



# Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

## Executive Committee Meeting Agenda

Thursday, April 10, 2025, 1:15 pm

**Call to Order**– Tim Cassady, President

**Roll Call** – Brad Bodenmiller

**Action on Minutes of March 13, 2025**

**Financial Report** - Todd Freyhof, Treasurer

**ODOT Reports**

**RTPO Report** – Tyler Bumbalough

1. Saint Paris Intersection Study

**New Business:**

1. Review of Avondale Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
2. Review of Curry Farms Phase 1 Final Plat (Union County) – Staff Report by Brad Bodenmiller
3. Review of Curry Farms Phase 2 Final Plat (Union County) – Staff Report by Brad Bodenmiller
4. Review of Dover Township Zoning Text Amendment (Union County) – Staff Report by Gram Dick
5. Review of Jerome Township Parcel Amendment (Union County) – Staff Report by Gram Dick
6. Review of Mad River Township Zoning Text Amendment (Champaign County) – Staff Report by Aaron Smith
7. Review of Pleasant Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith

**Director's Report**

**Comments from Individuals**

**Adjourn**

10820 St. Rt. 347, PO Box 219

East Liberty, Ohio 43319

• Phone: 937-666-3431 •

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## LUC Regional Planning Commission Treasurer's Report

Beginning Balance on March 1, 2025

\$ 782,150.34

### Receipts

|                                |                                   |    |           |
|--------------------------------|-----------------------------------|----|-----------|
| CESO                           | Curry Farm Final Plat Tabling fee | \$ | 300.00    |
| CESO                           | Curry Farm Final Plat Tabling fee | \$ | 300.00    |
| Sox Real Estate LLC            | Avondale Preliminary Plat         | \$ | 300.00    |
| Union Township (UC)            | Zoning Maps                       | \$ | 20.00     |
| Zane Township (LC)             | Cemetary maps                     | \$ | 30.00     |
| Jefferson Township             | 2025 Per Capita Annual Assessment | \$ | 1,646.40  |
| Village of Huntsville          | 2025 Per Capita Annual Assessment | \$ | 550.00    |
| City of Bellefontaine          | 2025 Per Capita Annual Assessment | \$ | 8,443.80  |
| Champaign County Engineer's O. | 2025 Per Capita Annual Assessment | \$ | 18,451.37 |
| Union County                   | Interest                          | \$ | 1,337.13  |

Total Receipts

\$ 31,378.70

Total Cash on Hand

\$ 813,529.04

### Expenditures

|                            |                                   |    |           |
|----------------------------|-----------------------------------|----|-----------|
| Employee Salaries          | 2 Pay Periods                     | \$ | 21,000.01 |
| PERS                       | 2 Pay Periods                     | \$ | 2,940.00  |
| Medicare                   | 2 Pay Periods                     | \$ | 293.00    |
| Worker's Compensation      | 2 Pay Periods                     | \$ | 109.10    |
| CEBCO                      | Health Insurance                  | \$ | 3,995.66  |
| Dental Insurance           | Dental Insurance                  | \$ | 131.12    |
| VSP                        | Vision Insurance                  | \$ | 6.40      |
| Life Insurance             | Life Insurance                    | \$ | 35.16     |
| CRI Digital                | Copier Maintenance                | \$ | 61.54     |
| ODP Business Solutions     | Office Supplies                   | \$ | 706.11    |
| CCAO                       | 2025 Membership dues              | \$ | 85.00     |
| TRC                        | Oct. 2024 lease correction        | \$ | 218.76    |
| TRC                        | per Lease Agreement               | \$ | 3,390.36  |
| Brad Bodenmiller           | Mileage - January & February 2025 | \$ | 767.59    |
| Gram Dick                  | Mileage - February 2025           | \$ | 44.08     |
| Bellefontaine Examiner     | Legal Ads (2)                     | \$ | 42.20     |
| Marysville Journal Tribune | Legal Ad                          | \$ | 14.25     |
| Marysville Journal Tribune | Classified Ad                     | \$ | 228.00    |
| Urbana Citizen             | Classified Ad                     | \$ | 310.00    |
| Richwood Banking Visa      | Miscellaneous Expenses            | \$ | 383.65    |

Total Expenditures

\$ 34,761.99

Balance on Hand as of March 31, 2025

\$ 778,767.05

Respectfully Submitted,



Todd Freyhof, Treasurer



## 2025 Final Budget Summary

as of March 31, 2025

### Revenues

|                         |                          | Estimated     | Received      | Cash Balance   | %    |
|-------------------------|--------------------------|---------------|---------------|----------------|------|
| 450112                  | Membership Contributions | \$ 251,482.63 | \$ 259,882.25 | \$8,399.62     | 103% |
| 450105                  | Grants                   | \$ 35,025.00  | \$ -          | (\$35,025.00)  | 0%   |
| 450105.LUC13            | ODOT RTPO Grant          | \$ -          | \$ -          | \$0.00         | 0%   |
| 420107                  | Charges for Services     | \$ 88,626.37  | \$ 8,319.30   | (\$80,307.07)  | 9%   |
| 420121                  | Subdivision Plats        | \$ 80,000.00  | \$ 14,310.35  | (\$65,689.65)  | 18%  |
| 420122                  | Mapping                  | \$ 200.00     | \$ 140.00     | (\$60.00)      | 70%  |
| 470101                  | Interest                 | \$ 8,000.00   | \$ 3,687.28   | (\$4,312.72)   | 46%  |
| 480108                  | Annual Dinner            | \$ 2,950.00   | \$ 54.00      | (\$2,896.00)   | 2%   |
| 480111                  | Refund                   | \$ -          | \$ -          | \$0.00         |      |
| Estimated Total Revenue |                          | \$ 466,284.00 | \$ 286,393.18 | (\$179,890.82) | 61%  |

### Expenditures:

|                              |                          | Estimated<br>Budget | Intra-Fund<br>Transfers | Adjusted<br>Budget | Expended      | %   |
|------------------------------|--------------------------|---------------------|-------------------------|--------------------|---------------|-----|
| 510100                       | Salaries & Wages         | \$ 315,000.00       |                         | \$ 315,000.00      | \$ 73,500.03  | 23% |
| 510205                       | PERS                     | \$ 44,100.00        |                         | \$ 44,100.00       | \$ 10,290.00  | 23% |
| 510215                       | Medicare                 | \$ 4,567.50         |                         | \$ 4,567.50        | \$ 1,031.27   | 23% |
| 510225                       | Workers Compensation     | \$ 1,701.00         |                         | \$ 1,701.00        | \$ 384.00     | 23% |
| 510305                       | Medical                  | \$ 77,000.00        |                         | \$ 77,000.00       | \$ 11,986.98  | 16% |
| 510310                       | Dental Insurance         | \$ 2,500.00         |                         | \$ 2,500.00        | \$ 393.36     | 16% |
| 510315                       | Vision Insurance         | \$ 121.00           |                         | \$ 121.00          | \$ 19.20      | 16% |
| 510320                       | Life Insurance           | \$ 640.00           |                         | \$ 640.00          | \$ 105.48     | 16% |
| 520115                       | Office Supplies          | \$ 8,500.00         |                         | \$ 8,500.00        | \$ 1,323.03   | 16% |
| 520155                       | Subscription Fees        | \$ 2,500.00         |                         | \$ 2,523.75        | \$ 1,413.75   | 56% |
| 520160                       | Membership & Dues        | \$ 5,000.00         |                         | \$ 5,000.00        | \$ 2,585.00   | 52% |
| 530100                       | Contract Services        | \$ 13,500.00        |                         | \$ 16,863.00       | \$ 3,362.51   | 20% |
| 530110                       | Tuition Reimbursement    | \$ -                |                         | \$ -               | \$ -          | 0%  |
| 530171                       | Professional Development | \$ 3,000.00         |                         | \$ 3,000.00        | \$ 340.00     | 11% |
| 530310                       | Auditing Services        | \$ -                |                         | \$ -               | \$ -          | 0%  |
| 530650                       | Maintenance & Repair     | \$ 20,000.00        | \$ (5,000.00)           | \$ 15,000.00       | \$ -          | 0%  |
| 530702                       | Annual Dinner            | \$ 4,000.00         |                         | \$ 4,000.00        | \$ -          | 0%  |
| 530800                       | Building                 | \$ 42,000.00        |                         | \$ 42,000.00       | \$ 10,396.59  | 25% |
| 540100                       | Equipment                | \$ 4,000.00         | \$ 5,000.00             | \$ 9,000.00        | \$ -          | 0%  |
| 550100                       | Travel & Expense         | \$ 12,000.00        |                         | \$ 12,000.00       | \$ 2,011.53   | 17% |
| 550305                       | Contingencies            | \$ 7,500.00         |                         | \$ 7,769.98        | \$ 1,988.68   | 26% |
| Estimated Total Expenditures |                          | \$ 567,629.50       |                         | \$ 571,286.23      | \$ 121,131.41 | 21% |

### STATEMENT:

|                                          |                 |
|------------------------------------------|-----------------|
| Cash Balance January 1, 2025             | \$ 613,505.28   |
| Estimated Cash Balance December 31, 2025 | \$ 493,414.50   |
| Actual Cash On Hand December 31, 2025    |                 |
| Estimated Total Revenue                  | \$ 466,284.00   |
| Actual 2025 Revenue                      | \$ 286,393.18   |
| Difference (+/Under)                     | \$ (179,890.82) |
| Estimated Adjusted Total Expenditures    | \$ 571,286.23   |
| Actual 2025 Expenditures                 | \$ 121,131.41   |
| Difference (+/Under)                     | \$ 450,154.82   |

# Memorandum

**To:** LUC Executive Committee

**From:** Louis Agresta  
TCC Transportation Director

**Phone** 937-521-2134  
**lagresta@clarkcountyohio.gov**

**Re:** RTPO Planning Report

**Date:** April 2, 2025

**The following are items for discussion at the April 10, 2025 LUC Executive Committee Meeting.**

## **RTPO Capital Program Update**

The public comment period for the FY2026-2029 RTIP was held March 17<sup>th</sup>- March 31<sup>st</sup>, 2025. A public open house was held March 19<sup>th</sup> at the LUC offices from 4-6pm. There were no public comments received during the public comment period. The final RTIP will be approved by the LUC Executive Committee at the May meeting.

## **St. Paris Intersection Study**

The St. Paris Intersection Study was completed by Burgess & Niple in early March. The study analyzed intersection safety at multiple intersections in/around St. Paris. Intersections within the study included US36 @ Huffman/Dump Rd and US 36 @ Springfield Street. Additionally the study looked at the general flow of truck traffic from the Old Souls Farm and other commercial operations in the area and recommended alternatives to better facilitate truck traffic throughout the area. The final memo can be viewed by visiting LUC's website.

Staff is requesting acceptance of the study by approving the resolution included within this memo packet.

## **Functional Classification Update**

Staff reviewed the Functional Classification update process at the March Technical Advisory Committee. Staff has already received comments from the Champaign County Engineer and the City of Urbana and is working through those potential revisions with ODOT. The deadline to submit Functional Classification revisions is April 18<sup>th</sup>. It is anticipated that final updates will be approved by the LUC Executive Committee at the June LUC meeting.

## **Logan County Trail Feasibility Study**

The stakeholder and consultant team continues to work on the Logan County Trail Feasibility Study. The first draft of the study memo was sent on to the stakeholder team on March 21<sup>st</sup>, 2025. The next stakeholder meeting to review the draft memo will be held on April 21, 2025. After that meeting, the consultant team will work on finalizing the recommendations for the study.



### **Other**

LUC TAC meeting dates for 2025 are as follows

- June 2
- September 8
- December 1

All meetings will be held at the West Liberty Admin Village Offices and will begin at 9:30 am.

