

TRAFFIC SIGNAL MASTER PLAN

CITY OF OAKWOOD, OHIO

JUNE 14, 2023

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EXECUTIVE SUMMARY

The purpose of the master plan is to evaluate the existing traffic signals within the City of Oakwood in order to develop an implementation plan and funding strategy for a long-term upgrade of traffic signal equipment. The scope of work includes the following elements for the existing 17 traffic signals:

1. Confirm if existing traffic volumes (**Appendix A**) at signalized intersections meet warrants outlined in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), latest version (**Table 2; Appendix D**).
2. Evaluate curb ramp compliance with current ADA guidelines (**Appendix C**).
3. Prepare a safety performance overview of the city to identify opportunities that may be eligible for ODOT safety funding.
4. Perform an equipment audit (**Appendix B**)
5. Calculate capacity analyses of alternatives (**Appendix E**)

Ten (10) signalized intersections on Far Hills Avenue (State Route 48) met one or more signal warrant. The remaining signalized intersections (7) located on the local roadway network did not meet a signal warrant.

A roundabout is proposed as an alternative to a traffic signal reconstruction at the SR48/ Oakwood Avenue/ Thruston Blvd intersection to mitigate crashes and improve traffic operations/ reduce vehicle delays. The roundabout configuration as a peanut as shown in **Figure 14**.

Pedestrian enhancements such as raised crosswalks may be implemented as part of a final design phase. Devices such as a Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB) may also be considered to increase visibility of the pedestrian crosswalks and reduce approach speeds on multi-lane approaches.

FIGURE 1: STUDY AREA



DATA COLLECTION

TRAFFIC DATA

Turning movement counts (TMC) were collected at each of the 17 signalized intersections. The number of hours collected at each location varied to match the existing conditions. For example, less data was needed at major intersections due to the expectation of higher side street volumes. More data was collected at intersections located near schools to capture both school related traffic and commuter traffic. **Table 1** lists the study intersections and the number of hours of traffic data. Note the FHA is used as an abbreviation for Far Hills Avenue.

The TMCs were collected between September 1 and October 12, 2022. ODOT's Statewide and Regional Traffic Analysis dashboard shows traffic volumes on principal arterials in Montgomery County between 9/01/2022 and 10/12/2022 are approximately 6% lower than pre-COVID levels. Traffic data is contained in **Appendix A**.

In addition to the traffic counts, field observations documented the following conditions:

1. The posted speed limit is 35 miles per hour (MPH) on Far Hills Avenue and on Shantz Avenue west of Far Hills Avenue. All other roadways are posted at 25 miles per hour.
2. Oakwood land uses are primarily residential with commercial and institutional land uses along the Far Hills Avenue corridor. Most of the commercial land uses located between Peach Orchard Avenue to East Drive.
3. The following signalized intersections are located within school zones or have a Safe Routes to School crossing.
 - Far Hills Avenue/Oakwood Avenue/Thruston Boulevard
 - Far Hills Avenue/Patterson Road
 - Far Hills Avenue/Harman Avenue
 - Far Hills Avenue/Aberdeen Avenue/Park Road
 - Shafor Boulevard/Aberdeen Avenue
 - Shafor Boulevard/Telford Avenue
 - Haman Avenue/Dixon Avenue
4. A signalized pedestrian crossing exists on Far Hills Avenue at Orchard Drive.

TABLE 1: DATA SUMMARY

	Intersection	Traffic Data (Hours)
1	FHA/Springhouse/ Old River Trail	10
2	FHA/Schantz	4
3	FHA/Oakwood Ave/Thruston	4
4	FHA/Patterson Rd	4
5	FHA/Park Ave	8
6	FHA/Harman Ave	12
7	FHA/Aberdeen/Park Rd	12
8	FHA/Peach Orchard	10
9	FHA/Orchard Drive	10
10	FHA/East Dr	10
11	Schantz/Oakwood Ave	8
12	Schantz/Patterson Rd	8+4
13	Schantz/ Kramer Rd	8
14	Shafor/ Patterson Rd	8+4
15	Shafor/ Aberdeen Ave	8
16	Shafor/ Telford Ave	8
17	Harman/ Dixon Ave	8

EQUIPMENT AUDIT

An equipment audit of each was performed to document equipment condition. Field visits at each site included documenting types of traffic signal support and equipment used. See **Appendix B** for the ODOT Traffic Signal Timing Inspection forms. Visible corrosion was noted on many of the signal supports. See photos below of strain pole condition.

PHOTO 1: POLE CONDITION (L-R: ABERDEEN/SHAFOR, FHA/ABERDEEN, FHA/OAKWOOD)



The existing traffic control equipment in the field is typically more than 20 years old. The strain poles typically more than 50 years old. The following table (**Table 2**) from NCHRP Report 713: Estimating Life Expectancies of Highway Assets (2008) provided guidance regarding useful life of various signal components:

TABLE 2: LIFE EXPECTANCY ESTIMATES FOR SIGNAL COMPONENTS

Structural components			Controller system components			Signal display components		
Type	Count	Life	Type	Count	Life	Type	Count	Life
Tubular steel mast arm	14	20	Permanent loop detector	14	7.5	Incandescent lamps	15	1
Tubular aluminum mast arm	7	20	Non-invasive detector	12	10	Light-emitting diode lamps	18	6.5
Wood pole (and span wire)	8	15	Traffic controller	18	15	Signal heads	15	20
Concrete pole (and span wire)	2	12.5	Traffic controller cabinet	17	15	Pedestrian displays	1	15
Steel pole (and span wire)	9	20	Twisted copper interconnect cable	11	20			
Galvanized pole and span arm	1	>100	Fiber-optic cable	7	20			

A structural assessment was not performed on the structural components of the existing signal installations. Many traffic signals attach to an adjacent RTA pole which are planned to be replaced as part of a future RTA project. A timeline for upgrades to the RTA poles is scheduled by 2024 which corresponds with an ODOT funded resurfacing project on SR48 in 2024.

The controller system components were upgraded as part of a signal coordination project on the Far Hills Avenue corridor in 1998. Several generations of Econolite brand controllers operate the intersections including the original ASC2 (13) and newer generation ASC-3 (3) and Cobalt (2) controllers. Regular maintenance has extended the useful life of the existing controller equipment.

A compliance review also was performed of the existing curb ramps. The City of Columbus curb ramp field measurement forms were used curb ramp condition and are provided in **Appendix C**.

SIGNAL WARRANT METHODOLOGY

The signal warrant analysis follows the guidance established in the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) when evaluating the need for traffic signal control. Nine warrants are defined in the OMUTCD to determine if a traffic signal should be installed at a particular location. These warrants are established to prevent the overuse of traffic signals as a traffic control device. Unwarranted traffic signals can adversely affect the safety and efficiency of vehicular, pedestrian, and bicycle traffic.

The OMUTCD states that a traffic signal shall not be installed unless one or more of the 9 warrants are met. This report summarizes the findings of an engineering study of traffic conditions to determine whether retaining the existing traffic signals are recommended. The following criteria from the Ohio Manual of Uniform Traffic Control Devices (OMUTCD), latest edition, was used to evaluate the following signal warrants.

The warrant analysis was performed using the Ohio Department of Transportation (ODOT) Traffic Signal Warrant Spreadsheet. The raw, unadjusted, traffic volume data were used to evaluate volume-based signal warrants: Warrant #1 (8-Hour), Warrant #2 (4-Hour) and Warrant #3 (Peak Hour). Some warrants allow the minimum traffic volume thresholds to be reduced if the 85th percentile speed of traffic is equal to or exceeds 40 MPH and if the area is located in a population less than 10,000.

Signal warrant #4 (Pedestrian Volume) and #5 (School Crossing) were performed at selected locations where additional justification of signalization was beneficial to meet minimum criteria.

At T-intersections (i.e., intersections with 3 approaches), the analysis was performed by treating the left-turn movements from the minor street as through movements. A left-turn movement from a minor-street conflicts with both approaches of the major street which is similar to a through movement. Right Turn Lane Reduction factors are not applied due to analyzing existing signals and not modifying intersection approaches.

Warrant #1 – Eight-hour Vehicular Volume

The eight highest pairs of hourly volume on the higher-volume minor street approach and its corresponding total hourly volume from both major street approaches were used in analyzing

warrant #1. The signal warrant spreadsheet then compares these volumes with the signal warrant #1 thresholds presented in Table 4C-1 of the OMUTCD (see **Table 3**) and determines whether the signal is warranted under Condition A (Minimum Vehicular Volume), Condition B (Interruption of Continuous Traffic), or a combination of both conditions evaluated at 80% threshold.

TABLE 3: OMUTCD TABLE 4C-1 WARRANT 1, EIGHT-HR VOLUME

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume.

^b Used for combination of Conditions A and B after adequate trial of other remedial measures.

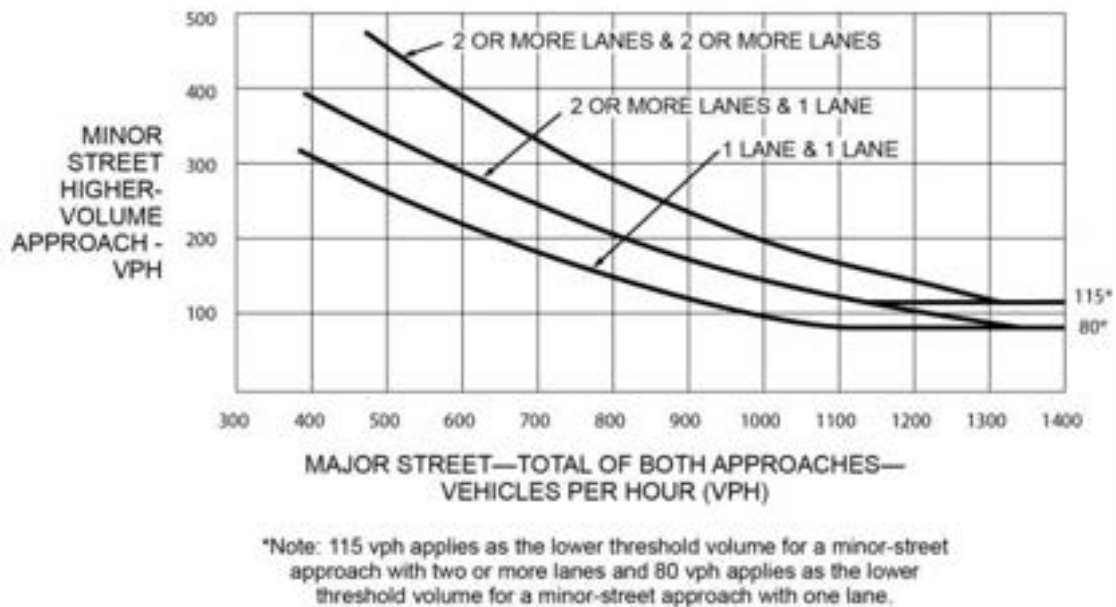
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000.

Warrant #2 – Four-hour Vehicular Volume

The four highest pairs of hourly volume on the higher-volume minor street approach and its corresponding total hourly volume from both major street approaches were used in analyzing warrant #2. The signal warrant spreadsheet then plots and compares these volumes with the signal warrant #2 thresholds presented in Figure 4C-1 of the OMUTCD (see **Figure 2**) and determines whether the signal is warranted.

