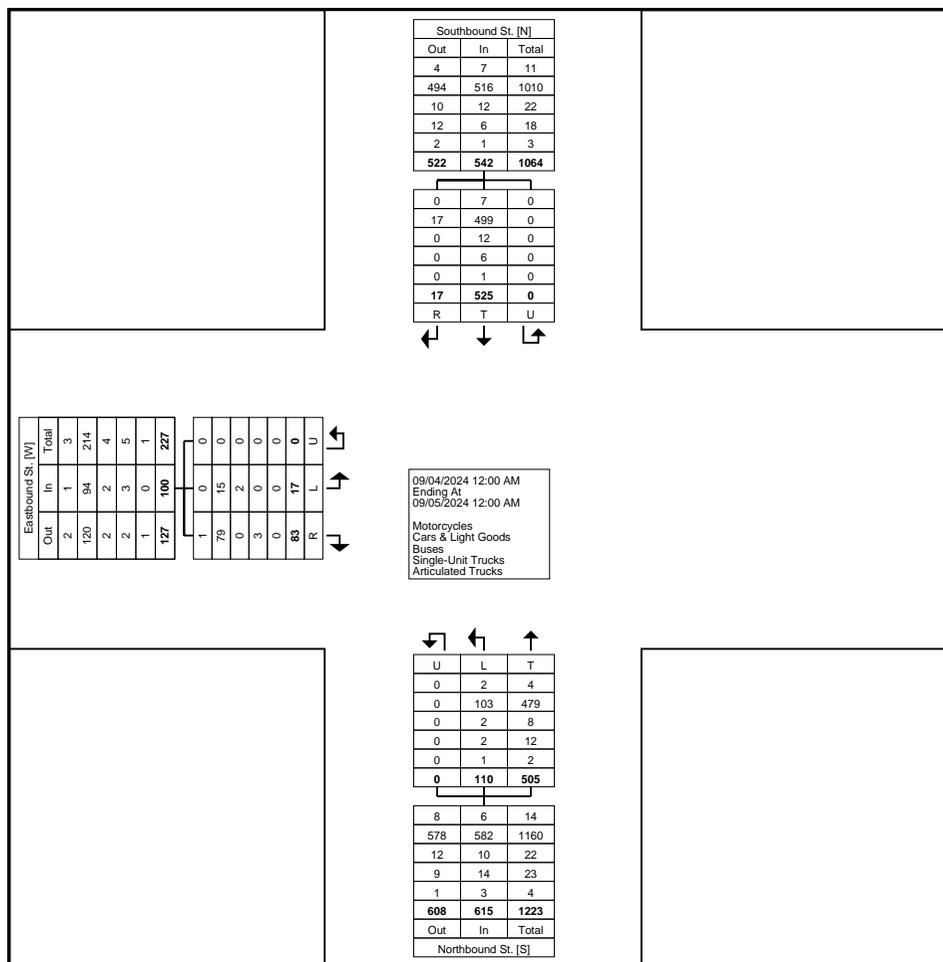
Count Name: N. Heck Hill Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 1

### Turning Movement Data

Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total	
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total		
12:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	1	0	0	1	0	0	0	0	0	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
2:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Hourly Total	0	1	0	1	3	0	0	3	0	0	0	0	0	4
3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2
4:45 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	2	2	0	4	0	0	0	0	0	4
5:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	2	1	5	0	6	0	0	0	0	0	8
5:30 AM	0	4	0	4	2	4	0	6	0	0	0	0	0	10
5:45 AM	0	6	0	6	1	1	0	2	0	0	0	0	0	8
Hourly Total	0	13	0	13	4	10	0	14	0	0	0	0	0	27
6:00 AM	0	1	0	1	4	3	0	7	0	1	0	1	1	9
6:15 AM	0	7	0	7	3	1	0	4	0	0	0	0	0	11
6:30 AM	0	5	0	5	2	0	0	2	1	1	0	2	2	9
6:45 AM	0	31	0	31	3	0	0	3	2	0	0	2	2	36
Hourly Total	0	44	0	44	12	4	0	16	3	2	0	5	5	65
7:00 AM	1	24	0	25	7	3	0	10	2	0	0	2	2	37
7:15 AM	1	12	0	13	11	1	0	12	0	0	0	0	0	25
7:30 AM	0	8	0	8	4	0	0	4	0	0	0	0	0	12
7:45 AM	0	8	0	8	4	2	0	6	1	0	0	1	1	15