### **FY 2025 Budget Status (as of February 28, 2025)**

| <i>Work Elements</i>        | <i>Total Budget</i> | <i>Balance</i> | <i>Percent<br/>Expended</i> | <i>Monthly<br/>Expense</i> | <i>YTD<br/>Expenses</i> |
|-----------------------------|---------------------|----------------|-----------------------------|----------------------------|-------------------------|
| 625.1 RTPO Planning         | \$ 122,991.00       | \$ 84,180.70   | 32%                         | \$ 24,405.46               | \$ 38,810.30            |
| 625.11 RTPO Planning (fy24) | \$ 44,000.00        | \$ 1,969.17    | 96%                         |                            | \$ 42,030.83            |



# Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

## Director's Report – April 10, 2025

| Brad's Activities: |                                                                                                                                                                                 |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3/17               | Met with Taylor Twp (U)                                                                                                                                                         |
| 3/18               | APA Legislative Committee meeting                                                                                                                                               |
| 3/18               | State Transportation Innovation Committee (STIC) meeting                                                                                                                        |
| 3/19               | Central Ohio Greenways Board meeting<br>Champaign Co (C) – Logan Co (L) Rural Transportation Improvement Program (RTIP) meeting<br>Dover Twp (U) Zoning Commission meeting      |
| 3/20               | Champaign Co (C) Commissioners public hearing (Comprehensive Plan amendment)<br>Met with City of Urbana (C) on anticipated subdivision proposal<br>Logan Co (L) Twp Association |
| 3/24               | Met with The Nature Conservancy to discuss township zoning limitations<br>Met with Stokes Twp (L) Zoning Commission member on updates                                           |
| 3/25               | Union Co (U) Housing Task Force meeting<br>Administrative Assistant interview, Part I<br>Administrative Assistant interview, Part I                                             |
| 3/26               | Administrative Assistant interview, Part I                                                                                                                                      |
| 3/27               | Allen Twp (U) Zoning Commission meeting                                                                                                                                         |
| 4/1                | Administrative Assistant interview, Part II<br>Stokes Twp (L) Zoning Commission meeting                                                                                         |
| 4/2                | Union Co (U) Sketch Plan meetings<br>Administrative Assistant interview, Part II                                                                                                |
| 4/3                | Met with Darby Twp (U) Zoning Inspector                                                                                                                                         |
| 4/4                | Met with Senator Reynolds                                                                                                                                                       |
| 4/8                | Met with Logan Co (L) EMA<br>New copy machine<br>Leesburg Twp (U) Zoning Commission meeting                                                                                     |
| 4/10               | Central Ohio Greenways Board meeting                                                                                                                                            |
| Ongoing            | Model Text: Adult Entertainment, Adult Use Cannabis, Animals + Fowl/Poultry, Depth:Width Ratio, Drainage, Short-Term Rentals, Signs                                             |
| Ongoing            | Union Co (U) Comprehensive Plan: Board of Commissioners adopted 03-12 – Final Edits + Printing/Distribution to Occur                                                            |
| Ongoing            | Champaign Co (C) Comprehensive Plan: Activating Steering Committee for three meetings over next 12 months                                                                       |

| Aaron's Activities: |                                                                                                                            |
|---------------------|----------------------------------------------------------------------------------------------------------------------------|
| 3/19                | OSU Studio: Union County (U) Trails Master Plan                                                                            |
| 3/20                | Champaign County Commissioners (C) Public Hearing for Comp Plan amendment<br>Logan County Township Association (L) meeting |
| 3/24                | Union County (U) CRA Meeting<br>Meet w/ Stokes Twp (L) Zoning Commission vice chair                                        |
| 3/25                | Mad River Twp (C) Zoning Commission meeting                                                                                |
| 3/26                | Champaign County (C) Comp Plan Steering Committee meeting<br>Pleasant Twp (L) Zoning Commission meeting                    |
| 4/1                 | Stokes Twp (L) Zoning Commission meeting                                                                                   |
| 4/2                 | Champaign County (C) Community Collaboration Meeting                                                                       |
| 4/3                 | Union County (U) Trails & Greenways virtual meeting                                                                        |
| 4/8                 | Vlg of Huntsville (L) Planning Commission meeting                                                                          |

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# Logan-Union-Champaign Regional Planning Commission

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|               |                                                                                                                                                     |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Ongoing       | Union Co (U) Cardinal Trail; Signs Model Zoning Text; Union Co (U) Comprehensive Plan                                                               |
| Mapping       | Vlg of North Lewisburg (C) Zoning Map; Vlg of St. Paris (C) Zoning Map; McArthur Twp (L) Zoning Map; Jefferson Twp (L) Zoning Map; LCLT (L) Mapping |
| Zoning        | Vlg of Huntsville (L); Vlg of Lakeview (L); Vlg of Quincy (L); Vlg of Rushsylvania (L); Vlg of West Mansfield (L);                                  |
| Support/      | Bokescreek Twp (L); Miami Twp (L); Monroe Twp (L); Perry Twp (L); Pleasant Twp (L); Richland Twp (L); Rushcreek                                     |
| Assisting     | Twp (L); Stokes Twp (L); Washington Twp (L); Zane Twp (L); Vlg of St. Paris (C); Adams Twp (C); Johnson Twp (C);                                    |
| Jurisdictions | Mad River Twp (C); Urbana Twp (C);                                                                                                                  |

## Gram's Activities:

|               |                                                                                                              |
|---------------|--------------------------------------------------------------------------------------------------------------|
| 3/21          | MORPC State of the Region                                                                                    |
| 3/26          | Claibourne Twp (U) Zoning Commission Public Meeting                                                          |
| 3/27          | Allen Twp (U) Zoning Commission Public Meeting                                                               |
| 4/8           | Leesburg Twp (U) Zoning Commission Public Meeting                                                            |
| 4/16          | Dover Twp (U) Zoning Commission Public Hearing                                                               |
| Mapping       | Paris Twp (U); Misc Maps;                                                                                    |
| Zoning        | Allen Twp (U); Claibourne Twp (U); Darby Twp (U); Dover Twp (U); Leesburg Twp (U); Paris Twp (U); Taylor Twp |
| Support/      | (U); Union Twp (U);                                                                                          |
| Assisting     |                                                                                                              |
| Jurisdictions |                                                                                                              |
| Ongoing       | Union Co (U) Comprehensive Plan printing & distribution;                                                     |

## Heather's Activities:

|         |                                                                       |
|---------|-----------------------------------------------------------------------|
| 3/17    | Quincy site visit, meet with BUSTR UST Inspector                      |
| 3/18    | Submitted Fair Housing records to Union County and City of Marysville |
| 3/25    | CC CDBG 1 <sup>st</sup> Public Hearing                                |
| 3/25    | Administrative Assistant Interviews (2)                               |
| 3/26    | Fair Housing training via Zoom, held 9:30 am & 3:30 pm                |
| 3/26    | Administrative Assistant Interview (1)                                |
| 4/1     | Administrative Assistant 2 <sup>nd</sup> Interview                    |
| 4/2     | Administrative Assistant 2 <sup>nd</sup> Interview                    |
| 4/2     | Submitted LCLRC Demolition Reimbursement request                      |
| 4/3     | Union County Land Bank meeting                                        |
| 4/3     | CC CDBG Monitoring                                                    |
| 4/8     | Meeting with LC EMA Director                                          |
| Ongoing | LC Land Bank 24-25 Demolition Program activities                      |
| Ongoing | UC Land Bank 24-25 Demolition Bids opened                             |
| Ongoing | CC CDBG PY23                                                          |
| Ongoing | CoM CDBG PY24                                                         |
| Ongoing | CC CDBG PY25                                                          |

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Executive Committee Meeting Minutes  
Thursday, April 10, 2025

President Tim Cassady called the meeting to order at 1:16 pm.

**Roll Call** – Brad Bodenmiller

**Members present:** Brad Bodenmiller, Tyler Bumbalough, Preston Carter, Tim Cassady, Scott Coleman, Wes Dodds, Todd Freyhof, Jeff Beard for Ashley Gaver, Chad Green for Kyle Hoyng, Greg Iiams, Eric Kincaid, Steve McCall, Wyatt Marshall, Beau Michael, Spencer Mitchell, Tammy Noble, Eric Petee, Bill Narducci for Steve Robinson, Ken Rosebrook, Blake Simpson for Scott Schmid, Ryan Smith, Luke Sutton for Jeff Stauch, Blair Stinson, Ben Vollrath and Mike Yoder.

**Members absent:** Jim Bischoff, Todd Garrett, and Jeff Rea.

**Guests present:** Bart Barok, Sox Real Estate; Andrea Hodge; Aaron Smith, Gram Dick, and Heather Martin of LUC Regional Planning Commission.

**Minutes** – Steve McCall moved a motion to approve the minutes from the March 13, 2025, meeting as written, and Todd Freyhof seconded. All in favor.

**Financial Report** – Todd Freyhof presented the Financial Report for March. Scott Coleman moved a motion to accept the Financial Report, and Spencer Mitchell seconded. All in favor.

**ODOT Reports:**

ODOT Reports are available on LUC's website. Eric Petee reported for District 6. Blake Simpson reported for District 7. Tim Cassady thanked ODOT for their work.

**RTPO Report**

1. Tyler Bumbalough reported on the RTPO. TCC's report is available on LUC's website.
2. Saint Paris Intersection Study
  - Steve McCall moved a motion to adopt the Saint Paris Intersection Study resolution, and Scott Coleman seconded. All in favor.
3. Scott Coleman thanked Brad Bodenmiller for speaking to the state legislators on RTPO funding. The funding was changed to \$3 million dollars, which is reduced from previous years but more than the originally budgeted amount of \$0 dollars. He said the Engineer's Association sent a letter in support. Brad thanked everyone who called their legislators regarding the funding.



# Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

## **New Business:**

1. Review of Avondale Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
  - Scott Coleman moved a motion to accept the recommendation for conditional approval of the Avondale Preliminary Plat, and Mike Yoder seconded. All in favor.
2. Review of Curry Farms Phase 1 Final Plat (Union County) – Staff Report by Brad Bodenmiller
  - Scott Coleman moved a motion to accept the developer's request to table the Curry Farms Phase 1 Final Plat, and Tyler Bumbalough seconded. All in favor.
3. Review of Curry Farms Phase 2 Final Plat (Union County) – Staff Report by Brad Bodenmiller
  - Todd Freyhof moved a motion to accept the developer's request to table the Curry Farms Phase 2 Final Plat, and Steve McCall seconded. All in favor.
4. Review of Dover Township Zoning Text Amendment (Union County) – Staff Report by Gram Dick
  - Scott Coleman moved a motion to accept the recommendation of approval of the Dover Township Zoning Text Amendment, and Wes Dodds seconded. All in favor.
5. Review of Jerome Township Zoning Parcel Amendment (Union County) – Staff Report by Gram Dick
  - Tammy Noble moved a motion to accept the recommendation of denial of the Jerome Township Zoning Parcel Amendment, and Bill Narducci seconded. All in favor.
6. Review of Mad River Township Zoning Text Amendment (Champaign County) – Staff Report by Aaron Smith
  - Tyler Bumbalough moved a motion to accept the recommendation of approval with modifications of the Mad River Township Zoning Text Amendment with the additional Zoning and Subdivision Committee modification to not strike Section 607 Submission to Director of Transportation, and Scott Coleman seconded. All in favor.
7. Review of Pleasant Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith

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# Logan-Union-Champaign regional planning commission

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- Mike Yoder moved a motion to accept the recommendation of approval with modifications of the Pleasant Township Zoning Text Amendment, and Spencer Mitchell seconded. All in favor.

## Director's Report

### Comments from Individuals:

- Tim Cassady thanked LUC for the upcoming municipal BZA training for the jurisdictions.
- Steve McCall thanked Brad Bodenmiller for his work and leadership.

**Adjourn** – Steve McCall moved a motion to adjourn the LUC Executive Committee Meeting at 1:58 pm, and Todd Freyhof seconded. All in favor.

**Next Scheduled Meeting:** Thursday, May 8, 2025, 1:15 pm at 10820 St Rt 347, James A. Rhodes Conference Center, East Liberty OH 43319.

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President

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Secretary

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## Logan-Union-Champaign regional planning commission

A RESOLUTION  
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ACCEPTING  
THE ST. PARIS INTERSECTION STUDY IN ITS FINAL FORM

**WHEREAS**, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to an Agreement between ODOT and LUC; and

**WHEREAS**, LUC has the authority and responsibility for the direction, coordination, and administration of the area-wide transportation planning process in accordance with federal laws.

**WHEREAS**, the Clark County- Springfield TCC provides transportation planning services so that the LUC RTPO can conduct a continuing, cooperative, and comprehensive regional transportation planning process consistent with Federal and State Laws and Processes; and

**WHEREAS**, LUC deemed an intersection study within the Village of St. Paris as an important transportation planning activity to identify recommendations to improve safety at the US-36 Springfield Street and the US-36 Huffman Drive/Dump Rd intersections and identify strategies to better facilitate truck traffic in the area because of recent expansions at neighboring commercial developments; and

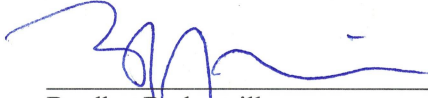
**WHEREAS**, LUC has reviewed the Final St. Paris Intersection Study Memo dated March 5, 2025 and finds the completed memo to be satisfactorily complete.

**BE IT THEREFORE RESOLVED:**

That the members of the LUC Executive Committee hereby accept the St. Paris Intersection Study dated March 5, 2025.