FIGURE 2: OMTCD FIGURE 4C-1 WARRANT 2, FOUR-HR VOLUME

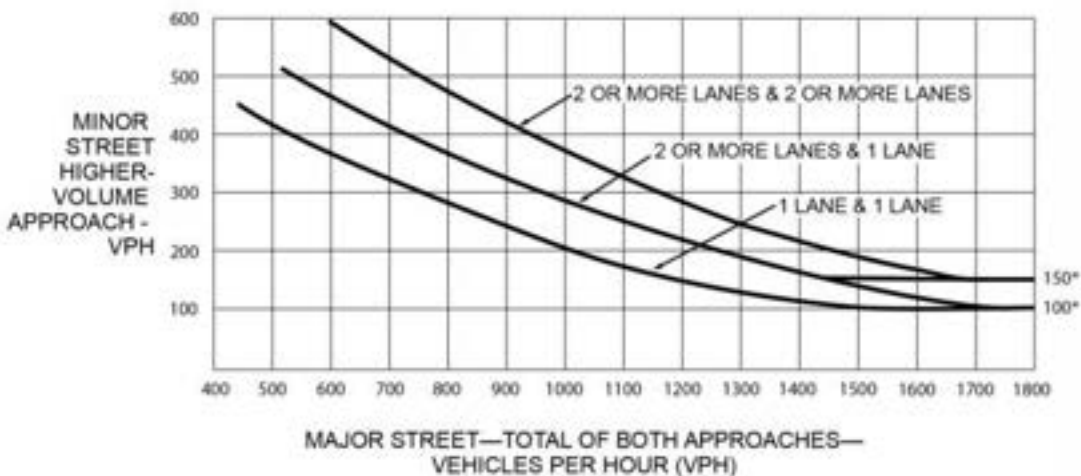


Warrant #3 – Peak Hour

The OMTCD states that this peak-hour volume-based warrant is applied to office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities (e.g., bus stations) that attract or discharge large numbers of vehicles over a short time. If a traffic signal is justified by an engineering study and is warranted only by warrant #3, the signal should be traffic-actuated and may be operated in flashing mode during hours that the volume criteria of warrant #3 are met.

The highest pair of hourly volume on the higher-volume minor street approach and its corresponding total hourly volume from both major street approaches were used in analyzing warrant #3 -- see **Figure 3**.

FIGURE 3: OMTCD FIGURE 4C-3 WARRANT 3, PEAK HR



Warrant 4 – Pedestrian Volume

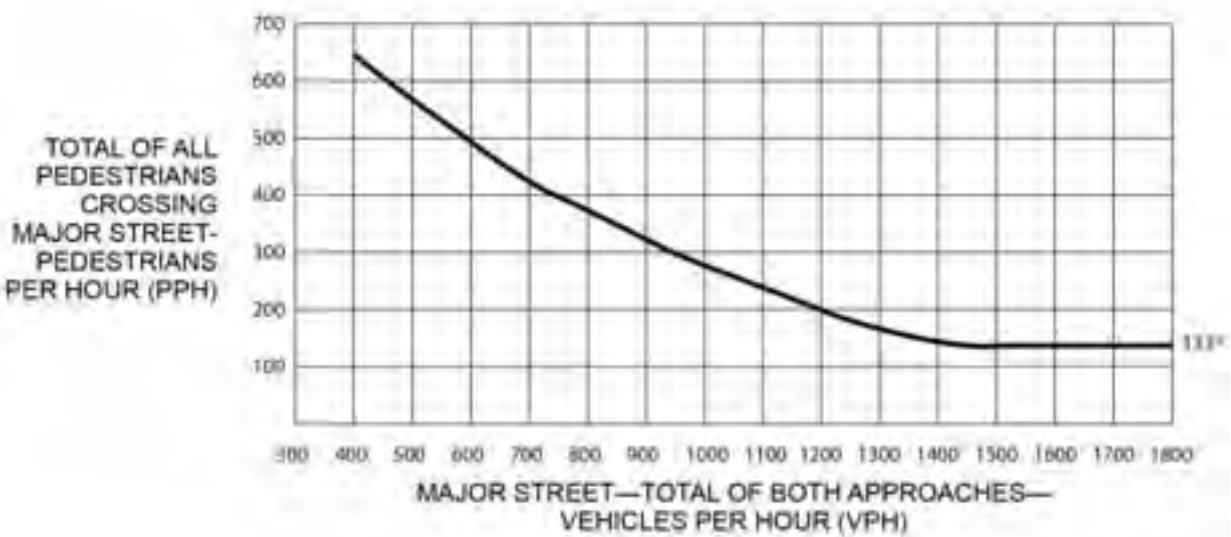
The OMUTCD states the pedestrian volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

The four highest pairs of total hourly pedestrian volume crossing a major street and its corresponding total hourly volume from both major street approaches were used in analyzing warrant #4. The signal warrant spreadsheet then plots and compares these volumes with the signal warrant #4 thresholds presented in Figure 4C-5 and Figure 4C-7 of the OMUTCD (see **Figure 4** and **Figure 5** respectively) and determines whether the signal is warranted.

FIGURE 4: OMUTCD FIGURE 4C-5 WARRANT 4, FOUR-HR PEDESTRIAN VOLUME



FIGURE 5: OMUTCD FIGURE 4C-7 WARRANT 4, PEDESTRIAN PEAK HOUR



Warrant 5 – School Crossing

The OMUTCD states that the need for a traffic signal shall be considered when there is a minimum of 20 schoolchildren (i.e., elementary through high school students) during the highest crossing hour. The need for a traffic control signal shall be considered when an engineering study shows that the number of adequate gaps in the traffic stream during the period when schoolchildren are using the crossing is less than the number of minutes in the same period. Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

A formal gap study is not performed for the project. Analysis of warrant #5 related to adequacy of gaps was performed by comparing calculated number of gaps using a Poisson Distribution methodology to acceptable gaps when crossing Far Hills Avenue (or the major street) at the analyzed intersection. ODOT has accepted this methodology when evaluating Warrant #5.

Warrant 6 – Coordinated Signal System

The need for a traffic signal shall be considered if an engineering study finds that, on a two-way street, adjacent traffic signals do not provide necessary degree of platooning and the proposed and adjacent traffic signals will collectively provide a progressive operation. This signal warrant is not intended to be used as the sole warrant in a signal warrant analysis and is therefore assumed to be the least prioritized warrant in determining whether the existing traffic signal is warranted. **Due to analyzing existing signals, warrant #6 analysis was not performed as it is assumed that all existing signals on Far Hills Avenue meet other volume based warrants.**

Warrant 7 – Crash Experience

A safety overview of each intersection within the corridor study limits is to be provided in a separate report. For this purpose, **warrant #7 is not included in the signal warrant analysis.**

Warrant 8 – Roadway Network

This signal warrant is applied to the intersection of two or more major routes and is not intended to be used as the sole warrant in a signal warrant analysis. Warrant #8 is **NOT** applicable to the study area since the intersection of two major routes does not exist where other volume based warrants are met.

Warrant 9 – Intersection Near a Grade Crossing

Warrant #9 is **NOT** applicable to the study area since none of the minor streets intersect with an at-grade railroad crossing.

SIGNAL WARRANT ANALYSIS

Given the assumptions addressed in the Methodology section, further discussions on the signal warrant analyses for each intersection emphasizes Warrant #1 through Warrant #5. Detailed signal warrant analyses results are described in the following subsections. The resulting ODOT signal warrant analysis spreadsheets for each intersection can be found in **Appendix D**.

SIGNAL WARRANT SUMMARY

Existing traffic signals (10) on the Far Hills Avenue (SR 48) corridor meet warrants defined in the OMUTCD as shown in **Table 4**. The remaining signalized intersections (7) on the local roadway network do not meet minimum traffic signal warrant criteria. Intersections meeting criteria other than the volume-based vehicular volume warrants are summarized below:

- Far Hills Avenue/ Harman Avenue and Far Hills Avenue/ Aberdeen Avenue/Park Road only met Signal Warrant #5 utilizing the gap analysis methodology. Since these intersections are situated at or near public schools with a measured volume of pedestrians during school peak hours, it is reasonable that these signals are warranted using gap analysis considering the volumes on and the width of Far Hills Avenue.
- The signalized crosswalk on Far Hills Avenue at Orchard Avenue only met signal warrant #4 utilizing the gap analysis methodology. Due to its location within the Oakwood commercial district and the frequency of pedestrians, this location meets minimum signal warrants.

TABLE 4: SIGNAL WARRANT SUMMARY

	SR 48 Intersection Cross Street	Warrant Met	Comments
1	Springhouse/ Old River Trail	1,2,3	100% volume
2	Schantz	2,3	100% volume
3	Oakwood/ Thruston	2,3	100% volume
4	Patterson	2,3	100% volume
5	Park	3	70% volume
6	Harman	5	100% volume
7	Aberdeen/Park	5	100% volume
8	Peach Orchard	2,3	COVID factor (#2) and 70% volume (#3)
9	Orchard	4	100% volume
10	East	2,3	100% volume
	Schantz Intersection Cross Street
11	Oakwood	None	
12	Patterson	None	
13	Kramer	None	
	Shafor Intersection Cross Street
14	Patterson	None	
15	Aberdeen	None	
16	Telford	None	
	Harman Intersection Cross Street
17	Dixon	None	

TRAFFIC SIGNAL UPGRADES

A conceptual traffic signal plan was developed for each of the signalized intersections to show the proposed improvements and the extent of curb ramp construction that may be required to meet ADA guidelines. The following design elements were assumed for the conceptual plans and the associated cost estimate:

1. The span wire installations are replaced with new mast arm poles. ODOT Design 14 poles were assumed where attachment of the RTA catenary wires occur along the SR48 corridor. Smaller signal supports were assumed at signalized locations on the local street network.
2. A supplemental RTA pole was added to intersections on the Far Hills Avenue corridor at 100 ft intervals to provide adequate support of the RTA infrastructure using fixed arms instead of wires.
3. The extent of curb ramp reconstruction was based on the curb ramp evaluation summarized on forms contained in **Appendix C**. Full reconstruction of the ramp (Replacement Type A) may require additional right of way to provide the minimum slopes to meet ADA guidance. Type C represents minor reconstruction such as replacement of truncated domes.
4. Radar detection on all approaches is proposed to enable operation of all traffic signals in free operation during low volume periods. Delays are minimized at all times of the day with the combination of coordinated signal system during high volume periods (daytime) and free operation (night). Research has shown mixed safety performance with flashing operation to reduce delays during low volume periods.
5. Accessible pedestrian signal heads and pushbuttons are provided where diagonal ramps are proposed. The technology would enable locator tones for the pushbutton and voice directions of which street to cross when actuated by the pedestrian. The volume of messages are also adjusted based on ambient volume levels.
6. Signal head and controller equipment upgrades to replace existing equipment that is beyond its useful life. Maintenance costs will continue to increase as the reliability of the existing equipment degrades.

A conceptual plan for each signalized intersection is contained in **Appendix G**. **Figure 6** shows a conceptual signal plan for the Far Hills Avenue/Oakwood Avenue/ Thruston Boulevard intersection. A street view of a mast arm installation on Far Hills Avenue is shown in **Figure 7**. Note the signal heads being suspended from the mast arm due to the RTA overhead catenary attachment.