Hourly Total	2	52	0	54	26	6	0	32	3	0	0	3	89
8:00 AM	0	7	0	7	3	1	0	4	0	0	0	0	11
8:15 AM	0	13	0	13	1	1	0	2	2	1	0	3	18
8:30 AM	2	17	0	19	5	0	0	5	0	0	0	0	24
8:45 AM	0	5	0	5	11	1	0	12	1	0	0	1	18
Hourly Total	2	42	0	44	20	3	0	23	3	1	0	4	71
9:00 AM	1	5	0	6	9	4	0	13	0	0	0	0	19
9:15 AM	0	9	0	9	6	1	0	7	0	0	0	0	16
9:30 AM	0	2	0	2	1	4	0	5	3	0	0	3	10
9:45 AM	1	2	0	3	2	5	0	7	2	0	0	2	12
Hourly Total	2	18	0	20	18	14	0	32	5	0	0	5	57
10:00 AM	0	1	0	1	8	1	0	9	0	0	0	0	10
10:15 AM	0	6	0	6	2	1	0	3	1	0	0	1	10
10:30 AM	0	1	0	1	2	5	0	7	4	0	0	4	12
10:45 AM	0	13	0	13	1	2	0	3	1	1	0	2	18
Hourly Total	0	21	0	21	13	9	0	22	6	1	0	7	50
11:00 AM	0	4	0	4	8	3	0	11	6	1	0	7	22
11:15 AM	1	7	0	8	3	4	0	7	4	0	0	4	19
11:30 AM	0	6	0	6	4	1	0	5	0	0	0	0	11
11:45 AM	0	2	0	2	4	1	0	5	4	0	0	4	11
Hourly Total	1	19	0	20	19	9	0	28	14	1	0	15	63
12:00 PM	0	8	0	8	8	2	0	10	0	0	0	0	18
12:15 PM	0	2	0	2	6	2	0	8	6	0	0	6	16
12:30 PM	0	4	0	4	6	1	0	7	2	0	0	2	13
12:45 PM	0	8	0	8	7	2	0	9	3	0	0	3	20
Hourly Total	0	22	0	22	27	7	0	34	11	0	0	11	67
1:00 PM	0	6	0	6	2	2	0	4	2	1	0	3	13
1:15 PM	0	5	0	5	6	0	0	6	0	1	0	1	12
1:30 PM	1	5	0	6	6	0	0	6	3	0	0	3	15
1:45 PM	1	10	0	11	2	1	0	3	2	0	0	0	14
Hourly Total	2	26	0	28	16	3	0	19	5	2	0	7	54
2:00 PM	0	9	0	9	2	1	0	3	4	0	0	4	16
2:15 PM	0	7	0	7	13	0	0	13	0	0	0	0	20
2:30 PM	0	9	0	9	11	3	0	14	0	1	0	1	24
2:45 PM	0	7	0	7	4	2	0	6	2	1	0	3	16
Hourly Total	0	32	0	32	30	6	0	36	6	2	0	8	76
3:00 PM	0	10	0	10	6	0	0	6	3	1	0	4	20
3:15 PM	4	15	0	19	14	1	0	15	1	0	0	1	35
3:30 PM	0	7	0	7	19	4	0	23	0	1	0	1	31
3:45 PM	0	10	0	10	15	3	0	18	1	0	0	1	29
Hourly Total	4	42	0	46	54	8	0	62	5	2	0	7	115
4:00 PM	0	6	0	6	9	0	0	9	2	0	0	2	17
4:15 PM	0	11	0	11	7	0	0	7	2	0	0	2	20
4:30 PM	0	3	0	3	18	0	0	18	2	0	0	2	23
4:45 PM	0	9	0	9	12	0	0	12	1	0	0	1	22
Hourly Total	0	29	0	29	46	0	0	46	7	0	0	7	82
5:00 PM	1	8	0	9	9	2	0	11	1	1	0	2	22
5:15 PM	0	8	0	8	20	1	0	21	1	2	0	3	32
5:30 PM	0	12	0	12	35	1	0	36	1	2	0	3	51
5:45 PM	0	20	0	20	26	1	0	27	0	1	0	1	48
Hourly Total	1	48	0	49	90	5	0	95	3	6	0	9	153
6:00 PM	0	5	0	5	14	0	0	14	1	0	0	1	20