**BY ACTION OF THE LUC EXECUTIVE COMMITTEE**

  
\_\_\_\_\_  
Tim Cassidy  
President, LUC Executive Committee

  
\_\_\_\_\_  
Bradley Bodenmiller  
Secretary, LUC Executive Committee

4/10/2025  
\_\_\_\_\_  
Date

330 Rush Alley, Suite 700 | Columbus, OH 43215 | 614.459.2050

**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:**

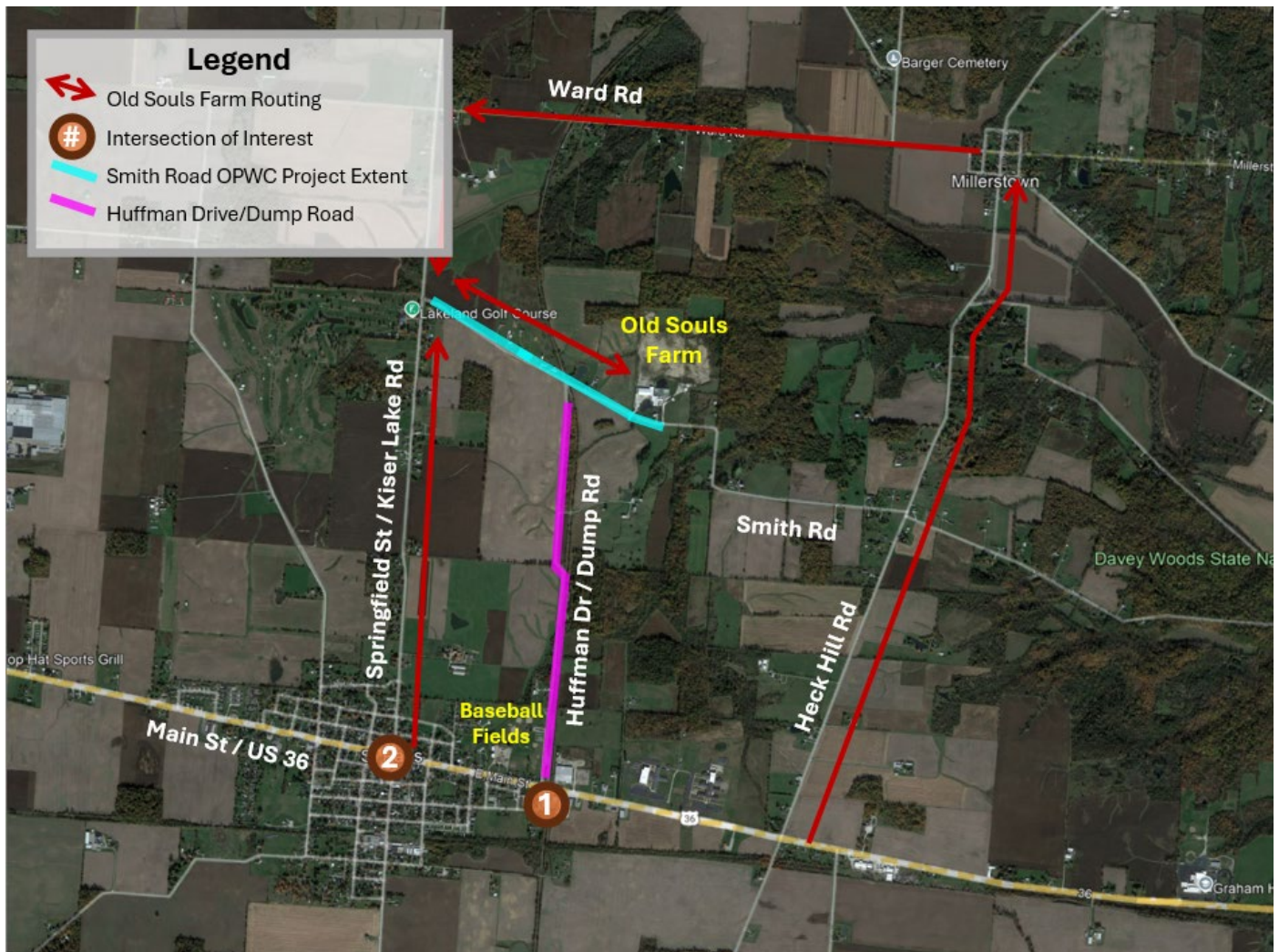
1. Recommended intersection improvements for Springfield Street at US-36, the primary pedestrian-oriented intersection in St. Paris, as well as at Huffman Drive at US-36, and;
2. Recommend possible strategies to better facilitate truck traffic to and from Old Souls Farm site and help address concerns 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

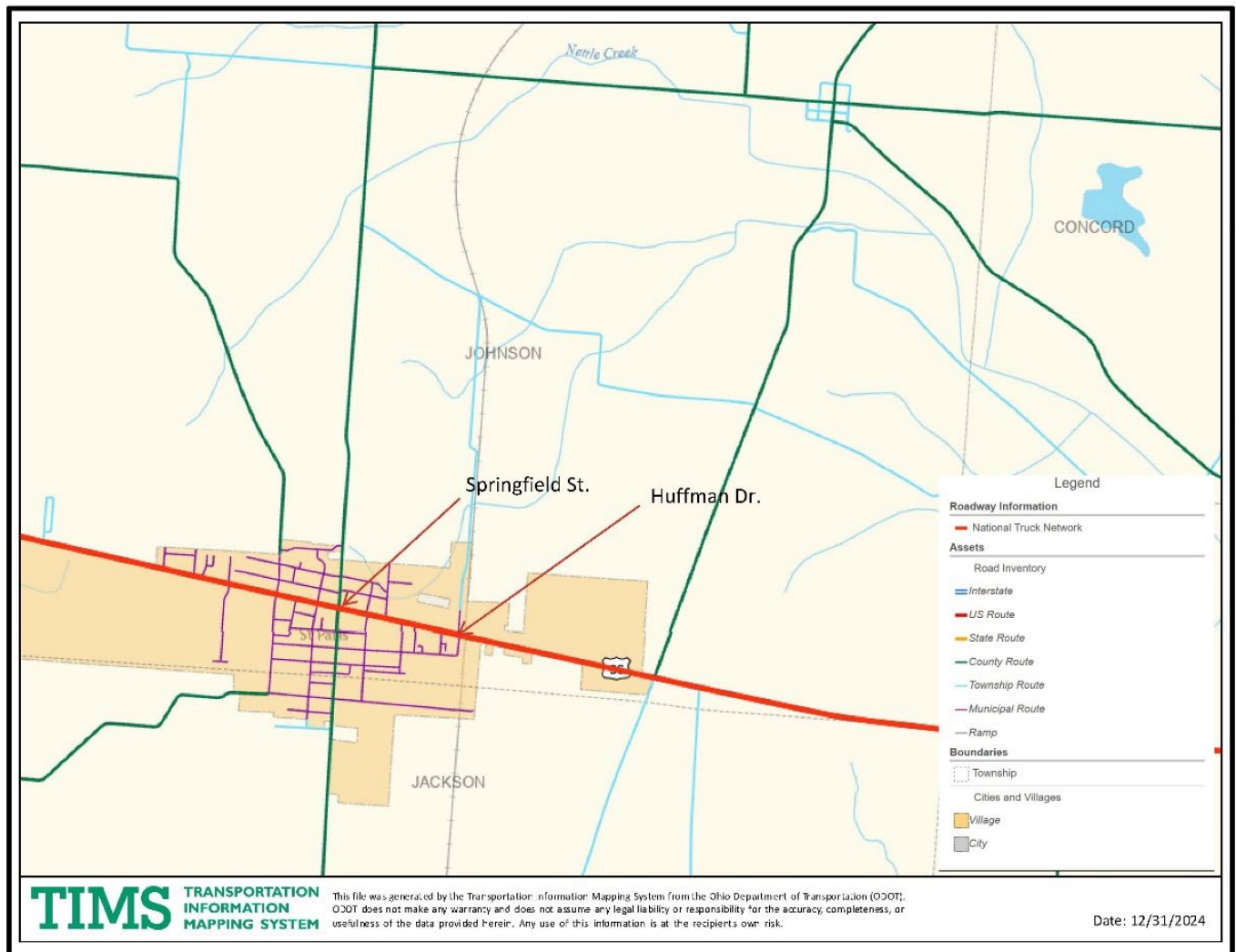
No historical crash trends were noted at either intersection studied, though improvements may be considered based on desired outcomes. Trucks are able to navigate turning movements at both intersections, though evidence of trucks mounting the curb and traveling briefly into oncoming lanes was present 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

- # CRASHES
- PATTERN
- - DIRECTION OF TRAVEL
- - AT FAULT VEHICLE
- REAR END
- BACKING
- ANGLE
- FIXED OBJECT
- PARKED VEHICLE
- OTHER
- NON-INTERSECTION RELATED CRASH
- XX/XX/XXXX - DATE OF COLLISION
- 11/D/C/D
- ROAD CONDITION
  - D - DRY
  - I - ICE
  - W - WET
- WEATHER CONDITION
  - C - CLEAR
  - R - RAIN
  - O - CLOUDY
  - 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<br>Direction  | Springfield St<br>Southbound |    |    |   |     | Main St<br>Westbound |     |    |   |     | Springfield St<br>Northbound |    |    |   |     | Main St<br>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 6:00AM | 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   |
| Total                          | 155                       | 164   | 252   | 0  | 571   | 157               | 1524  | 237   | 0  | 1918  | 280                       | 136   | 144   | 0  | 560   | 153               | 1622  | 111   | 0  | 1886  | 4935  |
| % Approach                     | 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% | -     | -     |
| % Total                        | 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% | -     |
| Lights                         | 139                       | 159   | 238   | 0  | 536   | 148               | 1357  | 230   | 0  | 1735  | 274                       | 130   | 140   | 0  | 544   | 147               | 1456  | 96    | 0  | 1699  | 4514  |
| % Lights                       | 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% |
| Articulated Trucks             | 6                         | 0     | 2     | 0  | 8     | 4                 | 107   | 1     | 0  | 112   | 1                         | 0     | 1     | 0  | 2     | 2                 | 103   | 4     | 0  | 109   | 231   |
| % Articulated Trucks           | 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%  |
| Buses and Single-Unit Trucks   | 10                        | 5     | 12    | 0  | 27    | 5                 | 60    | 6     | 0  | 71    | 5                         | 6     | 3     | 0  | 14    | 4                 | 63    | 11    | 0  | 78    | 190   |
| % Buses and Single-Unit Trucks | 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

Out: 1823

In: 1886

111

1622

153

157

1524

237

In: 1918

Out: 2154

Total: 4072

## [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<br>Direction                      | Springfield St<br>Southbound |       |       |    |       | Main St<br>Westbound |       |       |    |       | Springfield St<br>Northbound |       |       |    |       | Main St<br>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

8  
162  
3

13  
89  
24  
Out: 238 In: 126  
Total: 364  
[E] Main St

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

10 4 40



# 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<br>Direction                      | Springfield St<br>Southbound |       |       |    |       | Main St<br>Westbound |       |       |    |       | Springfield St<br>Northbound |       |       |    |       | Main St<br>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