FIGURE 6: SR48/ OAKWOOD AVE/ THRUSTON BLVD SIGNAL PLAN

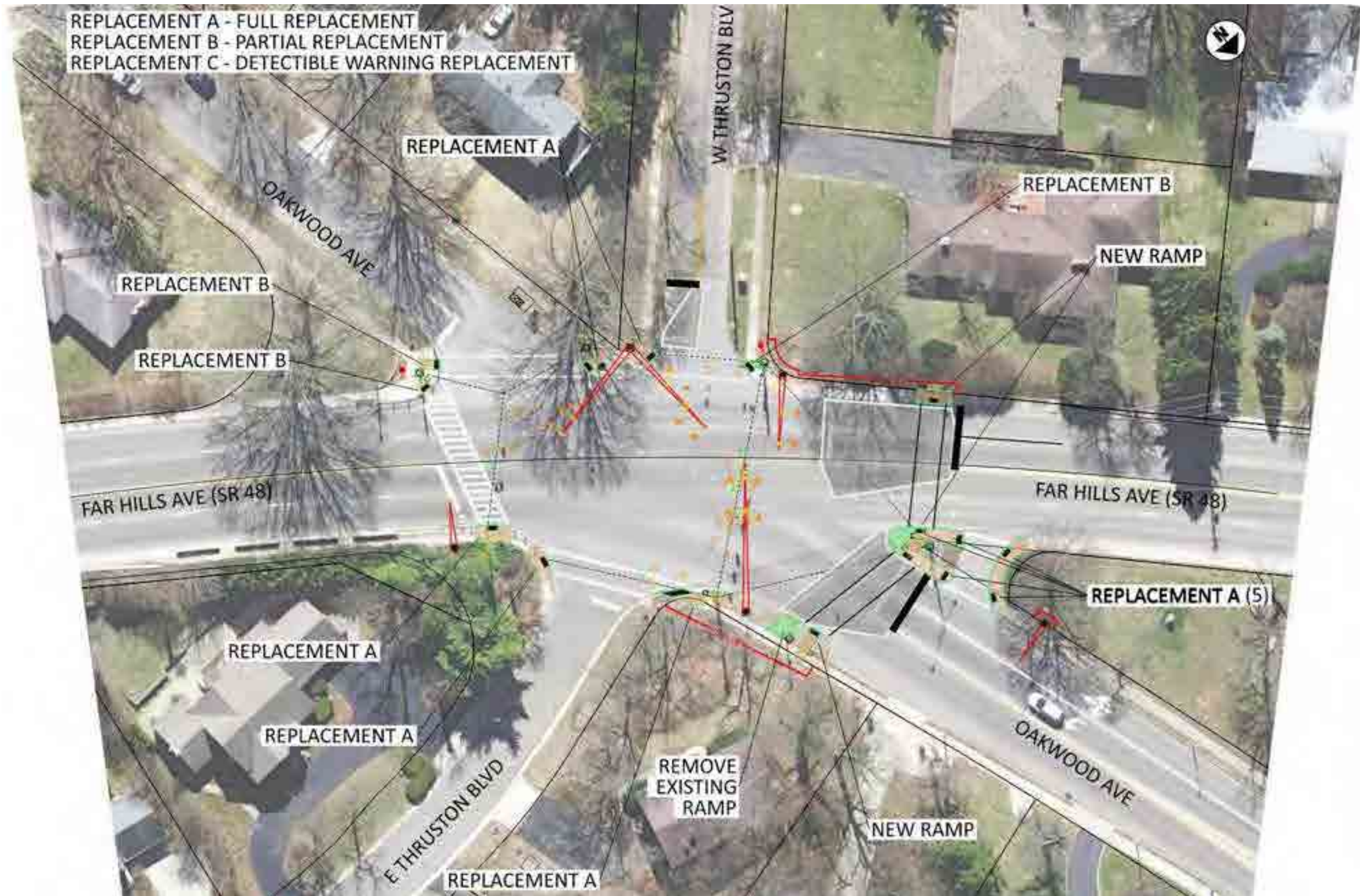


FIGURE 7: SR48/ OAKWOOD AVE/ THRUSTON BLVD STREET VIEW



SAFETY ANALYSIS

Crash data for the City was obtained from the ODOT Transportation Information Mapping System (TIMS). This data was formatted with latitude and longitude provided for each crash. Crash data was spatially joined to the existing roadway network. Crashes were assigned to the roadway it was located nearest in order to determine if the crash occurred on a city-maintained roadway.

One of the safety goals of ODOT is to address fatal and serious injury crashes. Crashes are categorized by injury severity, as K, A, B or C injury or Property Damage Only (PDO). The definition of each of these severities is summarized below.

1. Fatal Crash: A vehicle crash (single or multiple) that results in the death of one or more persons.
2. Injury Crash: Any vehicle crashes that resulted in one or more non-fatal injuries.
 - A-Injury (Incapacitating Injury): Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/ she/ they was capable of performing before the injury occurred. Type A crashes includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.
 - B-Injury (Non-incapacitating Injury): Any injury other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.
 - C-Injury (Possible Injury): Any injury reported or claimed which is not either of the above injuries. It includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, and hysteria.
3. PDO: Property-damage only crash.

Crash analysis was conducted to identify the priority locations within the county roadway system using crash data from January 1, 2017 - December 31, 2021. During the study period 494 crashes occurred within the City of Oakwood. These crashes resulted in a total of one fatality and 6 serious injury crashes. **Figure 8** shows all crashes and the severity by location for the overall study area.

FIGURE 8: CRASH DATA 2018- 2021

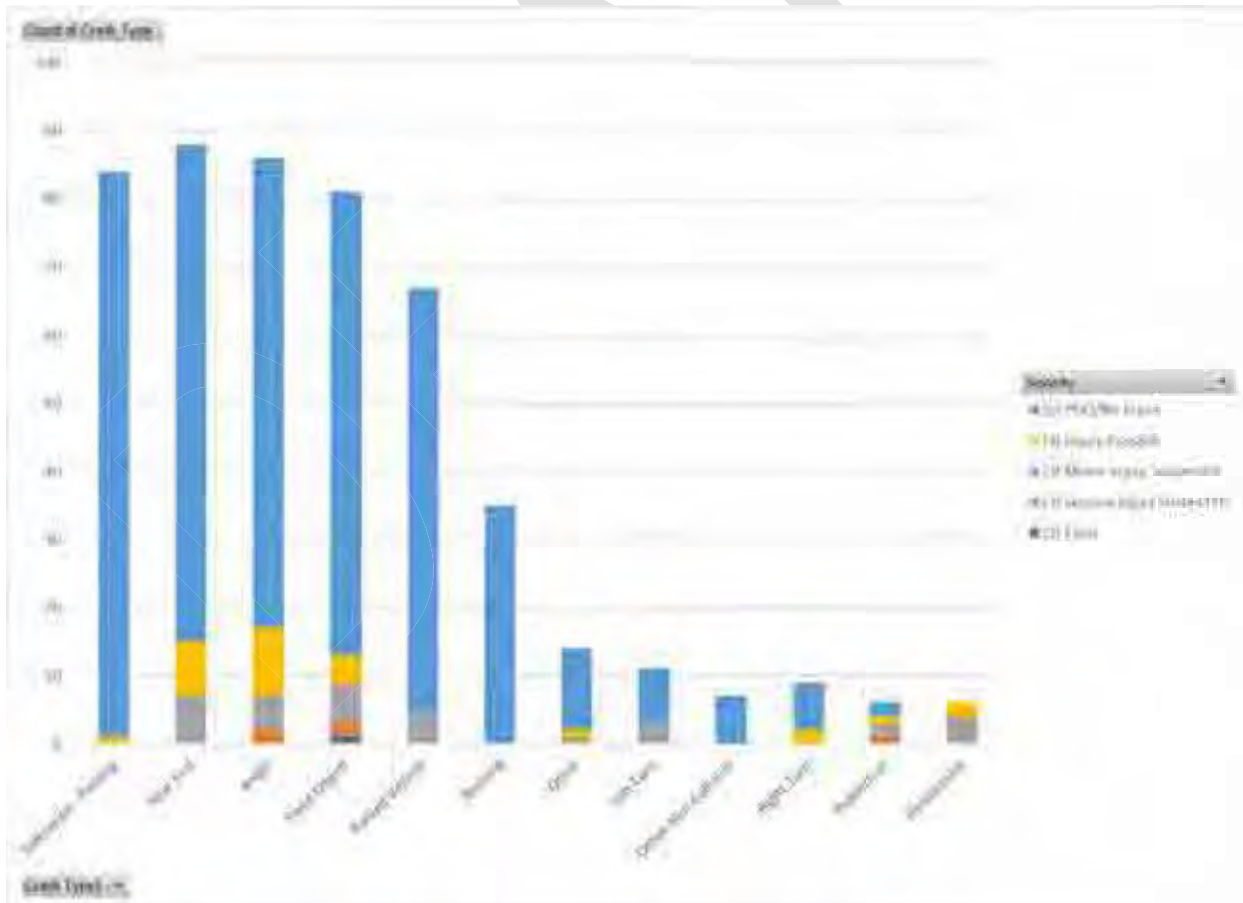


Prior to the identification of high crash locations, area wide crash analysis was completed to determine emphasis areas within the City roadways that may be the focus of the safety efforts. **Table 5** shows the breakdown of crashes by crash type, with Rear End, Sideswipe, Angle and fixed object crashes having the highest frequency. Angle and fixed object crashes are shown to have the highest serious injury rate, while the single fatality was the result of a fixed object crash. This data is shown graphically on **Figure 9** shows the frequency and severity by crash type for all city roadways.

TABLE 5: CRASH TYPE AND SEVERITY

Crash Type	R	A	B	C	D	Total
Rear End			7	8	73	88
Angle		2	5	10	69	86
Sideswipe - Passing				1	83	84
Fixed Object	1	2	6	4	68	81
Parked Vehicle			5		62	67
Backing					35	35
Left Turn			3		8	11
Right Turn				2	7	9
Other Non-Collision					7	7
Pedestrian		1	2	1	2	6
Pedalcycles			4	2		6
Other			1	1	12	14

FIGURE 9: OAKWOOD PRIORITY LOCATIONS



SAFETY PRIORITIZATION

A data driven approach was used to identify the priority locations for in depth review and the identification of safety countermeasures. Roadways were split into 1-mile segments to normalize crash frequency along routes, in the absence of traffic exposure data such as ADT. It is noted that some segments less than 1 mile are present as the remainder of route segmentation.

An Equivalent Property Damage Only (EPDO) measure was used to rank each intersection and segment. The EPDO ranking addresses the need to focus on higher crash severities as opposed to locations with high crash frequency but low severity. The EPDO assigns a weight based on the crash severity. For the purposes of this analysis, a weight of 25 was used for fatal crashes and a weight of 10 for A Injury crashes. All other crashes were weighted as one (1). Equation 1 below shows the calculation to determine the EPDO which was used on all roadway segments and intersections.

EQUATION 1: EPDO CRASH CALCULATION

$$\frac{(25)(\# \text{ of FA}) + 10(\# \text{ of AA}) + (\# \text{ of BA}) + (\# \text{ of CA}) + (\# \text{ of PDO})}{\text{Total Crashes}}$$

Where,

FA=Fatal crashes
 AA=Crash where the most severe injury is an A injury
 BA=Crash where the most severe injury is a B injury
 CA=Crash where the most severe injury is a C injury
 PDO=Property Damage Only

Table 6 summarizes the top 20 intersections for all crashes.

TABLE 6: TOP 10 SAFETY LOCATIONS

Rank	Intersection	K	A	B	C	O	EPDO
1	FAR HILLS AVE & OAKWOOD AVE/ THRUSTON BLVD	0	1	2	4	20	44
2	FAR HILLS AVE & PATTERSON RD	0	1	1	0	16	31
3	FAR HILLS AVE & ABERDEEN AVE	0	1	2	0	6	26
4	FAR HILLS AVE & PEACH ORCHARD AVE/ FRONTAGE RD	0	0	2	1	10	21
5	FAR HILLS AVE & WONDERLY AVE / FRONTAGE RD	0	0	1	1	11	17
6	FAR HILLS AVE & MONTERAY AVE	0	0	2	0	5	15
7	SHROYER RD & WILTSHIRE BLVD	0	0	1	0	8	13
8	SHROYER RD & TRIANGLE AVE	0	0	2	0	2	12
9	FAR HILLS AVE & BRYDON RD	0	0	1	0	7	12
10	FAR HILLS AVE & HARMAN AVE	0	0	1	1	6	12

The initial safety priority listing summarized in **Table 6** was based on the data driven approach outlined above. The priority list was refined to develop a final list for potential application(s). Priority locations were dismissed for the following reasons:

1. Locations did not meet eligibility for ODOT systemic funding criteria such as the minimal number of crashes per year (3).

2. Safety countermeasures were implemented within the last 5 years thus may have improved the future safety performance.

The revised priority list is the basis for future systemic, abbreviated or formal safety funding. The top location (Far Hills Avenue at Oakwood Avenue/ Thruston Blvd) was selected to conduct a more detailed evaluation to determine if feasible countermeasures could be developed to obtain ODOT safety funding. **Figure 10** shows the Top 25 priority locations.

FIGURE 10: OAKWOOD PRIORITY LOCATIONS



One of the higher crash locations is the Far Hills Avenue (SR48) and Oakwood Avenue/Thruston Boulevard intersection. The six-leg intersection operates a 4-phase sequence: NB and SB Far Hills Avenue (SR48), SB Oakwood Ave, and EB and WB Thruston Boulevard. The Oakwood Avenue approaches are skewed 60 degrees with respect to Far Hills Avenue resulting in a large intersection having distances between opposing stop lines of 215 feet.

The average slope on the NB approach of Far Hills Avenue averages 5.8% with a maximum slope exceeding 10% as shown in **Figure 11**. The negative slope on the southbound approach encourages speeds higher than the posted speed limit of 35 MPH. A traffic count was collected by ODOT about 500 feet north of the Oakwood Ave intersection in August 2022 showing an 85th percentile speed of 42 MPH in the NB direction – 85% of all traffic are traveling at this speed or lower. The measured speeds north of the intersection are considered to be lower than what occurs on the approach to the signalized intersection for two reasons:

- The grade of NB Far Hills Avenue is less than on the approach to the signalized intersection
- The count location is downstream of a major diverge to Oakwood Avenue causing lower speeds due to turning vehicles at the signalized intersection.