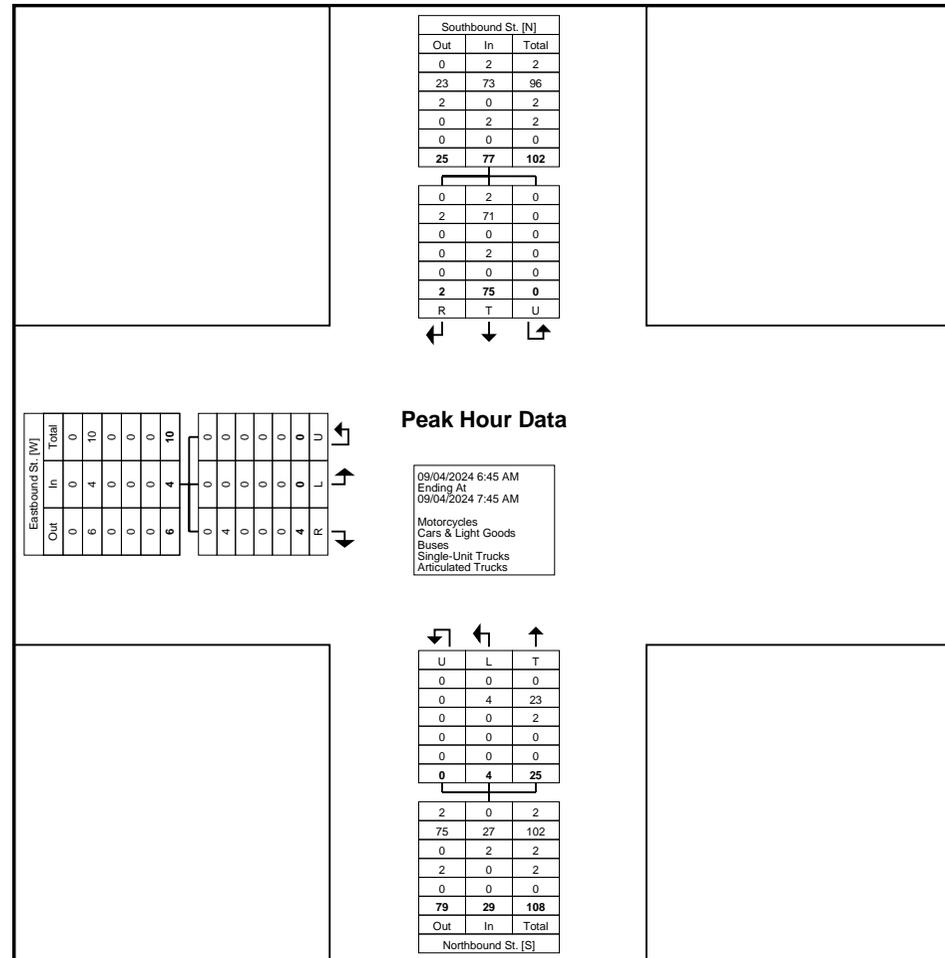
6:15 PM	0	10	0	10	11	1	0	12	1	0	0	1	23
6:30 PM	1	8	0	9	6	0	0	6	1	0	0	1	16
6:45 PM	0	12	0	12	7	0	0	7	1	0	0	1	20
Hourly Total	1	35	0	36	38	1	0	39	4	0	0	4	79
7:00 PM	0	25	0	25	2	1	0	3	0	0	0	0	28
7:15 PM	0	10	0	10	4	5	0	9	0	0	0	0	19
7:30 PM	1	20	0	21	7	10	0	17	0	0	0	0	38
7:45 PM	0	5	0	5	18	1	0	19	2	0	0	2	26
Hourly Total	1	60	0	61	31	17	0	48	2	0	0	2	111
8:00 PM	0	3	0	3	12	0	0	12	0	0	0	0	15
8:15 PM	0	1	0	1	6	0	0	6	0	0	0	0	7
8:30 PM	1	1	0	2	5	3	0	8	1	0	0	1	11
8:45 PM	0	4	0	4	4	0	0	4	1	0	0	1	9
Hourly Total	1	9	0	10	27	3	0	30	2	0	0	2	42
9:00 PM	0	3	0	3	5	0	0	5	0	0	0	0	8
9:15 PM	0	3	0	3	8	1	0	9	0	0	0	0	12
9:30 PM	0	1	0	1	2	0	0	2	1	0	0	1	4
9:45 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
Hourly Total	0	9	0	9	18	1	0	19	1	0	0	1	29
10:00 PM	0	1	0	1	4	0	0	4	0	0	0	0	5
10:15 PM	0	0	0	0	3	0	0	3	2	0	0	2	5
10:30 PM	0	0	0	0	3	0	0	3	0	0	0	0	3
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	1	0	1	10	0	0	10	3	0	0	3	14
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
11:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	0	0	2	0	2	0	0	0	0	2
Grand Total	17	525	0	542	505	110	0	615	83	17	0	100	1257
Approach %	3.1	96.9	0.0	-	82.1	17.9	0.0	-	83.0	17.0	0.0	-	-
Total %	1.4	41.8	0.0	43.1	40.2	8.8	0.0	48.9	6.6	1.4	0.0	8.0	-
Motorcycles	0	7	0	7	4	2	0	6	1	0	0	1	14
% Motorcycles	0.0	1.3	-	1.3	0.8	1.8	-	1.0	1.2	0.0	-	1.0	1.1
Cars & Light Goods	17	499	0	516	479	103	0	582	79	15	0	94	1192
% Cars & Light Goods	100.0	95.0	-	95.2	94.9	93.6	-	94.6	95.2	88.2	-	94.0	94.8
Buses	0	12	0	12	8	2	0	10	0	2	0	2	24
% Buses	0.0	2.3	-	2.2	1.6	1.8	-	1.6	0.0	11.8	-	2.0	1.9
Single-Unit Trucks	0	6	0	6	12	2	0	14	3	0	0	3	23
% Single-Unit Trucks	0.0	1.1	-	1.1	2.4	1.8	-	2.3	3.6	0.0	-	3.0	1.8
Articulated Trucks	0	1	0	1	2	1	0	3	0	0	0	0	4
% Articulated Trucks	0.0	0.2	-	0.2	0.4	0.9	-	0.5	0.0	0.0	-	0.0	0.3