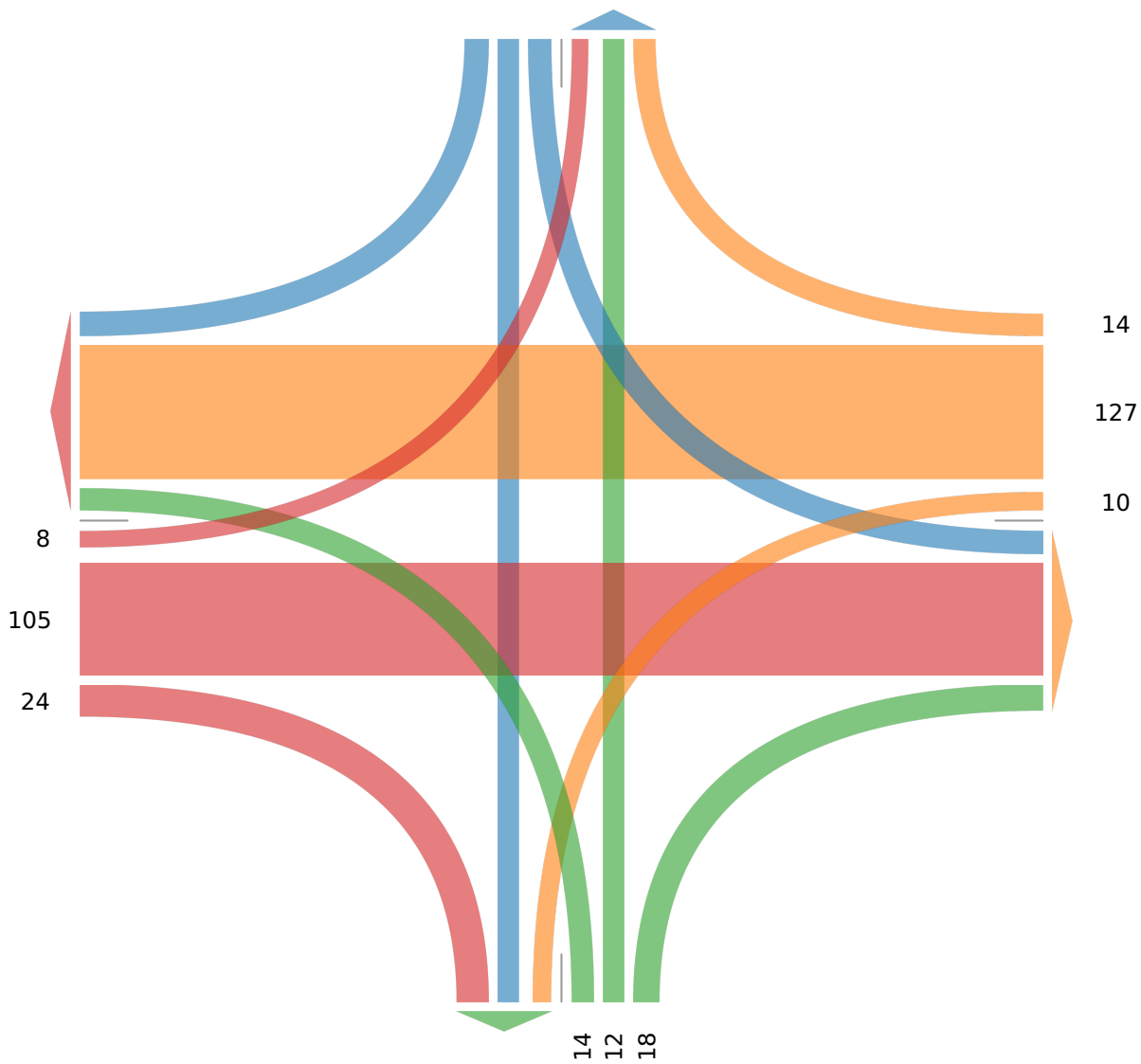
## [N] Springfield St

Total: 77

In: 43 Out: 34

16 12 15

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



Out: 46 In: 44  
Total: 90

## [S] Springfield St

[E] Main St  
Total: 289  
In: 151 Out: 138

# 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<br>Direction                      | Springfield St<br>Southbound |       |       |    |       | Main St<br>Westbound |       |       |    |       | Springfield St<br>Northbound |       |       |    |       | Main St<br>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 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

17 16 21

# 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 |     |   |   |     |     |
|-------------------|-----------------------|---|----|---|-----|-------------------|-----|---|---|-----|------------------------|---|---|---|-----|-------------------|-----|---|---|-----|-----|
| 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 6:00AM | 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   |
| Total                          | 35                    | 3    | 89    | 0  | 127   | 51                | 2036  | 38    | 0  | 2125  | 34                     | 5    | 13    | 0  | 52    | 13                | 2311  | 22   | 0  | 2346  | 4650  |
| % Approach                     | 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% | -     | -     |
| % Total                        | 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% | -     |
| Lights                         | 34                    | 3    | 88    | 0  | 125   | 49                | 1847  | 36    | 0  | 1932  | 31                     | 5    | 13    | 0  | 49    | 13                | 2120  | 22   | 0  | 2155  | 4261  |
| % Lights                       | 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% |
| Articulated Trucks             | 0                     | 0    | 0     | 0  | 0     | 0                 | 114   | 0     | 0  | 114   | 0                      | 0    | 0     | 0  | 0     | 0                 | 104   | 0    | 0  | 104   | 218   |
| % Articulated Trucks           | 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%  |
| Buses and Single-Unit Trucks   | 1                     | 0    | 1     | 0  | 2     | 2                 | 75    | 2     | 0  | 79    | 3                      | 0    | 0     | 0  | 3     | 0                 | 87    | 0    | 0  | 87    | 171   |
| % Buses and Single-Unit Trucks | 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

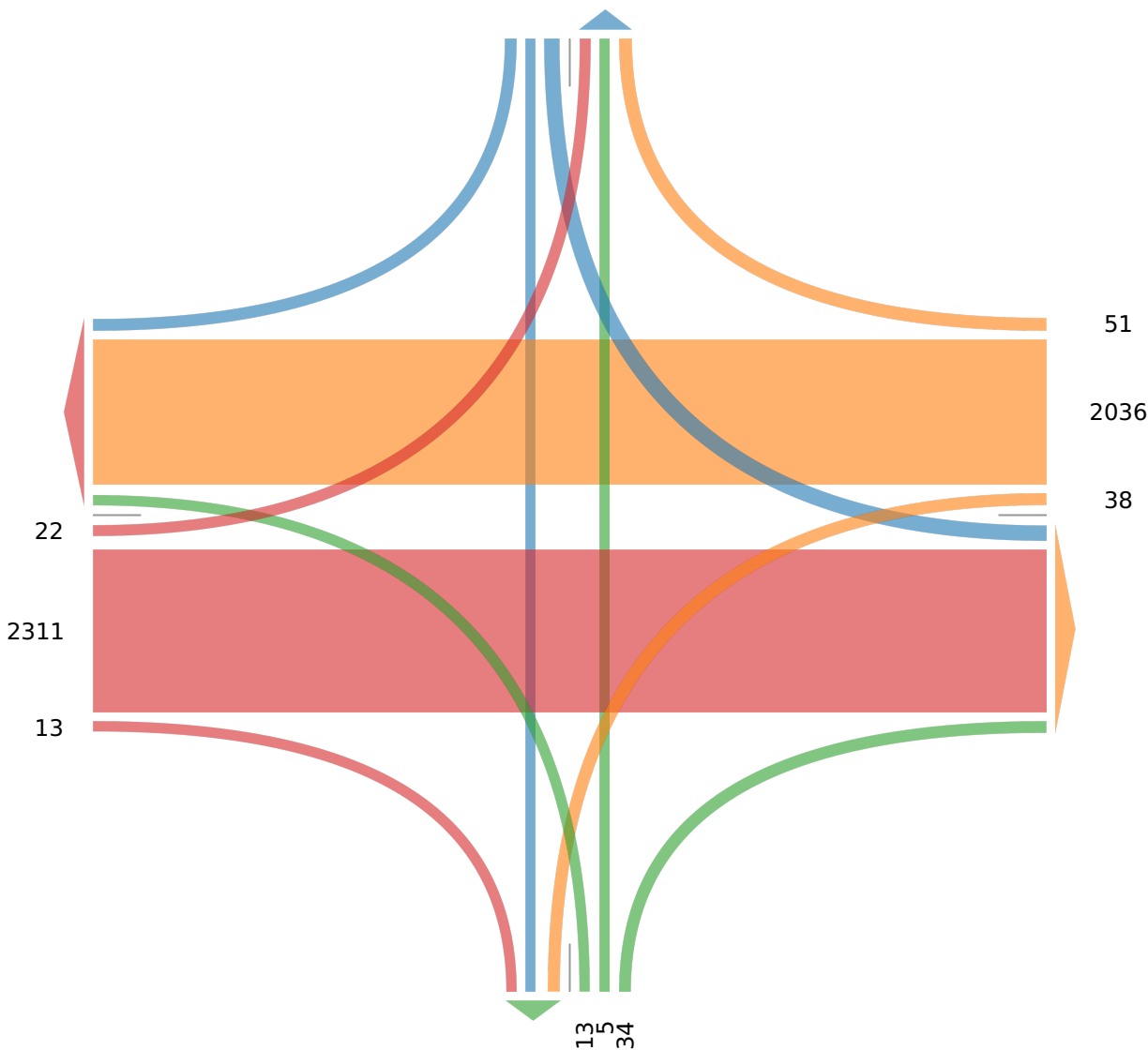
## [N] Huffman Dr

Total: 205

In: 127 Out: 78

53 89

[W] Main St  
Total: 4430  
In: 2346 Out: 2084



Out: 54 In: 52  
Total: 106  
[S] Ashland Ave

# 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>                          | 2                     | 0  | 2     | 0  | 4     | 5                 | 138   | 2     | 0  | 145   | 3                      | 0  | 1     | 0  | 4     | 0                 | 274   | 3     | 0  | 277   | 430   |
| <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% | 0.9%  | 1.2%              | 32.1% | 0.5%  | 0% | 33.7% | 0.7%                   | 0% | 0.2%  | 0% | 0.9%  | 0%                | 63.7% | 0.7%  | 0% | 64.4% | -     |
| <b>PHF</b>                            | 0.500                 | -  | 0.500 | -  | 0.500 | 0.625             | 0.548 | 0.500 | -  | 0.558 | 0.250                  | -  | 0.250 | -  | 0.333 | -                 | 0.745 | 0.750 | -  | 0.745 | 0.790 |
| <b>Lights</b>                         | 2                     | 0  | 2     | 0  | 4     | 5                 | 123   | 2     | 0  | 130   | 3                      | 0  | 1     | 0  | 4     | 0                 | 254   | 3     | 0  | 257   | 395   |
| <b>% Lights</b>                       | 100%                  | 0% | 100%  | 0% | 100%  | 100%              | 89.1% | 100%  | 0% | 89.7% | 100%                   | 0% | 100%  | 0% | 100%  | 0%                | 92.7% | 100%  | 0% | 92.8% | 91.9% |
| <b>Articulated Trucks</b>             | 0                     | 0  | 0     | 0  | 0     | 0                 | 10    | 0     | 0  | 10    | 0                      | 0  | 0     | 0  | 0     | 0                 | 7     | 0     | 0  | 7     | 17    |
| <b>% Articulated Trucks</b>           | 0%                    | 0% | 0%    | 0% | 0%    | 0%                | 7.2%  | 0%    | 0% | 6.9%  | 0%                     | 0% | 0%    | 0% | 0%    | 0%                | 2.6%  | 0%    | 0% | 2.5%  | 4.0%  |
| <b>Buses and Single-Unit Trucks</b>   | 0                     | 0  | 0     | 0  | 0     | 0                 | 5     | 0     | 0  | 5     | 0                      | 0  | 0     | 0  | 0     | 0                 | 13    | 0     | 0  | 13    | 18    |
| <b>% Buses and Single-Unit Trucks</b> | 0%                    | 0% | 0%    | 0% | 0%    | 0%                | 3.6%  | 0%    | 0% | 3.4%  | 0%                     | 0% | 0%    | 0% | 0%    | 0%                | 4.7%  | 0%    | 0% | 4.7%  | 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

