### **BURGESS & NIPLE**

### Memorandum

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To: Mr. Butch Kotcamp Date: September 3, 2012

From: Steve Thieken, PE, PTOE

Subject: Technical Memorandum

### Addendum to Traffic Study of Street Closures and Campus Expansion

This technical memorandum serves as an addendum to the Burgess & Niple (B&N) report dated June 28, 2010 and entitled *Traffic Study of Street Closures and Campus Expansion*, which was completed for Shawnee State University (SSU) and developed per the instructions of the Portsmouth City Engineer at the time (Jeffery Peck, PE). The 2010 report was submitted to SSU and the City of Portsmouth (the City). SSU has requested from B&N additional analysis to address comments received from the City and other questions that have been raised since the completion of the study.

The request for additional analysis includes:

- A. Verification of the traffic estimates in the 2010 study
- B. Addressing 12 requests for additional information and/or questions related to the findings of the 2010 study.

The following sections address each of these requests. The narrative that follows is intended to be an executive summary level discussion of the issues and findings. Supporting technical data and analysis is included as appendices to the memorandum.

### A. Verification of the Traffic Estimates in the 2010 Study

Because of the timing of the request for the 2010 traffic study (after spring classes had ended), the traffic volume counts used for the study were collected during SSU's summer session and were then adjusted to estimate volumes during the regular (non-summer) sessions. The methodology for that increase is documented in the 2010 report. As part of this addendum, traffic counts were performed in April of 2012 at the intersection of SSU's primary entrance from 3<sup>rd</sup> Street, and the intersection of Waller Street and 3<sup>rd</sup> Street. These counts are included in Appendix J in their raw form. A summary of the comparison of the counts is included in Appendix A.

The counts reveal that for most traffic movements the 2010 study overestimated the amount of university traffic that is generated during the regular sessions of SSU. This means that the actual traffic impacts of the closure of Third Street on Fourth Street should be less than predicted by the 2010 study.

### B. Follow-up Questions from SSU and City

1. Please include in the traffic study the VRCFA pedestrian traffic at evening events when we do not have police directing traffic.



SSU staff has indicated that the primary issue is a concern for the safety of pedestrians crossing Third Street at Gay Street (those who have parked north of Third Street). The problem stems from both the relatively high speed of traffic approaching from the west and the fact that vehicles that appear to be turning left onto Gay Street will sometimes change lanes at the last minute and continue straight on Third Street. This situation causes confusion and a potentially unsafe condition for the pedestrian. The figure on the following page illustrates a potential solution to this problem.

The proposed solution includes reducing the eastbound approach to the intersection of Third Street and Gay Street to a single lane (shared through/left/right) to eliminate the last second lane changing behavior. The traffic operations (see 2010 study for traffic volumes) for this alternative configuration were analyzed using Highway Capacity Software analysis (see Appendix B), which indicates that traffic operations would continue to be excellent (with very little additional delay due to eliminating the eastbound lane).

The excess lane on the curved roadway that connects northbound Chillicothe Street to Third Street could be stripedout with paint or could be converted to on-street parking spaces. Either of these options for eliminating the second lane would also serve to reduce travel speeds on this connecting roadway. The option with on-street parking would likely result in a greater speed reduction than just striping-out the lane due to the more visually "constrained" travel corridor that would result (drivers will feel less comfortable driving at higher speeds).

In this proposed solution the single eastbound lane would line up with the through lane on Third Street and the yellow striping just east of the intersection would be removed. The on-street parking could be continued east of Gay Street to meet the existing on-street parking if desired.

Additional enhancements under this scenario are:

- Install warning signs (in advance of and at the crossing) for pedestrian crosswalk
- Provide pavement markings with greater visibility for the crosswalk
- Consider the use of rapid flashing beacons (see figure below) in conjunction with crosswalk signage
- Test street lighting to ensure appropriate intensity and coverage exist to adequately illuminate crosswalk



Example of Rapid Flashing Beacon on Crosswalk Sign



Potential VRCFA Solution





It should be noted that if Third Street is closed between Gay Street and Waller, these improvements are not necessary to improve the situation since the vehicular/pedestrian conflicts at this crosswalk would be eliminated.

### 2. How will university traffic, and possible increased traffic, affect Glover Street and 4th Streets?

To address this question, traffic counts were performed at the intersection of Glover and Fourth Streets in April 2012. Using the same methodology used for the 2010 study, anticipated traffic volumes at this location after the closure of Third Street between Gay Street and Waller Street were estimated. The study assumes that all traffic that currently uses Third Street will shift to Fourth Street. Traffic operational analyses were performed using the estimated post-Third Street closure volumes on Fourth Street.

The results of the analysis show that while traffic volumes on Fourth Street will obviously increase, the traffic operations at the intersection of Fourth Street and Glover Street are still expected to be excellent under the current intersection design, and no improvements to that intersection are required to ensure efficient vehicular access to and from Fourth Street.

See Appendix C for the traffic volume data and analysis.

### 3. What times of the day do we have heavier traffic?

The heaviest hours of daily traffic were identified from traffic counts in the 2010 report as on weekdays from approximately 7:30-8:30 a.m. and 4:30-5:30 p.m., respectively. While the hourly volumes are highest during the hours indicated above, there are short peaks throughout the day corresponding with SSU class change times. See Appendix D for a graph of the daily pattern of traffic on Third Street.

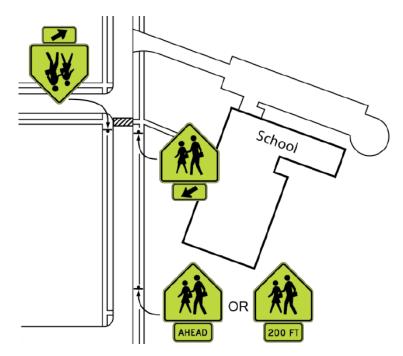
### 4. How many elementary students walk south of Gallia Street towards University traffic (Union, Waller, and Glover Streets)?

The volume of pedestrians crossing and walking adjacent to Fourth Street at Union Street, Waller Street, and Glover Street was observed and collected in April of 2012 on a day when Portsmouth schools were in session (with pleasant weather). The pedestrian counts were taken specifically during school arrival and dismissal times (7:15 a.m. to 9:00 a.m. and 2:15 p.m. to 3:30 p.m., respectively). The diagrams in Appendix E illustrate these pedestrian volumes. The counts indicate that a relatively small number of students currently cross Fourth Street during in the morning and afternoon periods. The maximum number of crossings of Fourth Street at any one location during either the a.m. or the p.m. observation period was five students. While this is not a large number of crossing students, it should be noted that after the closure of Third Street there will be fewer natural gaps in traffic for students to cross Fourth Street at these locations due to the increase of traffic.

The traffic signal at Waller Street provides a preferred location for students to cross. We suggest that consideration be given to improving the traffic signal at this location to include pedestrian signal indications (walk/don't walk signals). We also suggest that consideration be given to improving the visibility of the crosswalks at Union Street and Glover Street. Improvements should include adding improved school crossing warning signage (florescent green); addition of advanced school crossing signage, and improve the pavement markings to better highlight the current crossing locations. All of these improvements should be completed in accordance with the Ohio Manual of Uniform Traffic Control Devices (see example below).



### Recommended School Crossing Treatments Source: 2012 Ohio Manual of Uniform Traffic Control Devices, Figure 7B-4



Additionally, intersection lighting should be evaluated for proper illumination to ensure that the crosswalks are clearly visible in dark and/or foggy conditions.

While not required, the integration of rapid flashing beacons into the school crossing sign (see question #1), could be considered as an additional measure to highlight the school crossing. These rapid flashing beacons would provide additional warning to approaching drivers of the pedestrian in the cross walk, particularly on dark and/or foggy mornings. The flashing lights for this type of treatment are activated when pedestrians push a button before crossing the street.

5. From our conversation today – and prior conversations that we have had – you expressed concern over the volume of traffic entering and exiting the Social Security Administration Office (SSAO) on 4th Street, whether the entrance/exit is adequate to safely accommodate this traffic, and what impact that potential increased traffic on 4th Street may have on your clients' ability to enter and exit your facility safely. You are particularly concerned about the one-way alley located on the east side of your building that exits on to 4th Street – and the fact that many visitors mistake this alley as an entrance to your agency, thereby entering against traffic.

You would be interested in data regarding:

- the volume of traffic that enters and exits your facility
- the volume of traffic on 4th Street
- the traffic flow on the one-way alley beside your facility
- the impact that increased traffic on 4th Street would have on your business
- the impact that "backed-up" traffic waiting to enter Gay Street from 4th Street would have on your entrance



To address this question, traffic counts were performed at the entrance to the SSAO from Fourth Street and the one-way alley beside the SSAO, in April 2012. These volumes are illustrated in the diagrams in Appendix F. Using the same methodology used for the 2010 study, anticipated traffic volumes at this location after the closure of Third Street between Gay Street and Waller Street were estimated. The study assumes that all traffic currently using Third Street will shift to Fourth Street. Traffic operational analyses were performed using the estimated post-Third Street closure volumes on Fourth Street.

A fairly small number of vehicles enter and exit the SSAO parking lot even during the peak periods. Overall, entering and exiting the site should not be a problem after the conversion. However, there is one situation that is not ideal. The 2010 study recommended that a traffic signal be installed at the Fourth Street and Gay Street intersection as part of the closure of Third Street. Under the signalized condition, during a.m. and p.m. peak periods of traffic, the backup of westbound traffic on Fourth Street at Gay Street is anticipated to occasionally extend past the driveway to the parking lot for the SSAO, which is located only approximately 80 feet from the intersection. The analysis from the 2010 study (see page 9 of the 2010 study) estimated that the queue of westbound waiting vehicles could reach up to 6 cars or more at times (equating to approximately 150 feet of backup), which would block the driveway.

Given the small number of vehicles that enter and exit the SSAO during the a.m. and p.m. peak times to/from Fourth Street, it is not anticipated that this situation will cause a significant traffic problem. However, the following options could be implemented to mitigate the situation:

- Move the current driveway location to a minimum of 150' from the Gay Street intersection
- Reverse the one-way directionality of the alley
- Make the alley two-way (the adequacy of the width should be explored for this option)

See Appendix F for the traffic volume data and analysis.

6. The issue of needed improvements on Fourth Street and Gallia Street if Third Street was closed, including the turning radius of the streets turning right on to Fourth Street.

The 2010 study concluded that current Third Street traffic would move to the closest alternative route (Fourth Street) and would have no reason to move to Gallia Street, so this discussion is limited to impacts on Fourth Street.

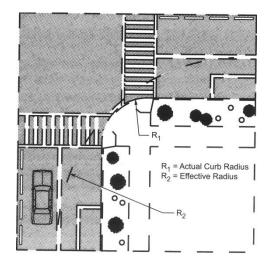
The traffic counts performed revealed that the there is a very small number of trucks that currently use Third Street. Therefore the turning radii were evaluated considering that there is a need to handle only an occasional large truck (18-wheel semi-trailer), and that the majority of the trucks that will use Fourth Street will be smaller (UPS, Fed-Ex, other delivery type) trucks. The review focused on the only two right turn movements that are anticipated to experience a significant increase in right turning traffic after the conversion: 1) northbound right turn from Gay Street to Fourth Street, and 2) southbound right turn from Offner Street to Fourth Street.

Using templates that simulate the movements of a turning truck (see Appendix G), our analysis verified that it is possible for larger trucks to make these right turn movements, just as they would at most downtown intersections (by utilizing the adjacent lane to make their turn). Given the very small number of larger trucks that will use this route, this is appropriate design for large trucks at these intersections.

Our review also confirmed that smaller delivery trucks would be able to make these turns without encroaching into the adjacent lane. Given the generous width of the existing streets (travel lane plus parking lane) the "effective



turning radius" is much larger than the curb radius. The effective turning radius is the true turning radius for cars and trucks as can be seen below:



While not necessarily required, if desired, as much as physically feasible, the radius of the curb on these two corners could be increased to facilitate swifter movement of trucks. However, it should also be noted that the speed of all vehicles making the turn will increase and the distance of the crossing for pedestrians will also increase, which could have an adverse impact on pedestrian crossing safety. Therefore the maximum radius recommended is 15 feet.

7. The impact on the need for expanded signalization on Fourth Street and possibly Gallia Street.

The 2010 study explored the need for signalization on Fourth Street. Only the addition of a signal at the intersection of Fourth Street and Gay Street was recommended. The conclusion from the previous study was that the traffic would not shift to Gallia Street since there is adequate traffic capacity on Fourth Street to handle the diverted traffic from Third Street. There would be no reason for traffic to move to Gallia Street.

8. As an alternative to closing Third Street, examine the impact of making Third Street one-way to the west and Fourth Street one-way to the east.

Making Third Street and Fourth Street one-way would likely increase traffic speeds on both of these streets unless they were completely redesigned to be much narrower with traffic calming treatments. This suggested alternative would not address the needs of SSU to minimize pedestrian and vehicular conflicts in the Third Street corridor and therefore is not considered a viable option.

9. The impact of the closure of traffic on Third Street on the traffic on Gallia Street and Fourth Street.

This was precisely the scope of the 2010 study that was prepared for SSU and submitted to the City. The potential impacts to Fourth Street were clearly identified and the study concluded that there would be no impacts to Gallia Street.

10. Impact on the schools, Social Security office and Bureau of Workers Compensation Office (BWCO), if Third Street is closed.



Since no traffic is anticipated to shift to Gallia Street, there is no anticipated impact on the schools with respect to access to and from Gallia Street. The operations of the intersection of Fourth Street and Glover Street (which provides access to the elementary school from Fourth Street) was evaluated as part of question number two above (no operational problems were found). Student crossings on Fourth Street were addressed as part of question number four above. Impacts to the SSAO were addressed in question number five above.

To address potential impacts to the BWCO, traffic counts were performed at its entrance to Fourth Street, in April 2012. These volumes are illustrated in the diagrams in Appendix H. Using the same methodology used for the 2010 study, anticipated traffic volumes at this location after the closure of Third Street between Gay Street and Waller Street were estimated. The study assumes that all traffic that currently uses Third Street will shift to Fourth Street. Traffic operational analyses were performed using the estimated post-Third Street closure volumes on Fourth Street.

The counts indicate that only a very small number of vehicles enter and exit the BWCO parking lot even during the peak periods. Even though the volume of traffic passing the driveway to the BWCO will be greater after the conversion, the analysis showed that entering and exiting the BWCO site will not be a problem after the conversion.

11. The cost of improvements to Fourth Street and Gallia Streets---sidewalk repair, curbs, burying utilities underground, signalization and crosswalks.

Based on the anticipated impacts due to the additional traffic on Fourth Street after the closure of Third Street, as were identified in the 2010 study, and this memorandum, the following potential improvements (with preliminary estimated costs) were identified:

### Recommended

- Install traffic signal at Fourth Street and Gay Street The estimated cost assumes that the signal poles, controller, heads, etc. can be relocated from the existing entrance to SSU from Third Street (\$50,000).
- Place pavement markings through the Waller Street and Fourth Street intersection (north-south) to help guide traffic through the "offset" intersection (\$1,000).
- Move the existing Fourth Street driveway for the Social Security Administration Office from its current location to at least 150 feet east of the westbound stop line at Gay Street (\$6,000).
- Upgrade traffic signal at Waller Street to include pedestrian signal heads and vehicular detection and an upgraded controller to improve pedestrian friendliness and to improve traffic operations (\$90,000).
- Improve the visibility of the existing school crossings across Fourth Street at Union Street and Glover Street through improved signing, pavement markings, and lighting (\$50,000).

### **Optional**

- Increase the corner radius for right turns for northbound right turns from Gay Street onto Fourth Street, and southbound right turns from Offner Street to Fourth Street. To maintain pedestrian crossing safety, limit the increase in the corner radius to 15 feet (\$30,000).
- If Third Street is not closed between Gay Street and Waller Street as proposed, then implement the lane reduction concept and crosswalk improvements at the VRCFA on the roadway that connects northbound Chillicothe Street to Third Street (\$20,000).

Details of the above cost estimates are included in Appendix I.



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The cost for sidewalk repair, curbs, and burying utilities along 4<sup>th</sup> Street, beyond what would be included for the above items, has not been included herein because the need for those items would not be caused by the closing of Third Street.

### 12. The impact of excessive speed on the traffic on Third Street from those coming across the bridge over the Ohio River.

The current design of the roadway that connects northbound traffic from Chillicothe Street to eastbound Third Street encourages vehicles to accelerate as they approach the campus are of SSU. Obviously the most effective option to eliminate the problem of high-speed traffic would be to close Third Street as has been proposed. However, if the closure is not completed in a timely manner, there are other potential options to slow traffic that could be explored.

One alternative option would be to implement the lane reduction on the connecting roadway as described in question number one in this memorandum. Another option would be to be to remove or close the connecting roadway and require that traffic using Third Street continue north and turn right onto Third Street directly from Chillicothe Street at the existing intersection.



### Appendix A Volume Comparison of 2010 Estimates To 2012 Counts

### **COMPARISON OF 2010 ESTIMATES TO 2012 COUNTS OF FULL-SESSION TRAFFIC VOLUMES**

|                      | AM Peak Ho  | ur         |            |                    | PM Peak Ho  | ur       |            |
|----------------------|-------------|------------|------------|--------------------|-------------|----------|------------|
|                      | 2012 Count  |            |            |                    | 2012 Count  | 2010     |            |
|                      | with SSU in | 2010 Study |            |                    | with SSU in | Study    |            |
|                      | Session     | Estimate   | Difference |                    | Session     | Estimate | Difference |
| SSU Entrance @ 3rd S | Street      |            |            |                    |             |          |            |
| Westbound Thru       | 263         | 256        | -7         | Westbound Thru     | 126         | 132      | 6          |
| Westbound Left       | 47          | 30         | -17        | Westbound Left     | 8           | 18       | 10         |
| Eastbound Thru       | 219         | 286        | 67         | Eastbound Thru     | 215         | 189      | -26        |
| Eastbound Right      | 13          | 57         | 44         | Eastbound Right    | 64          | 195      | 131        |
| Northbound Left      | 92          | 84         | -8         | Northbound Left    | 6           | 33       | 27         |
| Northbound Right     | 9           | 12         | 3          | Northbound Right   | 2           | 12       | 10         |
| Intersection Total   | 643         | 725        | 82         | Intersection Total | 421         | 579      | 158        |
|                      |             |            |            |                    |             |          |            |
| Waller @ 3rd Street  |             |            |            |                    |             |          |            |
| Westbound Left       | 32          | 15         | -17        | Westbound Left     | 57          | 105      | 48         |
| Westbound Thru       | 166         | 172        | 6          | Westbound Thru     | 111         | 113      | 2          |
| Westbound Right      | 11          | 7          | -4         | Westbound Right    | 14          | 13       | -1         |
| Eastbound Left       | 50          | 38         | -12        | Eastbound Left     | 71          | 53       | -18        |
| Eastbound Thru       | 225         | 212        | -13        | Eastbound Thru     | 118         | 133      | 15         |
| Eastbound Right      | 25          | 42         | 17         | Eastbound Right    | 12          | 21       | 9          |
| Northbound Left      | 29          | 78         | 49         | Northbound Left    | 6           | 6        | 0          |
| Northbound Thru      | 69          | 120        | 51         | Northbound Thru    | 14          | 8        | -6         |
| Northbound Right     | 26          | 40         | 14         | Northbound Right   | 3           | 3        | 0          |
| Southbound Left      | 14          | 9          | -5         | Southbound Left    | 6           | 3        | -3         |
| Southbound Thru      | 51          | 57         | 6          | Southbound Thru    | 62          | 144      | 82         |
| Southbound Right     | 40          | 40         | 0          | Southbound Right   | 28          | 30       | 2          |
| Intersection Total   | 738         | 830        | 92         | Intersection Total | 502         | 632      | 130        |

Legend:

2010 Study Under-estimated Traffic Volumes 2010 Study Under-estimated Traffic Volumes

### Appendix B HCS Analysis for Question #1

|                                  | TW              | O-WAY STOP         | CONTR         | OL SI    | JMI          | MARY             |  |               |           |            |  |  |
|----------------------------------|-----------------|--------------------|---------------|----------|--------------|------------------|--|---------------|-----------|------------|--|--|
| General Informatio               | n               |                    | Site I        | nform    | atio         | on               |  |               |           |            |  |  |
| Analyst                          | SLT             | SLT                |               |          | Intersection |                  |  | Gay Str       | reet      |            |  |  |
| Agency/Co.                       |                 |                    | Jurisdi       | ction    |              |                  |  |               |           |            |  |  |
| Date Performed                   | 8/29/2012       | 2                  | Analysis Year |          |              | After Conversion |  |               |           |            |  |  |
| Analysis Time Period             | PM peak         | hour               |               |          |              |                  |  |               |           |            |  |  |
| Project Description Ad           |                 | 0 Traffic Study fo |               |          |              |                  |  |               |           |            |  |  |
| East/West Street: Third          |                 |                    |               |          |              | t: Gay St        | reet   |               |           |            |  |  |
| Intersection Orientation:        |                 |                    | Study I       | Period   | (hrs)        | : 0.25           |  |               |           |            |  |  |
| Vehicle Volumes a                | nd Adjustme     |                    |               |          |              |                  | 101 (1   |               |           |            |  |  |
| Major Street                     | 1               | Eastbound          | 1 0           |          |              | 4                | Westbou  | nd            |           |            |  |  |
| Movement                         | 1<br>L          | 2<br>              | 3<br>R        |          |              | 4<br>            | 5<br>T   |               |           | 6<br>R     |  |  |
| Volume (veh/h)                   | 232             | 260                | 3             |          |              | 3                | 307  | -             |           | 50         |  |  |
| Peak-Hour Factor, PHF            | 0.90            | 0.90               | 0.90          | ,        |              | 0.90             | 0.90   | $\dashv$      |           | 0.90       |  |  |
| Hourly Flow Rate, HFR            |                 |                    |               |          |              |                  | i  | $\overline{}$ |           |            |  |  |
| (veh/h)                          | 257             | 288                | 3             |          |              | 3                | 341  |               |           | 55         |  |  |
| Percent Heavy Vehicles           | 0               |                    |               |          |              | 0                |  |               |           |            |  |  |
| Median Type                      |                 |                    |               | Undiv    | <i>idec</i>  | 1                |  |               |           |            |  |  |
| RT Channelized                   |                 |                    | 0             |          |              |                  |  |               |           | 0          |  |  |
| Lanes                            | 0               | 1                  | 0             |          |              | 0                | 1  |               |           | 1          |  |  |
| Configuration                    | LTR             |                    |               |          |              | LT               |  |               | R         |            |  |  |
| Upstream Signal                  |                 | 0                  |               |          |              |                  | 0  |               |           |            |  |  |
| Minor Street                     |                 | Northbound         |               |          |              |                  | Southbound                                       |               |           |            |  |  |
| Movement                         | 7               | 8                  |               | 9 10     |              | 11               |  |               | 12        |            |  |  |
|                                  | L               | Т                  | R             |          |              | L                | T  |               |           | R          |  |  |
| Volume (veh/h)                   | 6               | 4                  | 8             |          |              | 4.00             | 1.00   |               |           | 4.00       |  |  |
| Peak-Hour Factor, PHF            | 0.90            | 0.90               | 0.90          | <u>'</u> |              | 1.00 1.00        |  | 1.00          |           |            |  |  |
| Hourly Flow Rate, HFR<br>(veh/h) | 6               | 4                  | 8             |          |              | 0                | 0 0  |               |           | 0          |  |  |
| Percent Heavy Vehicles           | 0               | 0                  | 0             |          |              | 0                | 0  |               |           | 0          |  |  |
| Percent Grade (%)                |                 | 0                  |               |          |              |                  | 0  |               |           |            |  |  |
| Flared Approach                  |                 | N                  |               |          |              |                  | N  |               |           |            |  |  |
| Storage                          |                 | 0                  |               |          |              |                  | 0  |               |           |            |  |  |
| RT Channelized                   |                 |                    | 0             |          |              |                  |  |               |           | 0          |  |  |
| Lanes                            | 0               | 1                  | 0             |          |              | 0                | 0  |               |           | 0          |  |  |
| Configuration                    |                 | LTR                |               |          |              |                  |  |               |           |            |  |  |
| Delay, Queue Length, a           | and Level of Se | ervice             |               |          |              |                  |  |               |           |            |  |  |
| Approach                         | Eastbound       | Westbound          | !             | Northbo  | ound         | l                | S  | outhbo        | ound      |            |  |  |
| Movement                         | 1               | 4                  | 7             | 8        |              | 9                | 10   | 11            |           | 12         |  |  |
| Lane Configuration               | LTR             | LT                 |               | LTF      | ?            |                  |  |               |           |            |  |  |
| v (veh/h)                        | 257             | 3                  |               | 18       |              |                  |  |               |           |            |  |  |
| C (m) (veh/h)                    | 1174            | 1282               |               | 236      | ;            |                  |  |               |           |            |  |  |
| v/c                              | 0.22            | 0.00               |               | 0.08     | 3            |                  |  |               |           |            |  |  |
| 95% queue length                 | 0.83            | 0.01               |               | 0.25     | 5            |                  |  |               |           |            |  |  |
| Control Delay (s/veh)            | 8.9             | 7.8                |               | 21.5     |              |                  |  |               |           |            |  |  |
| LOS                              | Α               | A                  |               | С        |              |                  | †  |               |           |            |  |  |
| Approach Delay (s/veh)           |                 |                    |               | 21.5     | 5            | !                |  | !             |           | <u> </u>   |  |  |
| Approach LOS                     |                 |                    |               | C        | -            |                  | <del>                                     </del> |               |           |            |  |  |
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Appendix C