Turning Movement Data Plot

### Turning Movement Peak Hour Data (6:45 AM)

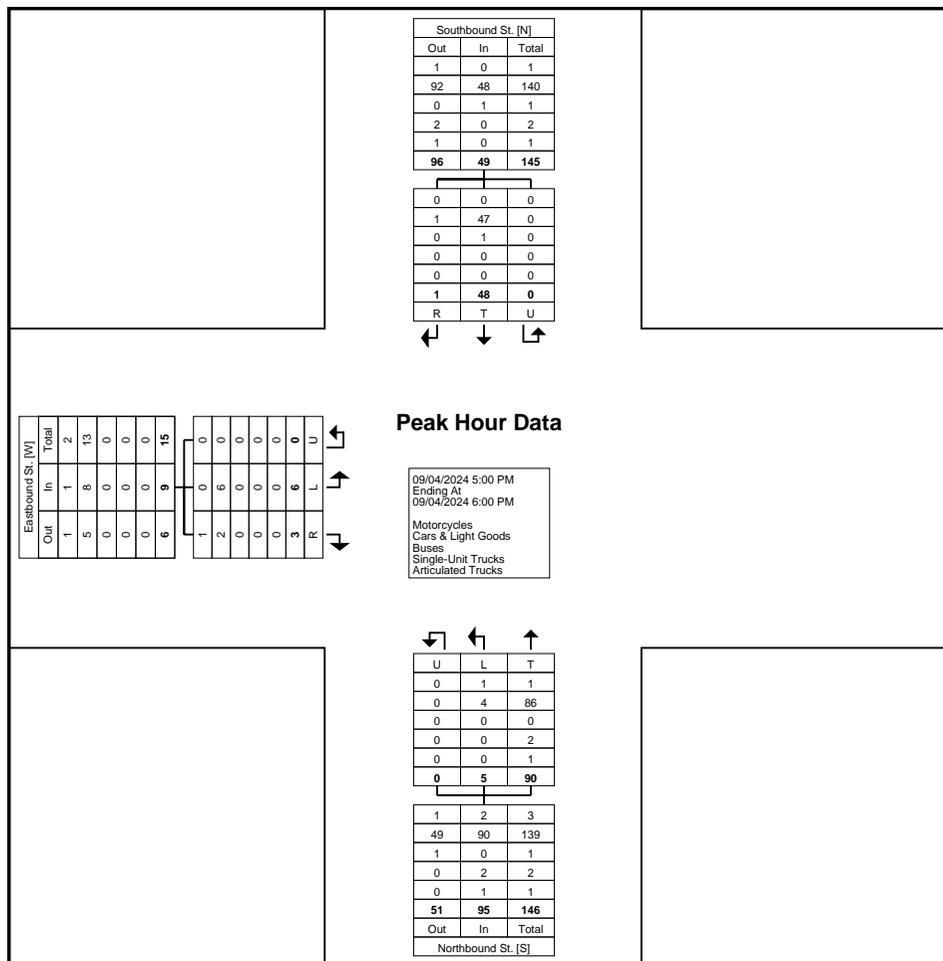
Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
6:45 AM	0	31	0	31	3	0	0	3	2	0	0	2	36
7:00 AM	1	24	0	25	7	3	0	10	2	0	0	2	37
7:15 AM	1	12	0	13	11	1	0	12	0	0	0	0	25
7:30 AM	0	8	0	8	4	0	0	4	0	0	0	0	12
Total	2	75	0	77	25	4	0	29	4	0	0	4	110
Approach %	2.6	97.4	0.0	-	86.2	13.8	0.0	-	100.0	0.0	0.0	-	-
Total %	1.8	68.2	0.0	70.0	22.7	3.6	0.0	26.4	3.6	0.0	0.0	3.6	-
PHF	0.500	0.605	0.000	0.621	0.568	0.333	0.000	0.604	0.500	0.000	0.000	0.500	0.743
Motorcycles	0	2	0	2	0	0	0	0	0	0	0	0	2
% Motorcycles	0.0	2.7	-	2.6	0.0	0.0	-	0.0	0.0	-	-	0.0	1.8
Cars & Light Goods	2	71	0	73	23	4	0	27	4	0	0	4	104
% Cars & Light Goods	100.0	94.7	-	94.8	92.0	100.0	-	93.1	100.0	-	-	100.0	94.5
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
% Buses	0.0	0.0	-	0.0	8.0	0.0	-	6.9	0.0	-	-	0.0	1.8
Single-Unit Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
% Single-Unit Trucks	0.0	2.7	-	2.6	0.0	0.0	-	0.0	0.0	-	-	0.0	1.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	0.0



Turning Movement Peak Hour Data Plot (6:45 AM)

### Turning Movement Peak Hour Data (5:00 PM)

Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
5:00 PM	1	8	0	9	9	2	0	11	1	1	0	2	22
5:15 PM	0	8	0	8	20	1	0	21	1	2	0	3	32
5:30 PM	0	12	0	12	35	1	0	36	1	2	0	3	51
5:45 PM	0	20	0	20	26	1	0	27	0	1	0	1	48
Total	1	48	0	49	90	5	0	95	3	6	0	9	153
Approach %	2.0	98.0	0.0	-	94.7	5.3	0.0	-	33.3	66.7	0.0	-	-
Total %	0.7	31.4	0.0	32.0	58.8	3.3	0.0	62.1	2.0	3.9	0.0	5.9	-
PHF	0.250	0.600	0.000	0.613	0.643	0.625	0.000	0.660	0.750	0.750	0.000	0.750	0.750
Motorcycles	0	0	0	0	1	1	0	2	1	0	0	1	3
% Motorcycles	0.0	0.0	-	0.0	1.1	20.0	-	2.1	33.3	0.0	-	11.1	2.0
Cars & Light Goods	1	47	0	48	86	4	0	90	2	6	0	8	146
% Cars & Light Goods	100.0	97.9	-	98.0	95.6	80.0	-	94.7	66.7	100.0	-	88.9	95.4
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0.0	2.1	-	2.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	0	0	2	0	0	2	0	0	0	0	2
% Single-Unit Trucks	0.0	0.0	-	0.0	2.2	0.0	-	2.1	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Articulated Trucks	0.0	0.0	-	0.0	1.1	0.0	-	1.1	0.0	0.0	-	0.0	0.7



Turning Movement Peak Hour Data Plot (5:00 PM)

## Appendix C

AutoTurn Oc Cãã

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PR620\06 CAD\Roadway\Main and Ashland.dgn



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY

DESIGNER  
XXX

REVIEWER  
XXX MM-DD-YY

PROJECT ID  
0

SHEET	TOTAL
P.0	0

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PRG2020\06 CAD\Roadway\Main and Ashland.dgn



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	P.0
TOTAL	0

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PR62020\06 CAD\Roadway\Main and Ashland.dgn



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX
PROJECT ID	MM-DD-YY
SHEET	0
TOTAL	0
P.O.	