22

[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

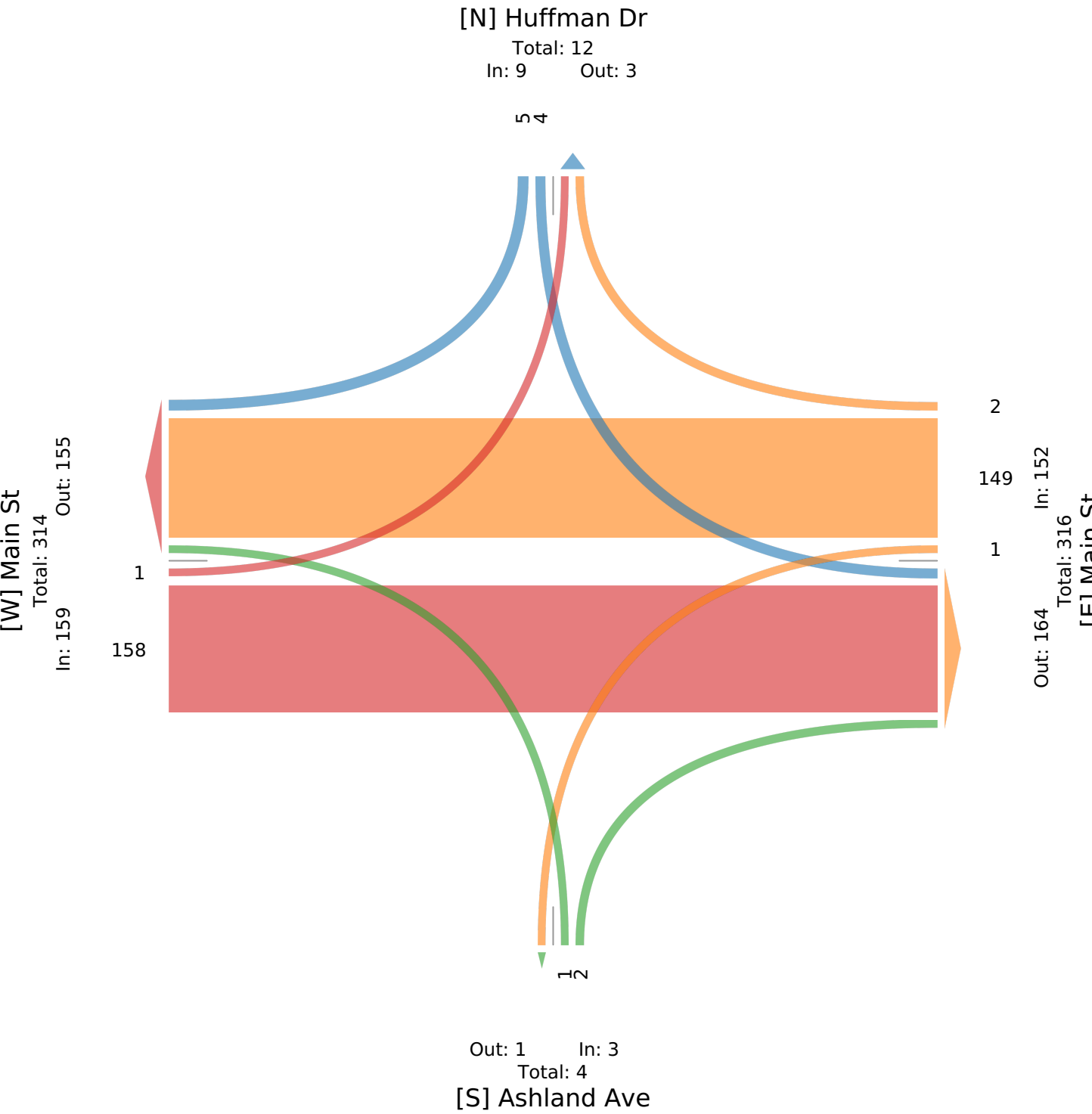
| Leg Direction                         | Huffman Dr Southbound |    |       |    |       | Main St Westbound |       |       |    |       | Ashland Ave Northbound |    |       |    |       | Main St Eastbound |       |       |    |       |       |
|---------------------------------------|-----------------------|----|-------|----|-------|-------------------|-------|-------|----|-------|------------------------|----|-------|----|-------|-------------------|-------|-------|----|-------|-------|
| 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



# 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



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| Leg<br>Direction                      | Huffman Dr<br>Southbound |       |       |    |       | Main St<br>Westbound |       |       |    |       | Ashland Ave<br>Northbound |       |       |    |       | Main St<br>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 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   |
| <b>Total</b>                          | 10                       | 1     | 13    | 0  | 24    | 6                    | 302   | 6     | 0  | 314   | 4                         | 1     | 2     | 0  | 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%  | 0% | 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     | 0  | 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     | 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%    | 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     | 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%    | 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



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330 Rush Alley, Suite 700, Columbus, OH, 43215, US

## [N] Huffman Dr

Total: 33

In: 24 Out: 9

10 13



Out: 8 In: 7

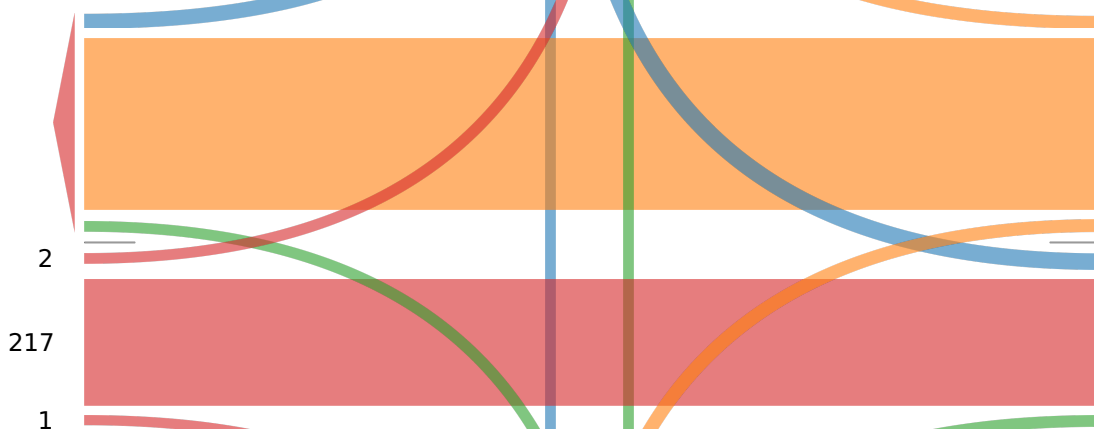
Total: 15

## [S] Ashland Ave

## [W] Main St

Total: 534  
In: 220 Out: 314

2  
217  
1



6  
302  
6

Out: 234 In: 314  
Total: 548  
[E] Main St



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

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

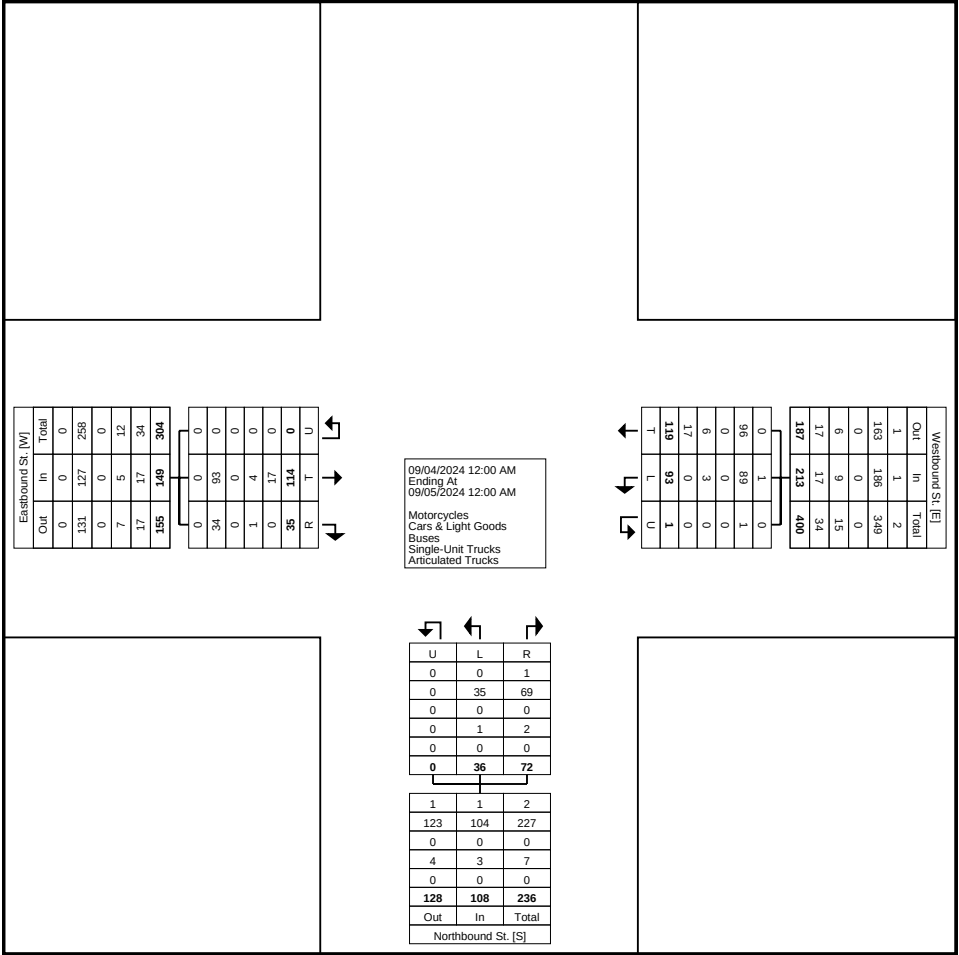
Count Name: Dump Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 1

### Turning Movement Data

| Start Time   | Westbound St.<br>Westbound |      |        |            | Northbound St.<br>Northbound |      |        |            | Eastbound St.<br>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 Data Plot

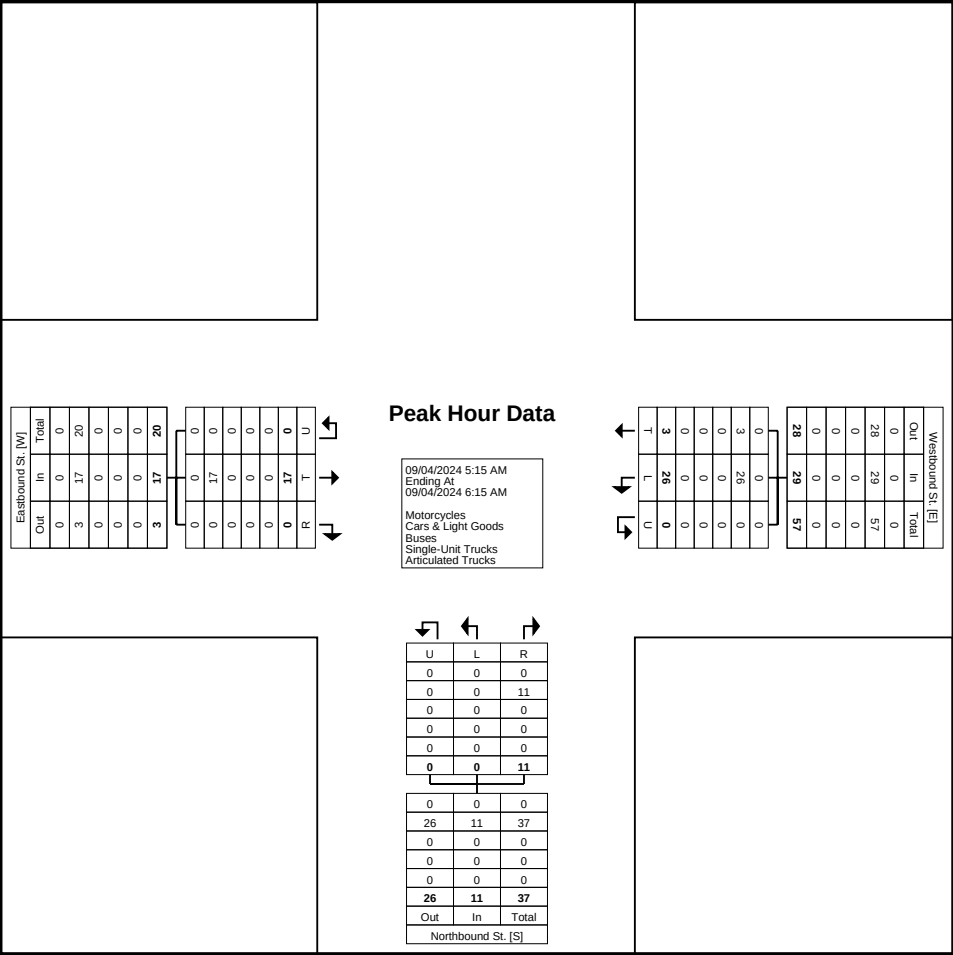
Clark County-Springfield Transportation Coordinating Committee  
3130 E. Main Street

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

Count Name: Dump Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 5

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

| Start Time           | Westbound St.<br>Westbound |       |        |            | Northbound St.<br>Northbound |       |        |            | Eastbound St.<br>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)