4<sup>th</sup> Street at Glover Street

Volume and Synchro Data

(for Question #2)

| NOT TO SCALE  |
|---|
| 32/14   Street   18/9   18/9   18/14   18/9   18/14 |

|               |        |         | SHAWNEE STATE UNIVERSITY ESTIMATED VOLUMES AFTER 3RD ST. CLOSURE AM/PM APRIL 2012 BURGESS & NIPLE |
|---------------|--------|---------|---|
| Clover Street | 18/7 0 | 32/14 — | NOT TO SCALE  |
|               |        |         |   |

| 10. 101 001 001 00 01        | iovoi oti | 001  | / XIVI I     |      |            |            |      |          |          |          |          |      |
|------------------------------|-----------|------|--------------|------|------------|------------|------|----------|----------|----------|----------|------|
|                              | ٠         | -    | •            | •    | <b>←</b>   | •          | •    | <b>†</b> | <b>/</b> | <b>/</b> | <b>↓</b> | 4    |
| Movement                     | EBL       | EBT  | EBR          | WBL  | WBT        | WBR        | NBL  | NBT      | NBR      | SBL      | SBT      | SBR  |
| Lane Configurations          |           | 4    |              |      | 4          |            |      | 4        |          |          | 4        |      |
| Volume (veh/h)               | 32        | 194  | 4            | 3    | 207        | 31         | 4    | 17       | 0        | 7        | 8        | 18   |
| Sign Control                 |           | Free |              |      | Free       |            |      | Stop     |          |          | Stop     |      |
| Grade                        |           | 0%   |              |      | 0%         |            |      | 0%       |          |          | 0%       |      |
| Peak Hour Factor             | 0.92      | 0.92 | 0.92         | 0.92 | 0.92       | 0.92       | 0.92 | 0.92     | 0.92     | 0.92     | 0.92     | 0.92 |
| Hourly flow rate (vph)       | 35        | 211  | 4            | 3    | 225        | 34         | 4    | 18       | 0        | 8        | 9        | 20   |
| Pedestrians                  |           |      |              |      |            |            |      |          |          |          |          |      |
| Lane Width (ft)              |           |      |              |      |            |            |      |          |          |          |          |      |
| Walking Speed (ft/s)         |           |      |              |      |            |            |      |          |          |          |          |      |
| Percent Blockage             |           |      |              |      |            |            |      |          |          |          |          |      |
| Right turn flare (veh)       |           |      |              |      |            |            |      |          |          |          |          |      |
| Median type                  |           | None |              |      | None       |            |      |          |          |          |          |      |
| Median storage veh)          |           |      |              |      |            |            |      |          |          |          |          |      |
| Upstream signal (ft)         |           | 697  |              |      | 359        |            |      |          |          |          |          |      |
| pX, platoon unblocked        |           |      |              |      |            |            |      |          |          |          |          |      |
| vC, conflicting volume       | 259       |      |              | 215  |            |            | 555  | 548      | 213      | 540      | 533      | 242  |
| vC1, stage 1 conf vol        |           |      |              |      |            |            |      |          |          |          |          |      |
| vC2, stage 2 conf vol        |           |      |              |      |            |            |      |          |          |          |          |      |
| vCu, unblocked vol           | 259       |      |              | 215  |            |            | 555  | 548      | 213      | 540      | 533      | 242  |
| tC, single (s)               | 4.1       |      |              | 4.1  |            |            | 7.1  | 6.5      | 6.2      | 7.1      | 6.5      | 6.2  |
| tC, 2 stage (s)              |           |      |              |      |            |            |      |          |          |          |          |      |
| tF (s)                       | 2.2       |      |              | 2.2  |            |            | 3.5  | 4.0      | 3.3      | 3.5      | 4.0      | 3.3  |
| p0 queue free %              | 97        |      |              | 100  |            |            | 99   | 96       | 100      | 98       | 98       | 98   |
| cM capacity (veh/h)          | 1306      |      |              | 1355 |            |            | 416  | 431      | 827      | 428      | 440      | 797  |
| Direction, Lane #            | EB 1      | WB 1 | NB 1         | SB 1 |            |            |      |          |          |          |          |      |
| Volume Total                 | 250       | 262  | 23           | 36   |            |            |      |          |          |          |          |      |
| Volume Left                  | 35        | 3    | 4            | 8    |            |            |      |          |          |          |          |      |
| Volume Right                 | 4         | 34   | 0            | 20   |            |            |      |          |          |          |          |      |
| cSH                          | 1306      | 1355 | 428          | 578  |            |            |      |          |          |          |          |      |
| Volume to Capacity           | 0.03      | 0.00 | 0.05         | 0.06 |            |            |      |          |          |          |          |      |
| Queue Length 95th (ft)       | 2         | 0.00 | 4            | 5    |            |            |      |          |          |          |          |      |
| Control Delay (s)            | 1.3       | 0.1  | 13.9         | 11.6 |            |            |      |          |          |          |          |      |
| Lane LOS                     | A         | A    | В            | В    |            |            |      |          |          |          |          |      |
| Approach Delay (s)           | 1.3       | 0.1  | 13.9         | 11.6 |            |            |      |          |          |          |          |      |
| Approach LOS                 |           |      | В            | В    |            |            |      |          |          |          |          |      |
| Intersection Summary         |           |      |              |      |            |            |      |          |          |          |          |      |
| Average Delay                |           |      | 1.9          |      |            |            |      |          |          |          |          |      |
| Intersection Capacity Utiliz | ation     |      | 38.5%        | IC   | CU Level c | of Service |      |          | Α        |          |          |      |
| Analysis Period (min)        |           |      | 15           |      |            |            |      |          |          |          |          |      |
| , , ,                        |           |      | <del>-</del> |      |            |            |      |          |          |          |          |      |

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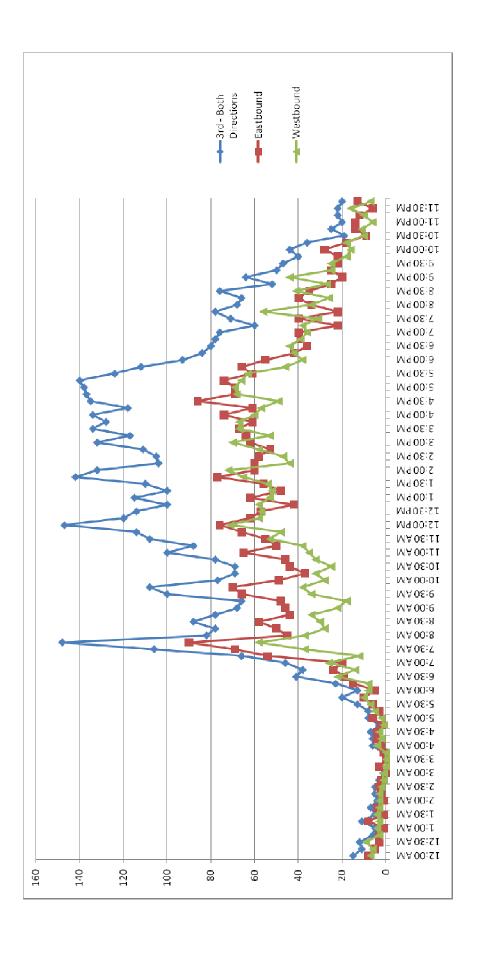
| 21. 4111 Street & G           | OVEI SI | CCL      | I IVI I | LAN  |          |            |      |          |          |          | 10/1 |      |  |  |
|-------------------------------|---------|----------|---------|------|----------|------------|------|----------|----------|----------|------|------|--|--|
|                               | •       | <b>→</b> | •       | •    | <b>←</b> | •          | •    | <b>†</b> | <b>/</b> | <b>/</b> | ļ    | 4    |  |  |
| Movement                      | EBL     | EBT      | EBR     | WBL  | WBT      | WBR        | NBL  | NBT      | NBR      | SBL      | SBT  | SBR  |  |  |
| Lane Configurations           |         | 4        |         |      | 4        |            |      | 4        |          |          | 44   |      |  |  |
| Volume (veh/h)                | 14      | 265      | 2       | 5    | 181      | 6          | 5    | 9        | 5        | 0        | 7    | 9    |  |  |
| Sign Control                  |         | Free     |         |      | Free     |            |      | Stop     |          |          | Stop |      |  |  |
| Grade                         |         | 0%       |         |      | 0%       |            |      | 0%       |          |          | 0%   |      |  |  |
| Peak Hour Factor              | 0.92    | 0.92     | 0.92    | 0.92 | 0.92     | 0.92       | 0.92 | 0.92     | 0.92     | 0.92     | 0.92 | 0.92 |  |  |
| Hourly flow rate (vph)        | 15      | 288      | 2       | 5    | 197      | 7          | 5    | 10       | 5        | 0        | 8    | 10   |  |  |
| Pedestrians                   |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Lane Width (ft)               |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Walking Speed (ft/s)          |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Percent Blockage              |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Right turn flare (veh)        |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Median type                   |         | None     |         |      | None     |            |      |          |          |          |      |      |  |  |
| Median storage veh)           |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Upstream signal (ft)          |         | 767      |         |      | 289      |            |      |          |          |          |      |      |  |  |
| pX, platoon unblocked         |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| vC, conflicting volume        | 203     |          |         | 290  |          |            | 544  | 534      | 289      | 541      | 532  | 200  |  |  |
| vC1, stage 1 conf vol         |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| vC2, stage 2 conf vol         |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| vCu, unblocked vol            | 203     |          |         | 290  |          |            | 544  | 534      | 289      | 541      | 532  | 200  |  |  |
| tC, single (s)                | 4.1     |          |         | 4.1  |          |            | 7.1  | 6.5      | 6.2      | 7.1      | 6.5  | 6.2  |  |  |
| tC, 2 stage (s)               |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| tF (s)                        | 2.2     |          |         | 2.2  |          |            | 3.5  | 4.0      | 3.3      | 3.5      | 4.0  | 3.3  |  |  |
| p0 queue free %               | 99      |          |         | 100  |          |            | 99   | 98       | 99       | 100      | 98   | 99   |  |  |
| cM capacity (veh/h)           | 1368    |          |         | 1272 |          |            | 434  | 445      | 750      | 436      | 447  | 841  |  |  |
| Direction, Lane #             | EB 1    | WB 1     | NB 1    | SB 1 |          |            |      |          |          |          |      |      |  |  |
| Volume Total                  | 305     | 209      | 21      | 17   |          |            |      |          |          |          |      |      |  |  |
| Volume Left                   | 15      | 5        | 5       | 0    |          |            |      |          |          |          |      |      |  |  |
| Volume Right                  | 2       | 7        | 5       | 10   |          |            |      |          |          |          |      |      |  |  |
| cSH                           | 1368    | 1272     | 495     | 607  |          |            |      |          |          |          |      |      |  |  |
| Volume to Capacity            | 0.01    | 0.00     | 0.04    | 0.03 |          |            |      |          |          |          |      |      |  |  |
| Queue Length 95th (ft)        | 1       | 0        | 3       | 2    |          |            |      |          |          |          |      |      |  |  |
| Control Delay (s)             | 0.5     | 0.2      | 12.6    | 11.1 |          |            |      |          |          |          |      |      |  |  |
| Lane LOS                      | Α       | Α        | В       | В    |          |            |      |          |          |          |      |      |  |  |
| Approach Delay (s)            | 0.5     | 0.2      | 12.6    | 11.1 |          |            |      |          |          |          |      |      |  |  |
| Approach LOS                  |         |          | В       | В    |          |            |      |          |          |          |      |      |  |  |
| Intersection Summary          |         |          |         |      |          |            |      |          |          |          |      |      |  |  |
| Average Delay                 |         |          | 1.2     |      |          |            |      |          |          |          |      |      |  |  |
| Intersection Capacity Utiliza | ation   |          | 32.6%   | IC   | CU Level | of Service |      |          | Α        |          |      |      |  |  |
| Analysis Period (min)         |         |          | 15      |      |          |            |      |          |          |          |      |      |  |  |
|                               |         |          |         |      |          |            |      |          |          |          |      |      |  |  |

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Appendix D

2010 Count Graph

(for Question #3)

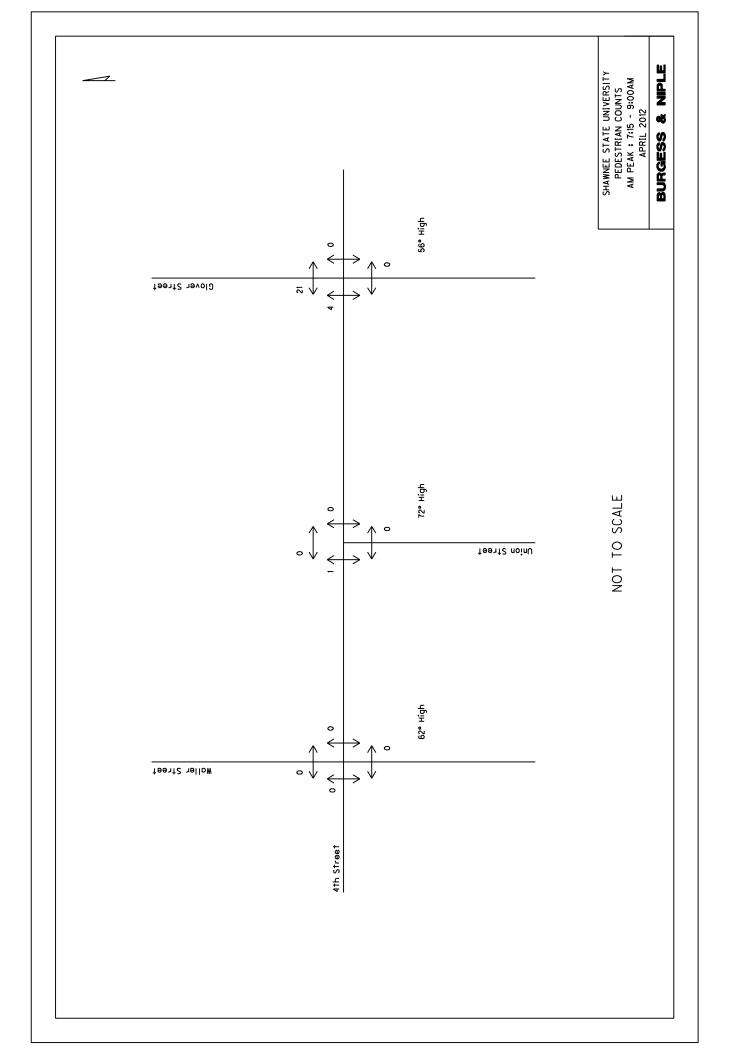


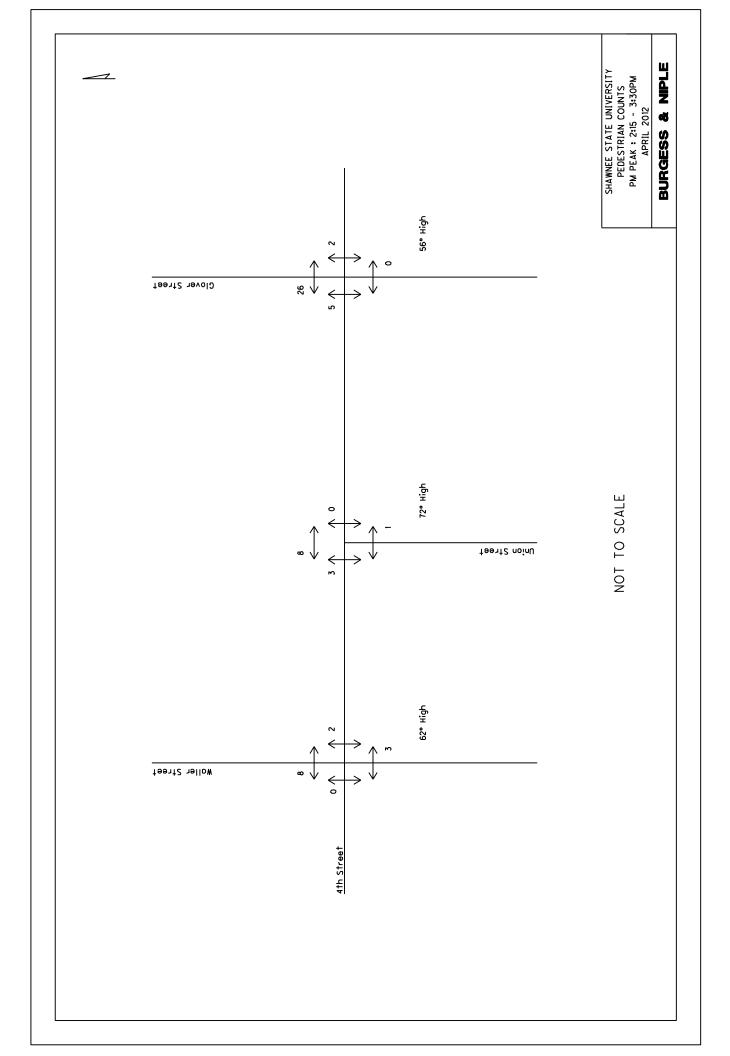
Appendix E

Pedestrian Volumes

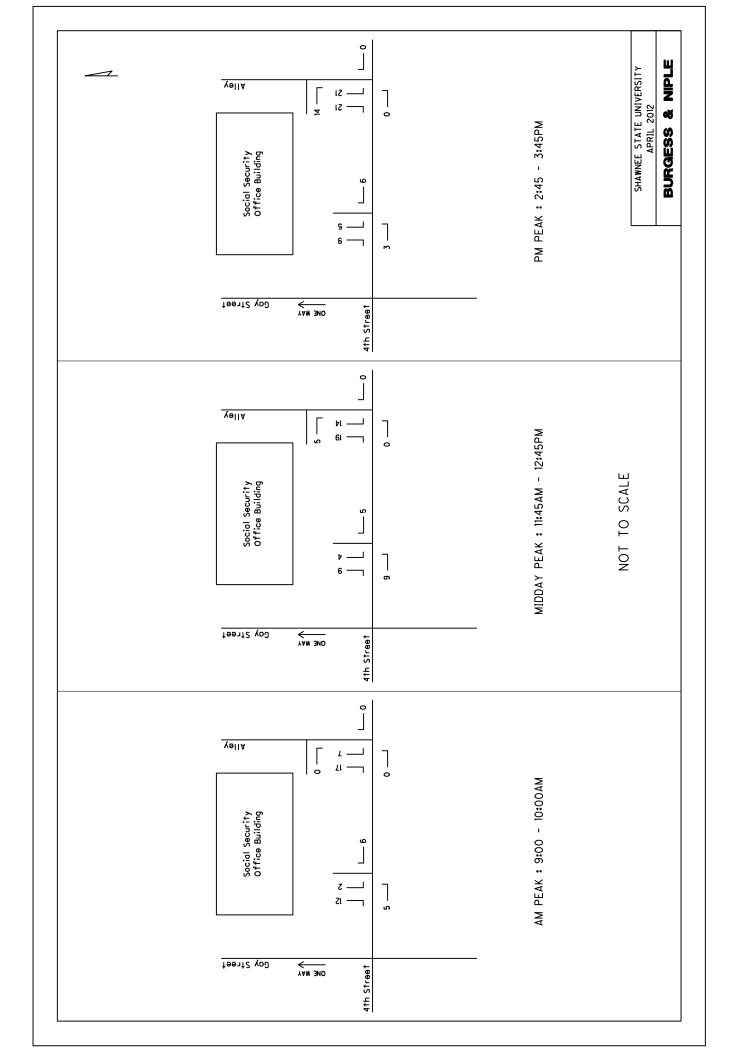
Along 4<sup>th</sup> Street

(for Question #4)





# Appendix F Social Security Administration Office Count and Synchro Data (for Question #5)



|                              | ٠      | <b>→</b> | +         | •    | <b>\</b>  | 4          |
|------------------------------|--------|----------|-----------|------|-----------|------------|
| Movement                     | EBL    | EBT      | WBT       | WBR  | SBL       | SBR        |
| Lane Configurations          |        | ર્ન      | <b>^}</b> |      | W         |            |
| Volume (veh/h)               | 5      | 428      | 307       | 6    | 2         | 12         |
| Sign Control                 |        | Free     | Free      |      | Stop      |            |
| Grade                        |        | 0%       | 0%        |      | 0%        |            |
| Peak Hour Factor             | 0.92   | 0.92     | 0.92      | 0.92 | 0.92      | 0.92       |
| Hourly flow rate (vph)       | 5      | 465      | 334       | 7    | 2         | 13         |
| Pedestrians                  |        |          |           |      |           |            |
| Lane Width (ft)              |        |          |           |      |           |            |
| Walking Speed (ft/s)         |        |          |           |      |           |            |
| Percent Blockage             |        |          |           |      |           |            |
| Right turn flare (veh)       |        |          |           |      |           |            |
| Median type                  |        | None     | None      |      |           |            |
| Median storage veh)          |        |          |           |      |           |            |
| Upstream signal (ft)         |        |          |           |      |           |            |
| pX, platoon unblocked        |        |          |           |      |           |            |
| vC, conflicting volume       | 340    |          |           |      | 813       | 337        |
| vC1, stage 1 conf vol        |        |          |           |      |           |            |
| vC2, stage 2 conf vol        |        |          |           |      |           |            |
| vCu, unblocked vol           | 340    |          |           |      | 813       | 337        |
| tC, single (s)               | 4.1    |          |           |      | 6.4       | 6.2        |
| tC, 2 stage (s)              |        |          |           |      |           |            |
| tF (s)                       | 2.2    |          |           |      | 3.5       | 3.3        |
| p0 queue free %              | 100    |          |           |      | 99        | 98         |
| cM capacity (veh/h)          | 1219   |          |           |      | 346       | 705        |
| Direction, Lane #            | EB 1   | WB 1     | SB 1      |      |           |            |
| Volume Total                 | 471    | 340      | 15        |      |           |            |
| Volume Left                  | 5      | 0        | 2         |      |           |            |
| Volume Right                 | 0      | 7        | 13        |      |           |            |
| cSH                          | 1219   | 1700     | 614       |      |           |            |
| Volume to Capacity           | 0.00   | 0.20     | 0.02      |      |           |            |
| Queue Length 95th (ft)       | 0.00   | 0.20     | 2         |      |           |            |
| Control Delay (s)            | 0.1    | 0.0      | 11.0      |      |           |            |
| Lane LOS                     | Α      | 0.0      | В         |      |           |            |
| Approach Delay (s)           | 0.1    | 0.0      | 11.0      |      |           |            |
| Approach LOS                 | 0.1    | 0.0      | В         |      |           |            |
| • • •                        |        |          |           |      |           |            |
| Intersection Summary         |        |          | 0.0       |      |           |            |
| Average Delay                |        |          | 0.3       |      |           |            |
| Intersection Capacity Utiliz | zation |          | 36.5%     | IC   | U Level o | of Service |
| Analysis Period (min)        |        |          | 15        |      |           |            |
|                              |        |          |           |      |           |            |

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Appendix G

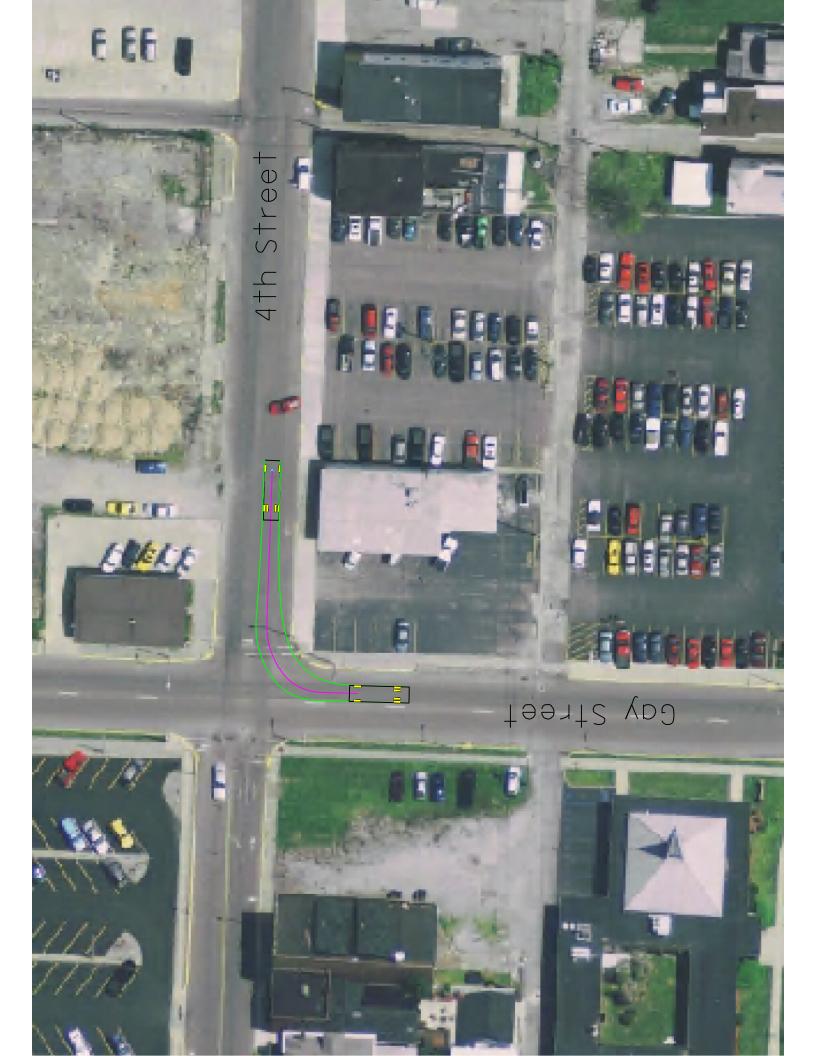
Truck Turning Movements

Onto 4<sup>th</sup> Street

(for Question #6)