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY

DESIGNER  
XXX

REVIEWER  
XXX MM-DD-YY

PROJECT ID  
0

SHEET TOTAL  
P.0 0

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PR620\06 CAD\Roadway\Main and Ashland.dgn



HORIZONTAL  
SCALE IN FEET

0 10 20 40

Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX
PROJECT ID	MM-DD-YY
SHEET	TOTAL
P.0	0



Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 10:56:29 AM USER: lang  
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Main St. & Springfield Rd.

DESIGN AGENCY

DESIGNER  
XXX

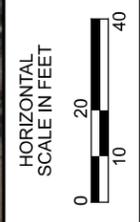
REVIEWER  
XXX MM-DD-YY

PROJECT ID  
0

SHEET TOTAL  
P.0 0

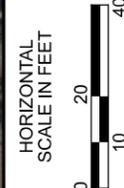
CTY-RTE-SECTION

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Main St. & Springfield Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

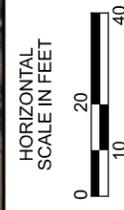


Main St. & Springfield Rd.

DESIGN AGENCY	
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

CTY-RTE-SECTION

MODEL: Sheet PAPER: 17x11 (in.) DATE: 12/2/2024 TIME: 10:56:29 AM USER: lang  
P:\PRG2020\06 CAD\Roadway\Main and Springfield.dgn



Main St. & Springfield Rd.

DESIGN AGENCY	
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REVIEWER	XXX MM-DD-YY
PROJECT ID	0
SHEET	TOTAL
P.0	0

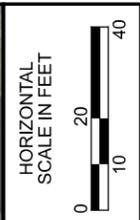
## **Appendix D**

### Intersection Sight Distance (ISD)



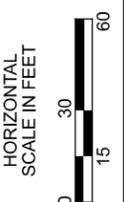
ST PARIS CORRIDOR STUDY - INTERSECTION SIGHT DISTANCE EXHIBIT  
 SPRINGFIELD ST & MAIN ST

DESIGN AGENCY	
<b>B&amp;N</b> burgessniple.com	
DESIGNER	GJG
REVIEWER	MLV 12-01-24
PROJECT ID	PR62620
SHEET	TOTAL
1	3



ST PARIS CORRIDOR STUDY - INTERSECTION SIGHT DISTANCE EXHIBIT  
SPRINGFIELD ST & MAIN ST

DESIGN AGENCY	
<b>B&amp;N</b> burgessniple.com	
DESIGNER	GJG
REVIEWER	MLV 12-01-24
PROJECT ID	PR62620
SHEET	TOTAL
2	3



ST PARIS CORRIDOR STUDY - INTERSECTION SIGHT DISTANCE EXHIBIT  
DUMP RD/ASHLAND AVE & MAIN ST



DESIGN AGENCY  
**B&N**  
burgessniple.com

DESIGNER	GJG
REVIEWER	MLV
PROJECT ID	12-1-24
SHEET	PR62620
TOTAL	3
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## **Appendix E**

### Alternatives, Layouts, and Cost Estimates



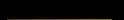
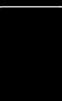
W. MAIN ST