Crash data was obtained using the ODOT Transportation Information Mapping System (TIMS). A total of 21 crashes were reported over a four-year period between 2018 and 2021. Each crash report documented within the study limits was reviewed to confirm the accuracy and location of the crash.

ODOT utilizes AASHTOWare’s Safety Analyst to prioritize safety locations within the State of Ohio. While the intersection does not appear on the statewide list, the subject intersection does experience crash types that are over-represented compared to statewide averages (shown in parenthesis).

- | | |
|---|---------|
| • Injury crashes: 28.6% | (26.2%) |
| • Rear End injury crashes: 47.6% | (32.2%) |
| • Fixed Object injury crashes: 23.8% | (4.26%) |
| • Sideswipe-Passing injury crashes: 23.8% | (5.84%) |
| • Wet pavement crashes: 36.4% | (20.9%) |

Note the crash comparisons for the statewide-averages are based on a 4-leg, urban intersection. Statewide data does not exist for a 6-leg intersection.

There were no fatalities reported within the four-year study period. Rear End (10, 47.6%), Fixed Object (5, 23.8%), and Sideswipe-Passing (5, 23.8%) were the top three crash types. These three crash types account for 95.2% (20 of 21) of all crashes. **Figure 12** shows frequency by crash type at the intersection over the 4-year period.

Speed is a contributing factor of crashes resulting from crash types that typically do not result in injuries from a statewide average perspective.

Countermeasures are identified that improve safety performance by focusing on the crash types having the greatest potential for mitigation. The focus of the countermeasures will be primary types that mitigate specific factors contributing to the safety performance of the study area.

FIGURE 11: FAR HILLS AVENUE PROFILE (NB APPROACH)

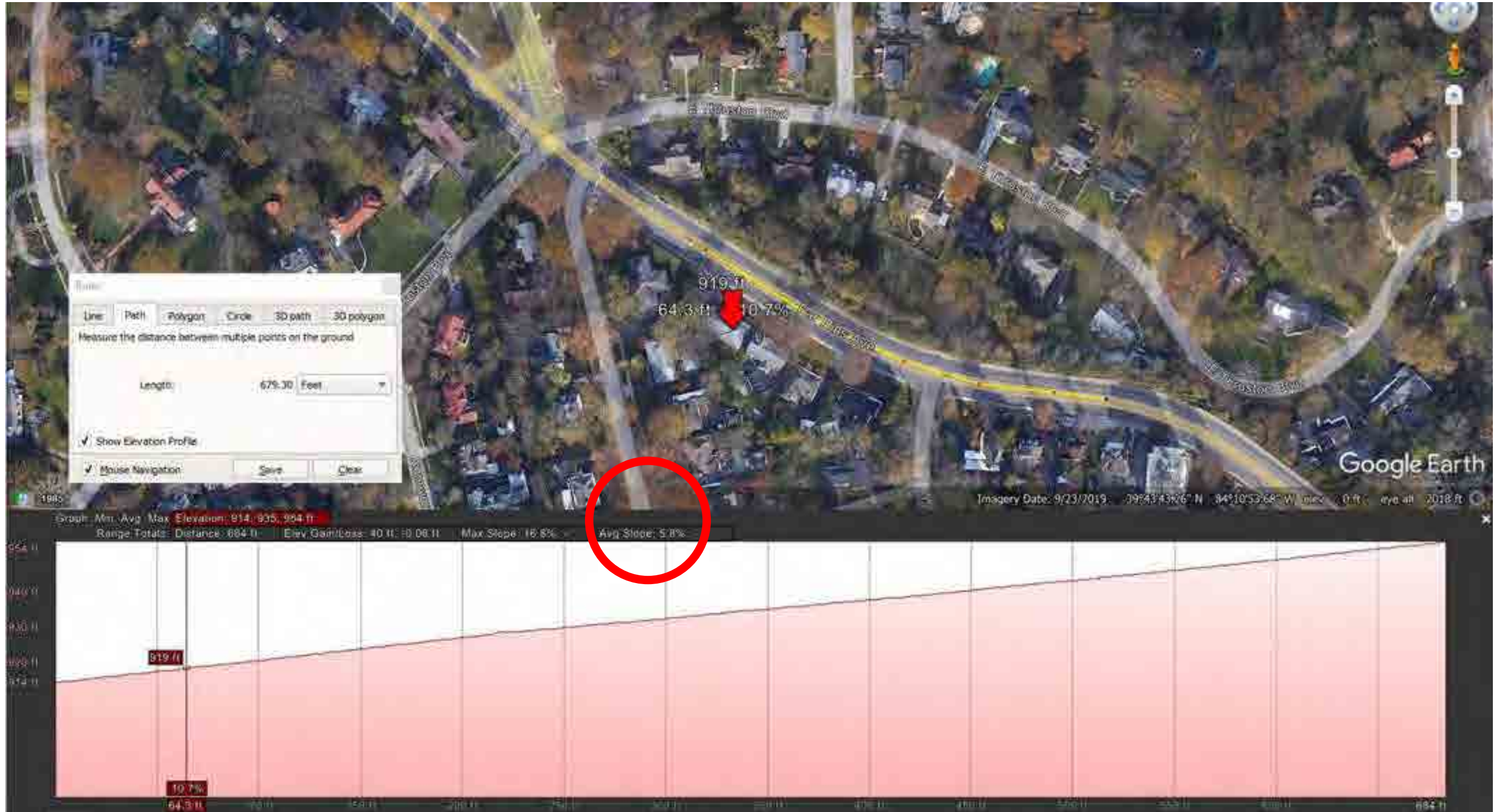
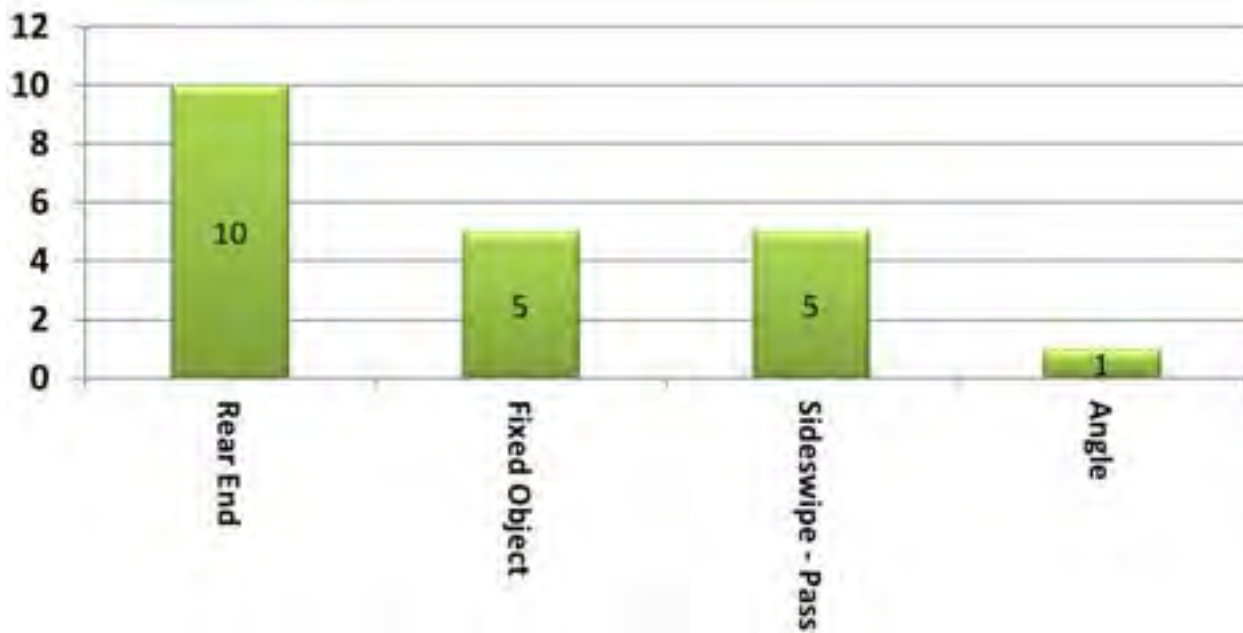


FIGURE 12: CRASH TYPE FREQUENCY



Secondary countermeasures may also be performed but are low cost and focus on existing signing and pavement markings not consistent with the Ohio Manual of Uniform Traffic Control Devices (OMUTCD). Compliance with the OMUTCD will reduce driver workload thus improve safety performance.

Changes to the ODOT Highway Safety Improvement Program (HSIP) focus funding to mitigate fatal and serious injury crashes. These changes are being made because traffic deaths in Ohio have risen six of the past seven years. Updates to the safety programs were initially shared as part of a webinar hosted by ODOT in September of 2021.

The ODOT funding structure is organized into 3 categories:

- **Systemic Safety Funding** which includes proactive improvements that target Road Departure crashes (i.e., shoulder widening, fixed objects) and Pedestrian crashes (sidewalks). An Active Transportation metric and an Equity (poverty) metric will be additional factors considered when awarding up to \$2 million per project for pedestrian improvements or up to \$5 million for roadway departure improvements from this category.
- **Abbreviated Safety Funding** which includes low-cost countermeasures (\leq \$500,000) that may include typical improvements such as signing, pavement markings, longitudinal rumble stripes, traffic signal upgrades (no signal reconstruction), and RRFB/ PHBs. Funding is eligible for construction only. The Sponsoring agency is responsible for design.
- **Formal Safety Funding** is eligible for complex projects up to \$5 million that may include right-of-way and design costs. Criteria includes locations having 30% or more of fatal/injury crashes. Funding is available for FY 2025 and beyond.

Countermeasures should be structured to match the ODOT funding structure.

ROUNDBABOUT COUNTERMEASURE

A roundabout is proposed as an effective countermeasure to mitigate the injury crashes attributed to higher approach speeds on the SR48 approaches. Adequate sight distance exists for the posted speed of 35 MPH on Far Hills Avenue. Existing traffic control devices (signalized traffic control, advance warning signs, calculated clearance intervals) have not achieved the desired effect of mitigating injury crashes over the past 6 years.

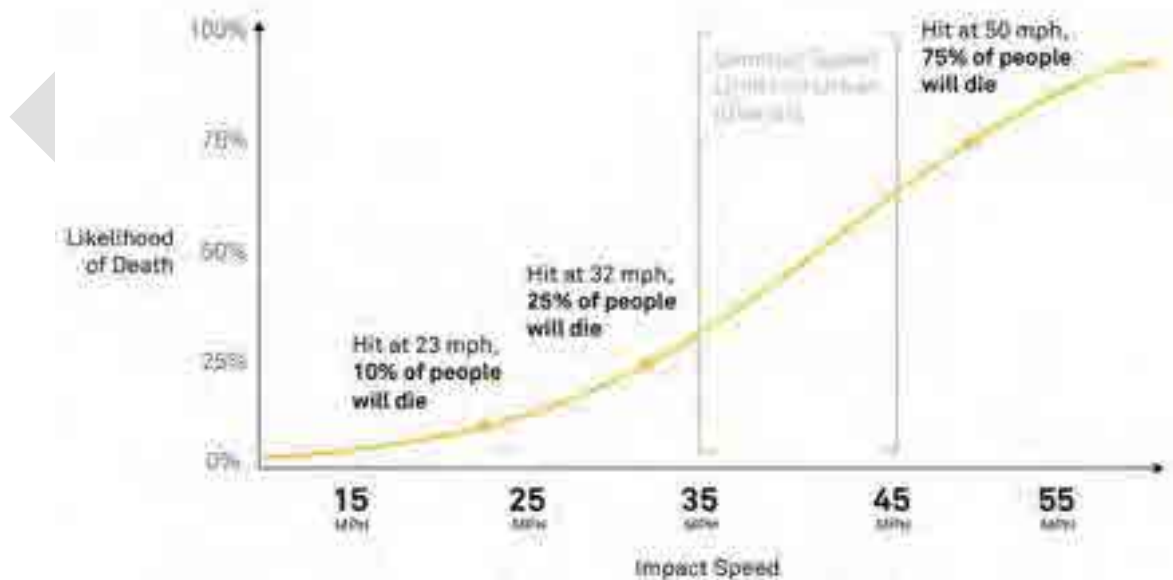
A roundabout is proposed to mitigate documented crash types and severity attributed to the existing intersection configuration – 6 leg intersection with signalized traffic control. The safety and operational performance of roundabouts are well documented by the Federal Highway Administration (FHWA):

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts reduces injury or fatal crashes.