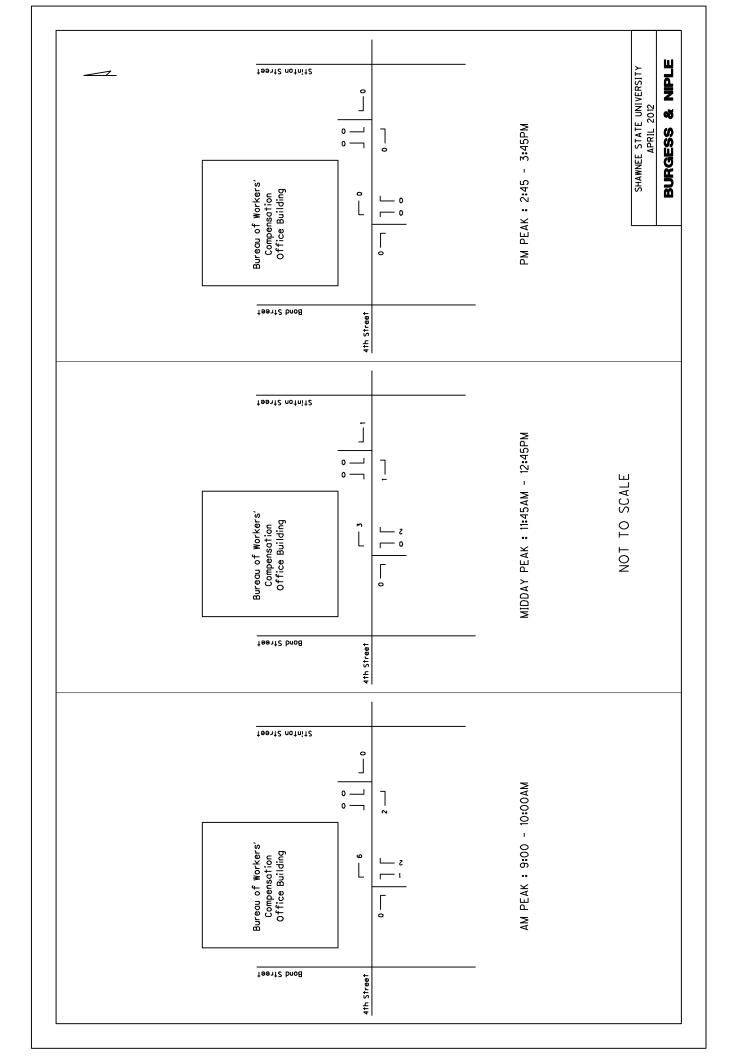








# Appendix H Bureau of Workers' Compensation Office Count and Synchro Data (for Question #10)



|                              | -      | •    | •     | ←    | 4          | /          |
|------------------------------|--------|------|-------|------|------------|------------|
| Movement                     | EBT    | EBR  | WBL   | WBT  | NBL        | NBR        |
| Lane Configurations          | 4      |      |       | 4    | ¥          |            |
| Volume (veh/h)               | 473    | 0    | 6     | 284  | 1          | 2          |
| Sign Control                 | Free   |      |       | Free | Stop       |            |
| Grade                        | 0%     |      |       | 0%   | 0%         |            |
| Peak Hour Factor             | 0.92   | 0.92 | 0.92  | 0.92 | 0.92       | 0.92       |
| Hourly flow rate (vph)       | 514    | 0    | 7     | 309  | 1          | 2          |
| Pedestrians                  |        |      |       |      |            |            |
| Lane Width (ft)              |        |      |       |      |            |            |
| Walking Speed (ft/s)         |        |      |       |      |            |            |
| Percent Blockage             |        |      |       |      |            |            |
| Right turn flare (veh)       |        |      |       |      |            |            |
| Median type                  | None   |      |       | None |            |            |
| Median storage veh)          |        |      |       |      |            |            |
| Upstream signal (ft)         |        |      |       |      |            |            |
| pX, platoon unblocked        |        |      |       |      |            |            |
| vC, conflicting volume       |        |      | 514   |      | 836        | 514        |
| vC1, stage 1 conf vol        |        |      |       |      |            |            |
| vC2, stage 2 conf vol        |        |      |       |      |            |            |
| vCu, unblocked vol           |        |      | 514   |      | 836        | 514        |
| tC, single (s)               |        |      | 4.1   |      | 6.4        | 6.2        |
| tC, 2 stage (s)              |        |      |       |      |            |            |
| tF (s)                       |        |      | 2.2   |      | 3.5        | 3.3        |
| p0 queue free %              |        |      | 99    |      | 100        | 100        |
| cM capacity (veh/h)          |        |      | 1051  |      | 335        | 560        |
| Direction, Lane #            | EB 1   | WB 1 | NB 1  |      |            |            |
| Volume Total                 | 514    | 315  | 3     |      |            |            |
| Volume Left                  | 0      | 7    | 1     |      |            |            |
| Volume Right                 | 0      | 0    | 2     |      |            |            |
| cSH                          | 1700   | 1051 | 458   |      |            |            |
| Volume to Capacity           | 0.30   | 0.01 | 0.01  |      |            |            |
| Queue Length 95th (ft)       | 0      | 0    | 1     |      |            |            |
| Control Delay (s)            | 0.0    | 0.2  | 12.9  |      |            |            |
| Lane LOS                     |        | Α    | В     |      |            |            |
| Approach Delay (s)           | 0.0    | 0.2  | 12.9  |      |            |            |
| Approach LOS                 |        |      | В     |      |            |            |
| Intersection Summary         |        |      |       |      |            |            |
| Average Delay                |        |      | 0.1   |      |            |            |
| Intersection Capacity Utiliz | zation |      | 34.9% | IC   | CU Level o | of Service |
| Analysis Period (min)        |        |      | 15    |      |            |            |
|                              |        |      |       |      |            |            |

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## Appendix I Cost Estimates for Improvements (for Question #11)

### Cost Estimates for 4th Street Recommended Improvement Options

| mprovement         | Associated Items of Work               | Quantity | Unit          | Unit Cost     | Total Cost |             |
|--------------------|--|----------|---------------|---------------|------------|-------------|
| 1 Install Signal   | at 4th and Gay                         |          |               |               |            |             |
|                    | Reuse of Mast Arms                     | 2        | EACH          | \$3,000.00    | \$6,000    |             |
|                    | Mast Arm Foundation                    | 2        | EACH          | \$2,550.00    | \$5,100    |             |
|                    | Reuse of Vehicular Signal Heads        | 6        | EACH          | \$200.00      | \$1,200    |             |
|                    | Reuse of Controller                    | 1        | EACH          | \$3,750.00    | \$3,750    |             |
|                    | Cabinet Foundation                     | 1        | EACH          | \$1,300.00    | \$1,300    |             |
|                    | Controller Work Pad                    | 1        | EACH          | \$250.00      | \$250      |             |
|                    | 5/C Cable                              | 930      | FEET          | \$1.65        | \$1,535    |             |
|                    | Ground Rod                             | 3        | EACH          | \$150.00      | \$450      |             |
|                    | Pedestal, 11'                          | 2        | EACH          | \$480.00      | \$960      |             |
|                    | Pedestal Foundation                    | 2        | EACH          | \$680.00      | \$1,360    |             |
|                    | Power Service                          | 1        | EACH          | \$2,050.00    | \$2,050    |             |
|                    | Power Cable                            | 100      | FEET          | \$3.00        | \$300      |             |
|                    | Pedestrian Pushbuttons                 | 8        | EACH          | \$180.00      | \$1,440    |             |
|                    | Pedestrian Signal Heads (LED)          | 8        | EACH          | \$450.00      | \$3,600    |             |
|                    | Detector Loops                         | 4        | EACH          | \$950.00      | \$3,800    |             |
|                    | Loop Detector Lead-In Cable            | 500      | FEET          | \$1.50        | \$750      |             |
|                    | Pull Box                               | 4        | EACH          | \$600.00      | \$2,400    |             |
|                    | 2" Conduit                             | 80       | FEET          | \$2.90        | \$232      |             |
|                    | Trench                                 | 80       | FEET          | \$5.20        | \$416      |             |
|                    | Loop Detector Unit                     | 2        | EACH          | \$200.00      | \$400      |             |
|                    | Removal of Traffic Signal Installation | 1        | EACH          | \$2,000.00    | \$2,000    |             |
|                    | Stop Sign                              | 1        | EACH          | \$208.20      | \$208      |             |
|                    | Removal of Stop Signs                  | 2        | EACH          | \$24.50       | \$49       |             |
|                    | Subto                                  |          | 2, (01)       | Q2 1130       | \$39,550   |             |
|                    | Contingency                            | tui      |               | 25%           | \$9,887    |             |
|                    | Contingency                            | Total (  | Cost for this | Improvement = | \$49,437   | say \$50,00 |
| 2 PMs for Wal      | lor Offcot                             |          |               |               |            |             |
| 2 PIVIS IOI VVai   |  | 126      | CCCT          | ¢2.00         | ĊZEZ       |             |
|                    | Dotted Line, 4"                        | 126      | FEET          | \$2.00        | \$252      |             |
|                    | Subto                                  | tai      |               | 25%           | \$252      |             |
|                    | Contingency                            | Tatal    | ^ 4           |               | \$63       | 61 000      |
|                    |  | Total C  | Lost for this | Improvement = | \$315      | say \$1,000 |
| <b>3</b> Move SSAO | Driveway                               |          |               |               |            |             |
|                    | Walk Removed                           | 600      | SQ FT         | \$1.46        | \$876      |             |
|                    | 4" Concrete Walk                       | 300      | SQ FT         | \$3.76        | \$1,128    |             |
|                    | Curb Type 6                            | 50       | FEET          | \$13.14       | \$657      |             |
|                    | Curb Removed                           | 25       | FEET          | \$3.71        | \$93       |             |
|                    | 8' Non-Reinforced Concrete Pavement    | 33.33    | SQ YD         | \$43.15       | \$1,438    |             |
|                    | Parking Lot Stall Marking              | 100      | FEET          | \$0.67        | \$67       |             |
|                    | Concrete Parking Block                 | 5        | EACH          | \$108.75      | \$544      |             |
|                    | Subto                                  | tal      |               |               | \$4,803    |             |
|                    | Contingency                            |          |               | 25%           | \$1,201    |             |
|                    |  | Total C  | Cost for this | Improvement = | \$6,003    | say \$6,000 |

| mprovement     | Associated Items of Work  | Quantity          | Unit                    | Unit Cost                   | Total Cost                        |             |
|----------------|---|-------------------|-------------------------|-----------------------------|-----------------------------------|-------------|
| 4 4th at Walle | r Signal Upgrades   |                   |                         |                             |                                   |             |
|                | 12" LED Signal Heads w/ Backplates  | 8                 | EACH                    | \$790.00                    | \$6,320                           |             |
|                | New Span Mounted Signs  | 16                | SQ FT                   | \$12.40                     | \$198                             |             |
|                | Pedestrian Pushbuttons  | 8                 | EACH                    | \$180.00                    | \$1,440                           |             |
|                | Pedestrian Signal Heads (LED)   | 8                 | EACH                    | \$450.00                    | \$3,600                           |             |
|                | Detector Loops  | 4                 | EACH                    | \$950.00                    | \$3,800                           |             |
|                | Loop Detector Lead-In Cable   | 500               | FEET                    | \$1.50                      | \$750                             |             |
|                | Pull Box  | 5                 | EACH                    | \$600.00                    | \$3,000                           |             |
|                | 2" Conduit  | 100               | FEET                    | \$2.90                      | \$290                             |             |
|                | Trench  | 100               | FEET                    | \$5.20                      | \$520                             |             |
|                | Conduit Riser   | 4                 | EACH                    | \$320.00                    | \$1,280                           |             |
|                | 5/C Cable   | 930               | FEET                    | \$1.65                      | \$1,535                           |             |
|                | Strain Pole   | 4                 | EACH                    | \$5,000.00                  | \$20,000                          |             |
|                | Strain Pole Foundation  | 4                 | EACH                    | \$2,600.00                  | \$10,400                          |             |
|                | Messenger Wire  | 200               | FEET                    | \$7.00                      | \$1,400                           |             |
|                | Loop Detector Unit  | 2                 | EACH                    | \$200.00                    | \$400                             |             |
|                | Controller Removed  | 1                 | EACH                    | \$2,000.00                  | \$2,000                           |             |
|                | Ground Mount Controller   | 1                 | EACH                    | \$12,000.00                 | \$12,000                          |             |
|                | Cabinet Foundation  | 1                 | EACH                    | \$1,300.00                  | \$1,300                           |             |
|                | Controller Work Pad   | 1                 | EACH                    | \$250.00                    | \$250                             |             |
|                | Subtot  | al                |                         |                             | \$70,483                          |             |
|                | Contingency   |                   |                         | 25%                         | \$17,621                          |             |
|                |   | Total (           | Cost for this           | Improvement =               | \$88,104                          | say \$90,00 |
|                | Crosswalk Lines with Piano Keys Sign, Flat Sheet Sign Post, No. 2 Stroot Lighting Estimate (ODOT) | 828<br>132<br>162 | FEET<br>SQ. FT.<br>FEET | \$3.00<br>\$12.30<br>\$7.50 | \$2,484<br>\$1,624<br>\$1,215     |             |
|                | Street Lighting Estimate (ODOT)   | 800               | FEET                    | \$40.00                     | \$32,000                          |             |
|                | Subtot  | al                |                         | 250/                        | \$37,323                          |             |
|                | Contingency   | T-1-1/            |                         | 25%                         | \$9,331                           | 450.00      |
|                |   | Total C           | Lost for this           | Improvement =               | \$46,653                          | say \$50,00 |
| 6 Increase Cor | ner Raduis  |                   |                         |                             |                                   |             |
|                | Walk Removed  | 810               | SQ FT                   | \$1.46                      | \$1,182.60                        |             |
|                | Curb Removed  | 90                | FEET                    | \$3.71                      | \$333.45                          |             |
|                | 4" Asphalt Conc. Base   | 5.54              | CU YD                   | \$117.91                    | \$653.22                          |             |
|                | 6" aggregate Base   | 8.30              | CU YD                   | \$37.47                     | \$311.00                          |             |
|                | 1.25" Asphalt Conc. Surf. Course  | 1.72              | CU YD                   | \$129.48                    | \$222.71                          |             |
|                | 1.75" Asphalt Conc. Int. Course   | 2.42              | CU YD                   | \$107.96                    | \$261.26                          |             |
|                | 4" Concrete walk  | 810               | SQ FT                   | \$3.76                      | \$3,045.60                        |             |
|                | Curb Ramp   | 4                 | EACH                    | \$437.50                    | \$1,750.00                        |             |
|                | Curb Type 6   | 90                | FEET                    | \$13.14                     | \$1,182.60                        |             |
|                | Catch Basin Reconstructed to grade  | 1                 | EACH                    | \$785.67                    | \$785.67                          |             |
|                | Fire Hydrant, Relocated   | 1                 | EACH                    | \$1,468.75                  | \$1,468.75                        |             |
|                | The Hydrant, Nelocated  |                   |                         |                             |                                   |             |
|                |   | 232               | FEET                    | \$40.00                     | \$9,280.00                        |             |
|                | Street Lighting Relocation  |                   | FEET                    | \$40.00                     | \$9,280.00<br>\$20,477            |             |
|                |   |                   | FEET                    | \$40.00<br>25%              | \$9,280.00<br>\$20,477<br>\$5,119 |             |

| Improvement   | Associated Items of Work        |          | Quantity | Unit          | Unit Cost     | Total Cost |             |
|---------------|---------------------------------|----------|----------|---------------|---------------|------------|-------------|
| 7 VRCFA Impro | ovements                        |          |          |               |               |            |             |
|               | Edge Line                       |          | 834      | FEET          | \$0.43        | \$355      |             |
|               | Transverse Lines                |          | 112      | FEET          | \$4.82        | \$540      |             |
|               | Crosswalk Lines with Piano Keys |          | 187      | FEET          | \$3.00        | \$561      |             |
|               | Pavement Markings Removed       |          | 255      | FEET          | \$3.50        | \$893      |             |
|               | Sign, Flat Sheet                |          | 46.5     | SQ. FT.       | \$12.30       | \$572      |             |
|               | Sign Post, No. 2                |          | 146      | FEET          | \$7.50        | \$1,095    |             |
|               | Rapid Flashing Beacons Assembly |          | 2        | EACH          | \$6,000.00    | \$12,000   |             |
|               |                                 | Subtotal |          |               |               | \$16,016   |             |
|               | Contingency                     |          |          |               | 25%           | \$4,004    |             |
|               |                                 |          | Total (  | Cost for this | Improvement = | \$20,020   | say \$20,00 |

# Appendix J Traffic and Pedestrian Counts Raw Data

|                | Intersection:                          | 4Th an    | d Glove           | r                |               |       |                 |       |
|----------------|--|-----------|-------------------|------------------|---------------|-------|-----------------|-------|
|                | Date: 4.                               | 18-12     |                   |                  |               |       |                 |       |
|                | Name: Bogin Timo:                      |           |                   | 7:110            | 1.00          |       |                 |       |
|                | Begin Time:                            |           |                   | 1.43             | Am            |       |                 |       |
|                | otal ca new                            | one every | 13 11111111111111 |                  |               |       |                 |       |
|                | <b>L</b><br>Right                      |           | North             | Approach Thru    |               |       | Left            |       |
|                | Cars: /                                |           | 1111              |                  |               |       |                 |       |
|                | Trucks:                                |           |                   |                  |               |       |                 | ]     |
|                | Pedestrains:                           | *         |                   |                  |               |       |                 | ]     |
| Left           | 77.                                    | 9         |                   |                  |               | 5:    |                 | Right |
| Cars:          |  | Peds:     |                   |                  |               | Peds: | Cars: J         |       |
|                |  |           | <b>♪</b>          |                  | ^             |       |                 |       |
| Trucks:        |  |           |                   |                  |               |       | Trucks:         |       |
|                |  |           |                   |                  |               |       | <u> </u>        |       |
| Thru           |  |           | <                 |                  |               |       |                 | Thru  |
| Cars: y y      | ////////////////////////////////////// |           | Approach          |                  | East Approach |       | Cars: ##11111/1 |       |
|                |  |           | App               |                  | Appro         |       |                 |       |
| Trucks:        |  |           | roac              |                  | ast A         |       | Trucks:         |       |
| L              |  |           | 5                 |                  | ш             |       |                 |       |
| Right<br>Cars: |  | 1 1       |                   |                  |               |       | Cars:           | Left  |
| Cars           |  |           |                   |                  |               |       | Cars:           |       |
|                |  |           | 1                 |                  | <b>F</b>      |       |                 |       |
| Trucks:        |  |           |                   |                  |               |       | Trucks:         |       |
|                |  |           |                   | 1                |               |       |                 |       |
|                | Left                                   |           | South             | Approach<br>Thru |               |       | Right           |       |
|                | Cars: /                                |           | HIII              | ima              |               |       | Ngitt           | 1     |
|                |  |           |                   |                  |               |       |                 |       |
|                | Trucks:                                |           |                   |                  | $\rightarrow$ |       |                 | 1     |
|                |  |           |                   |                  |               |       |                 | ]     |
|                | Pedestrains:                           |           | 24                |                  |               |       |                 | 1     |
|                |  |           |                   |                  |               |       |                 |       |

|                                       | Intersection: 4th 0 Date: 4-18-12 Name: Brian Yes Begin Time: 7:45 A ***Start a new sheet eve | rardi<br>Im End Time: 8:00 | Am            |                |       |
|---------------------------------------|---|----------------------------|---------------|----------------|-------|
| 9                                     | Right  Cars:    Trucks:   | North Approach Thru        |               | Left           |       |
| Left<br>Cars: []]]                    | Pedestrains:  |                            | Peds:         | Cars:     1    | Right |
| Trucks:  Thru  Cars:          Trucks: | 1((//)))))  | West Approach              | East Approach | Trucks:  Cars: | Thru  |
| Right Cars: 11 Trucks:                |   |                            | ₩             | Cars: J        | Left  |
|                                       | Left Cars:  Trucks:   | South Approach Thru        |               | Right          |       |
|                                       | Pedestrains:  |                            |               |                |       |



| Intersection: 477   | and Glover                |               |       |                                 | ,     |
|---|---------------------------|---------------|-------|---------------------------------|-------|
| Date: 4-18-12   |                           |               |       |                                 |       |
| Name: Brian   | Yerardi                   |               |       |                                 |       |
| Begin Time: <u>&amp;: 60 A</u><br>***Start a new sheet ev |                           | m             |       |                                 |       |
| Start a new sneet ev                                      | ery 15 minutes.           |               |       |                                 |       |
| Right   | North Approach<br>Thru    |               | Ĺ     | →<br>eft                        |       |
| Cars:   |                           |               | [1    |                                 |       |
| Trucks:   |                           |               | 1111  |                                 |       |
| Pedestrains:  |                           |               |       |                                 |       |
| Left  |                           |               |       |                                 | Right |
| Cars:   |                           | ~             | Peds: | Cars: [] [] [] [] [] [] Trucks: | 11)// |
| Thru    Cars:   | West A                    | roach         |       | Cars: [[]] [ ] [ ] [            | Thru  |
| Trucks:   | <b>↑</b><br>West Approach | East Approach |       | Trucks:                         |       |
| Right Cars: /   |                           |               |       | Cars: /                         | Left  |
| Trucks:   |                           | <b>\( \)</b>  |       | Trucks:                         |       |
| <b>N</b><br>Left  | South Approach<br>Thru    |               | R     | Right                           |       |
| Cars:   | 11                        |               |       |                                 |       |
| Trucks:   |                           |               |       |                                 |       |
| Pedestrains:  | N/ L                      |               |       |                                 |       |

| Intersection: 4th as Date: 4.18-12  Name: 8cian Segin Time: 8:15 Ame ***Start a new sheet every | lerardi<br>End Time: 8:30 |               | Left   |
|---|---------------------------|---------------|--|
| Pedestrains:  Left  Cars:   |                           | Peds:         | Right  |
| Trucks:  Thru  Cars:  | <b>♦</b> West Approach    | East Approach | Trucks:  Thru  Cars:      ////////   Trucks: |
| Right Cars:   Trucks:   | South Approach            | ¥             | Left Cars:   Trucks:                         |
| Left Cars: 1 Trucks: Pedestrains:   | Thru                      |               | Right  |



| Intersect  | ion: 4th and         | 1 Glover                  |               |                           |       |
|--|----------------------|---------------------------|---------------|---------------------------|-------|
| Date:  | 4-18-12              |                           |               | <del></del>               |       |
| Name:  | Brian Yerard         | ·                         |               |                           |       |
| –<br>Begin Tin   | ne: 4:30 Pm          | End Time: 4: 45           | Pm .          |                           |       |
|  | a new sheet every 15 |                           |               |                           |       |
|  |                      |                           |               |                           |       |
|  | N                    | $\sqrt{}$                 |               | V                         |       |
| 4  | ل                    | North Approach            |               | 9                         |       |
|  | Right                | Thru                      |               | Left                      |       |
| Cars: I  |                      | 11                        |               |                           |       |
|  |                      |                           |               |                           |       |
| Trucks:  |                      |                           |               |                           |       |
|  | [                    |                           |               |                           |       |
| Pedestrains:   | 1                    |                           |               |                           |       |
|  |                      |                           |               |                           |       |
| 1 - 44   |                      |                           |               |                           | Right |
| Left   Cars: [11 [1] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]   | Peds:                |                           | Peds:         | Cars: 11                  | NIGHT |
| ASSESSED TO A STATE OF THE STAT | 1000000              | <b>^</b>                  |               |                           |       |
|  |                      | )                         |               |                           |       |
| Trucks:  |                      |                           |               | Trucks:                   |       |
|  |                      |                           |               | L                         |       |
| Thru   |                      | _                         |               |                           | Thru  |
| Cars:  |                      | <b>├</b><br>West Approach | East Approach | Cars: [ ] [ ] [ ] [ ] [ ] |       |
|  |                      | r Ap →                    | ⊬ obto        |                           |       |
| Trucks:  |                      | proa                      | it A          | Trucks:                   |       |
|  |                      | <u>5</u>                  | Ë             |                           |       |
| Right  |                      |                           |               |                           | Left  |
| Cars:  |                      |                           | 1             | Cars:                     |       |
|  |                      | \.                        | ~             |                           |       |
| Trucks:  |                      | ¥                         | <b>↓</b>      | Trucks:                   |       |
| Trucks.  |                      |                           |               | I I deks.                 |       |
|  |                      | 1                         |               | →<br>>-                   |       |
| , ·  | 1                    | South Approach            |               | 6'                        |       |
| Cars:  | .eft                 | Thru                      |               | Right                     |       |
| Cars.  |                      | 1                         |               |                           |       |
| . 19   |                      |                           |               |                           |       |
| Trucks:  | 11                   |                           |               |                           |       |
| L  |                      |                           |               |                           |       |
| Pedestrains:   |                      |                           |               |                           |       |
|  |                      |                           |               |                           |       |