N. SPRINGFIELD ST

E. MAIN ST

S. SPRINGFIELD ST

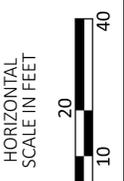
**LEGEND**

-  PROPOSED STOP BARS
-  PROPOSED CURB MARKINGS
-  PROPOSED SIGNS
-  REMOVED SIGNS

HR PARKING  
6:00 AM TO  
6:00 PM

~~HR PARKING  
6:00 AM TO  
6:00 PM~~

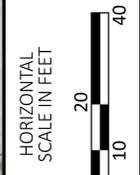
NO  
PARKING  
ANY  
TIME



CCSTCC - ST. PARIS INTERSECTION SAFETY STUDY  
ALTERNATE 1

DESIGN AGENCY  
**B&N**  
burgessniple.com

DESIGNER	-
REVIEWER	- 02-20-25
PROJECT ID	-
SHEET	TOTAL
1	3



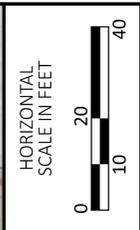
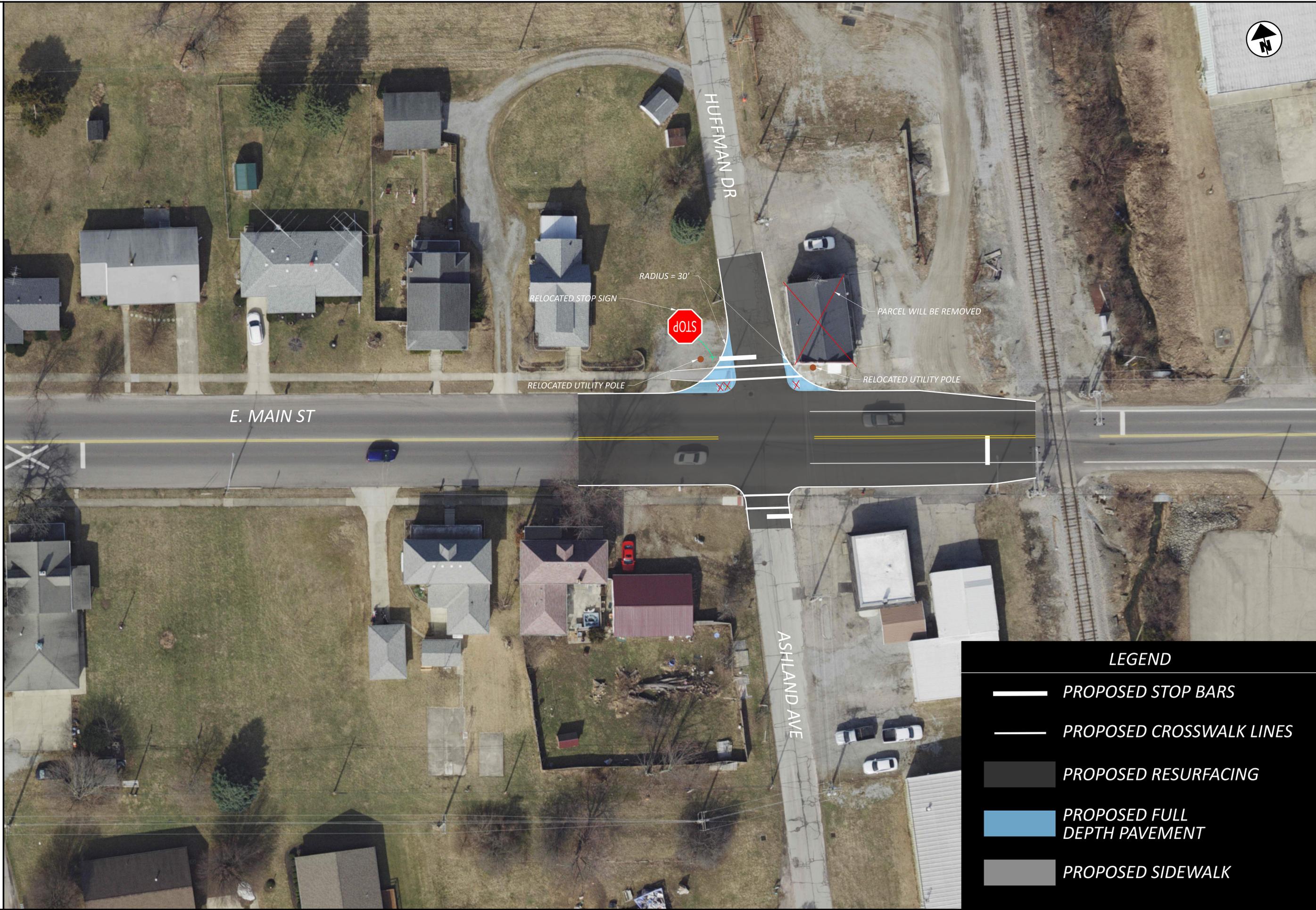
CCSTCC - ST. PARIS INTERSECTION SAFETY STUDY  
ALTERNATIVE 2

**LEGEND**

 PROPOSED STOP BARS

 PROPOSED CROSSWALK LINES

DESIGN AGENCY	
<b>B&amp;N</b> burgessniple.com	
DESIGNER	-
REVIEWER	-
PROJECT ID	02-20-25
SHEET	TOTAL
2	3



CCSTCC-ST. PARIS INTERSECTION SAFETY STUDY  
 ALTERNATIVE 3

LEGEND	
	PROPOSED STOP BARS
	PROPOSED CROSSWALK LINES
	PROPOSED RESURFACING
	PROPOSED FULL DEPTH PAVEMENT
	PROPOSED SIDEWALK

DESIGN AGENCY	<b>B&amp;N</b> burgessniple.com
DESIGNER	-
REVIEWER	-
PROJECT ID	02-20-25
SHEET	3
TOTAL	3

St. Paris Study

Alternative 1  
02/20/25

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE (2024 dollars)
<b>TRAFFIC CONTROL</b>				
Pavement Markings	1	LUMP	\$1,000.00	\$1,000
Signing	1	LUMP	\$5,000.00	\$5,000
Removal of Pavement Markings	100	FT	\$5.00	\$500
		<b>TRAFFIC CONTROL SUBTOTAL</b>		<b>\$6,500</b>
<b>MAINTENANCE OF TRAFFIC</b>				
MOT	1	LUMP	\$5,000.00	\$5,000
		<b>MAINTENANCE OF TRAFFIC SUBTOTAL</b>		<b>\$5,000</b>
		<b>CONSTRUCTION TOTAL, 2024</b>		<b>\$12,000</b>
<b>COST CONTINGENCY</b>				
Cost Contingency - Preliminary Engineering	30.0%			\$3,600
		<b>CONTINGENCY SUBTOTAL</b>		<b>\$3,600</b>
<b>TOTAL COST, 2025 DOLLARS</b>				<b>\$16,000</b>

St. Paris Study

Alternative 2  
02/20/25

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE (2024 dollars)
<b>TRAFFIC CONTROL</b>				
Pavement Markings	1	LUMP	\$1,000.00	\$1,000
Signing	1	LUMP	\$0.00	\$0
<b>TRAFFIC CONTROL SUBTOTAL</b>				<b>\$1,000</b>
<b>MAINTENANCE OF TRAFFIC</b>				
MOT	1	LUMP	\$5,000.00	\$5,000
<b>MAINTENANCE OF TRAFFIC SUBTOTAL</b>				<b>\$5,000</b>
<b>CONSTRUCTION TOTAL, 2024</b>				<b>\$6,000</b>
<b>COST CONTINGENCY</b>				
Cost Contingency - Preliminary Engineering	30.0%			\$1,800
<b>CONTINGENCY SUBTOTAL</b>				<b>\$1,800</b>
<b>TOTAL COST, 2025 DOLLARS</b>				<b>\$8,000</b>