Roundabouts are a proven safety countermeasure by FHWA for the following reasons:

1. Promotes lower speeds. Roundabouts are also compatible with the emerging Safe System approach to transportation infrastructure. The Safe System approach is a paradigm shift from eliminating crashes to eliminating fatal and injury crashes. A key element to realize this goal is implementing design solutions that manage speed (see **Figure 13**). Strategies that reduce speed is effective for all crash types but especially for vulnerable road users such as pedestrians and cyclists.

FIGURE 13: SPEED VS FATALITY COMPARISON



The National Association of City Transportation Officials (NACTO) graphic in a 2020 City Limits document shows the probability of a fatality for different operating speeds. Based on the 85th percentile speeds on SR48 north of the subject intersection, the likelihood of a fatality may be as high as 50% based on an operating speed of 42 MPH.

2. Reduces crashes that result in serious injury/death. Conversion of a signalized intersection to a roundabout can result in a reduction of injury and fatal crashes by 78%.
3. Reduce delays (see Capacity Analysis section)
4. Meets a wide range of traffic and physical conditions because they are versatile in size and shape. A traditional roundabout geometry having a single, inscribed circle is proposed to use a 'peanut' configuration which reduces property impacts while achieving benefits of roundabouts. **Figure 14** is a conceptual plan showing the proposed roundabout at the Far Hills Avenue (SR48) and Oakwood Avenue/ Thruston Boulevard intersection.

Design elements of the proposed roundabout include the following:

- Raised crosswalks to discourage high approach speeds in addition to the horizontal alignment. Raised crosswalks designed for speeds of 20 MPH exist on Fourth St west of Perry St in the City of Dayton – facilitates the pedestrian crossing between the parking garage and the Sinclair Community College campus. The raised crosswalks increase visibility of the pedestrian crossing of Far Hills Avenue.

A free flow vehicle speed of 22 MPH can be achieved with a combination of both vertical and horizontal geometric elements. NCHRP Report 3-78b (2016) developed guidelines for the Application of Crossing Solutions at Roundabouts...for Pedestrians with Vision Disabilities. Free flow speeds below 22 MPH required intervention to assist with crossing of less than 10 percent.

- Install RRFB devices on multi-lane approaches. NCHRP Report 3-78b (2016) developed guidelines for the Application of Crossing Solutions at Roundabouts...for Pedestrians with Vision Disabilities. The research found that beacon treatments like an RRFB in combination with a raised crosswalk is more effective.
- The geometry of the exit and entry radii less than 300 feet resulted in crossing assistance for 5-10 percent of all crossings.

Other treatments to increase audible cues (i.e, rumble strips) or stopping of traffic (i.e., pedestrian hybrid beacons) are not proposed at this time to facilitate the crosswalks for blind pedestrians. Additional treatments may be considered if identified after construction.

Note the total number of roundabouts nationwide was estimated to be 8,800 as of 2021 according to the following website: <https://roundabouts.kittelson.com/>. The actual number of roundabouts is expected to be higher due to the limitations of reporting all new installations.

Appendix G contains additional information related to the roundabout alternative. Note the Schantz Park Historic District is located north of the Five Points intersection. Two properties (501 Oakwood Avenue; 414 Oakwood Avenue) are listed on the Ohio Historic Inventory which is a state level designation (i.e., not listed on the National Register of Historic Places). Minor property acquisition may be required to accommodate a roundabout at the Five Points intersection.

FIGURE 14: ROUNDABOUT CONCEPT PLAN



CAPACITY ANALYSES

Capacity analysis was performed using existing traffic volumes. The analyses were performed using the Highway Capacity Manual (HCM) methodology contained in the *Synchro v11* software to determine the Level-of-Service (LOS). **Table 7** shows the HCM level of service (LOS) thresholds for signalized and unsignalized intersections.

TABLE 7: LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Description	Signalized Intersection	Unsignalized Intersections
(LOS)		Control Delay (sec/veh)	Control Delay (sec/veh)
A	Very low delay	0-10	0-10
B	Good progression	>10-20	>10-15
C	Acceptable delay	>20-35	>15-25
D	Upper limit of acceptable delay	>35-55	>25-35
E	High delay	>55-80	>35-50
F	Congested conditions; unacceptable delay	>80 or V/C ratio > 1.00	>50

Note the difference thresholds between signalized and unsignalized intersections. An unsignalized intersection experiencing more than 50 seconds of delay per vehicle is classified as LOS F although the same delay at a signalized intersection equates to LOS E. Driver expectations at unsignalized intersections are lower than if signalized.

ALTERNATIVE ANALYSIS

Two proposed conditions were compared from a capacity analysis perspective. Both models were optimized using the analysis tools available in *Synchro v11*.

1. Option 1. Upgrades traffic signals existing geometric and phasing on the Far Hills Avenue corridor. The analysis is based on optimized signal timing for the proposed condition. The AM cycle length was optimized at 150 seconds and the PM cycle length was 120 seconds.
2. Option 2. A roundabout is installed at the Far Hills Avenue/Oakwood Avenue/Thruston Boulevard intersection (also known as the 5-Points intersection). The AM and PM cycle length was optimized to be 110 seconds.

The following tables summarize the levels of service and delays for the signal system/optimized scenario (Option 1) and the roundabout/optimized scenario (Option 2). Synchro outputs are contained in **Appendix E**.

TABLE 8: OPTIMIZED SIGNAL SYSTEM (SEC/VEH)

Peak Hour	Far Hills Avenue Intersections									
	FHA @ Old River/ Springhouse	FHA @ Schantz	FHA @ 5 Points	FHA @ Patterson	FHA @ Park	FHA @ Harman	FHA @ Aberdeen/ Park	FHA @ Peach Orchard	FHA @ Orchard	FHA @ East
AM	B (11.4)	B (12.4)	C (32.7)	B (15.0)	A (7.6)	A (3.9)	A (4.3)	B (14.3)	A (4.1)	A (8.8)
PM	B (12.2)	B (16.5)	F (101.7)	A (6.9)	A (3.4)	A (2.7)	A (6.9)	B (19.2)	A (2.4)	A (9.5)

TABLE 9: OPTIMIZED SIGNAL SYSTEM W/ ROUNDABOUT (5-POINTS)

Peak Hour	Far Hills Avenue Intersections									
	FHA @ Old River/ Springhouse	FHA @ Schantz	FHA @ 5 Points*	FHA @ Patterson	FHA @ Park	FHA @ Harman	FHA @ Aberdeen /Park	FHA @ Peach Orchard	FHA @ Orchard	FHA @ East
AM	B (10.2)	A (9.2)	B (13.4)	B (11.9)	A (6.8)	A (2.6)	A (5.7)	B (10.6)	A (5.2)	A (7.5)
PM	B (11.1)	B (14.1)	C (15.3)	A (6.6)	A (3.5)	A (4.5)	A (7.1)	B (19.0)	A (2.3)	A (8.9)

*Roundabout

Note the roundabout improves the level of service at the critical 5 Points intersection and reduces delays at the other signalized intersections on the Far Hills Avenue corridor due to the lower cycle lengths.

MEASURES OF EFFECTIVENESS

Synchro v11 was also used to determine the Measures of Effectiveness (MOEs) on the Far Hills Avenue corridor. The MOEs are compared between Option 1 (Optimized Signal System) and Option 2 (Optimized Signal System with Roundabout). MOEs are summarized in **Table 10**.

TABLE 10: FAR HILLS AVE MEASURES OF EFFECTIVENESS (MOES)

Peak Hour	Measures of Effectiveness (MOES)			
	Far Hills Ave Optimized AM	Far Hills Ave w/RAB & Optimized AM	Far Hills Ave Optimized PM	Far Hills Ave w/ RAB & Optimized PM
Total Delay (HR)	48	27	90	36
Stops (#)	5292	7253	6533	9425
Avg Speed (MPH)	23	26	19	25
Total Travel Time (HR)	142	129	205	161
Fuel Consumed (Gal)	196	193	263	239
Performance Index	62.4	47.3	108.3	62.4

Note the Performance Index is a metric used to determine an optimum cycle length. It takes into account total delay and number of stops over an hour of time. As delay and number of stops increase, the index also increases. A lower Performance Index equates to better performance.

The Synchro MOE outputs can be found in **Appendix E**.