|           | Intersection:    | 4Th 0       | and Glover             |               |       |                |       |
|-----------|------------------|-------------|------------------------|---------------|-------|----------------|-------|
|           | Date: 4-         | 18.12       |                        |               |       |                |       |
|           | Name:            | ian Yer     | ardi                   |               |       |                |       |
|           |                  |             | End Time:              | 1m            |       |                |       |
|           | ***Start a new   | sheet every | 15 minutes.            |               |       |                |       |
|           | ا<br>Right       |             | North Approacl<br>Thru | h             | Le    | et .           |       |
|           | Cars:            |             | ]/11                   |               |       |                |       |
|           | Trucks:          |             |                        |               |       |                |       |
|           | Pedestrains:     |             |                        |               |       |                |       |
| Left      |                  |             |                        |               |       |                | Right |
| Cars:     |                  | Peds:       |                        | ~             | Peds: | Cars:          |       |
| Trucks:   |                  |             |                        |               |       | Trucks:        |       |
| Thru      |                  |             | s                      | _             |       | C-20.121.1111. | Thru  |
|           | [[[]]]]          |             | West Approach          | East Approach |       | Cars: / / /    |       |
| Trucks: / |                  |             | oach                   | East /        |       | Trucks:        |       |
| Right     | 7                |             |                        |               |       |                | Left  |
| Cars: 11  |                  |             | $\supset$              |               |       | Cars: [        |       |
| Trucks:   |                  |             | Α.                     | <b>V</b>      |       | Trucks:        |       |
|           | <b>N</b><br>Left |             | South Approac          | h             | Ri    | ght            |       |
|           | Cars:            |             | . 1                    |               |       |                |       |
|           | Trucks:          |             |                        |               |       |                |       |
|           | Pedestrains:     | 4111-       |                        |               |       |                |       |



| Intersection:              | 4th and Glover         |               |                 |       |
|----------------------------|------------------------|---------------|-----------------|-------|
| Date: <u>4.1</u>           | 8-12                   | <u>-</u>      |                 |       |
| Name: Ba                   | an Yerardi             |               |                 |       |
| Begin Time:                |                        | 8m            |                 |       |
|                            | heet every 15 minutes. |               |                 |       |
|                            |                        |               |                 |       |
| N                          | $\checkmark$           |               | 1               |       |
| $\boldsymbol{\mathcal{Q}}$ | North Approach         |               | 9               |       |
| Right                      | Thru                   |               | Left            | 1     |
| Cars: /                    | '                      | 1.1           |                 |       |
| 1                          |                        | 11            |                 |       |
| Trucks:                    |                        |               |                 |       |
|                            |                        |               |                 |       |
| De de atracia a d          |                        |               |                 | i     |
| Pedestrains: /             |                        |               |                 |       |
|                            |                        |               |                 | 7     |
| Left                       |                        |               |                 | Right |
|                            | Peds:                  | Peds:         | Cars:           |       |
|                            | 111 /                  | ) II          |                 |       |
| 0                          |                        |               |                 |       |
| Trucks:                    |                        |               | Trucks:         |       |
|                            |                        |               |                 |       |
| Thru                       |                        | 1             |                 | Thru  |
| Cars:                      | West Approach          | 듔             | Cars: [[]]]]]]] | 7111  |
|                            | A >                    | bro.          |                 |       |
| Trucks:                    | ) pg                   | ₩ db db       | Trucks:         |       |
| Trucks.                    | vach                   | East Approach | l litucias.     |       |
|                            |                        | _             |                 |       |
| Right                      |                        | 1             | C 4             | Left  |
| Cars:                      |                        | 1             | Cars:           |       |
|                            |                        | _             |                 |       |
| Trucks:                    | ,                      | ¥             | Trucks:         |       |
|                            |                        |               |                 |       |
| M                          | 个                      | ***           | >               |       |
| M                          | South Approach         |               | >               |       |
| Left                       | Thru                   |               | Right           | 1     |
| Cars:                      | 11111                  | 111           |                 |       |
|                            |                        |               |                 |       |
| Trucks:                    |                        |               |                 |       |
|                            |                        |               |                 |       |
| Pedestrains:               |                        |               |                 | 1     |
| 7 353 354 31.351.1551      |                        |               |                 |       |



|           | Intersection:       | 4Th 0     | and Glover     |               |           |           |        |
|-----------|---------------------|-----------|----------------|---------------|-----------|-----------|--------|
|           | Date: 4-            | 18-12     |                |               |           |           | -      |
|           | Name: Bri           | ion Yere  | acdi           |               |           |           |        |
|           | Begin Time: _5      | : 15 pm   | End Time: 5:30 | Pm            |           |           |        |
|           | ***Start a new s    |           |                |               |           |           |        |
|           |                     |           |                |               |           |           |        |
|           | N                   |           | $\checkmark$   |               |           | Î         |        |
|           | €)                  |           | North Approach |               |           | 9         |        |
|           | Right Cars: [ ] [ ] |           | Thru           |               |           | Left      | 7      |
|           | Curs.               |           | '              |               |           |           |        |
|           |                     |           |                |               |           |           |        |
|           | Trucks:             |           |                |               |           |           |        |
|           |                     |           |                |               |           |           | J      |
|           | Pedestrains:        |           |                |               |           |           |        |
|           |                     |           |                |               |           |           |        |
| Left      |                     |           |                |               |           |           | Right  |
| Cars:     |                     | Peds:     |                |               | Peds:     | Cars: []] | Nigiti |
|           |                     | 1.03.5183 | <b>^</b>       |               | 1.55.55.7 |           |        |
|           |                     |           |                | V             |           |           |        |
| Trucks:   |                     |           |                |               |           | Trucks:   |        |
|           |                     |           |                |               |           | L         |        |
| Thru      |                     |           | 21             |               |           |           | Thru   |
|           | CHIMINITIA          | 1         | West Approach  | ach           |           | Cars:     |        |
| 177       |                     |           | t Apj          | pro A         |           |           |        |
| Trucks:   |                     |           | pro            | t Ap          |           | Trucks:   |        |
|           |                     |           | ach            | East Approach |           |           |        |
| Right     |                     |           |                |               |           |           | Left   |
| Cars:     |                     |           |                |               |           | Cars:111  |        |
|           |                     |           |                |               |           | 1         |        |
| Section 2 |                     |           | ¥              | V             |           |           |        |
| Trucks:   |                     |           |                |               |           | Trucks:   |        |
|           |                     |           | <b>^</b>       |               |           |           |        |
|           | M                   |           | South Approach |               |           | 7         |        |
|           | Left                |           | Thru           |               |           | Right     | _      |
|           | Cars:               |           | 11             |               | D         |           |        |
|           |                     |           |                |               |           |           |        |
|           | Trucks:             |           |                |               |           |           | 7      |
|           |                     |           |                |               |           |           |        |
|           | Pedestrains:        |           |                |               |           |           | ٦      |
|           |                     |           |                |               |           |           |        |
|           |                     |           |                |               |           |           |        |

|            | Intersection:     | 4Th an        | d Gay s  | T                    |               |       |                |       |
|------------|-------------------|---------------|--|----------------------|---------------|-------|----------------|-------|
|            | Date: 4           | -24-12        |  |                      |               |       |                |       |
|            | Name: <u>Brid</u> | un Yeroru     | <u> (î                                    </u> |                      |               |       |                |       |
|            | Begin Time: 7     | 1:30 AM       | End Time:                                      | 7:45 AM              | )             |       |                |       |
|            | ***Start a new s  | sheet every 1 | 5 minutes.                                     |                      |               |       |                |       |
|            |                   |               |  | 1                    |               |       |                |       |
|            |                   |               | North  | <b>V</b><br>Approach |               |       | 1              |       |
|            | Right             |               | North  | Thru                 |               |       | Left           |       |
|            | Cars:             |               |  |                      |               |       | 700000         |       |
|            |                   |               |  |                      |               |       |                |       |
|            | Trucks:           |               |  |                      |               |       |                |       |
|            | Trucks.           |               |  |                      |               |       |                |       |
|            | Pedestrains:      |               |  |                      |               |       |                |       |
|            | redestrains:      |               |  |                      |               |       |                |       |
|            | 1                 |               |  |                      |               |       |                |       |
| Left       |                   |               |  |                      |               | -     | 1 (2 )         | Right |
| Cars: 11   |                   | Peds:         | A  |                      |               | Peds: | Cars: []       |       |
|            |                   | ) +-          | Ĩ  |                      | V             |       |                |       |
| Trucks:    |                   |               |  |                      |               |       | Trucks:        |       |
|            |                   |               |  |                      |               |       |                |       |
| Thru       |                   |               |  |                      |               |       | W              | Thru  |
| Cars: 1111 | 1//////           |               | Wes  |                      | Ę.            |       | Cars:///////// |       |
|            |                   |               | t Ap.→   |                      | ل<br>pro      |       |                |       |
| Trucks:    |                   |               | ∕<br>West Approach                             | •                    | East Approach |       | Trucks:        |       |
|            |                   |               | ach  |                      | Eas           |       |                |       |
| Right      |                   |               |  |                      |               |       |                | Left  |
| Cars:      |                   |               |  |                      |               |       | Cars:          |       |
|            |                   | -             | 7.   |                      | _             |       |                |       |
| Trucks:    |                   |               | ¥  |                      | 4             |       | Trucks:        |       |
| Trucks.    |                   |               |  |                      |               |       | Trucks.        |       |
|            |                   |               |  | 1                    |               |       | >              |       |
|            |                   |               |  | Approach             |               |       | Piak           |       |
|            | Left<br>Cars: I   |               | 331111111                                      | Thru<br>[[]]]]]]]]]] | HIII          | 1111  | Right          |       |
|            |                   |               | Tom (iii)                                      | mntmmt               | /////         |       |                |       |
|            |                   |               | niinin   |                      |               |       |                |       |
|            | Trucks:           |               | 11   |                      |               |       |                |       |
|            |                   |               | <u>L</u>                                       |                      |               |       |                |       |
|            | Pedestrains:      |               |  |                      |               |       |                |       |
|            | L                 |               |  |                      |               |       |                |       |

|                    | Intersection: 472        | and Gay ST.                            |   |             |        |
|--------------------|--------------------------|--|---|-------------|--------|
|                    | Date: 4.24.12            |  |   |             |        |
|                    | Name: <u>Brian</u> Yo    |  |   |             |        |
|                    | Begin Time: 7:45 A       | _                                      | CO AM                                   |             |        |
|                    | ***Start a new sheet eve | ery 15 minutes.                        |   |             |        |
|                    |                          | 1                                      |   |             |        |
|                    |                          | V<br>North Appro                       | pach                                    | 6           |        |
|                    | Right                    | Thru                                   |   | Left        |        |
|                    | Cars:                    |  |   |             |        |
|                    |                          |  | 11                                      |             |        |
|                    | Trucks:                  |  |   |             |        |
|                    |                          |  |   |             |        |
|                    | Pedestrains:             |  |   |             | 7      |
|                    |                          |  |   |             |        |
| Left               |                          |  |   |             | Right  |
| Cars: 11           | Peds:                    | 7                                      | P                                       | eds: Cars:  | THE IT |
|                    |                          | <b>↑</b>                               |   |             |        |
|                    |                          |  | ~                                       |             |        |
| Trucks:            |                          |  | 1                                       | Trucks:     |        |
|                    |                          |  | - 1                                     |             | ·      |
| Thru<br>Cars: 1111 | 111                      | 8                                      | ا ہے                                    | Cars: 11111 | Thru   |
|                    | ···                      | est /                                  | roac                                    |             |        |
|                    |                          | West Approach                          | East Approach                           |             |        |
| Trucks:            |                          | oac                                    | ast                                     | Trucks:     |        |
|                    |                          | 1                                      |   |             |        |
| Right<br>Cars:     |                          |  |   | Cars:       | Left   |
| Cars.              |                          |  | 1                                       | Cars.       |        |
|                    |                          | 3                                      | 6                                       |             |        |
| Trucks:            |                          |  |   | Trucks:     |        |
|                    |                          | 1                                      | L                                       |             |        |
|                    |                          | South Appro                            | oach                                    | 6           |        |
|                    | Left<br>Cars: III        | Thru<br>Dillillillilli                 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,  | Right       |        |
|                    | Cars. III                | 11111111111111111111111111111111111111 | monmo                                   |             |        |
|                    |                          |  | 111111111111111111111111111111111111111 |             |        |
|                    | Trucks:                  | (1)                                    |   |             |        |
|                    |                          |  |   |             |        |
|                    | Pedestrains: I           |  |   |             |        |
|                    |                          |  |   |             |        |

|            | Intersection:          | 4th and Ga                              | Y ST.                    |                     | _       |
|------------|------------------------|---|--------------------------|---------------------|---------|
|            | Date: 4-24-            | 12                                      |                          |                     |         |
|            | Name: Brian            | Yerardi                                 |                          |                     |         |
|            | Begin Time: 8:00       | <u>Am</u> End Time: 8                   | :15 Am                   |                     |         |
|            | ***Start a new sheet o | every 15 minutes.                       |                          |                     |         |
|            |                        | Ã.                                      |                          |                     |         |
|            | ل                      | ₩<br>North App                          | roach                    | 6                   |         |
|            | Right                  | Thru                                    |                          | Left                | _       |
|            | Cars:                  |   |                          |                     |         |
|            |                        |   |                          |                     |         |
|            | Trucks:                |   |                          |                     |         |
|            |                        |   |                          |                     |         |
|            | Pedestrains:           |   |                          |                     |         |
|            |                        |   |                          |                     |         |
| Left       |                        |   |                          |                     | Right   |
| Cars: /    | Peds:                  |   | Ped                      | ds: Cars:   11/1/11 |         |
|            |                        |   |                          |                     |         |
| Trucks:    |                        |   | ~                        | Trucks:             |         |
| Trucks.    |                        |   |                          | Trucks.             |         |
| Thru       |                        |   |                          | 1.00                | Thru    |
| Cars: //// | uuu                    | <b>≥</b>                                | 동                        | Cars: 1111111       | HUHHHHH |
|            |                        | est A                                   | roa                      |                     |         |
| Trucks:    |                        | West Approach                           | East Approach            | Trucks:             |         |
| Trucks.    |                        | bach                                    | East                     | Trucks.             |         |
| Right      |                        |   |                          | 11.14               | Left    |
| Cars:      |                        |   |                          | Cars:               | Leit    |
|            |                        |   |                          |                     |         |
| Truska     |                        | ¥                                       | <b>V</b>                 | Trucks              |         |
| Trucks:    |                        |   |                          | Trucks:             |         |
|            | *                      | <b>─</b>                                |                          |                     |         |
|            | <b>'</b>               | South App                               |                          | C)                  |         |
|            | Left<br>Cars: 11       | Thru<br>THRUTHINITITI                   | <i>10011010</i> 1001 100 | Right 1             | 1       |
|            |                        | 100000000000000000000000000000000000000 | um/miciriulia   '''      |                     |         |
|            |                        |   |                          |                     | _       |
|            | Trucks:                | "                                       |                          |                     |         |
|            |                        |   |                          |                     |         |
|            | Pedestrains:           |   |                          |                     |         |



| Intersection: 473  | and Gay ST.                                    |                  |  |       |
|--|--|------------------|--|-------|
| Date: <u>4-24-12</u>   | 2  |                  |  |       |
| Name: Brian Ye   |  |                  |  |       |
| Begin Time: 8: 15 Am   | End Time: 8:                                   | 36               |  |       |
| ***Start a new sheet ever  |  |                  |  |       |
|  |  |                  |  |       |
| . 1  |  |                  | 1-   |       |
| Right  | <b>North Approa</b><br>Thru                    | ich              | Left                                       |       |
| Cars:  | ] [  |                  | ECIT                                       |       |
|  |  |                  |  |       |
| Trucks:  | -  |                  |  |       |
| irucks:  |  | 11               |  |       |
|  |  |                  |  |       |
| Pedestrains:   |  |                  |  |       |
| Lancing to the state of the sta |  |                  |  |       |
| Left   | -  |                  |  | Right |
| Cars: //////// Peds:   |  | Peds:            | Cars: ([]]]]]]]]]]]                        |       |
|  |  | <b>N</b>         |  |       |
| Trucks:  |  |                  | Trucks:                                    |       |
|  |  |                  |  |       |
| Thru   |  |                  |  | Thru  |
| Cars: [ [ ] [ ] [  | Ve   | ਚ                | Cars: 111111111111111111111111111111111111 |       |
|  | West Approach                                  | East Approach    |  |       |
| Trucks:  | pprc   | ₩ ddb            | Trucks:                                    |       |
| Trucks.  | vach   | East             | Trucks.                                    |       |
| Dieba  |  |                  |  | Left  |
| Right Cars:  |  |                  | Cars:                                      | Len   |
|  |  |                  |  |       |
|  | ¥  | <b>V</b>         |  |       |
| Trucks:  |  |                  | Trucks:                                    |       |
|  | <b>↑</b>                                       |                  |  |       |
|  | South Approa                                   | ach              |  |       |
| Left   | Thru [[[[]]]][[]][[]][[]][[]][[]][[]][[]][[    | minimi mi        | Right                                      |       |
| Cars:  | $\frac{1}{10000000000000000000000000000000000$ | hanilana   [ttt] | ·  |       |
|  | inan   |                  |  |       |
| Trucks:  |  |                  |  |       |
| L  | J L  |                  |  |       |
| Pedestrains:   |  |                  |  |       |
|  |  |                  |  |       |



| Intersection:                               | 4th and Goy ST.                             |   |                    |          |
|---|---|---|--------------------|----------|
| Date:4                                      | 1-24-12                                     |   |                    |          |
| Name: <u>Ro</u>                             | ian Yerardi                                 |   |                    |          |
| Begin Time: _4                              | 1: <u>30 Pm</u> End Time: 4                 | 1:45 Pm   |                    |          |
| ***Start a new s                            | sheet every 15 minutes.                     |   |                    |          |
|   |   |   |                    |          |
|   |   |   |                    |          |
| Right                                       | <b>North Appr</b><br>Thru                   |   | Left               |          |
| Cars:                                       |   |   | Leit               |          |
|   |   |   |                    |          |
| = -   |   |   |                    |          |
| Trucks:                                     |   |   |                    |          |
|   |   |   |                    |          |
| Pedestrains: +                              |   |   |                    |          |
|   |   |   |                    |          |
| Left  |   |   |                    | Right    |
| Cars:                                       | Peds:                                       | Peds:   | Cars:[[111]]]]     |          |
|   |   |   |                    |          |
| Trucks:                                     |   |   | Trucks:            |          |
| Trucks.                                     |   |   | Trucks.            |          |
|   |   |   |                    |          |
| Thru   Cars:                                | 8   | _   | Cars: [1][1][1][1] | Thru     |
| Cars. III III III III III III III III III I | est   | oacl  |                    | ,,,,,,,, |
|   | A PB  | rdd   |                    |          |
| Trucks:                                     | West Approach                               | East Approach   | Trucks:            |          |
|   | "   | <u>ш</u>  |                    |          |
| Right                                       |   |   |                    | Left     |
| Cars:                                       |   |   | Cars:              |          |
|   |   |   |                    |          |
| Trucks:                                     |   |   | Trucks:            |          |
|   |   |   |                    |          |
|   | C. al. A.                                   |   |                    |          |
| Left  | South Appr<br>Thru                          |   | Right              |          |
| Cars: I                                     | 100000000                                   | nummunun Ga   | MgHt               |          |
|   | 1)(11(10))))(1)<br>(((((((((((((((((((((((( | 1111/1111/1111/1111/1111/1111/1111/111/1 |                    |          |
| -   | [11][11][11][11]                            | nu  |                    |          |
| Trucks:                                     | (IIII)                                      |   |                    |          |
|   |   |   |                    |          |
| Pedestrains: 1/1/1                          |   |   |                    |          |
| L   |   |   |                    |          |



| Date: 4- Name: 5 Begin Time: 6 ***Start a new | 4Th and Gay ST.  24-12  Prian Yerardi  4: 45 Pm End Time: S  Sheet every 15 minutes.  North Appr | roach         | Left         |
|---|--|---------------|--------------|
| Cars:  Trucks:  Pedestrains: /// / /          |  |               |              |
| Left  Cars:                                   | Peds:  | East Approach | Right  Cars: |
| Left Cars: 11 Trucks: Pedestrains:            | South Appa<br>Thru   |               | Right        |

| Intersection: 4Th and      | 1 Gay ST.  |                    |       |
|----------------------------|--|--------------------|-------|
| Date: 4-24-12              |  |                    |       |
| Name: Brian Yero           | <u>vali</u>  |                    |       |
| Begin Time: 5:00 Pm        | End Time: S: 15 Pm   |                    |       |
| ***Start a new sheet every | 15 minutes.  |                    |       |
|                            |  |                    |       |
|                            | North Approach   |                    |       |
| Right                      | Thru   | Left               |       |
| Cars:                      |  |                    |       |
|                            |  |                    |       |
| Trucks:                    |  |                    |       |
|                            |  |                    |       |
| Pedestrains: 111           |  |                    |       |
| ·                          |  |                    |       |
| 1 - 6                      |  |                    | Right |
| Left                       |  | Peds: Cars:1/11111 | МВП   |
|                            |  | i i                |       |
|                            |  |                    |       |
| Trucks:                    |  | Trucks:            |       |
|                            |  |                    |       |
| Thru Cars:11111111         | ء ج  | Cars:              | Thru  |
| Cars: (1711711             | ypeoddd team   | Cars. (7 *****     |       |
|                            | Appı   |                    |       |
| Trucks:                    | oeou   | Trucks:            |       |
|                            | <b>.</b>   |                    |       |
| Right                      |  | Cars:              | Left  |
| Cars:                      |  | Cars.              |       |
|                            |  |                    |       |
| Trucks:                    |  | Trucks:            |       |
|                            |  |                    |       |
|                            | South Approach   |                    |       |
| Left                       | Thru   | Right              | 1     |
| Cars: 1111                 | PHILLIPPINITE TO THE PARTY OF T | int i              |       |
|                            | 00)00000000000000000000000000000000000   |                    |       |
| Trucks:                    |  |                    |       |
|                            |  |                    |       |
| Pedestrains:               |  |                    |       |
|                            |  |                    | J     |



| Name: $\frac{9}{B}$   |   |   | <del></del> |      |
|---|---|---|-------------|------|
|   | End Time: <u>S</u><br>heet every 15 minutes.            | 5:30 fm                                       |             |      |
| Right Cars: Trucks: Pedestrains:  | North App Thru  |   | Left        |      |
| Left  Cars:         Trucks:  Thru  Cars:                                    Trucks:  Right  Cars: | Peds: West Approach                                     | East Approach                                 | Cars:       | Thru |
| Left Cars: / Trucks:  Pedestrains: //   | South App Three  [[1] [[1] [[1] [[1] [[1] [[1] [[1] [[1 | u<br>11/11/1/11/1000   1661<br>17/11/11/11/11 | Right       |      |

| Name: Brian Yen                           | End Time: 7.45 Am, 15 minutes.  North Approach Thru | Left                       |               |
|---|---|----------------------------|---------------|
| Cars:                Trucks: Pedestrains: | 11111111111   | 181                        |               |
| Left    Cars:                             | 1   | Peds: Cars: jj1 f  Trucks: | Right<br>Thru |
| Cars: 1                                   | Mest Abbroach                                       | Cars:                      | Left          |
| Trucks:                                   | South Approach Thru                                 | Trucks:                    |               |
| Cars: Trucks: Pedestrains:                | 11  |                            |               |

|  | Intersection: 3-7  Date: 4-19-12      | St. and Waller S                        | 57.           |       |                  | =               |
|--|---------------------------------------|---|---------------|-------|------------------|-----------------|
|  | Name: <u>Brian</u> Ye                 |   | -1/5          |       |                  |                 |
|  | Begin Time: 7.45 Am End Time: 8:00 Am |   |               |       |                  |                 |
|  | ***Start a new sheet ever             | ry 15 minutes.                          |               |       |                  |                 |
|  |                                       |   |               |       |                  |                 |
|  | .1                                    | <b>V</b>                                |               |       | -                |                 |
|  | Right                                 | <b>North Approach</b><br>Thru           |               | i i   | .eft             |                 |
|  | Cars:                                 | 111111111111111111111111111111111111111 | 11111         | 111   |                  | 7               |
|  |                                       |   |               |       |                  |                 |
|  | Trucks:                               | -                                       |               |       |                  | +               |
|  | Trucks.                               |   |               |       |                  |                 |
|  | Pedestrains:                          | - 1                                     |               |       |                  | ٦               |
|  | T Cacsit ams.                         |   |               |       |                  | _               |
|  |                                       |   |               |       |                  | Diabe           |
| Left<br>Care: 1111                     | [[]][][][][][][] Peds:                | ٦                                       |               | Peds: | Cars:            | Right           |
| 1111                                   | 71171                                 | <b>A</b>                                |               | 1     |                  |                 |
|  |                                       |   | ~             |       |                  |                 |
| Trucks:                                |                                       |   |               |       | Trucks:          |                 |
|  |                                       |   |               |       |                  |                 |
| Thru                                   | THEFT                                 | <b>\$</b>                               | _             |       | Cars: 1 / 111111 | Thru            |
| 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |                                       | West Approach                           | East Approach |       |                  | (31) 33 (4) 112 |
|  |                                       | Appl                                    | ₩ do do       |       | 111:             |                 |
| Trucks: į                              |                                       | Гоас                                    | ast /         |       | Trucks: I        |                 |
|  |                                       | _ =                                     | ш             |       |                  |                 |
| Right                                  |                                       |   |               |       | Care: 111111111  | Left            |
| Cars:                                  |                                       | 1 1944                                  | le e          |       | (1) 1 1          | ''''''          |
| s                                      |                                       | 3                                       | 5             |       |                  |                 |
| Trucks:                                |                                       |   | (=)           |       | Trucks:          | l l             |
|  |                                       | $\Lambda$                               |               |       |                  |                 |
|  | M                                     | South Approach                          |               |       | _ ( <i>*</i>     |                 |
|  | Left                                  | Thru                                    |               | [     | Right            | 7               |
|  | Cars:                                 | 11111                                   |               | '     |                  |                 |
|  |                                       |   |               |       |                  | _               |
|  | Trucks:                               |   |               |       |                  | 1               |
|  |                                       |   |               |       |                  | _               |
|  | Pedestrains:                          |   |               |       |                  |                 |
|  |                                       |   |               |       |                  | _               |