St. Paris Study

Alternative 3  
02/20/25

DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE (2024 dollars)
<b>PAVEMENT AND ROADWAY</b>				
Asphalt Resurfacing	1,211	SQ YD	\$15.00	\$18,167
Full Depth Asphalt Pavement	44	SQ YD	\$90.00	\$4,000
Concrete Walk	100	SQ FT	\$9.00	\$900
Excavation	400	CU YD	\$15.00	\$6,000
Embankment	400	CU YD	\$25.00	\$10,000
<b>PAVEMENT SUBTOTAL</b>				<b>\$23,100</b>
<b>DRAINAGE</b>				
Drainage	1	LUMP	\$5,000.00	\$5,000
<b>DRAINAGE SUBTOTAL</b>				<b>\$5,000</b>
<b>TRAFFIC CONTROL</b>				
Pavement Markings	1	LUMP	\$3,000.00	\$3,000
Signing	1	LUMP	\$3,000.00	\$3,000
<b>TRAFFIC CONTROL SUBTOTAL</b>				<b>\$6,000</b>
<b>MAINTENANCE OF TRAFFIC</b>				
MOT	1	LUMP	\$10,000.00	\$10,000
<b>MAINTENANCE OF TRAFFIC SUBTOTAL</b>				<b>\$10,000</b>
<b>CONSTRUCTION TOTAL, 2024</b>				<b>\$40,000</b>
<b>COST CONTINGENCY</b>				
Cost Contingency - Preliminary Engineering	30.0%			\$12,000
<b>CONTINGENCY SUBTOTAL</b>				<b>\$12,000</b>
<b>TOTAL COST, 2025 DOLLARS</b>				<b>\$52,000</b>

Note: Relocations are not included in estimate

## **Appendix F**

### Summarized Draft Recommendations

Degree of Intervention 					
Scope and Scale of Recommendations 	Location	Tradeoffs Discussion	Low	Medum	High
	 <p>1. Huffman Drive @ US36</p>	Improvements to this intersection could require expense, time, ROW acquisition, and utility relocation (poles). Consideration about location of ballfields may mean widening/improving Dump Road will generate complaints from ball field users. Feather Street could be used as alternate ballfield site access but is likely undesirable to residents.	<p>Stop bar treatment on north and possibly south legs of intersection; crosswalks on north and possibly south legs of intersection where 2 way stops are located.</p> <p>Signage to encourage trucks to use this route understanding S curve may be difficult to navigate especially with two way traffic given narrow pavement width.</p> <p>Consider turning movement restriction with current configuration for possible one way circulation where trucks can turn NB onto Huffman, and leave the farm site by traveling WB on Smith, then SB on Kiser Lake/Springfield St.</p>	<p>All recommendations noted to the left (low) and relocation of utility poles and increased curb returns on north leg of intersection.</p> <p>Formalization of RR crossing treatments to add clarity.</p> <p>Consider turning movement restriction with current configuration for possible one way circulation where trucks can turn NB onto Huffman, and leave the farm site by traveling WB on Smith, then SB on Kiser Lake/Springfield St.</p>	Relocation of utility poles and increased curb returns on north leg of intersection; acquisition of northeast corner property and longer term widening of Dump road to include full depth reconstruction, minor widening, and smoothing of S curve between US36 and Smith Rd.
	 <p>2. Springfield Street @ US36</p>	Making this intersection more truck friendly would encourage route using Springfield Street/Kiser Lake to Smith, increasing truck traffic at that intersection, would reduce parking near main downtown intersection, and may have unintended safety consequences for pedestrians by facilitating easier/higher turning speeds. Crashes documented at this intersection do not appear to be related to intersection design or truck traffic.	Pull back stop bar and parking restriction to allow more turning area and to set expectation for drivers approaching intersection (parking impact). This could have unintended consequences for driver behavior at this intersection and promote more truck traffic to the Kiser Lake/Smith Road intersection that has generated resident complaints.		Consider slight adjustment to NE corner where gas station could have minor ROW impacts in order to smooth turning movements northbound onto Kiser Lake/Springfield Street.
	 <p>3. Kiser Lake Road @ Smith Road</p>		No jake braking signage, intersection ahead signage for northbound and southbound traffic (sight line issue with hill and travel speed approaching intersection); additional posted speed/caution signage along Kiser Lake/Springfield Street to discourage unsafe speeds.		
	 <p>4. Dump Road @ Smith Road</p>	Out of scope for project but related to project conception and longer term recommendations	Clarify pavement markings/signage to facilitate truck traffic through railroad crossing.	Improvements to railroad crossing/crossing arms.	<p>Improvements to railroad crossing/crossing arms; widening/intersection improvements to correct for geometry of Smith Road, Dump Road, and RR crossing and to prevent departure from roadway (some rutting noted).</p> <p>Consider realigning Dump Rd to the west of RR to square up the intersection and provide enough</p>

					clearance in the event that RR improvements/coordination are not feasible (may have ROW constraints).
5. Along Smith Road between Kiser Lake and Dump 			No parking signs approaching intersection of Kiser Lake and Smith to prevent shoulder parking on private property; Consider stop bar on Smith Road; additional posted speed signs due to speeding complaint.		
6. Along Dump/Huffman between US36 and Smith 			No parking signs by ballfield to keep narrow roadway clear for through traffic, signage to indicate S curve caution in case of two-way traffic passing.	Relocation of utility poles and increased curb returns on north leg of intersection. This could include impacts to catch basin on NW corner and/or require curb ramp installation/improvements.  Formalization of RR crossing treatments to add clarity.	Relocation of utility poles and increased curb returns on north leg of intersection; acquisition of northeast corner property and longer term widening of Dump Road to include full depth reconstruction, minor widening, and smoothing of S curve between US36 and RR tracks. Some rutting noted and roadway is narrow for passing involving truck traffic. This recommendation is dependent on recommendations for intersection of Dump Road @ Smith Road.
7. Old Souls Farm Site (Internal site circulation and signage plan)			Look for gaps in signage/opportunity to clarify preferred route.	Look for gaps in signage/opportunity to clarify preferred route of Huffman Drive if medium or high intervention recommendations are completed. Create more staging/queuing areas or improve operations for trucks to wait so they do not park on private property on Smith Road.	
8. Dump Road Ballfields (Internal site circulation and parking)				Look for opportunities to improve and increase on-site parking and circulation to prevent parking on east side of Dump Road or illegal parking that impacts safe two-way travel on Dump Road	

**Scope:** Evaluate intersection safety and recommendations for US36 at Huffman Drive/Dump Road and for US36 at Springfield Street in St. Paris, Ohio.