TRAFFIC SIGNAL EVALUATION – OAKWOOD, OH

APPENDIX A: TURNING MOVEMENT COUNTS



SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-7 PM, 2 PM-11 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Springhouse Rd WB Westbound						SR 48 NB Northbound						Old River Trail EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-22 7:00AM	0	55	10	0	65	0	12	0	0	0	12	0	0	115	1	0	116	0	0	1	0	2	0	195	
7:15AM	2	72	15	0	89	0	15	0	0	0	15	0	4	169	0	0	173	0	4	0	4	0	8	0	285
7:30AM	0	93	15	0	108	0	26	3	3	0	32	0	1	215	0	0	216	0	2	2	1	0	5	0	361
7:45AM	2	106	18	0	126	0	27	2	4	0	33	0	2	227	4	0	233	2	4	0	6	0	10	0	402
Hourly Total	4	326	58	0	388	0	80	5	7	0	92	0	7	726	5	0	738	2	10	3	12	0	25	0	1243
8:00AM	5	90	11	0	106	0	11	0	4	0	15	0	2	185	1	0	188	0	9	2	4	0	15	0	324
8:15AM	2	74	14	0	90	0	14	0	1	1	16	1	3	181	4	1	189	0	5	1	7	0	13	1	308
8:30AM	1	67	15	0	83	0	21	3	2	0	26	0	1	170	1	0	172	0	0	1	4	0	5	0	286
8:45AM	3	103	14	0	120	2	22	0	2	0	24	0	2	139	1	0	142	2	4	1	2	0	7	0	293
Hourly Total	11	334	54	0	399	2	68	3	9	1	81	1	8	675	7	1	691	2	18	5	17	0	40	1	1211
11:00AM	0	98	12	0	110	0	13	0	2	0	15	0	0	93	1	0	94	1	0	0	2	0	2	2	221
11:15AM	3	115	17	0	135	0	10	1	2	0	13	0	0	117	3	0	120	0	0	0	1	0	1	0	269
11:30AM	2	121	17	0	140	0	12	1	2	0	15	0	3	96	2	0	101	0	1	1	2	0	4	1	260
11:45AM	6	87	14	0	107	0	7	0	5	0	12	0	1	118	1	0	120	1	2	2	1	0	5	0	244
Hourly Total	11	421	60	0	492	0	42	2	11	0	55	0	4	424	7	0	435	2	3	3	6	0	12	3	994
12:00PM	3	117	18	0	138	0	18	1	11	0	30	0	3	118	3	0	124	0	2	0	1	0	3	0	295
12:15PM	3	105	7	0	115	0	16	1	4	0	21	0	2	95	5	0	102	0	1	1	2	0	4	0	242
12:30PM	2	114	11	0	127	1	20	1	9	0	30	2	4	93	0	0	97	1	5	1	5	0	11	0	265
12:45PM	1	100	7	0	108	1	11	2	3	0	16	0	2	106	1	0	109	0	4	1	2	0	7	1	240
Hourly Total	9	436	43	0	488	2	65	5	27	0	97	2	11	412	9	0	432	1	12	3	10	0	25	1	1042
2:00PM	1	136	14	1	152	0	16	1	3	0	20	0	2	97	3	0	102	1	3	0	1	0	4	0	278
2:15PM	2	117	20	0	139	0	32	0	4	0	36	0	4	109	1	0	114	0	4	0	2	0	6	1	295
2:30PM	2	151	24	0	177	0	27	2	2	0	31	0	1	106	5	0	112	0	2	0	1	0	3	0	323
2:45PM	0	134	17	0	151	0	27	0	2	0	29	0	3	123	4	0	130	0	2	0	1	0	3	0	313
Hourly Total	5	538	75	1	619	0	102	3	11	0	116	0	10	435	13	0	458	1	11	0	5	0	16	1	1209
3:00PM	4	128	24	0	156	0	26	0	8	0	34	0	4	119	0	0	123	0	3	2	4	0	9	0	322
3:15PM	0	160	21	0	181	0	35	2	6	0	43	0	4	125	5	0	134	0	2	0	1	0	3	0	361
3:30PM	1	165	24	0	190	0	28	2	8	0	38	0	4	132	2	0	138	0	4	1	1	0	6	0	372
3:45PM	1	165	19	0	185	0	27	1	7	0	35	0	4	116	4	0	124	0	2	1	0	0	3	1	347
Hourly Total	6	618	88	0	712	0	116	5	29	0	150	0	16	492	11	0	519	0	11	4	6	0	21	1	1402
4:00PM	4	176	25	0	205	1	22	0	5	0	27	1	6	106	0	0	112	1	0	0	1	0	1	0	345
4:15PM	3	188	21	0	212	0	15	0	4	0	19	0	5	125	5	0	135	0	4	0	0	0	4	0	370
4:30PM	1	245	24	0	270	1	14	4	2	0	20	0	3	111	17	0	131	0	11	3	0	0	14	0	435
4:45PM	4	215	33	0	252	0	15	3	4	0	22	0	4	120	9	0	133	0	12	0	2	0	14	1	421
Hourly Total	12	824	103	0	939	2	66	7	15	0	88	1	18	462	31	0	511	1	27	3	3	0	33	1	1571
5:00PM	6	245	38	0	289	1	16	1	5	0	22	0	4	143	21	0	168	0	8	1	4	0	13	1	492
5:15PM	9	215	20	0	244	1	15	5	3	0	23	0	5	135	44	0	184	0	14	2	2	0	18	0	469
5:30PM	9	171	30	0	210	3	18	2	3	0	23	2	4	127	21	0	152	0	14	3	2	0	19	0	404
5:45PM	6	138	22	0	166	2	10	3	4	0	17	2	4	127	44	0	175	0	10	0	1	0	11	0	369
Hourly Total	30	769	110	0	909	7	59	11	15	0	85	4	17	532	130	0	679	0	46	6	9	0	61	1	1734
6:00PM	2	122	19	0	143	1	16	11	3	0	30	0	4	105	46	0	155	1	9	5	2	0	16	7	344
6:15PM	5	96	17	0	118	0	14	6	9	0	29	0	5	96	19	0	120	0	15	5	0	0	20	0	287
6:30PM	7	125	19	0	151	0	17	1	1	0	19	0	1	87	16	0	104	2	10	7	0	0	17	0	291
6:45PM	1	101	13	0	115	2	16	2	2	0	20	0	4	86	22	0	112	0	17	3	2	0	22	2	269
Hourly Total	15	444	68	0	527	3	63	20	15	0	98	0	14	374	103	0	491	3	51	20	4	0	75	9	1191
2022-09-23 2:00PM	3	110	23	0	136	2	17	1	10	0	28	0	5	106	5	0	116	0	3	3	2	0	8	0	288
2:15PM	4	122	7	0	133	1	18	1	6	0	25	0	3	115	2	0	120	0	10	1	3	0	14	0	292
2:30PM	2	138	20	0	160	0	18	1	6	0	25	0	1	114	1	0	116	0	1	2	0	0	3	0	304
2:45PM	1	132	16	0	149	3	19	1	4	0	24	0	4	127	7	0	138	0	5	1	1	0	7	1	318
Hourly Total	10	502	66	0	578	6	72	4	26	0	102	0	13	462	15	0	490	0	19	7	6	0	32	1	1202
3:00PM	3	138	25	0	166	2	21	1	6	0	28	0	3	114	5	0	122	0	6	0	2	0	8	1	324
3:15PM	4	141	20	0	165	0	20	0	2	0	22	0	1	72	6	0	79	0	3	1	2	0	6	0	272
3:30PM	1	159	29	0	189	3	27	1	3	0	31	0	1	143	16	0	160	1	9	2	1	0	12	3	392
3:45PM	2	156	27	0	185	0	25	1	7	0	33	0	2	120	23	0	145	1	12	4	3	0	19	0	382
Hourly Total	10	594	101	0	705	5	93	3	18	0	114	0	7	449	50	0	506	2	30	7	8	0	45	4	1370
4:00PM	1	173	31	0	205	1	28	2	4	0	34	1	2	122	3	0	127	0	8	1	0	0	9	0	375
4:15PM	5	195	24	0	224	0	28	2	0	0	30	0	4	120	7	0	131	1	3	3	1	0	7	1	392
4:30PM	1	203	34	0	238	0	24	1	4	0	29	1	4	109	4	0	117	0	7	2	4	0	13	0	397
4:45PM	2	205	34	0	241	1	18	5	3	0	26	0	2	122	10	0	134	0	2	0	3	0	5	1	406
Hourly Total	9	776	123	0	908	2	98	10	11	0	119	2	12	473	24	0	509	1	20	6	8	0	34	2	1570
5:00PM	5	192	29	0	226	1	15	3	9	0	27	0	1	124	5	0	130	0	27	5	1	0	33	0	416
5:15PM	2	182	23	0	207	0	18	4	5	0	27	0	3	107	7	0	117	0	12	2	1	0	15	0	366

Leg Direction	SR 48 SB Southbound						Springhouse Rd WB Westbound						SR 48 NB Northbound						Old River Trail EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
5:30PM	4	155	20	0	179	2	16	3	4	0	23	0	7	126	8	0	141	0	5	3	3	0	11	1	354
5:45PM	4	126	11	0	141	1	13	2	4	0	19	0	6	105	15	0	126	0	1	2	1	0	4	1	290
Hourly Total	15	655	83	0	753	4	62	12	22	0	96	0	17	462	35	0	514	0	45	12	6	0	63	2	1426
6:00PM	3	103	17	0	123	0	11	2	4	0	17	0	5	94	16	0	115	0	2	1	1	0	4	0	259
6:15PM	2	115	16	0	133	0	9	0	2	0	11	0	3	111	9	0	123	0	6	2	3	0	11	0	278
6:30PM	3	102	12	0	117	0	12	3	8	0	23	0	6	131	6	0	143	0	10	1	1	0	12	0	295
6:45PM	1	108	14	0	123	2	14	2	2	0	18	1	7	109	4	0	120	0	2	1	0	0	3	0	264
Hourly Total	9	428	59	0	496	2	46	7	16	0	69	1	21	445	35	0	501	0	20	5	5	0	30	0	1096
7:00PM	3	64	20	0	87	0	9	1	2	0	12	0	3	128	1	0	132	0	5	0	2	0	7	0	238
7:15PM	1	55	11	0	67	0	13	1	3	0	17	0	3	94	5	0	102	0	1	1	1	0	3	0	189
7:30PM	3	76	11	0	90	1	7	0	5	0	12	0	3	81	4	0	88	0	22	3	7	0	32	0	222
7:45PM	2	65	14	0	81	3	6	0	2	0	8	0	1	77	2	0	80	0	1	0	1	0	2	0	171
Hourly Total	9	260	56	0	325	4	35	2	12	0	49	0	10	380	12	0	402	0	29	4	11	0	44	0	820
8:00PM	2	58	8	0	68	0	10	1	1	0	12	0	0	61	4	0	65	0	1	1	2	0	4	1	149
8:15PM	2	36	11	0	49	0	8	0	1	0	9	0	4	65	0	0	69	0	1	2	0	0	3	0	130
8:30PM	2	68	14	0	84	0	6	1	3	0	10	1	1	47	3	0	51	0	11	1	3	0	15	0	160
8:45PM	0	55	15	0	70	0	4	0	1	0	5	0	0	51	0	0	51	0	2	0	1	0	3	0	129
Hourly Total	6	217	48	0	271	0	28	2	6	0	36	1	5	224	7	0	236	0	15	4	6	0	25	1	568
9:00PM	2	58	5	0	65	0	5	0	0	0	5	0	3	49	1	0	53	0	2	1	0	0	3	0	126
9:15PM	4	49	12	0	65	0	3	3	2	0	8	0	1	51	1	0	53	0	2	1	0	0	3	0	129
9:30PM	1	57	3	0	61	0	7	0	3	0	10	0	3	58	1	0	62	0	0	0	1	0	1	0	134
9:45PM	1	45	15	0	61	0	3	0	0	0	3	0	5	40	1	0	46	0	0	0	1	0	1	0	111
Hourly Total	8	209	35	0	252	0	18	3	5	0	26	0	12	198	4	0	214	0	4	2	2	0	8	0	500
10:00PM	2	60	8	0	70	0	6	0	1	0	7	0	3	37	0	0	40	0	0	1	0	0	1	0	118
10:15PM	1	41	12	0	54	0	7	1	1	0	9	0	0	27	1	0	28	0	0	0	0	0	0	0	91
10:30PM	2	73	10	0	85	0	8	0	3	0	11	0	1	38	1	0	40	0	0	0	0	0	0	0	136
10:45PM	1	71	6	0	78	0	5	2	2	0	9	0	1	36	0	0	37	0	1	1	2	0	4	0	128
Hourly Total	6	245	36	0	287	0	26	3	7	0	36	0	5	138	2	0	145	0	1	2	2	0	5	0	473
Total	185	8596	1266	1	10048	39	1139	107	262	1	1509	12	207	7763	500	1	8471	15	372	96	126	0	594	28	20622
% Approach	1.8%	85.5%	12.6%	0%	-	-	75.5%	7.1%	17.4%	0.1%	-	-	2.4%	91.6%	5.9%	0%	-	-	62.6%	16.2%	21.2%	0%	-	-	-
% Total	0.9%	41.7%	6.1%	0%	48.7%	-	5.5%	0.5%	1.3%	0%	7.3%	-	1.0%	37.6%	2.4%	0%	41.1%	-	1.8%	0.5%	0.6%	0%	2.9%	-	-
Lights	184	8511	1223	1	9919	-	1101	105	260	1	1467	-	203	7657	499	1	8360	-	372	95	124	0	591	-	20337
% Lights	99.5%	99.0%	96.6%	100%	98.7%	-	96.7%	98.1%	99.2%	100%	97.2%	-	98.1%	98.6%	99.8%	100%	98.7%	-	100%	99.0%	98.4%	0%	99.5%	-	98.6%
Articulated Trucks	0	4	2	0	6	-	2	0	0	0	2	-	0	9	0	0	9	-	0	0	0	0	0	-	17
% Articulated Trucks	0%	0%	0.2%	0%	0.1%	-	0.2%	0%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	81	41	0	123	-	36	2	2	0	40	-	4	97	1	0	102	-	0	1	2	0	3	-	268
% Buses and Single-Unit Trucks	0.5%	0.9%	3.2%	0%	1.2%	-	3.2%	1.9%	0.8%	0%	2.7%	-	1.9%	1.2%	0.2%	0%	1.2%	-	0%	1.0%	1.6%	0%	0.5%	-	1.3%
Pedestrians	-	-	-	-	-	35	-	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	89.7%	-	-	-	-	-	66.7%	-	-	-	-	-	80.0%	-	-	-	-	-	71.4%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	10.3%	-	-	-	-	-	33.3%	-	-	-	-	-	20.0%	-	-	-	-	-	28.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-7 PM, 2 PM-11 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