|                     | Intersection:       | 3rd ST. and Waller S    | ST.           |                             |          |
|---------------------|---------------------|-------------------------|---------------|-----------------------------|----------|
|                     | Date: 4-19-         | 12                      |               |                             |          |
|                     | Name: <u>Region</u> | o Am : End Time: 8:15 A |               |                             |          |
|                     | ***Start a new she  | et every 15 minutes.    | <i>"</i>      |                             |          |
|                     |                     | ,                       |               |                             |          |
|                     | 1                   | V                       |               | 1                           |          |
|                     | Q. Dight            | North Approach          |               |                             |          |
|                     | Right Cars: 1111/11 | Thru                    | THE           | Left                        |          |
|                     |                     |                         |               |                             |          |
|                     | Trucks:             |                         |               |                             |          |
|                     | Trucks.             |                         | 11            |                             |          |
|                     | Pedestrains:        |                         |               |                             | /\<br>   |
|                     | redestrains.        |                         |               |                             |          |
|                     |                     |                         |               |                             |          |
| Left<br>Care: 111   |                     | ds:                     | Peds:         | Cars:                       | Right    |
| 11111               | 107777777           | ds. /                   | reds.         | Cars. [1                    |          |
|                     |                     |                         | ~             |                             |          |
| Trucks:             |                     |                         |               | Trucks:                     |          |
|                     |                     |                         | 1             |                             |          |
| Thru                | шшинш               | \$                      | _             | Cars: ] [ ] [ ] [ ] [ ] [ ] | Thru     |
| 1111111             |                     | West Approach           | East Approach | [Cars. ] [[]] []            | 11111111 |
|                     |                     | Appr                    | ₩ Appr        |                             |          |
| Trucks:             |                     | oac                     | ast           | Trucks:                     |          |
| 2 20                |                     |                         | -             |                             |          |
| Right<br>Cars: [/// |                     |                         |               | Cars: //11/11/11            | Left     |
| Carsifff            |                     |                         |               |                             |          |
|                     |                     | 1 3                     | <b>F</b>      | <u></u>                     |          |
| Trucks:             |                     |                         |               | Trucks:                     |          |
|                     |                     |                         | 7             |                             | (1)      |
|                     | 7                   | South Approach          |               | S'                          |          |
|                     | Left Cars: 1111     | Thru                    |               | Right                       | Č        |
|                     |                     |                         |               |                             |          |
|                     | Travella            |                         |               |                             | 6        |
|                     | Trucks:             |                         |               |                             |          |
|                     | Pedestrains:        |                         |               |                             | s<br>li  |
|                     | redestrains:        |                         |               |                             |          |
|                     | 1 144               |                         |               |                             | E        |

| Date:              | 4-19-12          |                               |               |       |                |        |
|--------------------|------------------|-------------------------------|---------------|-------|----------------|--------|
| Name:              | Brian Yerara     | €'                            |               |       |                |        |
| Begin Time:        | 8:15 Am          | End Time: _ &: 36             | Am _          |       |                |        |
| ***Start a nev     | w sheet every 15 | minutes.                      |               |       |                |        |
|                    |                  |                               |               |       |                |        |
| 1                  |                  | •                             |               | l     | _              |        |
| Right              |                  | <b>North Approach</b><br>Thru |               | Ta    | eft            |        |
| Cars: 1            |                  | 111111                        | 1             |       |                |        |
|                    |                  |                               | 1             |       |                |        |
| - 1                |                  |                               |               |       |                |        |
| Trucks:            |                  |                               |               |       |                |        |
|                    |                  |                               |               |       |                |        |
| Pedestrains:       |                  |                               |               |       |                |        |
| L                  |                  |                               |               |       |                |        |
| Left               |                  |                               |               |       | ·              | Right  |
| Cars:              | Peds:            |                               |               | Peds: | Cars: 111      |        |
|                    |                  | $\mathcal{I}$                 | A             | 11    |                |        |
| Trucks:            |                  |                               | ~             |       | Trucks:        |        |
| Trucke.            |                  |                               |               |       |                |        |
| Thru               | ·                |                               |               |       |                | Thru   |
| Cars:              | ř II             | <b>₩</b>                      | ક             |       | Cars: [[]]]]]] |        |
| 11111111           |                  | St A                          | roa           |       | HILL           |        |
|                    |                  |                               | ₩ dd          |       | Taylor t       |        |
| Trucks:            |                  | Nest Approach                 | East Approach |       | Trucks: 1      |        |
|                    | !:               | -                             | _             |       | L              | 1 - (1 |
| Right<br>Cars: 111 | r                |                               |               |       | Cars: }        | Left   |
| Cars. [1]          |                  |                               |               |       | Cars. J. T. T. |        |
|                    |                  | À                             | <b>(</b>      |       |                |        |
| Trucks:            |                  |                               | •             |       | Trucks:        |        |
|                    |                  | $\Lambda$                     |               |       |                |        |
| M                  |                  | South Approach                |               |       | 7              |        |
| Left               |                  | Thru                          |               | F     | Right          |        |
| Cars:              |                  | [1]                           |               | 1     |                |        |
|                    |                  |                               |               |       |                |        |
| Trucks:            |                  |                               |               |       |                |        |
|                    |                  |                               |               |       |                |        |
| Pedestrains:       |                  |                               |               |       |                |        |
|                    |                  |                               |               |       |                |        |

Intersection: 3rd St. and Waller St.



| Inte<br>Date               | , .                 | ST. and Waller.     | ST.           |         |                   |         |
|----------------------------|---------------------|---------------------|---------------|---------|-------------------|---------|
| Nan                        | ne: Brian Ye        | rardi               |               |         |                   |         |
| Beg                        | in Time: 4.30 P     | 2m End Time: 4:45   | fm            |         |                   |         |
| ***                        | Start a new sheet e | very 15 minutes.    |               |         |                   |         |
|                            | ال<br>Right         | North Approach Thru |               | Lei     | <b>)</b><br>ft    | 1       |
| Cars:                      | 117(11)1            | minifim             |               | [11]    |                   |         |
| Trucks:                    |                     |                     |               |         |                   |         |
| Pedestr                    | ains:               |                     |               |         |                   |         |
| Left                       |                     |                     |               |         |                   | Right   |
| Cars: // [[]]]]]]] Trucks: | Peds:               |                     | ~             | Peds:   | Cars: /// Trucks: |         |
|                            |                     |                     |               |         |                   |         |
| Thru  Cars:                | 1(/)[U1)<br>Origin( | West Approach       | East Approach |         | Cars:             | Thru    |
| Right                      |                     |                     |               |         |                   | Left    |
| Cars:                      |                     |                     | C             |         | Cars: /////////   | 11 1 11 |
| Trucks:                    |                     |                     | ٧             |         | Trucks:           |         |
|                            | <b>N</b><br>Left    | South Approach Thru |               | Ri      | ght               |         |
| Cars: []                   | 1371 174            | [((//1)1//////      |               | 111///+ |                   |         |
| Trucks:                    |                     |                     |               |         |                   | ]       |
| Pedesti                    | rains: IIII         |                     | 200           |         |                   |         |



| Date:(4-<br>Name:Bri<br>Begin Time: | 3rd and Waller ST  19-12  an Yerardi  9:45 Pm End Time: 5:00  heet every 15 minutes. |               |       |              |
|-------------------------------------|--|---------------|-------|--------------|
| Right Cars: 11 11 11 1              | North Approa   | L             | eft   |              |
| Pedestrains: [                      |  |               |       | ă.           |
| Trucks:    Cars:                    | Peds: 1111  West Approach  | East Approach | Cars: | Right   Thru |
| Cars: //                            | South Approa   | R             | Cars: |              |
| Pedestrains: //                     |  |               |       |              |



| Date:  | -19-12             | ad Waller St                            | •             |                       |           |       |
|--|--------------------|---|---------------|-----------------------|-----------|-------|
|  | ian Yerardi        |   |               |                       |           |       |
|  |                    | Time:                                   | m ,           |                       |           |       |
| ***Start a new s                             | sheet every 15 min | nutes.                                  |               |                       |           |       |
| Right  Cars:                                 | //                 | North Approach Thru                     |               | Le                    | eft       |       |
| Trucks:                                      |                    |   |               |                       |           |       |
| Pedestrains:                                 |                    |   |               |                       |           |       |
|  |                    |   |               |                       |           |       |
| Left   |                    |   |               |                       |           | Right |
| Cars:  | Peds:              |   | K             | Peds:<br>1111111<br>1 | Cars: III |       |
| Trucks:                                      |                    |   |               |                       | Trucks:   |       |
| Thru   |                    |   |               |                       |           | Thru  |
| Cars: [[]]]]]]]]]][][][][]][][][][][][][][][ | West Approach      | >                                       | East Approach |                       | Cars:     |       |
| Trucks:                                      | proach             |   | east A        |                       | Trucks:   |       |
| Right  |                    |   |               |                       |           | Left  |
| Cars: ///                                    |                    |   | _             |                       | Cars:     |       |
| Trucks:                                      | 4                  |   | 4             |                       | Trucks:   |       |
| Left   |                    | South Approach                          |               |                       | )<br>ight |       |
| Cars: 1) 11                                  | 111/               | 711111111111111111111111111111111111111 |               | 11111                 | igitt     |       |
| Trucks:                                      |                    | 10                                      |               |                       |           |       |
| Pedestrains: I                               |                    |   |               |                       |           |       |





|            | Intersection:     | <u>3rd</u>     | and Waller ST.         |               |        |                             | ī.         |
|------------|-------------------|----------------|------------------------|---------------|--------|-----------------------------|------------|
|            | Name: 9-          | 19-12 <u> </u> | I*                     |               |        |                             |            |
|            | Name: Regin Time: | is is in       | End Time: 5:30         | Pm            |        |                             |            |
|            | ***Start a new    |                | _                      | -             |        |                             |            |
|            |                   | ,              |                        |               |        |                             |            |
|            | <b>U</b><br>Right |                | North Approach<br>Thru |               | (      | eft                         |            |
|            | Cars:             |                | 1111                   |               | 11     |                             |            |
|            |                   |                |                        |               |        |                             |            |
|            | Trucks:           |                |                        |               |        |                             | 1          |
|            | Trucks.           |                |                        |               |        |                             |            |
|            |                   |                |                        |               |        |                             | i          |
|            | Pedestrains:      |                |                        |               |        |                             |            |
|            |                   |                |                        |               |        |                             | <b>J</b> ; |
| Left       |                   |                |                        |               |        |                             | Right      |
| Cars: [1]  | 3 14 14 1 1 1 1   | Peds:          | 140                    |               | Peds:  | Cars: 11                    |            |
|            |                   | 1000           |                        | V             | l"     |                             |            |
| Trucks:    |                   |                |                        |               |        | Trucks:                     |            |
|            |                   |                |                        |               |        |                             |            |
| Thru       |                   |                |                        |               |        |                             | Thru       |
| Cars:1111  | mmmmi             |                | We                     | 5             |        | Cars: )   (   (   1   1   1 | HIHAHHA    |
| 11111111   | [[[[[[]]]]]]]]    |                | West Approach          | Fast Approach |        | - m (111111)<br>- 111111/   | mmm        |
|            |                   |                | ppr                    | Appı          |        | Trucks:                     |            |
| Trucks:    |                   |                | oach                   | East          |        | Trucks.                     |            |
| -          |                   |                | _                      | _             |        |                             | 1 - 51     |
| Right      |                   |                |                        |               |        | Cars:[[1111                 | Left       |
| Cars: 1111 |                   |                |                        |               |        | Cars. [[ ] ] ]              |            |
|            |                   |                | 3                      | 6             |        |                             |            |
| Trucks:    |                   |                |                        |               |        | Trucks:                     |            |
| L          |                   |                | $\Lambda$              |               |        |                             |            |
|            | M                 |                | ' `<br>South Approach  |               |        | 7                           |            |
|            | Left              |                | Thru                   |               | F      | ।<br>Right                  | _          |
|            | Cars: [[[]]       |                | muninu                 |               | 111/14 |                             | 1          |
|            |                   |                |                        |               |        |                             |            |
|            | Trucks:           |                |                        |               |        |                             | -          |
|            | Trucks.           |                |                        |               |        |                             |            |
|            | De de etrei       |                | 7,046                  |               |        |                             | 7          |
|            | Pedestrains:      |                |                        |               |        |                             |            |
|            |                   |                |                        |               |        |                             |            |

| Intersection: EnTran  Date: 4-23-12            | ce To SSU at 3rd                | <i>≤7.</i>    |                  |       |
|--|---------------------------------|---------------|------------------|-------|
| Name: Brian Yer                                |                                 |               |                  |       |
| Begin Time: 7.30 Am  ***Start a new sheet ever | End Time: 7:45 Am y 15 minutes. |               |                  |       |
| Right  | North Approach Thru             |               | Left             |       |
| Cars:  |                                 |               |                  |       |
| Trucks:  |                                 |               |                  |       |
| Pedestrains:                                   |                                 |               |                  |       |
| Left   | _                               |               |                  | Right |
| Trucks:  |                                 | Peds:         | Cars:<br>Trucks: |       |
| Thru  Cars:                                    | West Approach                   | East Approach | Cars:            | Thru  |
| Right  | <u>S</u>                        | e B           |                  | Left  |
| Cars: []                                       |                                 |               | Cars:            |       |
| Trucks:  |                                 | ¥             | Trucks:          |       |
| <b>N</b><br>Left                               | South Approach Thru             |               | Right            |       |
| Cars: 11                                       | THIS THE                        |               | Ngric            |       |
| Trucks:  |                                 |               |                  |       |
| Pedestrains:                                   |                                 |               |                  |       |



|                      | Intersection:              | <u>SSU</u> | Entrance AT 3             | rd ST.        |       |   | <del>-</del> : |
|----------------------|----------------------------|------------|---------------------------|---------------|-------|---|----------------|
|                      | Name: Brian Yerardi        |            |                           |               |       |   |                |
|                      | Begin Time: ***Start a new |            |                           |               |       |   |                |
|                      | ال<br>Right                |            | North Approach Thru       |               |       | Left  |                |
|                      | Cars:                      |            |                           |               |       |   |                |
|                      | Trucks:                    |            |                           |               |       |   |                |
|                      | Pedestrains:               |            |                           |               |       | parl disco                                  |                |
| Left                 |                            |            |                           |               |       |   | Right          |
| Cars:<br>Trucks:     |                            | Peds:      | <b>→</b>                  | ~             | Peds: | Cars:                                       |                |
| Thru                 |                            |            |                           |               |       |   | Thru           |
| 100000               | 71110 (1117) (1117)<br>17  |            | <b>↑</b><br>West Approach | Fast Approach |       | Cars: []] [ [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] | 11111111111111 |
| Trucks: 1            |                            |            | roach                     | East /        |       | Trucks: /                                   |                |
| Right<br>Cars: 11111 | 777/11/11/11/11/11         |            | -                         |               |       | Cars: [1] [1]                               | Left           |
| Trucks:              |                            |            | •                         | 5             |       | Trucks:                                     |                |
|                      | <b>N</b><br>Left           |            | South Approach Thru       |               |       | Right                                       |                |
|                      | Cars: ///                  |            |                           |               |       |   |                |
|                      | Trucks:                    |            |                           |               |       |   |                |
|                      | Pedestrains:               |            | 1                         |               |       |   |                |

| Intersection:<br>Date: ${\cal Y}$           | SSU EMTE<br>-23-12               | ппсе ат Зг          | d ST.         |       | -   | ğ.    |  |
|---|----------------------------------|---------------------|---------------|-------|---|-------|--|
| Name: R                                     | rion Yerardi                     |                     |               |       |   |       |  |
|   | S OO AM End<br>sheet every 15 mi |                     | <i>m</i>      |       |   |       |  |
| Right                                       |                                  | North Approach Thru |               |       | Left  |       |  |
| Cars:                                       |                                  |                     |               |       |   |       |  |
| Trucks:                                     |                                  |                     |               |       |   |       |  |
| Pedestrains:                                |                                  |                     |               |       |   |       |  |
| Left  |                                  |                     |               | ×     |   | Right |  |
| Cars: Trucks:                               | Peds:                            |                     | ~             | Peds: | Cars: Trucks:                               |       |  |
| Trucks.                                     | k                                |                     |               |       |   |       |  |
| Cars: HIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | West Approach                    | <b>→</b>            | Fast Approach |       | Cars: [ ] ] ] ] ] [ ] [ ] [ ] [ ] [ ] [ ] [ | Thru  |  |
| Trucks:                                     | proach                           |                     | East A        |       | Trucks:                                     |       |  |
| Right Cars:                                 |                                  |                     |               |       | Cars: // /                                  | Left  |  |
| Trucks:                                     |                                  |                     | V             |       | Trucks:                                     |       |  |
| Left  | 1                                | South Approach Thru |               |       | Right                                       |       |  |
| Cars: /                                     |                                  | 0.190.240           |               | ١     |   |       |  |
| Trucks:                                     |                                  |                     |               |       |   |       |  |
| Pedestrains: Į                              |                                  |                     |               |       |   |       |  |

| Intersection:                                 | _550            | Entrance       | ar 3rd s      | 57.   |                       | _                |
|---|-----------------|----------------|---------------|-------|-----------------------|------------------|
| Date: 4                                       | -23-12          |                |               |       |                       |                  |
| Name:   | 8: 15 Am        | End Time: _ &: |               |       |                       |                  |
| Right   |                 | North Appro    | pach          |       | Left                  |                  |
| Cars:   |                 | -11            |               |       |                       |                  |
| Trucks:                                       |                 |                |               |       |                       |                  |
| Pedestrains:                                  |                 |                |               |       |                       |                  |
| Left  |                 |                |               |       |                       | Right            |
| Cars: Trucks:                                 | Peds: (13///11) | <b>)</b>       | ~             | Peds: | Cars: Trucks:         |                  |
| Thru  |                 |                |               |       |                       | Thru             |
| Cars: [[]] [] [] [] [] [] [] [] [] [] [] [] [ |                 |                | Fast Approach |       | Cars: [1] [1] [1] [1] | 1111111111111111 |
| Trucks: 1                                     |                 | proach         | east A        |       | Trucks:               |                  |
| Right Cars:                                   |                 | -              | _             |       | Cars:                 | Left             |
| Trucks:                                       |                 | •              | 5             |       | Trucks:               |                  |
| <b>N</b><br>Left                              |                 | South Appro    | oach          |       | Right                 |                  |
| Cars:   |                 |                |               |       |                       |                  |
| Trucks:                                       |                 |                |               |       |                       |                  |
| Pedestrains:                                  |                 |                |               |       |                       |                  |

#### **SSU Count Schedule**

| Date      | Person 1                | Person 2                        |
|-----------|-------------------------|---------------------------------|
| 4/18/2012 | Waller St. @ 3rd St.    | SS Office entrance @ 4th St.    |
| 4/19/2012 | *SSU entrance @ 3rd St. | SS Office alley @ 4th St.       |
| 4/23/2012 | Glover St. @ 4th St.    | # BWC Office entrance @ 4th St. |
| 4/24/2012 | 4th St. @ Gay St.       | <u> </u>                        |
| 4/25/2012 |                         |                                 |
| 4/26/2012 |                         |                                 |

Intersection Count; 7:30 - 8:30 AM and 4:30 - 5:30 PM
Office Count; Peak Hours - ???
Pedestrian Count; One Hour - What Hour???

Buc 9-10- 11:45-12:45-2:45-345

| Date:  | 3rd ST. and Si<br>23-12                            | inton St. S    | SU EnTranc | е                   |
|--|--|----------------|------------|---------------------|
| Begin Time:  | Yerardi 4: 30 Pm End Time: sheet every 15 minutes. | 4: 45 Pm       |            |                     |
| Right  | North A  | pproach<br>hru | Left       |                     |
| Cars: Trucks:                                      |  |                |            |                     |
| Pedestrains:                                       |  |                |            |                     |
| Left   |  |                |            | Right               |
| Cars: Trucks:                                      | Peds:  | ~              | munn<br>m  | ars:<br>rucks:      |
| Thru  Cars: [[[[[]]]]][[[]][[]][[]][[]][[][][][][] | West Approach                                      | East Approach  |            | Thru  ars:   [[[]]] |
| Di Li  | <u> </u>   | Ë              |            | 1.4                 |
| Right  Cars: ////////////////////////////////////  |  | -              | С          | Left<br>ars: //     |
| Trucks:  |  | •              |            | rucks:              |
| Left   | South A  | pproach<br>hru | Right      |                     |
| Cars: []][[][][]] Trucks:                          |  |                |            |                     |
| Pedestrains: If                                    |  |                |            |                     |

|   | Intersection:                              | 3rd a         | nd SinTo           | n ST.         | <u>550 8</u>  | nTrance |                   | _              |
|---|--|---------------|--------------------|---------------|---------------|---------|-------------------|----------------|
|   | Date: 4-                                   | 23-12         |                    |               |               |         |                   | _              |
|   | Name: <u>Rrian Yerordi</u>                 |               |                    |               |               |         |                   |                |
|   | Begin Time:                                |               |                    | _5:00         | ₹m            |         |                   |                |
|   | ***Start a new                             | sheet every   | 15 minutes.        |               |               |         |                   |                |
|   |  |               |                    | J.            |               |         |                   |                |
|   | لے   |               | North              | W<br>Approach |               |         | 5                 |                |
|   | Right                                      |               |                    | Thru          |               | l l     | _eft              | 7              |
|   | Cars:                                      |               |                    |               |               |         |                   |                |
|   |  |               |                    |               |               |         |                   |                |
|   | Trucks:                                    |               |                    |               |               |         |                   | 1              |
|   |  |               |                    |               |               |         |                   | _              |
|   | Pedestrains:                               |               |                    |               |               |         |                   | 1              |
|   |  |               |                    |               |               |         |                   |                |
| Left                                    |  |               |                    |               |               |         |                   | Right          |
| Cars:                                   |  | Peds:         |                    |               |               | Peds:   | Cars:             |                |
|   |  | 10 ( 11 ( )   | <b>∱</b>           |               |               | HIM     |                   |                |
| Trucks:                                 |  | minnin        | VIDEO S            |               | 16            |         | Trucks:           |                |
| Trucks:                                 |  | nimiii        |                    |               |               |         | Trucks.           |                |
| TI                                      |  |               |                    |               |               |         |                   | Thru           |
| Thru<br>Cars: (11)                      | 111///////////////////////////////////     |               | <b>\$</b>          |               | -5            |         | Cars: /// / / / / | WHITH HILL     |
| 111111111111111111111111111111111111111 | m/////////////////////////////////////     |               | /<br>West Approach |               | Fast Approach |         | 11/1/11/11/11/11  | 1600000014     |
|   | 11111                                      |               | bpr →              |               | ₩ dp d        |         | 1111111           |                |
| Trucks:1                                |  |               | oac                |               | ast           |         | Trucks: I         |                |
|   |  |               | <b>5</b>           |               | ш             |         |                   |                |
| Right                                   | прити                                      |               |                    |               |               |         | Cars: [11]        | Left           |
| Cars:    111                            |  |               |                    |               |               |         | Cars. IIII        |                |
|   |  |               | 7                  |               | 5             |         |                   |                |
| Trucks:                                 | 3.   |               |                    |               |               |         | Trucks:           |                |
|   |  | LJ            |                    | $\Lambda$     |               |         |                   |                |
|   | N  |               | South              | Approach      |               |         | 7                 |                |
|   | Left                                       | ····          |                    | Thru          |               |         | Right             | <del>-</del> 1 |
|   | Cars: /// //////////////////////////////// | ,,,,,,,,,,,,, |                    |               |               | 111411  |                   |                |
|   |  |               |                    |               |               |         |                   |                |
|   | Trucks:                                    |               |                    |               |               |         |                   | 1              |
|   |  |               |                    |               |               |         |                   | 1              |
|   | Pedestrains:                               |               |                    |               |               |         |                   | 7              |
|   |  |               |                    |               |               |         |                   |                |