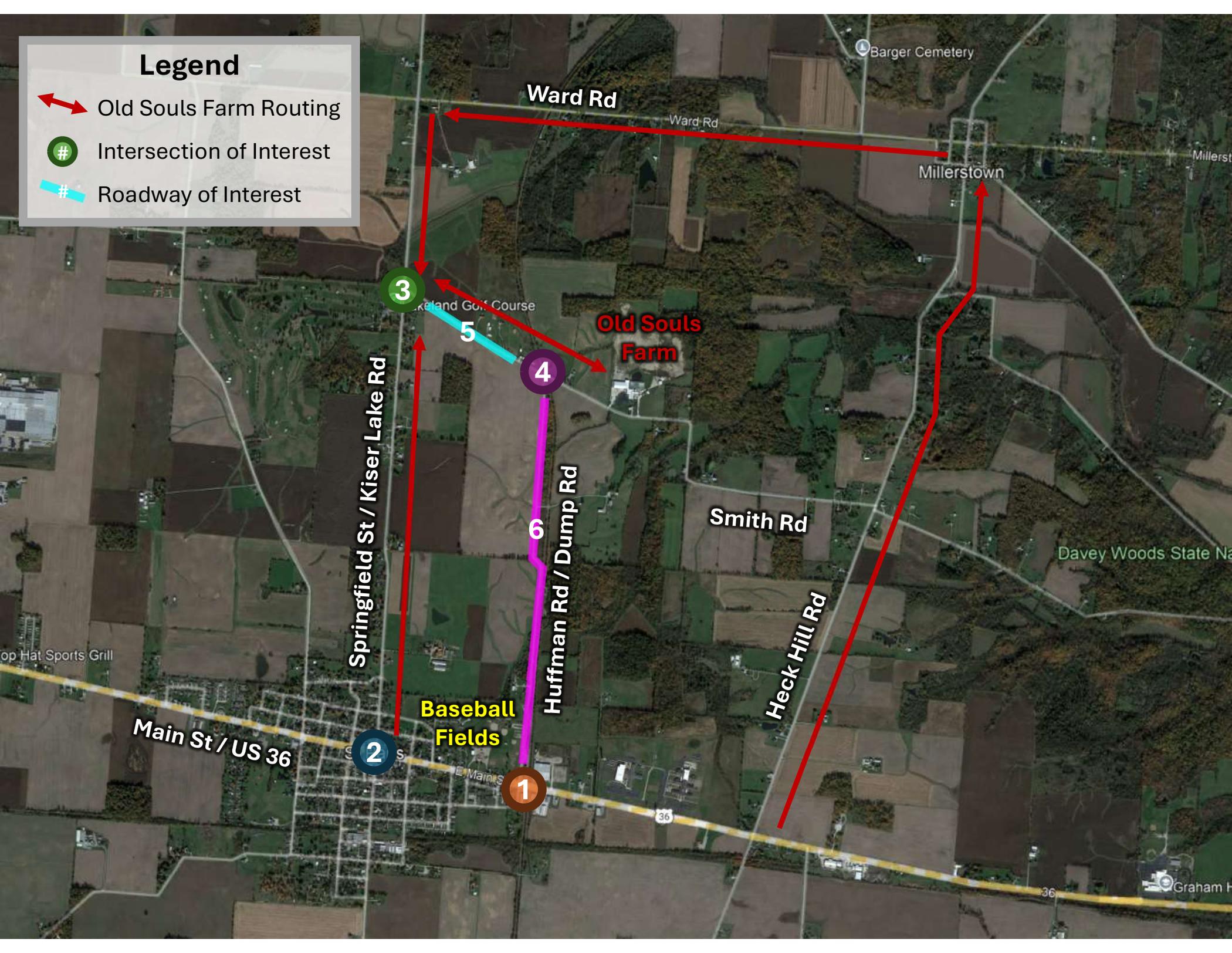
**Needs:** Evaluate options and tradeoffs for improvements, though no documented intersection safety issue exists at scoped locations.

**Goals:** Better facilitate truck traffic to and from Old Souls Farm site and reduce impacts to residents along Smith Road. Impacts include parking on private property, noise and vibration, rutting on private property, and volume and speeding complaints.

**Discussion:** No immediate documented intersection safety issues are noted in regards to documented crashes and intersection design at this time, though improvements may be considered based on desired outcomes.

# Legend

-  Old Souls Farm Routing
-  Intersection of Interest
-  Roadway of Interest



Ward Rd

Barger Cemetery

Millerstown

3

Akland Golf Course

Old Souls Farm

5

4

Smith Rd

Davey Woods State Na

Springfield St / Kiser Lake Rd

Huffman Rd / Dump Rd

Heck Hill Rd

Baseball Fields

Main St / US 36

2

1

36

Graham H