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

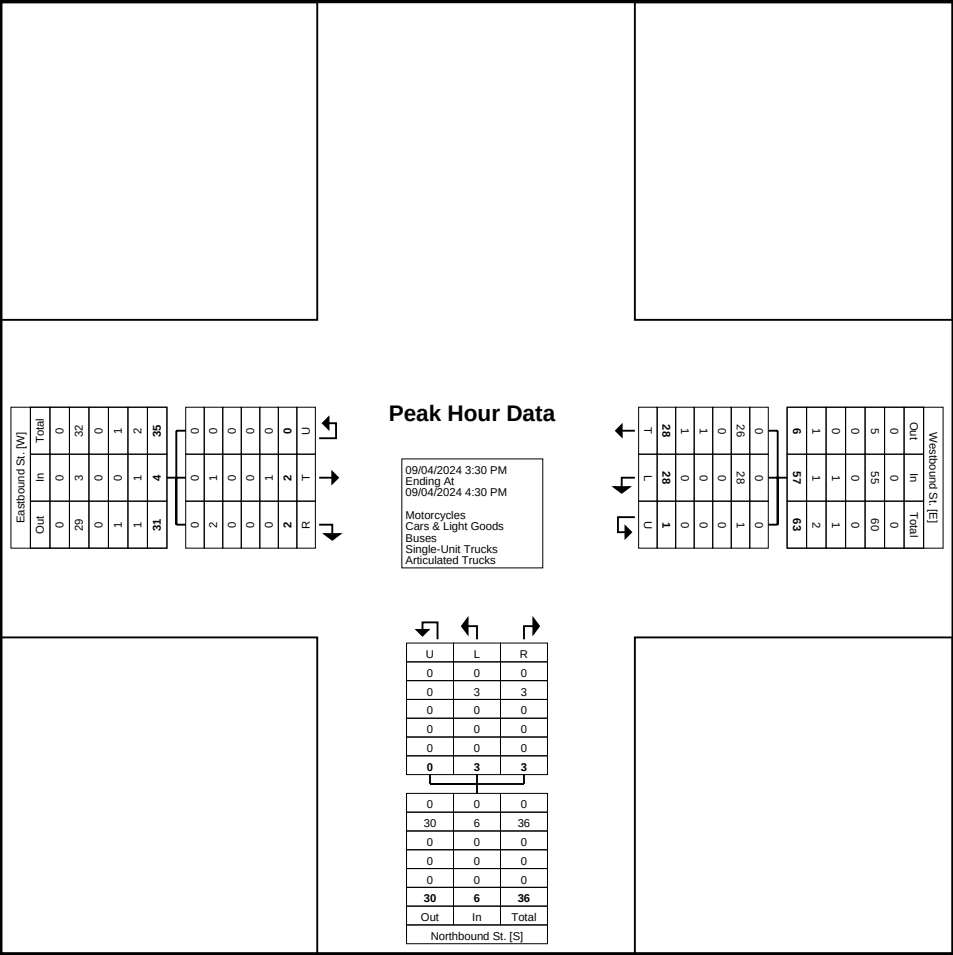
Springfield, Ohio, United States 45503  
(937) 521-2131 mrunkel@clarkcountyohio.gov

Count Name: Dump Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 7

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

| Start Time           | Westbound St.<br>Westbound |       |        |            | Northbound St.<br>Northbound |       |        |            | Eastbound St.<br>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)

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

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

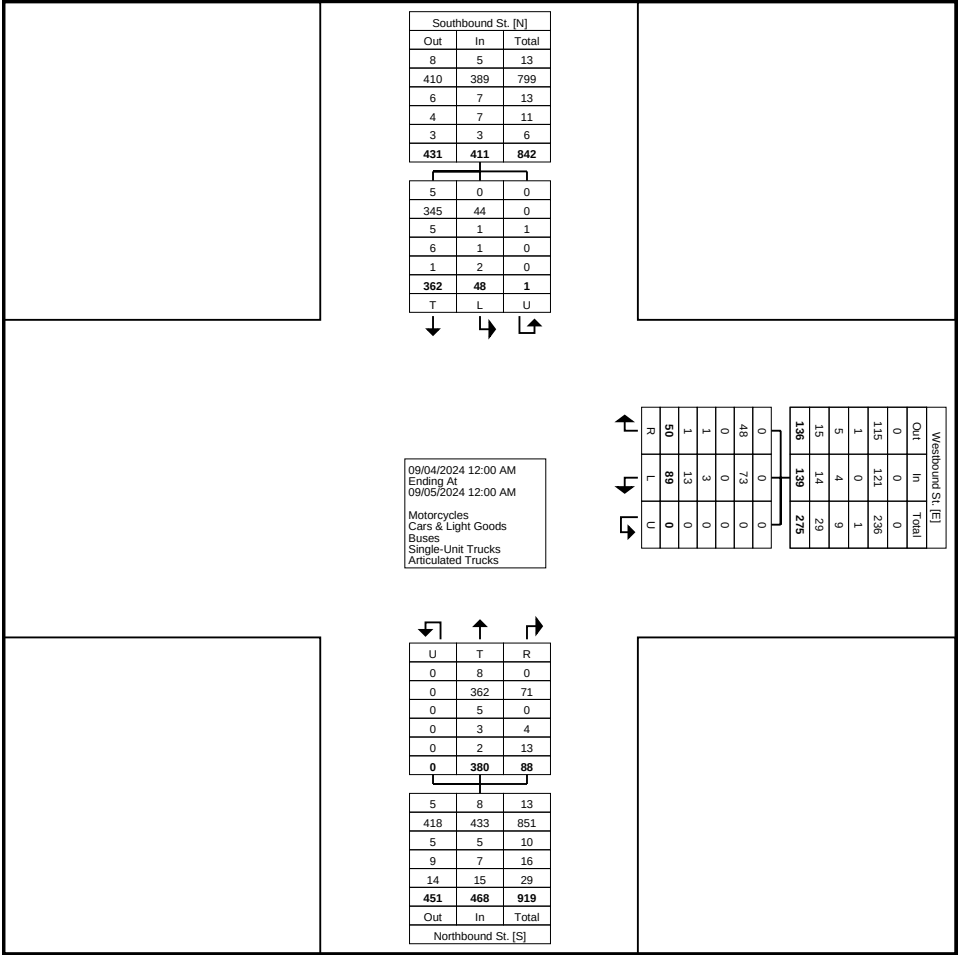
Count Name: Kiser Lake Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 1

## Turning Movement Data

| Start Time   | Southbound St.<br>Southbound |      |        |            | Westbound St.<br>Westbound |      |        |            | Northbound St.<br>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

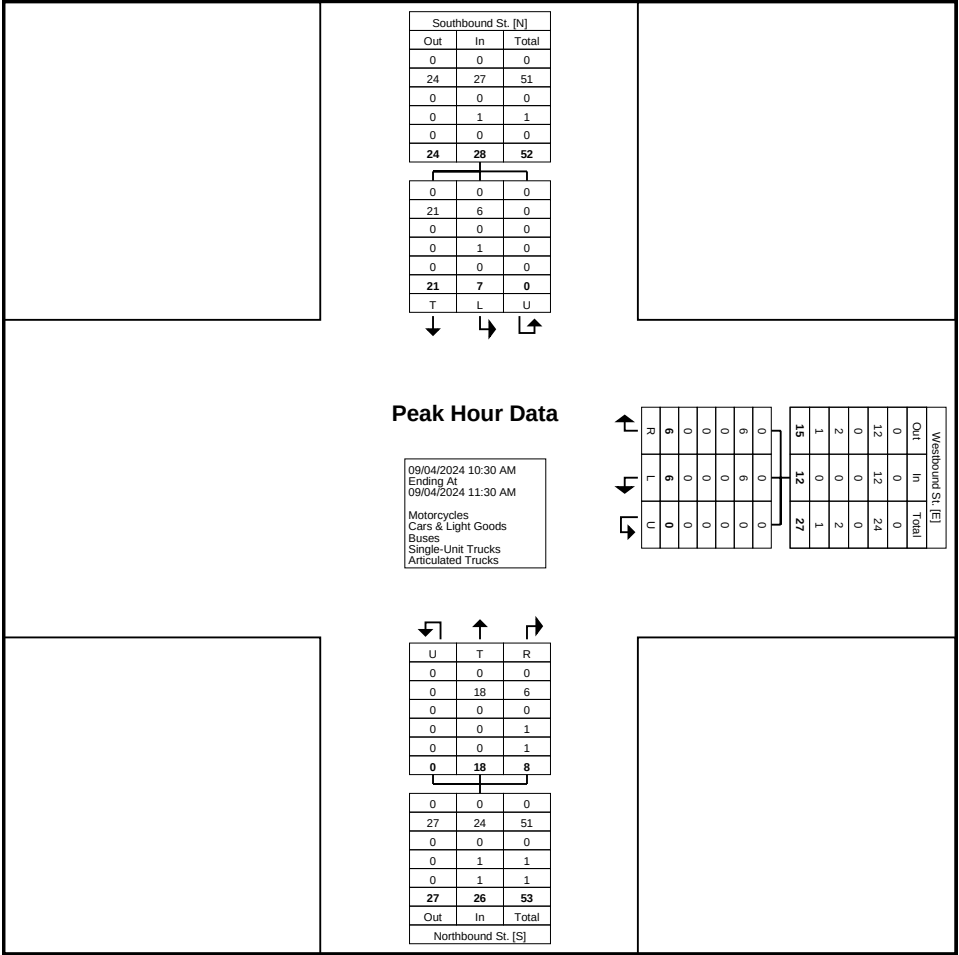
Clark County-Springfield Transportation Coordinating Committee  
3130 E. Main Street

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

Count Name: Kiser Lake Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 5

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

| Start Time           | Southbound St.<br>Southbound |       |        |            | Westbound St.<br>Westbound |       |        |            | Northbound St.<br>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 Plot (10:30 AM)

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

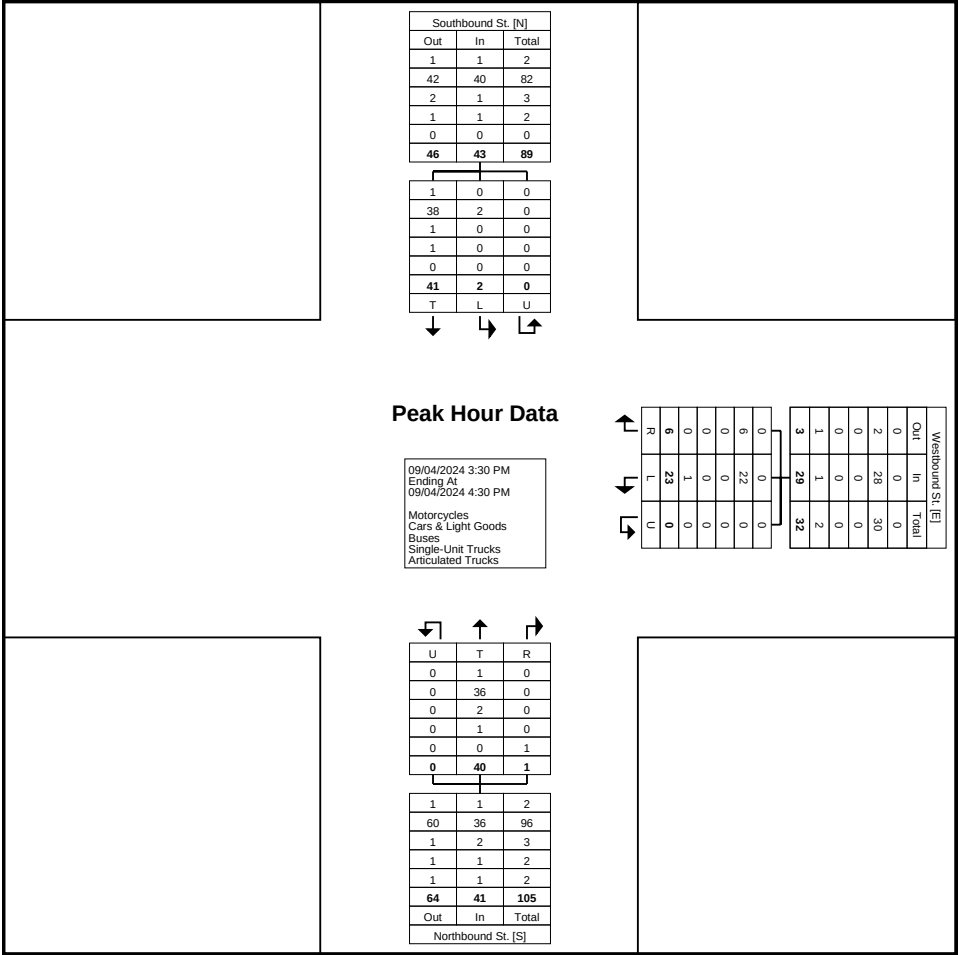
Springfield, Ohio, United States 45503  
(937) 521-2131 mrunkel@clarkcountyohio.gov

Count Name: Kiser Lake Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 7

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

| Start Time           | Southbound St.<br>Southbound |       |        |            | Westbound St.<br>Westbound |       |        |            | Northbound St.<br>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