|                      | Intersection:                                | 3rd .       | and Sin                   | Ton ST.          | SSU           | EnTranc | e                           |   |
|----------------------|--|-------------|---------------------------|------------------|---------------|---------|-----------------------------|---|
|                      | Date:  | 1-23-12     |                           |                  |               |         |                             | -                                       |
|                      | Name:  | Brian Y     | lerardi                   |                  |               |         |                             |   |
|                      | Begin Time:                                  | 5:00 P      | • End Time:               | 5:15             | Pm            |         |                             |   |
|                      | ***Start a new                               | sheet every | 15 minutes.               |                  |               |         |                             |   |
|                      |  |             |                           | 1                |               |         |                             |   |
|                      | .1   |             | 81 t-l-                   | <b>V</b>         |               |         | 1-                          |   |
|                      | Right  |             | North                     | Approach<br>Thru |               |         | Left                        |   |
|                      | Cars:  |             |                           | 11110            |               |         |                             | 1                                       |
|                      |  |             |                           |                  |               |         |                             |   |
|                      | Tarretor                                     |             |                           |                  |               |         |                             |   |
|                      | Trucks:                                      |             |                           |                  |               |         |                             |   |
|                      |  |             |                           |                  |               |         |                             | _<br>_                                  |
|                      | Pedestrains:                                 |             |                           |                  |               |         |                             |   |
|                      |  |             |                           |                  |               |         |                             | _                                       |
| Left                 |  |             |                           |                  |               |         |                             | Right                                   |
| Cars:                |  | Peds:       | à.                        |                  |               | Peds:   | Cars:                       |   |
|                      |  | 114 3111111 |                           |                  | ٨             | н       |                             |   |
| Trucks:              |  | minim       |                           |                  |               |         | Trucks:                     |   |
|                      |  |             |                           |                  |               |         |                             |   |
| Thru                 |  |             |                           |                  |               |         |                             | Thru                                    |
| Cars: 11/11          | muumu  |             | <b></b>                   |                  | ક             |         | Cars: [ ] ] [ ] [ ] [ ] [ ] | 111111111111111111111111111111111111111 |
| 1000000              | minit  |             | <b>∤</b><br>West Approach |                  | East Approach |         |                             | 7/7/1111111111111111                    |
|                      |  |             | bg →                      |                  | <b>₽</b> P    |         |                             |   |
| Trucks:              |  |             | oact                      |                  | ast           |         | Trucks:                     |   |
|                      |  |             | _                         |                  |               |         |                             |   |
| Right<br>Cars: [1111 | 21111  |             |                           |                  |               |         | Carattali                   | Left                                    |
| Cars: 11111          | '''''  |             |                           |                  |               |         | Cars: [1]]                  |   |
|                      |  |             | <b>→</b>                  |                  | 5             |         |                             |   |
| Trucks:              |  |             |                           |                  | •             |         | Trucks:                     |   |
|                      |  |             |                           | $\Lambda$        |               |         | L                           |   |
|                      | M  |             | South                     | Approach         |               |         | 7                           |   |
|                      | Left   |             |                           | Thru             |               |         | Right                       |   |
|                      | Cars: [] [] [] [] [] [] [] [] [] [] [] [] [] | [11]/       |                           |                  |               | 311     |                             | 1                                       |
|                      |  |             |                           |                  |               |         |                             |   |
|                      | Trucks:                                      |             | -                         | ·                |               |         |                             | -                                       |
|                      |  |             |                           |                  |               |         |                             |   |
|                      | Pedestrains:                                 |             | 1.34                      |                  |               |         |                             | 1                                       |
|                      | euestrallis.                                 |             |                           |                  |               |         |                             |   |
|                      |  |             |                           |                  |               |         |                             |   |

|                     | Intersection:                                   | 3rd s            | T. and        | SINTEN   | SSU           | Entre   | ance         | <u> </u>  |
|---------------------|---|------------------|---------------|----------|---------------|---------|--------------|-----------|
|                     | Date:   | 4-23-12          |               |          |               |         |              |           |
|                     | Name:   |                  |               |          |               |         |              |           |
|                     | Begin Time:                                     |                  |               | 5:30     | Pm            |         |              |           |
|                     | · · · Start a new                               | sneet every      | / 15 minutes. |          |               |         |              |           |
|                     | <b>W</b>  |                  |               | J.       |               |         | 1            |           |
|                     | Ų   |                  | North         | Approach |               |         | 9            |           |
|                     | Right Cars:                                     |                  |               | Thru     |               |         | Left         |           |
|                     | Cars.   |                  |               |          |               |         |              | 1         |
|                     |   |                  |               |          |               |         |              | _         |
|                     | Trucks:   |                  |               |          |               |         |              |           |
|                     |   |                  |               |          |               |         |              | =         |
|                     | Pedestrains:                                    |                  |               |          |               |         |              |           |
|                     |   |                  |               |          |               |         |              | _         |
| Left                |   | Dede             |               |          |               | Do de . | Coro         | Right     |
| Cars:               |   | Peds: 1111111111 | <b>A</b>      |          |               | Peds:   | Cars:        |           |
|                     |   | 100000           |               |          | V             |         |              |           |
| Trucks:             |   |                  |               |          |               |         | Trucks:      |           |
|                     |   |                  |               |          |               |         | L            |           |
| Thru                | nummumu   |                  | 5             |          | _             |         | Carautillill | Thru      |
| 11//11//            | millarini                                       |                  | est .         |          | oact          |         |              | nalimatur |
|                     |   |                  | Nest Approach |          | East Approach |         | 1            |           |
| Trucks:             |   |                  | oac           |          | ast /         |         | Trucks:      |           |
| - 4                 |   |                  | 5             |          | ш             |         | L            |           |
| Right<br>Cars: 1111 |   |                  |               |          |               |         | Cars: 11     | Left      |
| Cars. [11]          |   |                  | _             |          |               |         | Cars. 14     |           |
|                     |   |                  | À             |          | V.            |         |              |           |
| Trucks:             |   |                  |               |          |               |         | Trucks:      |           |
| L                   |   |                  |               | $\wedge$ |               |         |              |           |
|                     |   |                  | South         | Approach |               |         |              |           |
|                     | Left Cars: //////////////////////////////////// | 1//101111        |               | Thru     | 1             | 7       | Right        |           |
|                     | 111111  |                  |               |          |               |         |              |           |
|                     | Toursland                                       |                  | -             |          |               |         |              | _         |
|                     | Trucks:   |                  |               |          |               |         |              |           |
|                     | Pedestrains:                                    |                  |               |          |               | k.      | -11          | _         |
|                     | reuestrailis.                                   |                  |               |          |               |         | 5.           |           |
|                     |   |                  |               |          |               |         |              | 10.1      |

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

Pedestrains:

SS Office alley example

### **Manual Intersection Counts**

Intersection: Social Security Alley at 4Th ST. Date: 4-19-12 Name: Brian Yerardi Begin Time: 9:00 Am End Time: 9:15 Am \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru from office Cars:
just using alley Trucks: ŧ Pedestrains: Right Peds: Cars: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: **South Approach** Thru Right Left Cars: Trucks:

2

SS Office alley example

### **Manual Intersection Counts**

Intersection: Social Security Alley at 4th St. 4-19-12 Date: Brian Yerardi Name: Begin Time: 9:15 Apr End Time: 9:30 Am \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru from office just using alley 111 Trucks: Pedestrains: Right Left Peds: Cars: Cars: Peds: Trucks: Trucks: Thru Thru West Approach Cars: Cars: East Approach Trucks: Trucks: Left Right Cars: Cars: Trucks: Trucks: South Approach Right Left Thru Cars: Trucks: Pedestrains:



| Con office                    | Right Cars:        |       | North Approac | ch            |                 | Left                                     | ]   |
|-------------------------------|--------------------|-------|---------------|---------------|-----------------|--|-----|
| from office<br>of using alley | Trucks:            |       |               |               |                 | 1  |     |
| Left                          | Pedestrains:       |       |               |               |                 | 1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (1 | Rig |
| Cars:                         |                    | Peds: |               |               | Peds:           | Cars:                                    |     |
| Trucks:                       | -                  |       |               |               |                 | Trucks:                                  |     |
| Thru                          |                    |       | <u> </u>      | _             |                 | Carrie                                   | Ti  |
| Cars:                         |                    |       | Vest Ap       | proach        |                 | Cars:                                    |     |
| Trucks:                       |                    |       | West Approach | East Approach |                 | Trucks:                                  |     |
| Right                         | SHUDDAN ES 49200-S |       |               |               |                 |  |     |
| Cars:                         |                    |       |               |               |                 | Cars:                                    |     |
| Trucks:                       |                    |       |               |               |                 | Trucks:                                  |     |
|                               | Left               |       | South Approa  | ch            | THOUSE CONTRACT | Right                                    |     |

# **Manual Intersection Counts**

Intersection: Social Socurity Alley or 4th ST.

|                                 | Name:                       |               |               |          |               |            |           |         |
|---------------------------------|-----------------------------|---------------|---------------|----------|---------------|------------|-----------|---------|
|                                 | Begin Time:  ***Start a nev |               |               | 10:00 Am |               |            |           |         |
|                                 | · · · Start a nev           | v sneet every | 15 minutes.   |          |               |            |           |         |
|                                 |                             |               | North         | Approach |               |            |           |         |
|                                 | Right                       |               |               | Thru     |               |            | Left      |         |
| from office<br>just using alley | Cars:                       | 8             |               |          |               |            |           |         |
| · · · · · · · · · · · · · · · · | H                           |               |               |          |               | 11         |           |         |
| just using willy                | Trucks:                     |               | A STORY       |          |               |            |           |         |
|                                 |                             |               |               |          | (Fals         |            |           |         |
|                                 | Pedestrains:                |               |               |          |               |            |           |         |
| Left                            | Land See Section 1          |               |               |          |               |            |           |         |
| Cars:                           |                             | Peds:         |               |          |               | Peds:      | Cars:     |         |
|                                 |                             |               |               |          |               | u i        |           |         |
| Trucks:                         |                             |               |               |          |               |            | Trucks:   |         |
| Thru                            |                             |               |               |          |               |            |           | Thru    |
| Cars:                           |                             |               | West          |          | ach           |            | Cars:     |         |
|                                 |                             |               | : Apr         |          | ppro          |            |           |         |
| Trucks:                         |                             |               | West Approach |          | East Approach |            | Trucks:   | N. Sala |
| Right                           |                             |               | 5             |          | ш             |            | 2.000.000 | Left    |
| Cars:                           |                             |               |               |          |               |            | Cars:     |         |
|                                 |                             | A TELES       |               |          |               |            |           |         |
| Trucks:                         |                             | 4.5           |               |          |               |            | Trucks:   |         |
|                                 |                             |               |               |          |               | (C. W. 7.5 |           |         |
|                                 |                             |               | South         | Approach |               |            |           |         |
|                                 | Left<br>Cars:               | contraction ( | 157.200.00    | Thru     | N. A.         | H-1-02556  | Right     |         |
|                                 | Cars.                       |               |               |          | 100           |            |           |         |
|                                 | Trucks:                     |               |               |          |               |            |           |         |
|                                 |                             |               |               |          |               |            |           |         |
|                                 | Pedestrains:                |               |               |          | LI AL         |            |           |         |
|                                 |                             |               |               |          |               | P Plant Sa |           |         |



| Name<br>Begin               | 4-19-12  Brian Yero. Time: 11:45 Am eart a new sheet ever | End Time: 12      | :00 Am              |  |    |
|-----------------------------|---|-------------------|---------------------|--|----|
| ng alley Trucks:            | Right   | North App<br>Thre |                     | Left   |    |
| Pedestrai<br>Left           |   |                   |                     |  | Ri |
| Cars:<br>Trucks:            | Peds:   |                   | Peds:               | Cars: Trucks:  |    |
| Thru                        |   |                   |                     |  | Т  |
| Cars:                       |   | West Approach     | East Approach       | Cars:  |    |
| Trucks:                     |   | proach            | East Ap             | Trucks:  |    |
| Right<br>Cars:              |   | 8                 |                     | Cars:  |    |
| Trucks:                     |   |                   |                     | Trucks:  |    |
|                             | Left  | South App         |                     | Right  |    |
| Cars:                       |   |                   |                     |  |    |
| 4-3-7-7 Telephone (E.OA.C.) |   | ARTON CONTRACTOR  | DAMES AND PROPERTY. | ACCESSION OF THE RESIDENCE OF THE PARTY OF T |    |

|                  | Right | North Appr<br>Thru |               | Left                       |                 |
|------------------|-------|--------------------|---------------|----------------------------|-----------------|
| office Cars:     |       |                    |               |                            | 7               |
| ng alley Trucks: |       |                    |               |                            |                 |
| Trucks:          |       |                    |               |                            |                 |
| Dodostralos      |       |                    |               | Nanakong na da wikati      | _<br>           |
| Pedestrains      |       |                    |               |                            |                 |
| Left             |       |                    |               |                            |                 |
| Cars:            | Peds: |                    | Peds:         | Cars:                      |                 |
|                  |       |                    |               |                            |                 |
| Trucks:          |       | 1                  |               | Trucks:                    |                 |
|                  |       |                    |               |                            |                 |
| Thru             |       | 8                  | _             | Cars:                      | Medical Control |
| Cars:            |       | est /              | roaci         | Cars.                      |                 |
| Trucks:          |       | West Approach      | East Approach | Trucks:                    |                 |
| rrucks.          |       | bach               | East          | mucks.                     |                 |
| Right            |       |                    |               |                            |                 |
| Cars:            |       |                    | n a           | Cars:                      |                 |
|                  |       |                    |               |                            |                 |
| Trucks:          |       |                    |               | Trucks:                    |                 |
|                  |       |                    | J. Consession | Mes I STOREST HAVE BEEN SE | MARINE JUST     |
|                  | Left  | South Appr<br>Thru |               | Right                      |                 |
| Cars:            | Leit  |                    |               | MgHt                       |                 |
|                  |       |                    |               |                            | 350             |

7

SS Office alley example

## **Manual Intersection Counts**

Social Security Alley at 4Th ST. 4-19-12 Date: Name: Brian Yerardi Begin Time: /2:/5 End Time: 12:30 \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru from office Cars: 11 111111 Pedestrains: Right Left Cars: Peds: Peds: Cars: Trucks: Trucks: Thru Thru West Approach Cars: Cars: East Approach Trucks: Trucks: Left Right Cars: Cars: Trucks: Trucks: South Approach Right Left Thru Cars: Trucks: Pedestrains:

| From office Cars:  Intru  Pedestrains:  Peds:  Trucks:  Trucks: |   | Section 411 | h          | North Approac         |       |                    |               |
|--|---|-------------|------------|-----------------------|-------|--------------------|---------------|
| Pedestrains:  Left Cars:  Trucks:  Thru Cars:  Trucks:  |   | Left        | 1          | Thru                  |       | Right<br>Cars:     | 0 (/)         |
| Pedestrains:  Left  Cars:  Trucks:  Thru  Cars:  Thru  Cars:  Trucks:   |   |             |            |                       |       | UIII               | trom other    |
| Left Cars:  Trucks:  Thru Cars:  Trucks:  Trucks:  Trucks:  Trucks:  Trucks:  Trucks:  South Approach  |   |             |            |                       |       | Trucks:            | t using alley |
| Left Cars:  Trucks:  Thru Cars:  Trucks:  Trucks:  Trucks:  Trucks:  Trucks:  Trucks:  South Approach  |   |             |            | [08#858200#34         |       |                    |               |
| Trucks:  Thru Cars:  Thru Cars:  Trucks:  |   |             |            |                       |       | Pedestrains:       |               |
| Trucks:  Thru Cars:  Thru Cars:  Trucks:  | R |             |            | *****                 |       | A <del></del>      | Left          |
| Thru  Cars:  Trucks:  Right  Cars:  Trucks:  Trucks:  South Approach   |   | Cars:       | Peds:      |                       | Peds: |                    | ,             |
| Thru  Cars:  Trucks:  Right  Cars:  Trucks:  Trucks:  South Approach   |   |             |            |                       |       |                    |               |
| Trucks:  Right Cars:  Trucks:  Trucks:  Trucks:  South Approach  |   | Trucks:     |            |                       |       |                    | Trucks:       |
| Trucks:  Right Cars:  Trucks:  Trucks:  Trucks:  Trucks:  South Approach   |   |             |            |                       |       |                    | There         |
| Right Cars:  Trucks:  Trucks:  South Approach  |   | Cars:       |            | Wes                   |       |                    |               |
| Right Cars:  Trucks:  Trucks:  South Approach  |   |             | pproč      | st Api                |       |                    |               |
| Right Cars:  Trucks:  Trucks:  South Approach  |   | Trucks:     | ast A      | proac                 |       |                    | Trucks:       |
| Cars:  Trucks:  South Approach   |   |             | ш          | 5                     | 1     | The an owner makes | 6.1           |
| South Approach   |   | Cars:       |            |                       |       |                    |               |
| South Approach   |   |             | v i        |                       |       |                    |               |
|  |   | Trucks:     |            |                       |       |                    | Trucks:       |
|  |   |             | - Figure 1 |                       |       |                    | 37.50.00      |
| Left Theu  |   | Right       | ch         | South Approac<br>Thru |       | 1.6                |               |
| Left Thru Right  Cars:   |   | MBITE       |            | Third                 |       |                    |               |
|  |   |             |            |                       |       |                    |               |
| Trucks:  |   |             |            |                       |       | Trucks:            |               |

#### SSU Count Schedule

| Date      | Person 1               | Person 2                      | Person 3                         |
|-----------|------------------------|-------------------------------|----------------------------------|
| 4/18/2012 | Waller St. @ 3rd St.   | SS Office entrance @ 4th St.  | Union St. just north of 4th St.  |
| 4/19/2012 | SSU entrance @ 3rd St. | SS Office alley @ 4th St.     | Waller St. just north of 4th St. |
| 4/23/2012 | ★ Glover St. @ 4th St. | BWC Office entrance @ 4th St. | Glover St. just north of 4th St. |
| 4/24/2012 | 4th St. @ Gay St.      |                               | 34                               |

Intersection Count; 7:30 - 8:30 AM and 4:30 - 5:30 PM

Office Count; 9:00 - 10:00 AM, 11:45 AM - 12:45 PM, and 2:45 - 3:45 PM

Pedestrian Count; 7:15 - 9:00 AM and 2:15 - 3:20 PM

4-18-12/ 19th + Glover Ned. 7:30 - 8:30 + 4:30 - 5:30 + 55 Entrance 4-19-12/3rd and Waller: 7:30 - 8:30 - 4:30 - 5:30 + 55 Alley at 4th Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

Pedestrains:

## **Manual Intersection Counts**

Intersection: Social Security Alley at 4th ST. 4-19-12 Date: Brian Yerardi Name: Begin Time: 2:45 Pm End Time: 3:00 Fm \*\*\*Start a new sheet every 15 minutes. North Approach Left Thru Right from office Cars: 11

just using alley Trucks: H Pedestrains: Right Peds: Cars: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach Right Thru Left Cars: Trucks:

# **Manual Intersection Counts**

SS Office alley example

|                    | Right    |            | North Appr<br>Thru |               | Left              |             |
|--------------------|----------|------------|--------------------|---------------|-------------------|-------------|
| Cars:              |          | Ē          | Envisor a const    | 11            |                   |             |
| ing alley Truck    | 11       |            |                    |               |                   |             |
| Truck              | s:       |            |                    |               |                   |             |
|                    |          |            |                    |               |                   | Gradina A.  |
| Pede               | strains: |            |                    |               |                   |             |
| 1-6                |          |            |                    |               |                   |             |
| Left<br>Cars:      |          | Peds:      |                    | Pe            | ds: Cars:         |             |
|                    |          |            |                    |               |                   |             |
| Trucks:            |          | N. C.      |                    | 9.5<br>0.0    | Trucks:           |             |
|                    |          |            |                    |               |                   |             |
| Thru               |          |            | <                  |               | -                 |             |
| Cars:              |          |            | Vest               | oach          | Cars:             |             |
|                    |          |            | West Approach      | East Approach | <del></del>       |             |
| Trucks:            |          |            | oach               | East          | Trucks:           |             |
| Right              |          |            |                    |               |                   |             |
| Cars:              |          |            |                    |               | Cars:             |             |
|                    |          |            |                    |               |                   |             |
| Trucks:            |          |            |                    |               | Trucks:           |             |
| divisible abilials |          | Ref. Sylv. |                    | 188           | Shortal I Section |             |
|                    | Left     |            | South Appr<br>Thru |               | Right             |             |
| Cars:              | Leit     |            |                    |               | Mgit              |             |
| 1000               |          |            |                    |               |                   | SAME PARTY. |

| office Cars:  ng alley Trucks: |        | North Approx  | ach           | 1 - 6             |            |
|--------------------------------|--------|---------------|---------------|-------------------|------------|
|                                | Right  | Thru          |               | Left              |            |
| ne alley 1111                  |        |               |               |                   |            |
| Trucks:                        |        |               |               |                   |            |
| Pedestrains                    |        |               |               |                   | Ì          |
|                                |        |               |               |                   | l          |
| Left                           | ] [6.3 | 5             | Deday         | Cars:             |            |
| Cars:                          | Peds:  |               | Peds:         | Cars.             |            |
| Trucks:                        |        |               |               | Trucks:           |            |
|                                |        |               |               | 17/10/4/2003/00/1 |            |
| Thru                           |        | \$            | _             | Cars:             | - Line key |
| Cars:                          |        | West Approach | East Approach | Cars.             |            |
| Trucks:                        |        | ppro          | t App         | Trucks:           |            |
|                                |        | ach           | Eas           |                   | ed ayı     |
| Right<br>Cars:                 |        |               |               | Cars:             |            |
| Cui 3.                         |        |               |               |                   | No.        |
| Trucks:                        |        |               |               | Trucks:           |            |
|                                |        |               |               |                   |            |
|                                | 1-4    | South Appro   | ach           | Right             |            |
| Cars:                          | Left   | Thru          |               | Kigiit            |            |
|                                |        |               |               |                   | 5          |

from office just using alley

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

**Manual Intersection Counts** Intersection: <u>Social Security Alley at 4th ST.</u> 4-19-12 Date: Name: Brian Yerardi Begin Time: 3:30 Fm **End Time:** 3:45 PM \*\*\*Start a new sheet every 15 minutes. **North Approach** Right Thru Cars: 111 11111 HUIII Pedestrains: Right Peds: Peds: Cars: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks:

| Left   | Thru | Right |
|--------|------|-------|
| ars:   |      |       |
|        |      |       |
| rucks: |      |       |
| idero. |      |       |

| DE L                             |            | North Approach |                     | 1 - 6     |
|----------------------------------|------------|----------------|---------------------|-----------|
| Right Cars: 1                    | nt         | Thru           | 61535.107           | Left      |
| office Cars: 1  ng alley Trucks: |            |                |                     |           |
| ng alley Trucks:                 |            |                |                     |           |
| J Tudio                          |            |                | MARSH II            |           |
| Pedestrains:                     | STOR TO SE |                | A Supplied Williams |           |
|                                  |            |                |                     |           |
| Left                             |            |                |                     |           |
| Cars: /                          | Peds:      |                | Peds:               | Cars: /// |
|                                  |            |                |                     |           |
| Trucks:                          |            |                |                     | Trucks:   |
|                                  |            |                |                     |           |
| Thru                             |            |                |                     |           |
| Cars:                            | 图 原 图      | Wes            | de la ch            | Cars:     |
|                                  |            | t Ap           | ppro                |           |
| Trucks:                          |            | West Approach  | East Approach       | Trucks:   |
|                                  |            | ch             | <u>a</u>            |           |
| Right                            |            |                |                     |           |
| Cars:                            |            |                |                     | Cars:     |
|                                  |            |                |                     |           |
| Trucks:                          |            |                |                     | Trucks:   |
|                                  |            |                |                     |           |
|                                  |            | South Approach |                     |           |
| Left<br>Cars:                    |            | Thru           |                     | Right     |
| Cars.                            |            |                |                     |           |
|                                  |            |                |                     |           |

from office just using alley

Left

Cars: 11

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

SS Office alley example

Trucks:

### **Manual Intersection Counts**

Intersection: Social Security Entrance 4th ST. Date: 4-18-12 Name: Brian Yerardi End Time: 9:30 Am Begin Time: 9:15 Am \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru Cars: 1// Pedestrains: Right Peds: Cars: / Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars:

| Left    | Thru | Right |
|---------|------|-------|
| Cars:   |      |       |
|         |      |       |
| Trucks: |      |       |
|         |      |       |



just

SS Office alley example

|                            | Name: <u>£</u> Begin Time:  ***Start a nev | 9:30 Ar | End Time: 9: 4       | 'S AM         |                         |     |
|----------------------------|--|---------|----------------------|---------------|-------------------------|-----|
| n office<br>sing alley     | Right Cars: Trucks:                        | 29      | North Approa         | ch            | Left                    | à l |
| Left<br>Cars: 11           | Pedestrains:                               | Peds:   |                      | Peds:         | Cars:                   | Rig |
| Trucks: Thru Cars: Trucks: |  |         | West Approach        | East Approach | Trucks:  Cars:  Trucks: | Th  |
| Right Cars: Trucks:        |  |         | <del>S</del>         | Ea            | Cars:                   | L   |
|                            | Left Cars: Trucks:                         |         | South Approa<br>Thru | ch            | Right                   |     |

(4)

from office

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

Pedestrains:

just using alley

SS Office alley example

## **Manual Intersection Counts**

Intersection: Social Security Entrance 4th ST. Date: Brian Yerardi Name: Begin Time: 9:45 Am End Time: 10:00 Am \*\*\*Start a new sheet every 15 minutes. **North Approach** Thru Left Right Cars: 111 Pedestrains: Right Cars: [ ] Peds: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach Right Thru Left Cars: Trucks:

## **Manual Intersection Counts**

Date: 4-18-12

Intersection: Social Security Entrance 4th St.