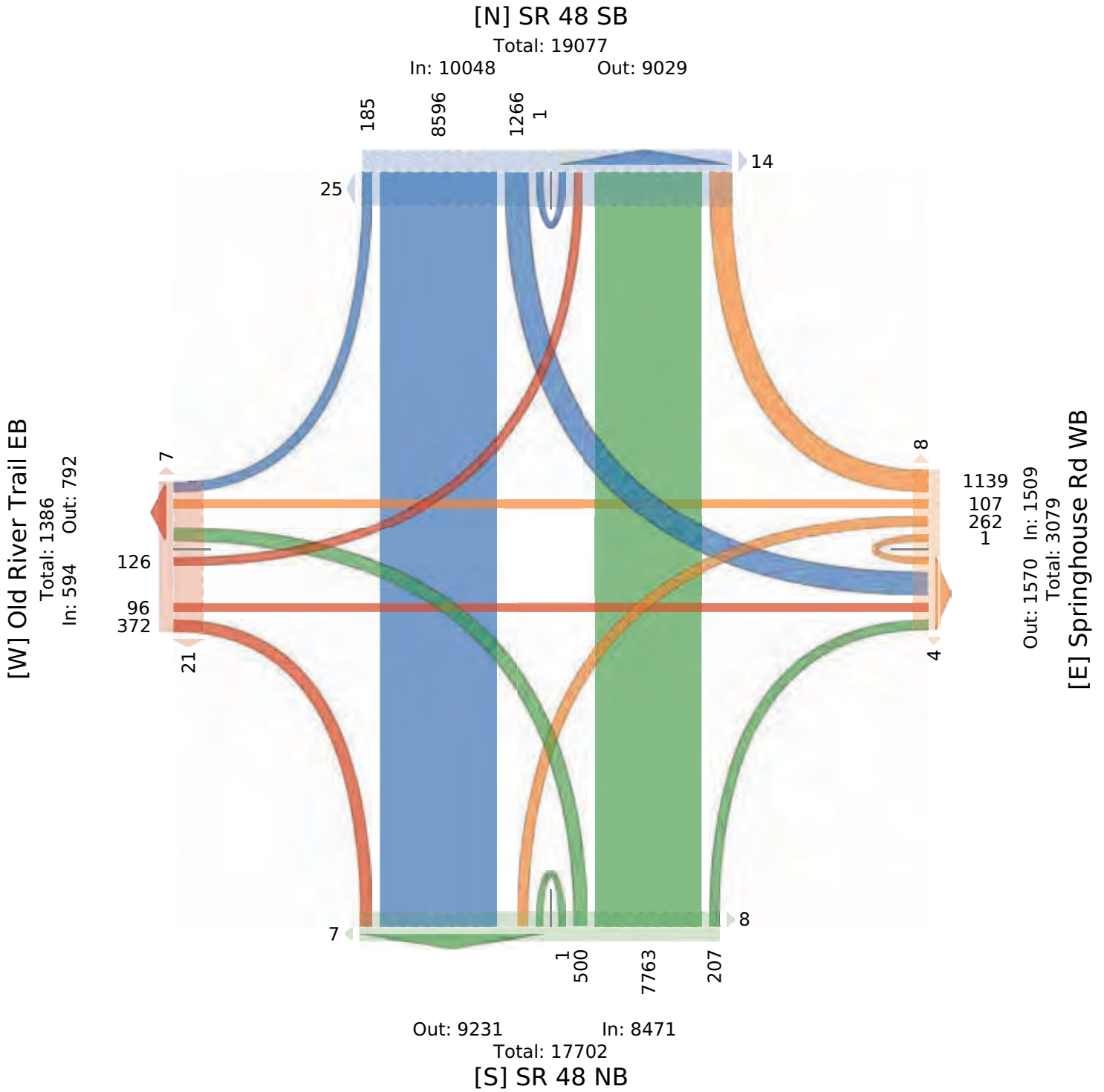
All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

AM Peak (Sep 22 2022 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Springhouse Rd WB Westbound						SR 48 NB Northbound						Old River Trail EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-22 7:30AM	0	93	15	0	108	0	26	3	3	0	32	0	1	215	0	0	216	0	2	2	1	0	5	0	361
7:45AM	2	106	18	0	126	0	27	2	4	0	33	0	2	227	4	0	233	2	4	0	6	0	10	0	402
8:00AM	5	90	11	0	106	0	11	0	4	0	15	0	2	185	1	0	188	0	9	2	4	0	15	0	324
8:15AM	2	74	14	0	90	0	14	0	1	1	16	1	3	181	4	1	189	0	5	1	7	0	13	1	308
Total	9	363	58	0	430	0	78	5	12	1	96	1	8	808	9	1	826	2	20	5	18	0	43	1	1395
% Approach	2.1%	84.4%	13.5%	0%	-	-	81.3%	5.2%	12.5%	1.0%	-	-	1.0%	97.8%	1.1%	0.1%	-	-	46.5%	11.6%	41.9%	0%	-	-	-
% Total	0.6%	26.0%	4.2%	0%	30.8%	-	5.6%	0.4%	0.9%	0.1%	6.9%	-	0.6%	57.9%	0.6%	0.1%	59.2%	-	1.4%	0.4%	1.3%	0%	3.1%	-	-
PHF	0.450	0.856	0.806	-	0.853	-	0.722	0.417	0.750	0.250	0.727	-	0.667	0.890	0.563	0.250	0.886	-	0.556	0.625	0.643	-	0.717	-	0.868
Lights	9	351	56	0	416	-	76	4	12	1	93	-	7	804	9	1	821	-	20	4	18	0	42	-	1372
% Lights	100%	96.7%	96.6%	0%	96.7%	-	97.4%	80.0%	100%	100%	96.9%	-	87.5%	99.5%	100%	100%	99.4%	-	100%	80.0%	100%	0%	97.7%	-	98.4%
Articulated Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	11	2	0	13	-	2	1	0	0	3	-	1	4	0	0	5	-	0	1	0	0	1	-	22
% Buses and Single-Unit Trucks	0%	3.0%	3.4%	0%	3.0%	-	2.6%	20.0%	0%	0%	3.1%	-	12.5%	0.5%	0%	0%	0.6%	-	0%	20.0%	0%	0%	2.3%	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

AM Peak (Sep 22 2022 7:30AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

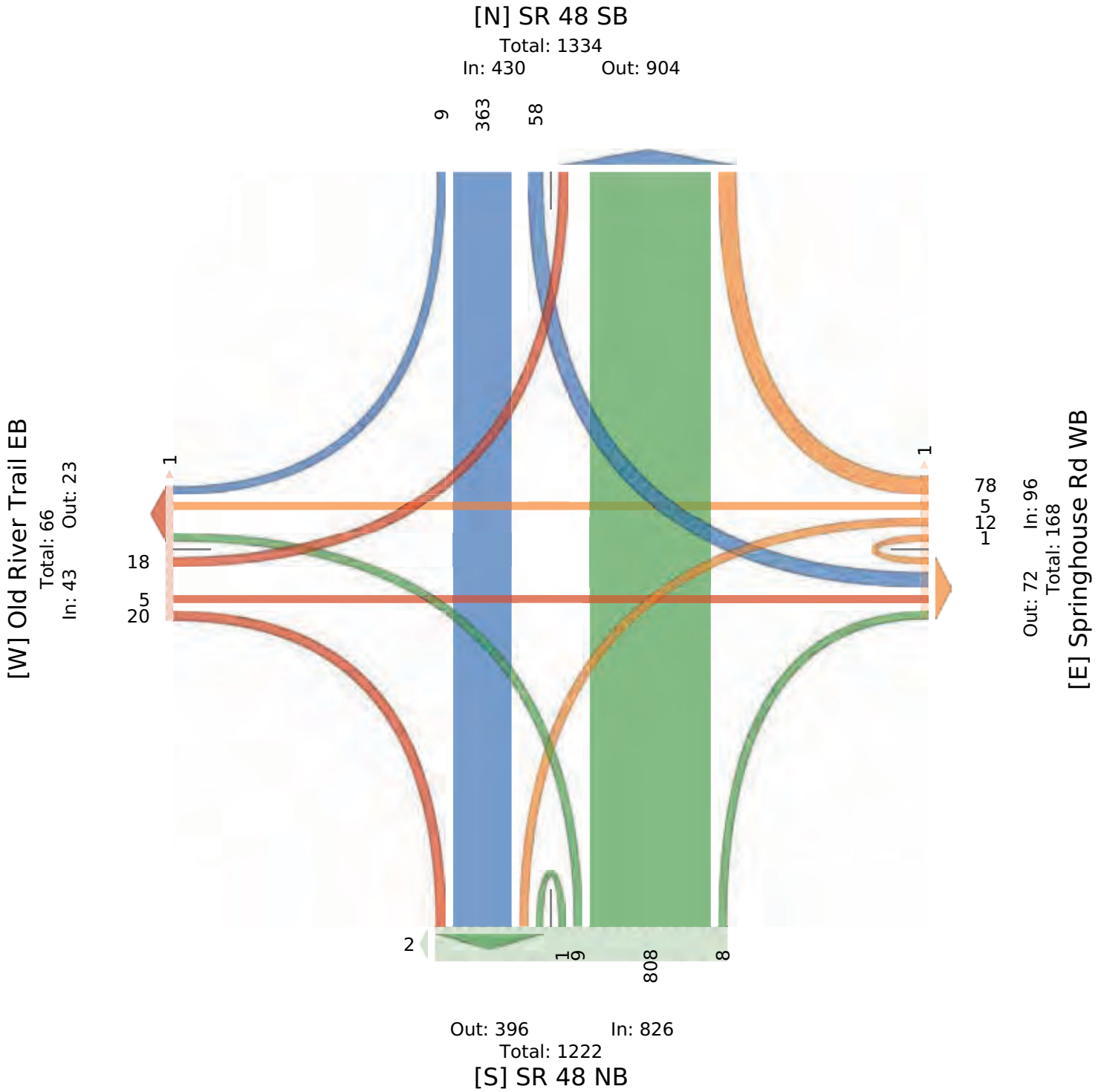
All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

Midday Peak (Sep 22 2022 11:15AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Springhouse Rd WB Westbound						SR 48 NB Northbound						Old River Trail EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-22 11:15AM	3	115	17	0	135	0	10	1	2	0	13	0	0	117	3	0	120	0	0	0	1	0	1	0	269
11:30AM	2	121	17	0	140	0	12	1	2	0	15	0	3	96	2	0	101	0	1	1	2	0	4	1	260
11:45AM	6	87	14	0	107	0	7	0	5	0	12	0	1	118	1	0	120	1	2	2	1	0	5	0	244
12:00PM	3	117	18	0	138	0	18	1	11	0	30	0	3	118	3	0	124	0	2	0	1	0	3	0	295
Total	14	440	66	0	520	0	47	3	20	0	70	0	7	449	9	0	465	1	5	3	5	0	13	1	1068
% Approach	2.7%	84.6%	12.7%	0%	-	-	67.1%	4.3%	28.6%	0%	-	-	1.5%	96.6%	1.9%	0%	-	-	38.5%	23.1%	38.5%	0%	-	-	-
% Total	1.3%	41.2%	6.2%	0%	48.7%	-	4.4%	0.3%	1.9%	0%	6.6%	-	0.7%	42.0%	0.8%	0%	43.5%	-	0.5%	0.3%	0.5%	0%	1.2%	-	-
PHF	0.583	0.909	0.917	-	0.929	-	0.653	0.750	0.455	-	0.583	-	0.583	0.951	0.750	-	0.938	-	0.625	0.375	0.625	-	0.650	-	0.905
Lights	13	432	61	0	506	-	43	3	19	0	65	-	6	436	9	0	451	-	5	3	4	0	12	-	1034
% Lights	92.9%	98.2%	92.4%	0%	97.3%	-	91.5%	100%	95.0%	0%	92.9%	-	85.7%	97.1%	100%	0%	97.0%	-	100%	100%	80.0%	0%	92.3%	-	96.8%
Articulated Trucks	0	1	0	0	1	-	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	2.1%	0%	0%	0%	1.4%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	1	7	5	0	13	-	3	0	1	0	4	-	1	12	0	0	13	-	0	0	1	0	1	-	31
% Buses and Single-Unit Trucks	7.1%	1.6%	7.6%	0%	2.5%	-	6.4%	0%	5.0%	0%	5.7%	-	14.3%	2.7%	0%	0%	2.8%	-	0%	0%	20.0%	0%	7.7%	-	2.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

Midday Peak (Sep 22 2022 11:15AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