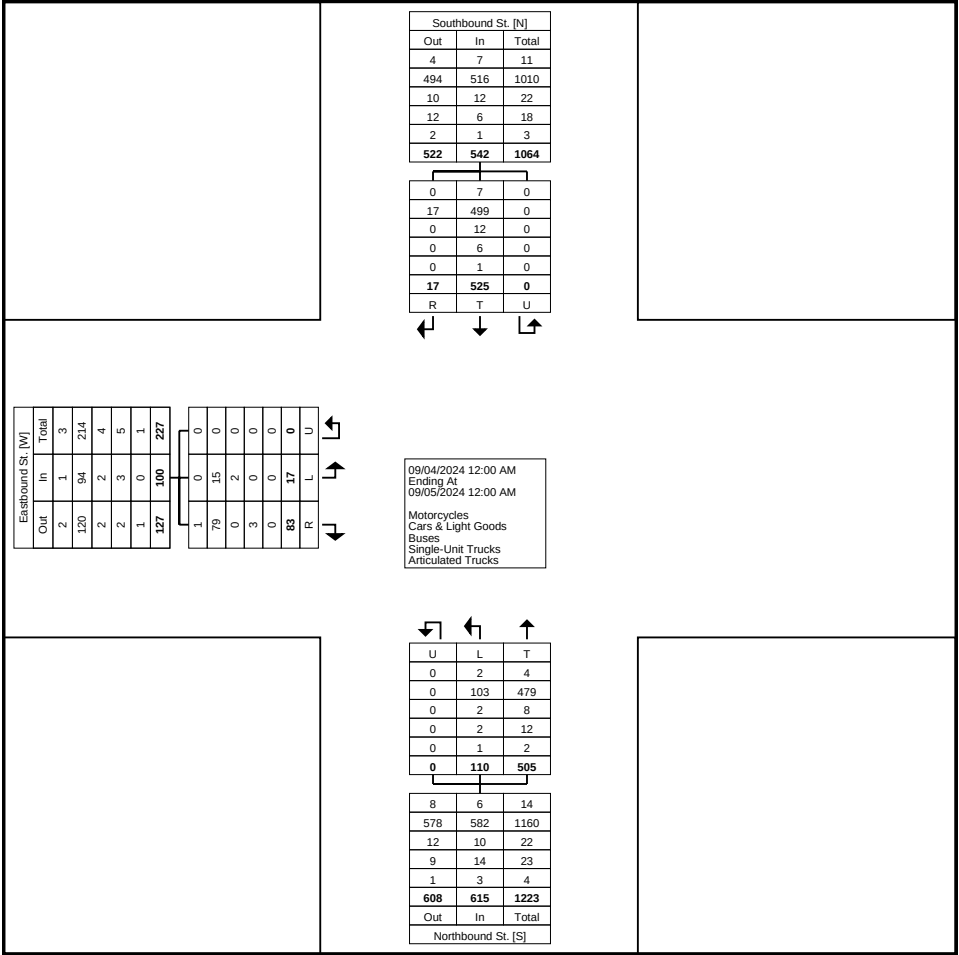
Count Name: N. Heck Hill Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 1

### Turning Movement Data

| Start Time   | Southbound St.<br>Southbound |      |        |            | Northbound St.<br>Northbound |      |        |            | Eastbound St.<br>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          | 1          |
| 12:15 AM     | 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          | 1          |
| 12:45 AM     | 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          | 2          |
| 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                            | 1    | 0      | 1          | 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          |
| 2:30 AM      | 0                            | 0    | 0      | 0          | 1                            | 0    | 0      | 1          | 0                          | 0    | 0      | 0          | 1          |
| 2:45 AM      | 0                            | 0    | 0      | 0          | 2                            | 0    | 0      | 2          | 0                          | 0    | 0      | 0          | 2          |
| Hourly Total | 0                            | 1    | 0      | 1          | 3                            | 0    | 0      | 3          | 0                          | 0    | 0      | 0          | 4          |
| 3:00 AM      | 0                            | 1    | 0      | 1          | 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          |
| 3:30 AM      | 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          |
| Hourly Total | 0                            | 1    | 0      | 1          | 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          |
| 4:15 AM      | 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          | 2          |
| 4:45 AM      | 0                            | 0    | 0      | 0          | 1                            | 1    | 0      | 2          | 0                          | 0    | 0      | 0          | 2          |
| Hourly Total | 0                            | 0    | 0      | 0          | 2                            | 2    | 0      | 4          | 0                          | 0    | 0      | 0          | 4          |
| 5:00 AM      | 0                            | 1    | 0      | 1          | 0                            | 0    | 0      | 0          | 0                          | 0    | 0      | 0          | 1          |
| 5:15 AM      | 0                            | 2    | 0      | 2          | 1                            | 5    | 0      | 6          | 0                          | 0    | 0      | 0          | 8          |
| 5:30 AM      | 0                            | 4    | 0      | 4          | 2                            | 4    | 0      | 6          | 0                          | 0    | 0      | 0          | 10         |
| 5:45 AM      | 0                            | 6    | 0      | 6          | 1                            | 1    | 0      | 2          | 0                          | 0    | 0      | 0          | 8          |
| Hourly Total | 0                            | 13   | 0      | 13         | 4                            | 10   | 0      | 14         | 0                          | 0    | 0      | 0          | 27         |
| 6:00 AM      | 0                            | 1    | 0      | 1          | 4                            | 3    | 0      | 7          | 0                          | 1    | 0      | 1          | 9          |
| 6:15 AM      | 0                            | 7    | 0      | 7          | 3                            | 1    | 0      | 4          | 0                          | 0    | 0      | 0          | 11         |
| 6:30 AM      | 0                            | 5    | 0      | 5          | 2                            | 0    | 0      | 2          | 1                          | 1    | 0      | 2          | 9          |
| 6:45 AM      | 0                            | 31   | 0      | 31         | 3                            | 0    | 0      | 3          | 2                          | 0    | 0      | 2          | 36         |
| Hourly Total | 0                            | 44   | 0      | 44         | 12                           | 4    | 0      | 16         | 3                          | 2    | 0      | 5          | 65         |
| 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         |
| 7:45 AM      | 0                            | 8    | 0      | 8          | 4                            | 2    | 0      | 6          | 1                          | 0    | 0      | 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  | 0  | 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

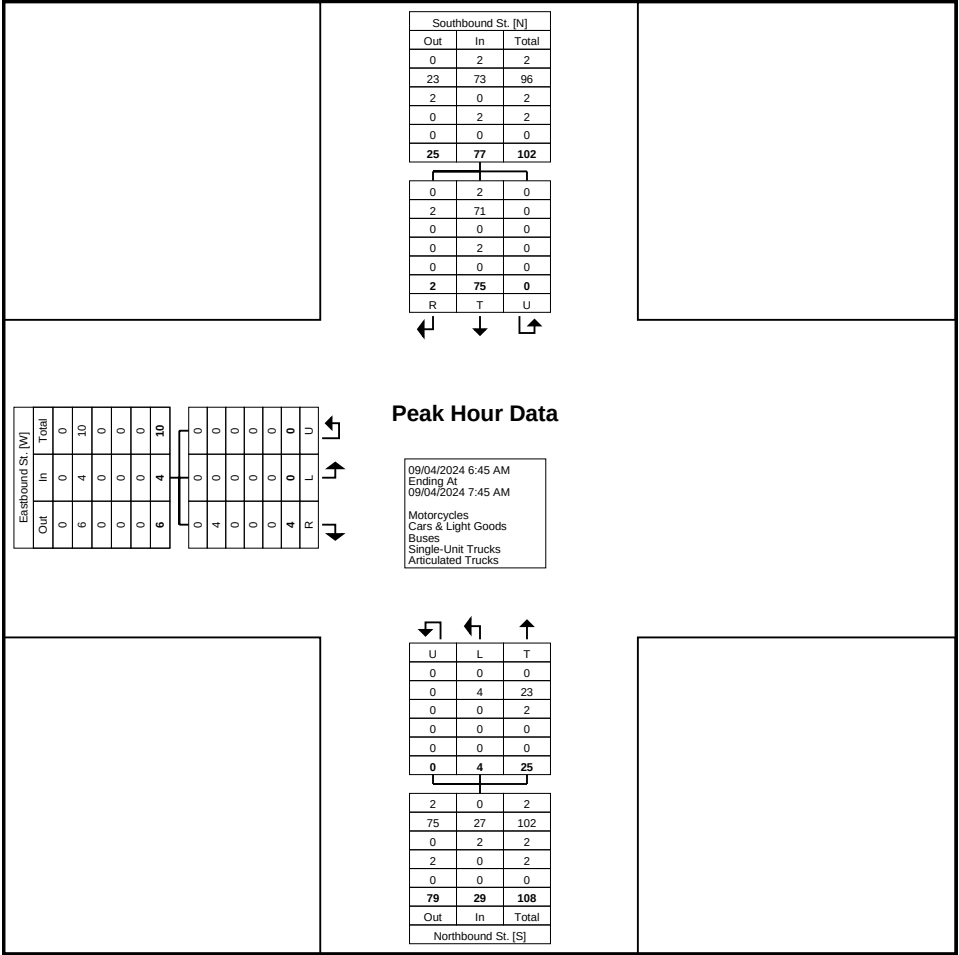
Clark County-Springfield Transportation Coordinating Committee  
3130 E. Main Street

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: 5

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

| Start Time           | Southbound St.<br>Southbound |       |        |            | Northbound St.<br>Northbound |       |        |            | Eastbound St.<br>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        |



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

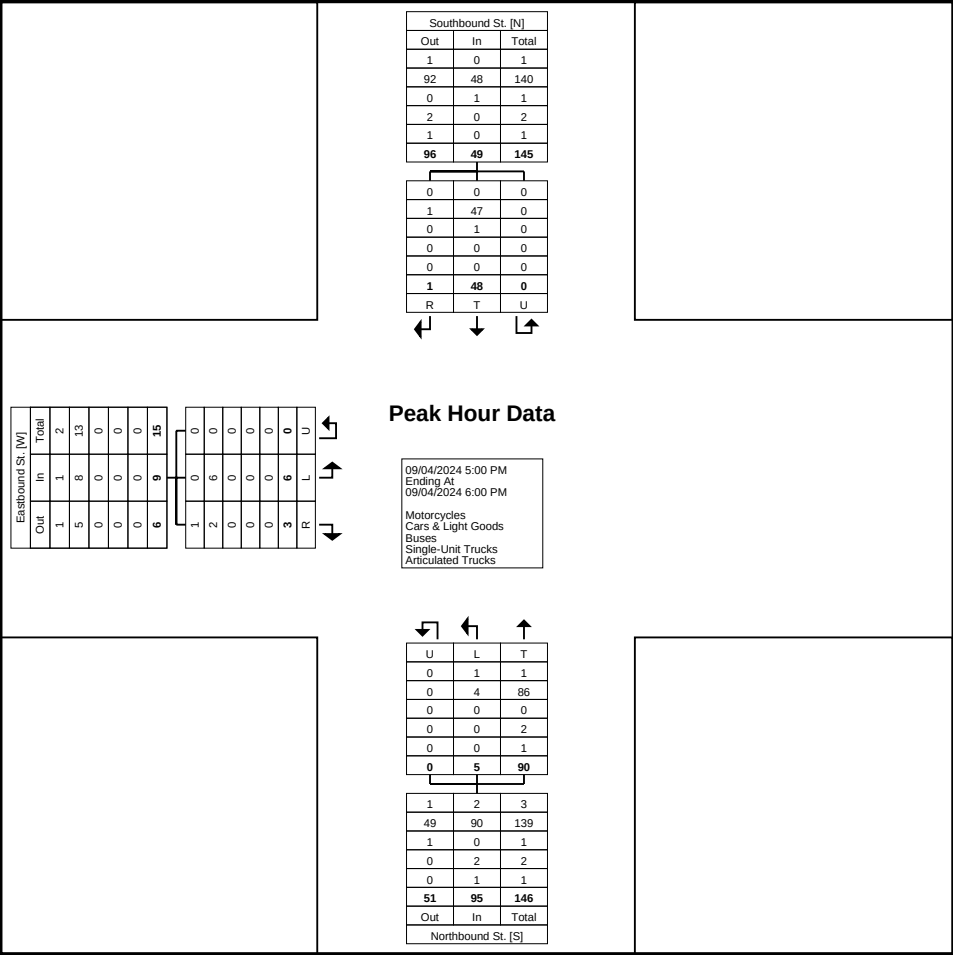
Springfield, Ohio, United States 45503  
(937) 521-2131 mrunkel@clarkcountyohio.gov

Count Name: N. Heck Hill Rd. and Smith Rd.  
Site Code:  
Start Date: 09/04/2024  
Page No: 7

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

| Start Time           | Southbound St.<br>Southbound |       |        |            | Northbound St.<br>Northbound |       |        |            | Eastbound St.<br>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 Exhibits



## CTY-RTE-SECTION

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PR62620\06 CAD\Models\Roadway\Main and Ashland.dgn



Main St. &amp; Ashland Ave./Dump Rd.

DESIGN AGENCY

DESIGNER

XXX

REVIEWER  
XXX MM-DD-YY

PROJECT ID

0

|       |       |
|-------|-------|
| SHEET | TOTAL |
| P.0   | 0     |

\_\_\_\_\_

HORIZONTAL  
SCALE IN FEET

20







Main St. & Ashland Ave./Dump Rd.