Name: Brian Yerardi Begin Time: 11:45 Am End Time: 12:00 Fm \*\*\*Start a new sheet every 15 minutes. North Approach Thru Left Right Cars: 1/1 from office Cars: 11
just using alley Trucks: Pedestrains: Right Left Peds: Cars: | | Cars: //// Peds: Trucks: Trucks: Thru Thru West Approach Cars: Cars: East Approach Trucks: Trucks: Left Right Cars: Cars: Trucks: Trucks: South Approach Right Thru Left Cars: Trucks: Pedestrains:

from office just using alley

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right Cars:

Trucks:

Pedestrains:

SS Office alley example

### **Manual Intersection Counts**

Intersection: Social Security Entrance 4th ST. Date: 4-18-12 Name: Brian Yerardi Begin Time: 12:00 Pm End Time: 1215 Pm \*\*\*Start a new sheet every 15 minutes. North Approach Left Thru Right 11 Cars: I Pedestrains: Right Peds: Cars: | Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach Right Thru Left Cars: Trucks:

0

SS Office alley example

### **Manual Intersection Counts**

Intersection: Social Security Entrance 4th ST. 4-18-12 Date: Name: Brian Yerardi Begin Time: 12:15 fm End Time: 12:36 Pm \*\*\*Start a new sheet every 15 minutes. North Approach Left Thru Right Cars: | | | from office just using alley Trucks: Pedestrains: Right Left Peds: Cars: 11 Peds: Cars: Trucks: Trucks: Thru Thru West Approach Cars: Cars: East Approach Trucks: Trucks: Left Right Cars: Cars: Trucks: Trucks: South Approach Right Thru Left Cars: Trucks: Pedestrains:

|                                 |                | <i>12:30 Pm</i><br>w sheet every |  |               |                         |          |
|---------------------------------|----------------|----------------------------------|--|---------------|-------------------------|----------|
|                                 | Right          |                                  | North Approach<br>Thru   |               | Left                    |          |
| from office<br>just using alley | Cars: 11       |                                  |  |               |                         |          |
| in trong alley                  | <u></u>        |                                  |  |               |                         |          |
| Just wind are                   | Trucks:        |                                  |  |               |                         | *        |
|                                 | A 100 A 100 A  | Supplier in the Soliton          |  |               | (e-menting charter with |          |
|                                 | Pedestrains:   |                                  |  |               |                         |          |
| Left                            |                |                                  |  |               |                         | Right    |
| Cars: /                         |                | Peds:                            |  | Peds:         | Cars:                   |          |
|                                 |                |                                  |  |               |                         |          |
| Trucks:                         |                |                                  |  |               | Trucks:                 |          |
|                                 |                |                                  |  |               | L                       | 4        |
| Thru<br>Cars:                   | news and reves |                                  | ×  | -6            | Cars:                   | Thru     |
|                                 |                |                                  | est Ar   | proa          |                         |          |
| Trucks:                         |                |                                  | West Approach  | East Approach | Trucks:                 |          |
|                                 |                |                                  | <u>C</u>   | e             |                         |          |
| Right<br>Cars:                  |                | 1                                |  |               | Cars:                   | Left     |
| Cars.                           |                |                                  |  |               |                         |          |
| Trucks:                         |                |                                  |  |               | Trucks:                 |          |
|                                 |                |                                  |  |               |                         |          |
|                                 |                |                                  | South Approach   | i             |                         |          |
|                                 | Left<br>Cars:  |                                  | Thru   |               | Right                   | 20<br>00 |
|                                 | Cars.          |                                  |  |               |                         |          |
|                                 | Trucks:        |                                  |  |               |                         |          |
|                                 | TIUCKS.        |                                  | 2020 A REPORT OF THE SECOND SE |               |                         |          |

from office

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

Pedestrains:

SS Office alley example

## **Manual Intersection Counts**

Intersection: Social Security Entrance 4th. St. Date: 4-18-12 Name: Brian Yerardi Begin Time: 2:45 pm End Time: 3:00 Pm \*\*\*Start a new sheet every 15 minutes. North Approach Thru Left Right Cars: 1 just using alley Trucks: Pedestrains: Right Peds: Cars: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach Right Thru Left Cars: Trucks:

from office just using alley

Left

Cars: 11

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

SS Office alley example

## **Manual Intersection Counts**

Social Socurity Entrance 4th ST. Intersection: Date: 4-18-12 Name: Brian Yerardi Begin Time: 3:00 Pm 3:15 Pm End Time: \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru Cars: | | | 1111 Pedestrains: Right Peds: Cars: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach

| Left    | Thru | Right |
|---------|------|-------|
| Cars:   |      |       |
|         |      |       |
| Trucks: |      |       |
|         |      |       |

from office

Left

Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

Pedestrains:

SS Office alley example

## **Manual Intersection Counts**

Social Security Entrance 4th. ST. Intersection: Date: 4-18-12 Name: Brian Yerardi 3:30 Pm Begin Time: 3:15 Pm End Time: \*\*\*Start a new sheet every 15 minutes. North Approach Thru Left Right Cars: 11111 just using alley Trucks: Pedestrains: Right Cars: Peds: Peds: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: South Approach Right Thru Left Cars: Trucks:

# **Manual Intersection Counts**

Intersection: Social Security Entrance 4th. ST.

| from office<br>just using alley | Right<br>Cars: (     | Y.    | North Appro<br>Thru | ach  | Left    |       |
|---------------------------------|----------------------|-------|---------------------|--|---------|-------|
| just using alley                | Trucks: Pedestrains: |       |                     |  |         |       |
| Left<br>Cars:                   |                      | Peds: |                     | Peds   | : Cars: | Right |
| Trucks:                         |                      |       |                     |  | Trucks: |       |
| Thru<br>Cars:                   |                      |       | West                | oach (   | Cars:   | Thru  |
| Trucks:                         |                      |       | West Approach       | East Approach  | Trucks: |       |
| Right<br>Cars:                  |                      |       |                     |  | Cars:   | Left  |
| Trucks:                         |                      |       |                     |  | Trucks: |       |
|                                 | Left                 |       | South Appro         | ach  | Right   | -     |
|                                 | Cars: Trucks:        |       |                     | THE PARTY OF THE P |         |       |

# **Manual Intersection Counts**

Date: 4-23-12

Intersection: BWC Office Entrance QT 4Th ST.

|                  | Name: $R_r$                                       |  |                   |                   |                  |  |              |              |
|------------------|---|--|-------------------|-------------------|------------------|--|--------------|--------------|
|                  | Begin Time:                                       |  |                   | 9:15 Am           |                  |  |              |              |
|                  | ***Start a nev                                    | v sheet every  | 15 minutes.       |                   |                  |  |              |              |
|                  |   |  |                   |                   |                  |  |              |              |
|                  |   |  | North             | Approach          |                  |  |              |              |
|                  | Right   |  | n konstruis       | Thru              | 5000             |  | _eft         |              |
| office           | Cars:   |  | •                 |                   |                  |  |              | In           |
| o thee<br>galley |   |  |                   |                   |                  |  |              | OUT          |
| ))               | Trucks:   |  |                   |                   |                  |  |              |              |
|                  |   |  |                   |                   | SCHOOL STATE     | Contract of the Contract of th | 277123310051 | THE REST     |
|                  | Pedestrains:                                      |  |                   |                   |                  |  |              |              |
| 8                | 1 1 1 5 4 5 W 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | A STATE OF THE STA | ROY 80 2 7.60* 12 | the Valuation del | and the party of | 200 E 100 TE 200   |              |              |
| eft              |   | Peds:  |                   |                   |                  | Peds:  | Cars:        |              |
| Cars:            |   | reas:  |                   |                   |                  | reus.  | Cars.        |              |
|                  |   |  |                   |                   |                  |  |              |              |
| rucks:           |   |  |                   |                   |                  |  | Trucks:      |              |
|                  | *   |  |                   |                   |                  |  |              |              |
| hru<br>Cars:     | NECES (6.1021.1551)                               |  | \$                |                   | £                |  | Cars:        | 45.63.040.20 |
|                  |   |  | est A             |                   | roac             |  |              |              |
| rucks:           |   |  | West Approach     | 3                 | East Approach    |  | Trucks:      |              |
| rucks.           |   |  | ach               |                   | East             |  |              |              |
| tight            |   |  |                   |                   |                  |  |              |              |
| ars:             |   |  |                   |                   |                  |  | Cars:        |              |
|                  |   |  |                   |                   |                  |  |              |              |
| rucks:           | The people  |  |                   |                   |                  |  | Trucks:      |              |
| 1                |   | Ant (8.12)   |                   |                   |                  |  |              |              |
|                  |   |  | South             | Approach          |                  |  |              |              |
|                  | Left  | or university  | STORES WITH       | Thru              | 11/1/25          | HEPSHAMOSE   | Right        |              |
| in               | Cars:   |  |                   |                   | 25 T             |  |              | in           |
| 50T              |   | 15.7   |                   |                   |                  |  |              | OUT          |
|                  | Trucks:   |  |                   |                   |                  |  |              |              |
|                  |   |  | S. S. W. S. Con.  |                   |                  |  |              |              |
|                  | Pedestrains:                                      |  |                   |                   |                  |  |              |              |

# **Manual Intersection Counts**

Date: 4-23-12

|                                 | Name:                 | rian Yera.    | rdi           |               |                  |         |              |            |
|---------------------------------|-----------------------|---------------|---------------|---------------|------------------|---------|--------------|------------|
|                                 | Begin Time:           | 9:15 Am       | End Time: 9   | : 30 Am       |                  |         |              |            |
|                                 | ***Start a nev        | v sheet every | 15 minutes.   |               |                  |         |              |            |
|                                 |                       |               |               |               |                  |         |              |            |
|                                 |                       |               | 700 GW S      |               |                  |         |              |            |
|                                 | Diele                 |               | North Appr    |               | ř                | eft     |              |            |
|                                 | Right                 |               | Thru          |               |                  | eit     | ia           |            |
| from office<br>just using alley | Cars.                 |               | 10            |               |                  |         |              |            |
| in at work alley                |                       |               | Cuī           |               |                  |         | OUT          |            |
| Jacon dand and                  | Trucks:               |               |               |               |                  |         |              |            |
|                                 |                       |               | PARKET STATE  |               | L                |         |              |            |
|                                 | Pedestrains:          |               |               |               | ALC: N           |         |              |            |
|                                 |                       |               |               |               |                  |         |              |            |
|                                 |                       |               |               |               |                  |         |              | Dist       |
| Left                            |                       | Peds:         |               |               | Peds:            | Cars:   |              | Right      |
| Cars:                           |                       | reus.         |               |               | reus.            | Cars.   |              |            |
|                                 |                       |               |               |               |                  |         |              |            |
| Trucks:                         |                       |               |               |               |                  | Trucks: |              |            |
|                                 |                       |               |               |               |                  |         |              |            |
| Thru                            |                       |               |               |               |                  |         |              | Thru       |
| Cars:                           | The State States      |               | €             | -5            |                  | Cars:   |              |            |
|                                 |                       |               | st /          | roac          |                  |         |              |            |
|                                 |                       |               | λppi          | φрр           |                  |         |              | 1075       |
| Trucks:                         |                       |               | West Approach | East Approach |                  | Trucks: |              |            |
|                                 | Electrical Confession |               | <del>5</del>  | ū             |                  |         | A STATE OF   | Manual Co. |
| Right                           |                       |               |               |               |                  | -       |              | Left       |
| Cars:                           |                       |               |               |               |                  | Cars:   |              |            |
|                                 |                       |               |               |               |                  |         |              |            |
| Trucks:                         |                       |               |               |               |                  | Trucks: |              |            |
| Trucks.                         |                       |               |               |               |                  |         |              |            |
|                                 |                       |               | l             |               |                  |         |              |            |
|                                 |                       |               | South Appr    |               | a                |         |              |            |
|                                 | Left                  | and morning   | Thru          |               | Contraction (Co. | Right   | and the same |            |
| jn                              | Cars: 1/1             |               |               |               |                  |         | in           |            |
| dur                             | 10 40 50 50 E         |               |               |               |                  |         | OUT          |            |
| 0.0                             | Trucks:               |               |               |               |                  |         |              |            |
|                                 |                       |               |               |               | William S        |         | 2100         |            |
|                                 | Pedestrains:          | Milesenround  |               |               | reftys lythatic  |         |              |            |
|                                 | reacstrains.          | 15            |               |               |                  |         |              |            |
|                                 |                       |               |               |               |                  |         |              |            |

BWC Office Entrance at 4th ST.

# **Manual Intersection Counts**

Intersection: BWC Entrance at 4th St.

Date: 4-23-12

Name: Brian Yerardi

9:45 Am.

Begin Time: 9:30 Am End Time: \*\*\*Start a new sheet every 15 minutes.

|                | Right    |       | North Approac  | :h            | Left                 |  |
|----------------|----------|-------|----------------|---------------|----------------------|--|
| office Cars:   |          | ):    | ia l           |               |                      | in   |
| ng alley Truck |          |       | ישנ            | 100           |                      | OUT  |
| Truck          | s:       |       |                |               |                      |  |
| Pede           | strains: |       |                |               |                      |  |
| Left           |          |       | C              |               | EAST TO SHEW WITH IS | SELECTION OF THE PERSON OF THE |
| Cars:          |          | Peds: |                | Peds:         | Cars:                |  |
| Trucks:        |          |       |                |               | Trucks:              |  |
| Thru           |          |       |                | i die         |                      |  |
| Cars:          |          |       | West A         | roach         | Cars:                |  |
| Trucks:        |          |       | West Approach  | East Approach | Trucks:              |  |
| Right          |          |       | , <del>-</del> |               |                      |  |
| Cars:          |          |       |                |               | Cars:                |  |
| Trucks:        |          |       |                |               | Trucks:              |  |
|                | Left     |       | South Approac  | ch            | Right                |  |
| Cars:          |          |       | er semestive.  |               |                      | in   |
| GUT            |          |       |                | T             |                      | OUT  |
| Truck          | S:       |       |                |               |                      |  |

## **Manual Intersection Counts**

Intersection: BwC Entrance OT 47h ST.

Date: 4-23-12

Name: Brian Yerardi

Begin Time: 9:45 Am End Time: 10:00 Am.

\*\*\*Start a new sheet every 15 minutes.

|                    | Right                   | t/                   | North Approach<br>Thru |               |           | Left      |           |
|--------------------|-------------------------|----------------------|------------------------|---------------|-----------|-----------|-----------|
| office             | Cars:                   | :8:                  | A                      |               |           |           | jn        |
| office<br>ng alley |                         |                      | wf                     |               |           |           | OUT.      |
| ) )                | Trucks:                 |                      |                        | e a lati      |           |           |           |
|                    | Pedestrains:            | sareli sizlanin      |                        |               | V BUDGETS |           | SAE       |
|                    | redestrains.            |                      |                        |               |           | VI ALS AT |           |
| _eft               |                         |                      |                        |               |           |           |           |
| Cars:              |                         | Peds:                |                        |               | Peds:     | Cars:     |           |
| Trucks:            |                         |                      |                        |               |           | Trucks:   |           |
|                    |                         |                      |                        |               |           |           |           |
| Thru               | MISUMI MINUSES          | 4                    | \$                     | _             |           | Cars:     | water the |
| Cars:              |                         |                      | /est A                 | proact        |           | Cars.     |           |
| Trucks:            |                         |                      | West Approach          | East Approach |           | Trucks:   |           |
| Right              | 1991 n. 19 E. J. 2014 n |                      |                        |               |           |           |           |
| Cars:              |                         |                      |                        |               |           | Cars:     |           |
| Trucks:            |                         |                      |                        |               |           | Trucks:   |           |
|                    |                         |                      | South Approach         | -             |           |           |           |
|                    | Left                    | T PARK OF THE SAL TA | Thru                   | 193.991.191   | 2.0       | Right     | 0007      |
| in                 | Cars:                   |                      |                        |               |           |           | ìn        |
| OUT                |                         |                      |                        |               |           |           | OUT       |
|                    | Trucks:                 |                      |                        |               |           |           |           |



# **Manual Intersection Counts**

Intersection: BWC Office Entrance on 4Th ST.

Date: 4-23-12

Name: Brian Yerordi

Begin Time: 11:45 Am End Time: 12:00 Am.

| Rig                               | tht   | North Approa<br>Thru | ch            | Left    | <b>—</b> 1. |
|-----------------------------------|-------|----------------------|---------------|---------|-------------|
| office Cars: 1  ng alley  Trucks: |       | n                    |               |         | in          |
| ng alley                          | c     | V7                   | 1 Control     |         | OUT         |
| ) Trucks:                         |       |                      |               |         |             |
| Pedestrains:                      |       |                      |               |         |             |
| Left                              |       |                      | <b>5</b>      |         |             |
| Cars:                             | Peds: |                      | Peds:         | Cars:   |             |
| Trucks:                           | _     |                      |               | Trucks: |             |
| Trucks.                           |       |                      |               | Tracks. |             |
| Thru                              |       | _                    |               |         |             |
| Cars:                             | 5     | West Approach        | East Approach | Cars:   |             |
|                                   |       | Appr                 | Appr          | Trucks: |             |
| Trucks:                           |       | oach                 | East          | Trucks. |             |
| Right                             |       |                      |               |         |             |
| Cars:                             |       |                      |               | Cars:   |             |
|                                   |       |                      |               |         |             |
| Trucks:                           |       |                      |               | Trucks: |             |
|                                   |       | South Approa         | ch            |         |             |
| Lei                               | ft    | Thru                 |               | Right   |             |
| Cars:                             |       |                      |               |         | in          |
| 001                               |       |                      |               |         | OUT         |

|                          | Diahe          |                | North Appr<br>Thru |               | Left     |         |
|--------------------------|----------------|----------------|--------------------|---------------|----------|---------|
| om office                | Right<br>Cars: |                | in                 |               | Leit     | in      |
| om office<br>using alley | Trucks:        |                | 017                |               |          | OUT     |
| 3                        | Hucks.         |                |                    |               |          |         |
|                          | Pedestrains:   |                |                    |               |          |         |
| Left                     |                |                |                    |               |          | <u></u> |
| Cars:                    |                | Peds:          |                    | Peds:         | Cars:    |         |
| Taucks                   |                | _              |                    |               | Trucks:  |         |
| Trucks:                  |                |                |                    |               | Live Co. |         |
| Thru<br>Cars:            |                | 1              | 8                  | _             | Cars:    |         |
| Cars.                    |                |                | est A              | proac         |          |         |
| Trucks:                  |                |                | West Approach      | East Approach | Trucks:  |         |
| Dieba                    |                |                | 5                  | ŭ             |          |         |
| Right<br>Cars:           |                |                |                    |               | Cars:    |         |
|                          |                |                |                    |               | - 1      |         |
| Trucks:                  |                |                |                    | inger:        | Trucks:  |         |
|                          |                |                | South App          | roach         |          |         |
|                          | Left<br>Cars:  | 2.29 (39) (20) | Thru               |               | Right    | in      |
| in                       |                |                |                    |               |          | 10      |

| Right S: | North Appr<br>Thru<br>i a |   | Left           | in   |
|----------|---------------------------|---|----------------|--|
| 53       |                           |   |                | 111  |
| 5:       | CUT                       | 是在1000mm,1000mm。<br>1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm,1000mm |                |  |
| 5;       |                           |   |                | OUT  |
|          |                           |   |                |  |
|          |                           | THE ATTOCKET ENGINEERING  |                | R  |
| Peds:    |                           | Peds:   | Cars:          |  |
|          |                           |   | Trucks:        |  |
|          |                           | 19.5  |                | 2  |
|          | ×                         | -5  | Cars:          |  |
|          | st Ap                     | proa  |                |  |
|          | proac                     | ast Ap  | Trucks:        |  |
|          | ) <del>)</del>            | ш   |                |  |
|          |                           |   | Cars:          |  |
|          |                           |   | Trucks:        |  |
|          |                           |   |                |  |
| Left     | Thru                      | u<br>La companya da la companya da companya                 | Right          | in   |
|          | +                         |   |                | OUT  |
|          | Left                      | West Approach  South App  | South Approach | West Approach  Trucks:  Trucks:  Trucks:  Trucks:  Trucks: |



| from office quest using alley             | Date: 4 Name: 8 Begin Time: 1 ***Start a new | 1-23-12<br>Crian Yer<br>2:30 Pm<br>sheet every | erdi<br>End Time:<br>15 minutes. | AT 4Th ST        | 7.            |       | Left                             | in<br>out |      |
|---|--|--|----------------------------------|------------------|---------------|-------|----------------------------------|-----------|------|
| Left Cars: Trucks: Thru Cars: Right Cars: |  | Peds:  | West Approach                    |                  | East Approach | Peds: | Cars:  Trucks:  Trucks:  Trucks: |           | Thru |
| 201                                       | Left Cars: [] Frucks: Pedestrains:           |  | South                            | Approach<br>Thru |               | I     | Right                            | in<br>007 |      |

# **Manual Intersection Counts**

Intersection: Bwc Entrance at 47% ST.

Date: 4-23-12

Name: Brian Yerardi

Begin Time: 2:45 Pm End Time: 3:00 Pm

\*\*\*Start a new sheet every 15 minutes.

|                    | Righ          |       | North Appro   | oacn          | Left    |                |
|--------------------|---------------|-------|---------------|---------------|---------|----------------|
| o (fice            | Cars:         |       | ia            |               |         | in             |
| office<br>ng alley | Trucks:       |       | QUT           |               |         | 0.07           |
|                    | Pedestrains:  |       |               |               |         |                |
| 2                  |               |       |               |               |         |                |
| Left<br>Cars:      |               | Peds: |               | Peds          | Cars:   |                |
| Trucks:            |               | -     |               |               | Trucks: |                |
| Thru               |               |       |               |               |         |                |
| Cars:              |               |       | West A        | proach        | Cars:   |                |
| Trucks:            |               |       | West Approach | East Approach | Trucks: |                |
| Right              |               |       |               |               |         | 200 Marie 1800 |
| Cars:              |               |       |               |               | Cars:   |                |
| Trucks:            |               |       |               |               | Trucks: |                |
|                    |               |       | South Appro   |               | Di-ta   |                |
| in                 | Left<br>Cars: |       | Thru          |               | Right   | in             |
| 001                |               |       |               |               |         | ОИТ            |
|                    | Trucks:       |       |               |               |         |                |

Left Cars:

Trucks:

Thru

Cars:

Trucks:

Right

Cars:

Trucks:

in OUT

Pedestrains:

SS Office alley example

#### **Manual Intersection Counts**

Intersection: BWC EnTrance at 4Th ST. Date: 4-23-12 Name: Brian Yerardi Begin Time: 3:00 Pm End Time: 3:15 Pm \*\*\*Start a new sheet every 15 minutes. North Approach Left Right Thru from office Cars: just using alley Trucks: in OUT Pedestrains: Right Peds: Peds: Cars: Trucks: Thru West Approach Cars: East Approach Trucks: Left Cars: Trucks: **South Approach** Right Left Thru 10 OUT Trucks:

## **Manual Intersection Counts**

Intersection: Bwc Entrance of 4th St.

Date: 4-23-12

Name: Brian Yerard:

Begin Time: 3:15 pm End Time: 3:30 pm

\*\*\*Start a new sheet every 15 minutes.

|                    | Right        |               | <b>Approach</b><br>Thru | Left    |     |
|--------------------|--------------|---------------|-------------------------|---------|-----|
| Œ.,                |              | in            |                         |         | in  |
| otha               |              | 517           |                         |         | OVT |
| office<br>ng alley | Trucks:      |               |                         |         |     |
|                    |              |               |                         |         |     |
|                    | Pedestrains: |               |                         |         |     |
| Left               |              |               |                         |         |     |
| Cars:              | F            | Peds:         | Peds                    | Cars:   |     |
| Trucks:            |              |               |                         | Trucks: |     |
| Trucks.            |              |               |                         |         |     |
| Thru               |              |               |                         |         |     |
| Cars:              |              | West Approach | East Approach           | Cars:   |     |
| - 1                |              | Appr          | Appr                    | Trucks: |     |
| Trucks:            |              | oach          | East                    | ITUCKS. |     |
| Right              |              |               |                         | 106     |     |
| Cars:              |              |               |                         | Cars:   |     |
|                    |              |               |                         |         |     |
| Trucks:            |              |               |                         | Trucks: |     |
|                    |              | Sauth A       |                         |         |     |
|                    | Left         |               | Approach<br>Thru        | Right   |     |
| in                 | Cars:        |               | <b>元,其其</b> ,则          |         | in  |
| 007                |              |               |                         |         | OUT |
|                    | Trucks:      |               |                         |         |     |

Intersection: Bwc Entrance at 4Th ST.

Date: 4-23-12

Name: Brian Yerardi

\*\*\*Start a new sheet every 15 minutes.

Begin Time: 3:30 Pm End Time: 3:45 Pm

| Rig                             | ht                     | North App<br>Thru |               | Left    |            |
|---------------------------------|------------------------|-------------------|---------------|---------|------------|
| office Cars:  ng alley  Trucks: | H                      | in                |               |         | in         |
| ng alley                        |                        | דעכ               |               |         | OUT        |
| Trucks:                         |                        |                   |               |         |            |
| Pedestrains:                    |                        |                   |               |         |            |
|                                 |                        |                   |               |         |            |
| Left                            |                        | _                 | _             | WI 12   |            |
| Cars:                           | Peds:                  |                   | Peds:         | Cars:   |            |
| ne von book                     |                        |                   |               | Trucks: |            |
| Trucks:                         |                        |                   |               | Trucks. |            |
| Thru                            |                        | _                 |               |         | USAL STATE |
| Cars:                           |                        | West Approach     | East Approach | Cars:   |            |
|                                 |                        | Appro             | Appr          | Trucks: |            |
| Trucks:                         |                        | bach              | East          | Trucks. |            |
| Right                           | _                      |                   |               | 200     |            |
| Cars:                           |                        |                   |               | Cars:   |            |
| Trucks:                         |                        |                   |               | Trucks: |            |
| Trucks:                         |                        |                   |               | 1,00,0  |            |
|                                 |                        | South App         | roach         |         |            |
| Let                             | t<br>Ingsal States and | Thre              | u             | Right   | 30,000     |
| in Cars:                        |                        |                   |               |         | in         |
| OUT Trucks:                     |                        |                   |               |         | 607        |

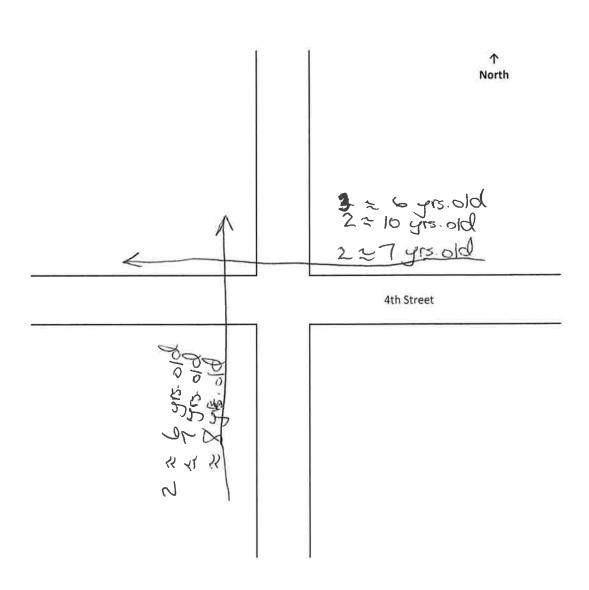
| Manual Intersection Counts   |     |            |            |
|--|-----|------------|------------|
| Intersection:  Date: 4/23/12  Name: Begin Time: 7:15 a.m End Time:  ***Start a new sheet every 15 minutes. | + G |            |            |
|  |     |            | ↑<br>North |
|  | J.  | 4th Street |            |
|  |     |            |            |

| Date: 4/23/12 Name: B. CODAEY | 7:45 |             | · · · · · · · · · · · · · · · · · · · |
|-------------------------------|------|-------------|---------------------------------------|
|                               |      | 26 yrs. old | ↑<br>North                            |
|                               |      | 4th Street  |                                       |
|                               |      |             |                                       |
|                               |      |             |                                       |

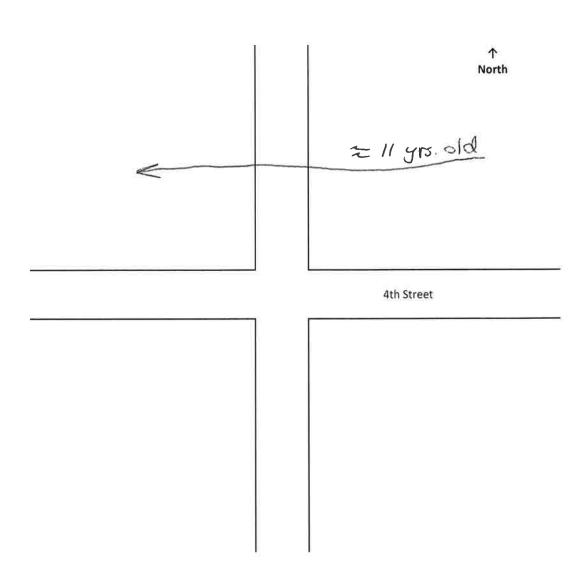
# **Manual Intersection Counts** Intersection: Date: Name: Begin Time: 7:45 am | End Time: \*\*\*Start a new sheet every 15 minutes. North 4th Street

|   | slover          | _         |
|---|-----------------|-----------|
| Date: 4(23//2                                   |                 |           |
| Name: S. COOPER                                 |                 |           |
| Begin Time: Start a new sheet every 15 minutes. | 8:15 am         |           |
| A start a new sheet every 15 minutes.           | 1 2/0 4/5 (3/5) | ↑<br>vrth |
|   | 4th Street      |           |
|   |                 |           |

| Intersection:  | 4th + Glover              |  |
|----------------|---------------------------|--|
| Date:          | 4/23/12                   |  |
| Name:          | B. Cooper                 |  |
| Begin Time:    | 8:15 am/End Time: 8:30 am |  |
| ***Start a nev | w sheet every 15 minutes. |  |



| Intersection | : 4th + Glover              |  |
|--------------|-----------------------------|--|
| Date:        | 4/23/12                     |  |
| Name:        | B. Cooper                   |  |
| Begin Time:  | 8:30 am End Time: 8:45 am   |  |
| ***Start a n | new sheet every 15 minutes. |  |



| Intersection: 4th   | CI     | - 101      |       |
|---|--------|------------|-------|
| 7-1-  | - (21) | over       |       |
| Date: 4/23/12   |        |            |       |
| Name: Begin Time: 8:45 au End Time:                                   | 9:00   | \          |       |
| Begin Time: 8:45 au Erld Time: ***Start a new sheet every 15 minutes. | 1.00   | - Cin      |       |
| Start a new sneet every 13 minutes.                                   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   | 1      |            | Φ.    |
|   |        |            | North |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   | J      |            |       |
|   |        | 4th Street |       |
| -   | 1      |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
|   |        |            |       |
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|   |        |            |       |
|   | ļ      |            |       |

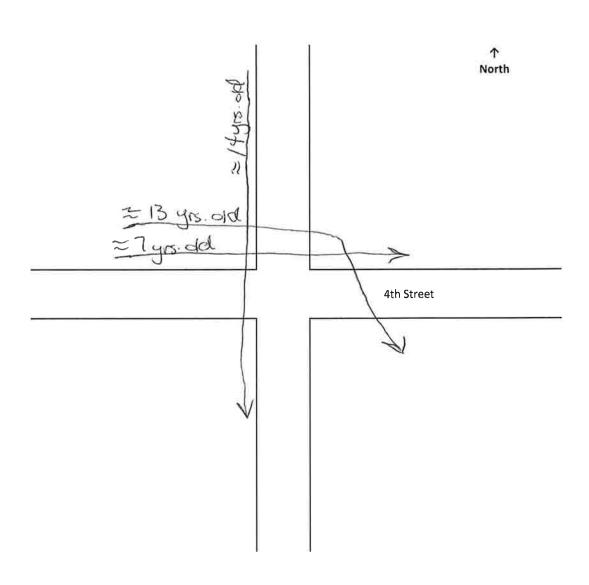
| Intersection:  Date: 4/23/12  Name: Begin Time: 2:15 pm End Time:  ***Start a new sheet every 15 minutes. |   |            |            |
|---|---|------------|------------|
|   |   |            | ↑<br>North |
|   |   |            |            |
|   |   |            |            |
|   |   |            |            |
|   | j |            |            |
|   | 1 | 4th Street |            |
|   |   |            |            |
|   |   |            |            |
|   |   |            |            |
|   |   |            |            |
|   |   |            |            |
|   |   |            |            |

Intersection:

Date: #23 12

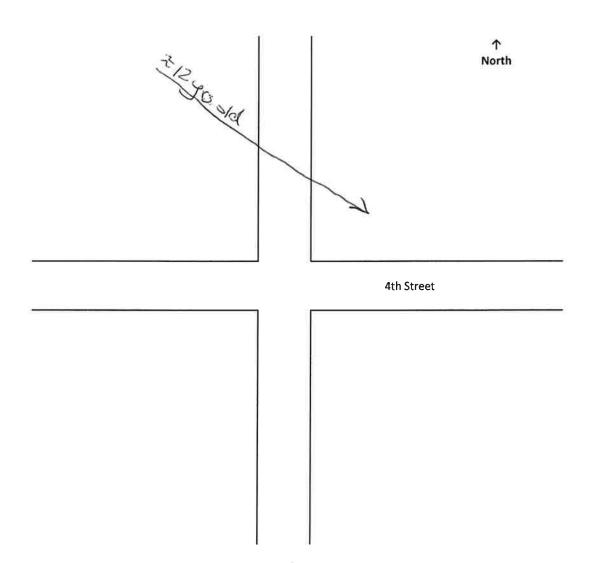
Name: Begin Time: 2:30 pm End Time: 2:45 pm

\*\*\*Start a new sheet every 15 minutes.



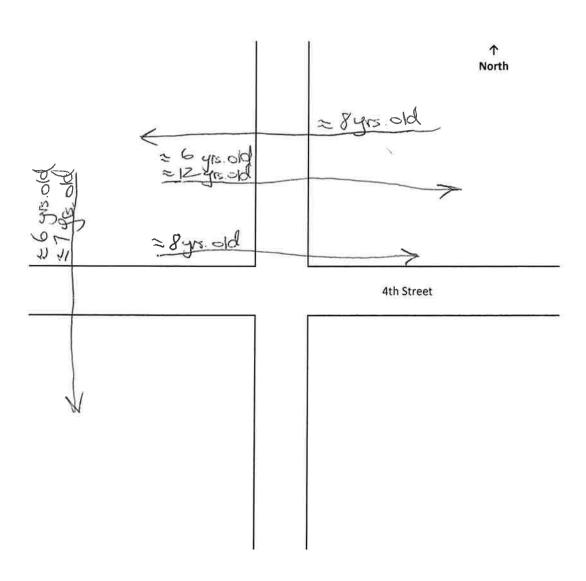
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|---|---------|-------|---------|-------|-----|
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| Intersection: | 4th + Glover              |   |
|---------------|---------------------------|---|
| Date:         | 4/23/12                   |   |
| Name:         | B. Cossaer                | 0 |
| Begin Time:   | 2:45 pm End Time: 3:00 pm |   |
| ***Start a ne | w sheet every 15 minutes. |   |



| Intersection: 4   | th + Glover  |          |
|---|--|----------|
| Date: 4/23/12   |  |          |
| Name: B. Cosper   |  |          |
| Begin Time: 3:00 pm End T                                     | rime: 3:15 pm  |          |
| ***Start a new sheet every 15 min                             | utes.  |          |
|   |  |          |
| 2 = 7 yrs. old 3 = 8 yrs. old 2 = 10 yrs. old 2 = 10 yrs. old | nd >   |          |
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| Intersection:          | 4th + Glover      |  |
|------------------------|-------------------|--|
| Date: 4/23/            | 12_               |  |
| Name: \$ C             | x Aer             |  |
| Begin Time: 3:150      | End Time: 3:30 AM |  |
| ***Start a new sheet e | every 15 minutes. |  |



| Manual Intersection Counts  |  |  |            |            |  |
|---|--|--|------------|------------|--|
| Intersection:  Date: 4/18/12  Name: 3. Cooper  Begin Time: 7:/Som End Time:  ***Start a new sheet every 15 minutes. |  |  |            |            |  |
|   |  |  |            | ↑<br>North |  |
|   |  |  | 4th Street |            |  |
|   |  |  |            |            |  |

| <b>Manual Intersection Counts</b>   |                  |            |            |
|---|------------------|------------|------------|
| Intersection: 4th + Land Date: 4/18/12  Name: Begin Time: 1:30 and End Time: ***Start a new sheet every 15 minutes. | Jaller<br>7:45 c | 3.m_       |            |
|   |                  |            | ↑<br>North |
|   |                  | 4th Street |            |
|   |                  |            |            |

| Manual Intersection Counts   | N.         |  |
|--|------------|--|
| Intersection:  Date:  4/18/12  Name:  Begin Time:  7:45 am End Time:  ***Start a new sheet every 15 minutes. | 8:00 am    |  |
|  | ↑<br>North |  |
|  | 4th Street |  |
|  |            |  |

# **Manual Intersection Counts** Intersection: Date: Name: Begin Time: 8:00 am End Time: 8:15 am \*\*\*Start a new sheet every 15 minutes. North 4th Street

| Manual Intersection Counts  |      |     |          |            |
|---|------|-----|----------|------------|
| Intersection:  Date: #18/12  Name: B. Cooper  Begin Time: 8:/5 am End Time:  ***Start a new sheet every 15 minutes. | S:30 |     |          |            |
|   |      |     |          | ↑<br>North |
|   | l L  | 41  | h Street |            |
|   |      | 191 |          |            |

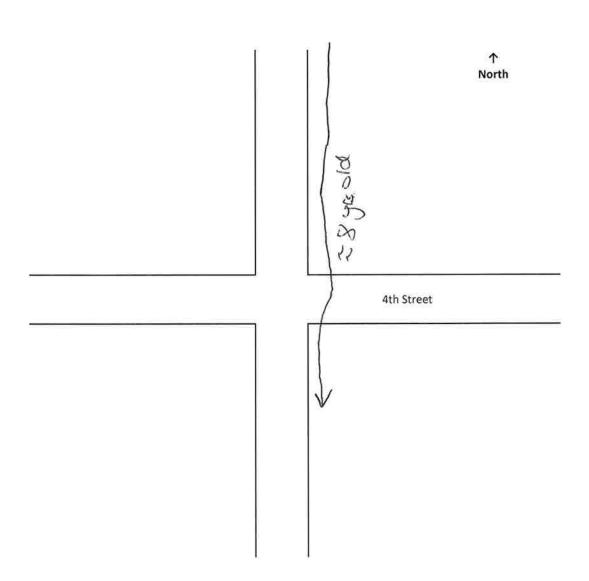
# Manual Intersection Counts Intersection: 4th + Waller Date: 418112 Name: Begin Time: 8:30 a.m. End Time: 8:45 a.m. \*\*\*Start a new sheet every 15 minutes.

4th Street

| Manual Intersection Counts   |               |      |            |             |
|--|---------------|------|------------|-------------|
| Intersection:  Date: 4/18/12  Name: 3 Copper  Begin Time: 8:45av End Time:  ***Start a new sheet every 15 minutes. | aller<br>9:00 | ) an |            | <del></del> |
|  |               |      |            | ↑<br>North  |
|  | _             |      | 4th Street |             |
|  |               |      |            |             |

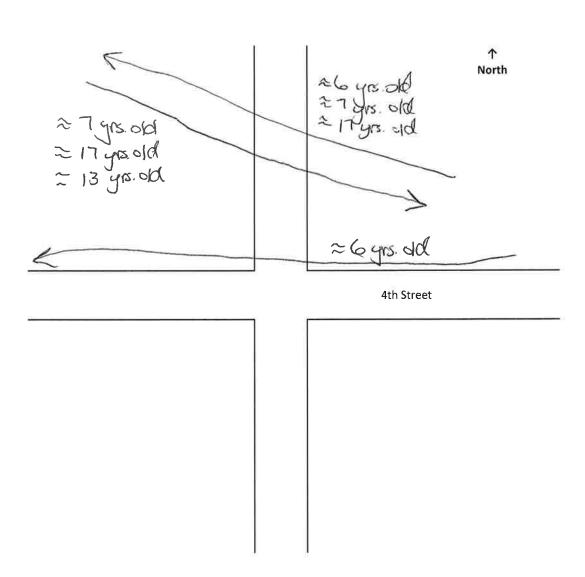
| Manual Intersection Counts   |            |        |            |            |
|--|------------|--------|------------|------------|
| Intersection:  Date: 4/18/12  Name: B. Cooper  Begin Time: 2:15 pm End Time:  ***Start a new sheet every 15 minutes. | Wa<br>2:30 |        |            |            |
|  |            | î<br>Î |            | ↑<br>North |
|  |            |        |            |            |
|  |            |        | 4th Street |            |
|  |            |        |            |            |
|  |            |        |            |            |

| ntersection:  | 4th & Waller              |       |
|---------------|---------------------------|-------|
| Date:         | 4/18/12                   |       |
| Name:         | B. Conser                 | =<br> |
| Begin Time:   | 2:30 pm End Time: 2:45 pm |       |
| ***Start a ne | w sheet every 15 minutes. |       |
|               |                           |       |

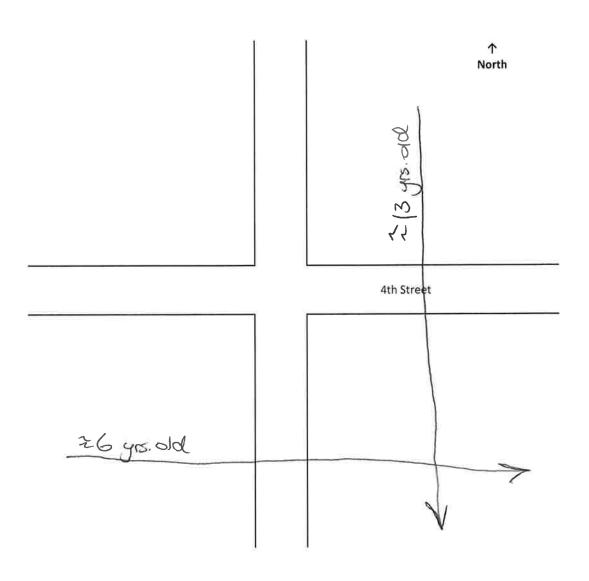


### **Manual Intersection Counts** Intersection: Date: Name: \_ Begin Time: 2:45 pm End Time: 3:00 An \*\*\*Start a new sheet every 15 minutes. North ≈ 16 yrs ad 4th Street 2 ≈ 16 yrs. old

| Intersection: 4th + Waller             |  |
|--|--|
| Date: 4/18/1Z                          |  |
| Name: B.Cooper                         |  |
| Begin Time: 3:00 pm End Time: 3:15 pm  |  |
| ***Start a new sheet every 15 minutes. |  |



| Intersection: 4th + Walter             |  |
|--|--|
| Date: 4/18/12                          |  |
| Name: B. CODEV                         |  |
| Begin Time: 3:15 pm End Time: 3:30 pm  |  |
| ***Start a new sheet every 15 minutes. |  |



| ↑<br>North |  |
|------------|--|
| 4th Street |  |
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| Manual Inters         | section Cou      | ınts      |   |      |      |           |             |
|-----------------------|------------------|-----------|---|------|------|-----------|-------------|
| Intersection: Date: 4 | /19/12<br>B Conf | 4th       | + | Unj  | DM   | -         | <del></del> |
| Begin Time: 7         | :30 and          | End Time: |   | 7:45 | 5 am | -         |             |
|                       |                  |           | Î | ż    |      |           | 个<br>North  |
|                       |                  |           |   |      |      |           | North       |
|                       |                  |           |   |      |      |           |             |
|                       |                  |           |   |      |      |           |             |
|                       |                  |           |   | 9    |      | 4th Stree | t           |
|                       |                  |           |   |      |      |           |             |
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# **Manual Intersection Counts** Intersection: Date: Name: Begin Time: 7:45 am End Time: 8:00 am \*\*\*Start a new sheet every 15 minutes. North 4th Street

| Intersection: 4th + Uni               | <u>ou</u>  |
|---------------------------------------|------------|
| Date: 4/19/12                         |            |
| Name: B. Cooper                       |            |
|                                       | 8:15 am    |
| **Start a new sheet every 15 minutes. |            |
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# **Manual Intersection Counts** Intersection: Date: Name: Begin Time: 8:15 am | End Time: 8:30 am \*\*\*Start a new sheet every 15 minutes. North 4th Street

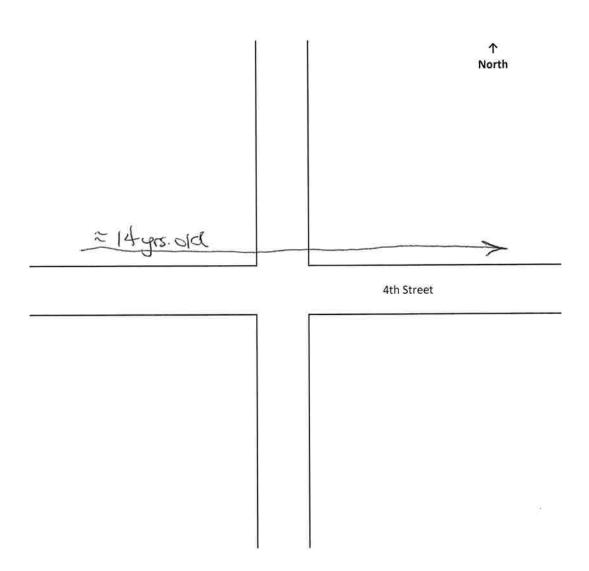
## **Manual Intersection Counts** 4th & Union Intersection: Date: Name: Begin Time: 8:30 am End Time: 8:45 am \*\*\*Start a new sheet every 15 minutes. North 4th Street

| Intersection:                                    | - Unio | in     |            | ======================================= |
|--|--------|--------|------------|---|
| Date: 4/19/12                                    |        |        |            |   |
| Name: B. Coper<br>Begin Time: 8:45 and End Time: | 9:00   | an     |            |   |
| ***Start a new sheet every 15 minutes.           |        | - Citt |            |   |
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|  |        |        |            | North                                   |
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|  |        |        | 4th Street |   |
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|  | 1      | 1      |            |   |

# Manual Intersection Counts Intersection: Date: 4/19/12 Name: Begin Time: 2:15 pm End Time: 2:30 pm \*\*\*Start a new sheet every 15 minutes.

Ath Street

| Intersection:  | 4th + Union               |  |
|----------------|---------------------------|--|
| Date:          | 4/19/12                   |  |
| Name:          | B. Corper                 |  |
| Begin Time:    | 2:30 pm End Time: 2:45 pm |  |
| ***Start a nev | w sheet every 15 minutes. |  |



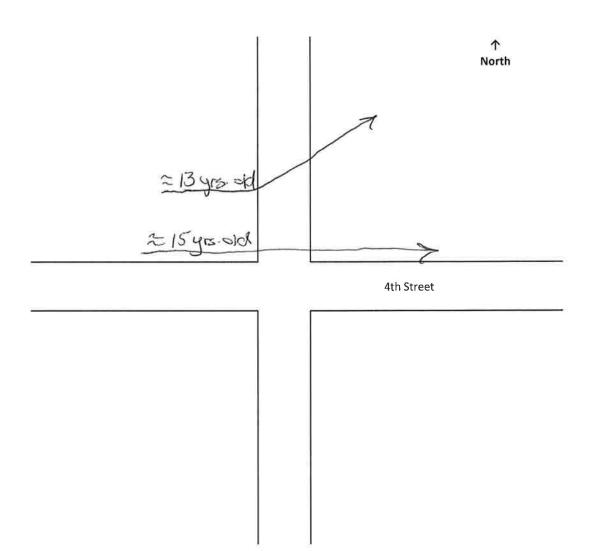
Intersection:

Date: 419/12

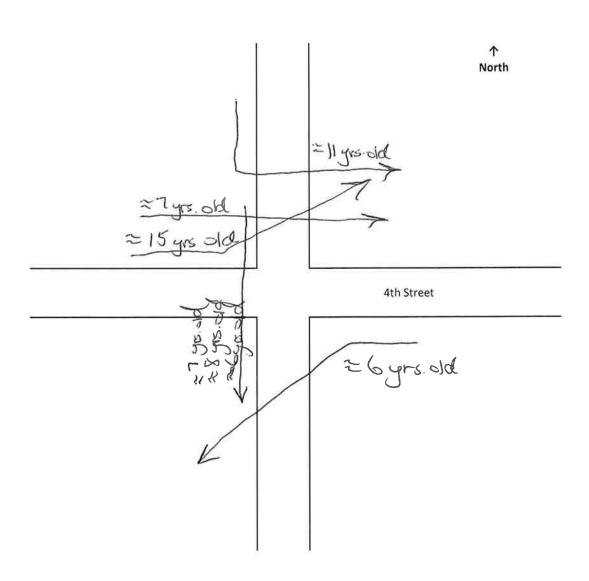
Name: B - Copper

Begin Time: 2:45 pm End Time: 3:00 pm

\*\*\*Start a new sheet every 15 minutes.



| Intersection:   | 4th + Union            |  |
|-----------------|------------------------|--|
| Date: 4/19      | 1/12                   |  |
| Name:           | Cooper                 |  |
| Begin Time: 3:℃ | O Am End Time: 3:15 Am |  |
|                 | et every 15 minutes.   |  |



| Intersection:    | 4th + Union               |  |
|------------------|---------------------------|--|
| Date:            | 4/19/12                   |  |
| Name:            | B. COOARY                 |  |
| Begin Time: 3    | 1:15 Du End Time: 3:30 pm |  |
| ***Start a new s | sheet every 15 minutes.   |  |