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



Main St. & Ashland Ave./Dump Rd.

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



## CTY-RTE-SECTION

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 12/2/2024 TIME: 11:06:12 AM USER: lang  
P:\PR62620\06 CAD\Models\Roadway\Main and Ashland.dgn



Main St. &amp; Ashland Ave./Dump Rd.

DESIGN AGENCY

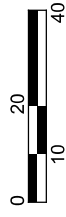
DESIGNER  
XXX

REVIEWER  
XXX MM-DD-YY

|            |
|------------|
| PROJECT ID |
| 0          |

| SHEET | TOTAL |
|-------|-------|
| P.0   | 0     |

HORIZONTAL  
SCALE IN FEET







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

Main St. & Ashland Ave./Dump Rd.











Main St. & Ashland Ave./Dump Rd.

DESIGN AGENCY

DESIGNER  
XXX

REVIEWER  
XXX MM-DD-YY

PROJECT ID  
0

|              |            |
|--------------|------------|
| SHEET<br>P.O | TOTAL<br>0 |
|--------------|------------|





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

P.0

TOTAL

0

HORIZONTAL  
SCALE IN FEET  
0 10 20 40





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     |



## Appendix D

### Intersection Sight Distance (ISD)

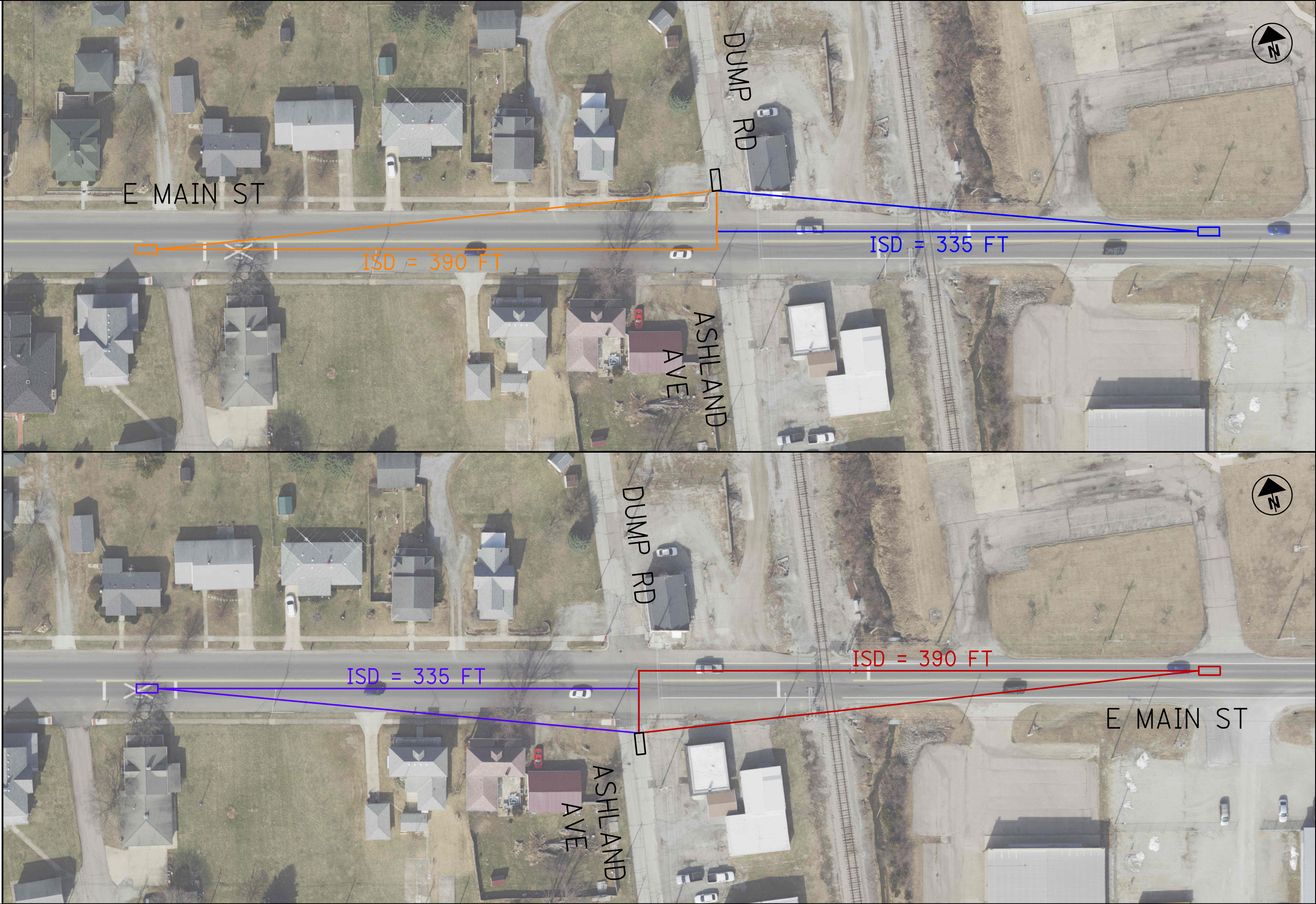






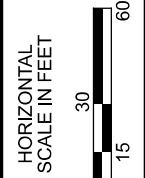






|            |             |
|------------|-------------|
| DESIGNER   | GJG         |
| REVIEWER   | MLV 12-1-24 |
| PROJECT ID | PR62620     |
| SHEET      | TOTAL       |
| 3          | 3           |

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





## **Appendix E**

### Alternatives, Layouts, and Cost Estimates





LEGEND

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





CCSTCC - ST. PARIS INTERSECTION SAFETY STUDY  
ALTERNATIVE 2

DESIGN AGENCY



DESIGNER

REVIEWER

- 02-20-25

PROJECT ID

-

SHEET

2

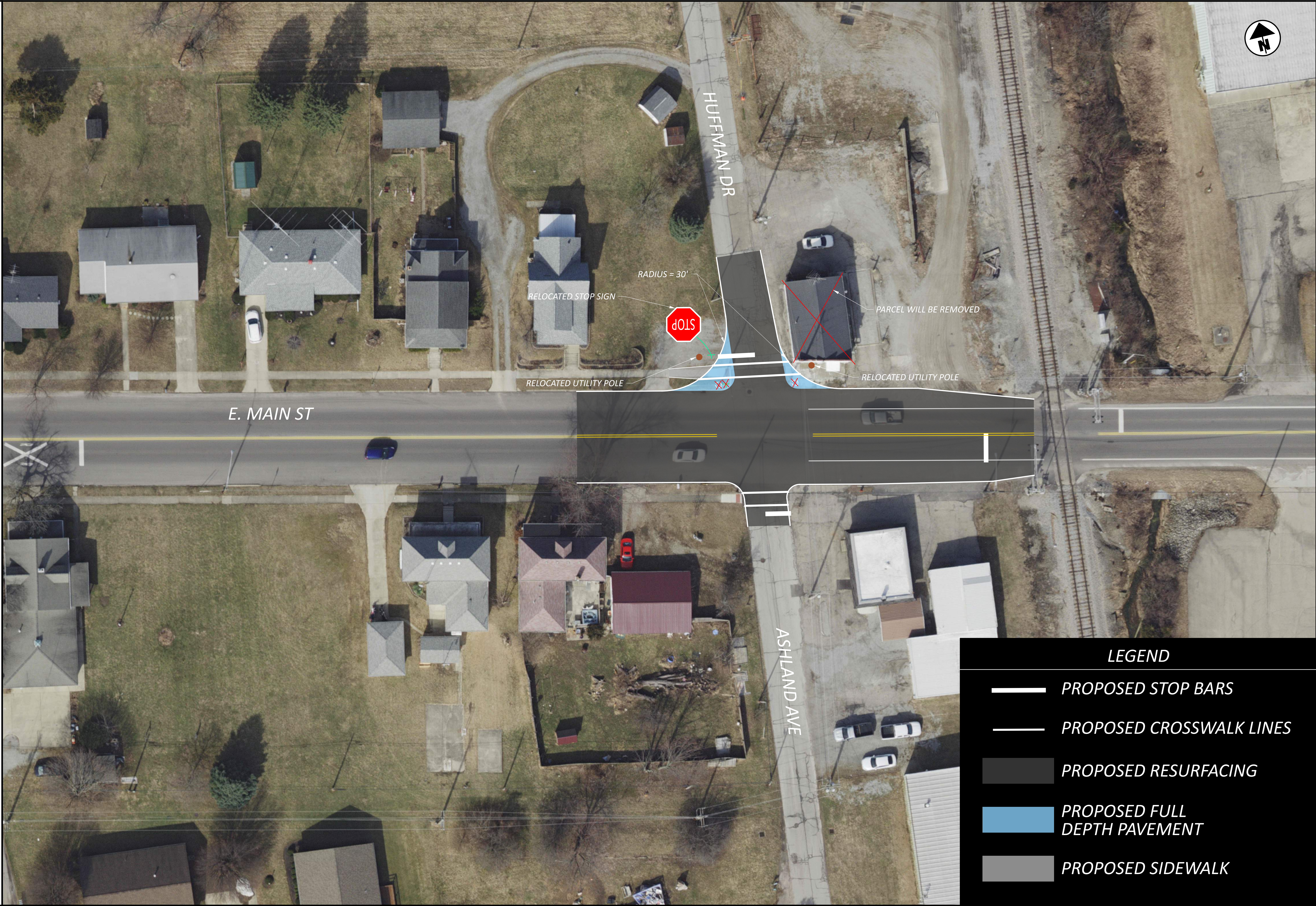
TOTAL

3

LEGEND

-  PROPOSED STOP BARS
-  PROPOSED CROSSWALK LINES







# St. Paris Study

Alternative 1  
02/20/25

| DESCRIPTION                                | TOTAL QUANTITY | UNIT                            | UNIT PRICE | TOTAL PRICE<br>(2024 dollars) |
|--------------------------------------------|----------------|---------------------------------|------------|-------------------------------|
| TRAFFIC CONTROL                            |                |                                 |            |                               |
| 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                         |
|                                            |                | TRAFFIC CONTROL SUBTOTAL        |            | \$6,500                       |
| MAINTENANCE OF TRAFFIC                     |                |                                 |            |                               |
| MOT                                        | 1              | LUMP                            | \$5,000.00 | \$5,000                       |
|                                            |                | MAINTENANCE OF TRAFFIC SUBTOTAL |            | \$5,000                       |
|                                            |                | CONSTRUCTION TOTAL, 2024        |            | \$12,000                      |
| COST CONTINGENCY                           |                |                                 |            |                               |
| Cost Contingency - Preliminary Engineering | 30.0%          |                                 |            | \$3,600                       |
|                                            |                | CONTINGENCY SUBTOTAL            |            | \$3,600                       |
| TOTAL COST, 2025 DOLLARS                   |                |                                 |            | \$16,000                      |

# St. Paris Study

Alternative 2

02/20/25

| DESCRIPTION                                | TOTAL<br>QUANTITY | UNIT | UNIT<br>PRICE | TOTAL<br>PRICE<br>(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<br>QUANTITY | UNIT  | UNIT<br>PRICE | TOTAL<br>PRICE<br>(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



| Scope and Scale of Recommendations | Degree of Intervention                 |                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                         |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                    | Location                                                                                                               | Tradeoffs Discussion                                                                                                                                                                                                                                                                                                                                                                                                                         | Low                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Medum                                                                                                                                                                                                                                                                                                                                                                                                                                       | High                                                                                                                                                                                                                                                                                                                    |
|                                    | 1. Huffman Drive @ US36<br>           | 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.                                                                                     | 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.<br><br>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.<br><br>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. | All recommendations noted to the left (low) and relocation of utility poles and increased curb returns on north leg of intersection.<br><br>Formalization of RR crossing treatments to add clarity.<br><br>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. | 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.                                           |
|                                    | 2. Springfield Street @ US36<br>      | 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.                                                                                                                                              |
|                                    | 3. Kiser Lake Road @ Smith Road<br> |                                                                                                                                                                                                                                                                                                                                                                                                                                              | 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.                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                         |
|                                    | 4. Dump Road @ Smith Road<br>       | 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.                                                                                                                                                                                                                                                                                                                                                                                            | 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).<br><br>Consider realigning Dump Rd to the west of RR to square up the intersection and provide enough |

|  |                                                                                                                                      |  |                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--|--------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  |                                                                                                                                      |  |                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                  | clearance in the event that RR improvements/coordination are not feasible (may have ROW constraints).                                                                                                                                                                                                                                                                                                                                                        |
|  | 5. Along Smith Road between Kiser Lake and Dump<br> |  | No parking sings 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<br>    |  | 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.<br><br>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