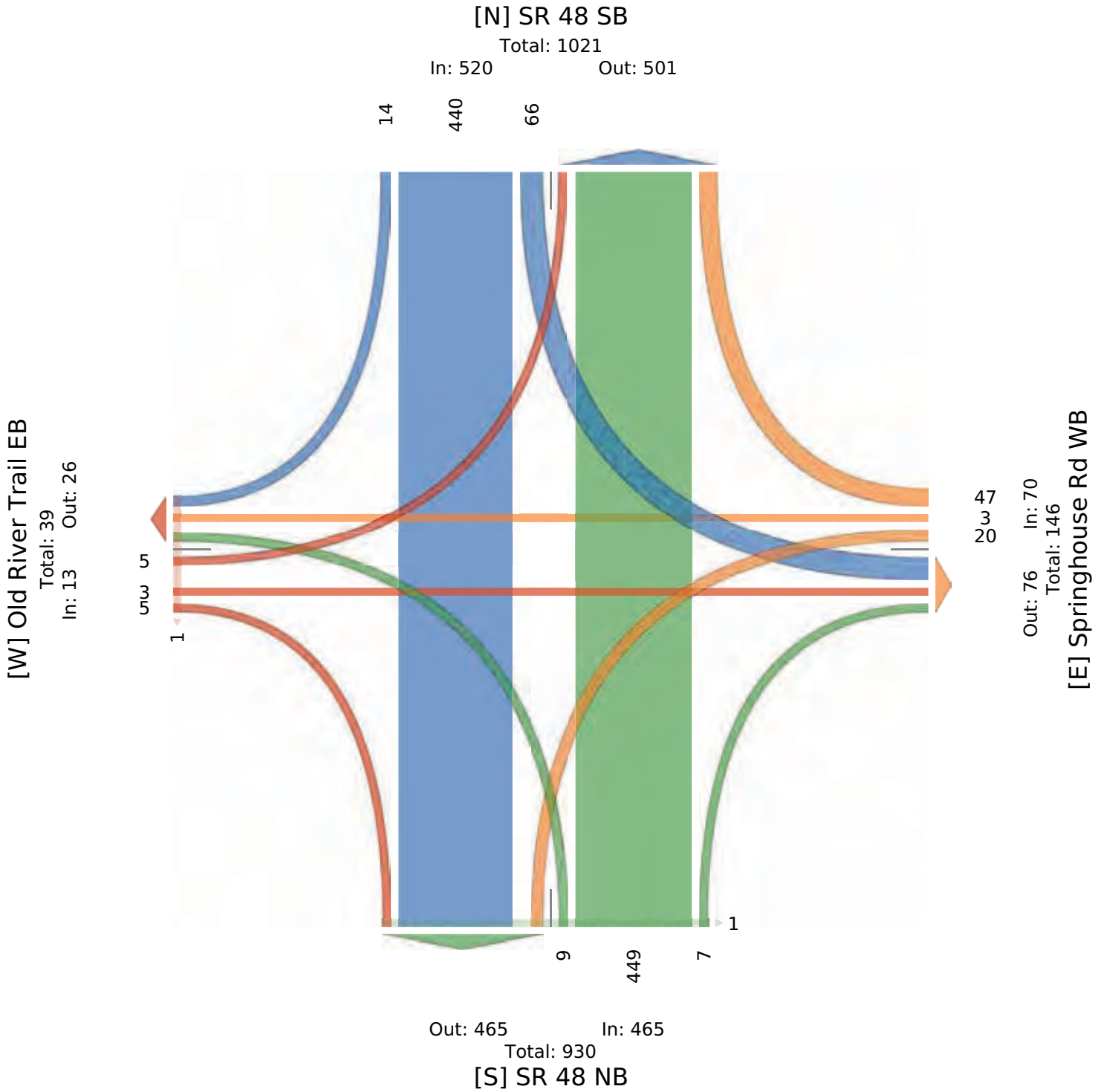
All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

PM Peak (Sep 22 2022 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Springhouse Rd WB Westbound						SR 48 NB Northbound						Old River Trail EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-22 4:30PM	1	245	24	0	270	1	14	4	2	0	20	0	3	111	17	0	131	0	11	3	0	0	14	0	435
4:45PM	4	215	33	0	252	0	15	3	4	0	22	0	4	120	9	0	133	0	12	0	2	0	14	1	421
5:00PM	6	245	38	0	289	1	16	1	5	0	22	0	4	143	21	0	168	0	8	1	4	0	13	1	492
5:15PM	9	215	20	0	244	1	15	5	3	0	23	0	5	135	44	0	184	0	14	2	2	0	18	0	469
Total	20	920	115	0	1055	3	60	13	14	0	87	0	16	509	91	0	616	0	45	6	8	0	59	2	1817
% Approach	1.9%	87.2%	10.9%	0%	-	-	69.0%	14.9%	16.1%	0%	-	-	2.6%	82.6%	14.8%	0%	-	-	76.3%	10.2%	13.6%	0%	-	-	-
% Total	1.1%	50.6%	6.3%	0%	58.1%	-	3.3%	0.7%	0.8%	0%	4.8%	-	0.9%	28.0%	5.0%	0%	33.9%	-	2.5%	0.3%	0.4%	0%	3.2%	-	-
PHF	0.556	0.939	0.757	-	0.913	-	0.938	0.650	0.700	-	0.946	-	0.800	0.890	0.517	-	0.837	-	0.804	0.500	0.500	-	0.819	-	0.923
Lights	20	914	112	0	1046	-	59	13	14	0	86	-	16	499	90	0	605	-	45	6	8	0	59	-	1796
% Lights	100%	99.3%	97.4%	0%	99.1%	-	98.3%	100%	100%	0%	98.9%	-	100%	98.0%	98.9%	0%	98.2%	-	100%	100%	100%	0%	100%	-	98.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	6	3	0	9	-	1	0	0	0	1	-	0	10	1	0	11	-	0	0	0	0	0	-	21
% Buses and Single-Unit Trucks	0%	0.7%	2.6%	0%	0.9%	-	1.7%	0%	0%	0%	1.1%	-	0%	2.0%	1.1%	0%	1.8%	-	0%	0%	0%	0%	0%	-	1.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Springhouse-Old River - TMC

Thu Sep 22, 2022

PM Peak (Sep 22 2022 4:30PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

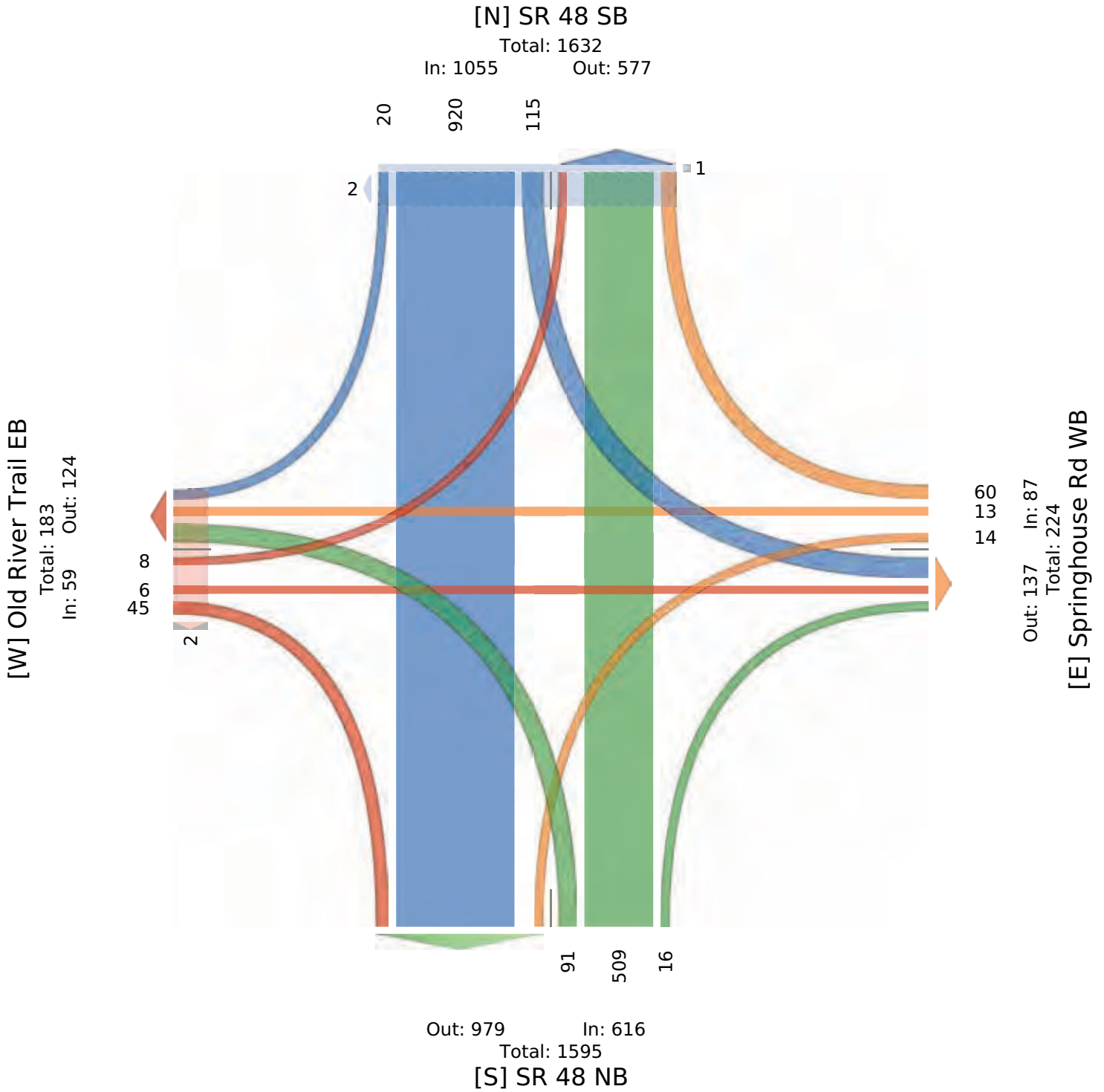
All Movements

ID: 994420, Location: 39.732707, -84.183619, Site Code: SR 48/Springhouse-Old River

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Schantz - TMC

Thu Sep 8, 2022

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Schantz WB Westbound						SR 48 NB Northbound						Schantz EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-08 7:00AM	5	51	0	0	56	0	1	9	0	0	10	0	1	111	9	0	121	0	7	6	1	0	14	0	201
7:15AM	9	53	0	0	62	0	0	15	0	0	15	0	0	160	13	0	173	0	4	2	9	0	15	0	265
7:30AM	16	75	0	0	91	0	4	18	0	0	22	0	1	224	19	0	244	2	17	13	13	0	43	0	400
7:45AM	38	74	6	0	118	1	4	22	0	0	26	1	2	247	34	0	283	0	13	16	16	0	45	2	472
Hourly Total	68	253	6	0	327	1	9	64	0	0	73	1	4	742	75	0	821	2	41	37	39	0	117	2	1338
8:00AM	19	81	1	0	101	2	3	9	1	0	13	0	2	174	28	0	204	0	10	11	8	0	29	0	347
8:15AM	17	70	1	0	88	0	5	6	0	0	11	0	0	166	27	0	193	0	9	17	6	0	32	0	324
8:30AM	14	57	0	0	71	1	3	12	0	0	15	0	2	142	19	0	163	1	8	11	12	0	31	0	280
8:45AM	25	78	2	0	105	1	2	9	3	0	14	0	0	139	23	0	162	0	8	16	10	0	34	0	315
Hourly Total	75	286	4	0	365	4	13	36	4	0	53	0	4	621	97	0	722	1	35	55	36	0	126	0	1266
4:00PM	11	175	2	0	188	6	1	20	2	0	23	1	2	106	16	0	124	1	19	21	11	0	51	0	386
4:15PM	11	148	2	0	161	0	3	22	2	0	27	0	0	100	12	0	112	0	19	19	20	0	58	0	358
4:30PM	21	216	2	0	239	0	7	21	1	0	29	0	1	113	14	0	128	0	26	19	18	0	63	0	459
4:45PM	17	171	6	0	194	0	3	15	2	0	20	0	3	109	11	0	123	0	23	23	20	0	66	1	403
Hourly Total	60	710	12	0	782	6	14	78	7	0	99	1	6	428	53	0	487	1	87	82	69	0	238	1	1606
5:00PM	17	222	5	0	244	0	1	23	1	0	25	1	4	115	18	0	137	1	39	21	37	0	97	0	503
5:15PM	13	171	8	0	192	1	1	18	1	0	20	0	2	193	12	0	207	0	32	33	21	0	86	0	505
5:30PM	14	156	3	0	173	0	5	15	2	0	22	1	2	131	14	0	147	1	28	30	13	0	71	0	413
5:45PM	8	112	4	0	124	1	4	7	1	0	12	0	0	180	14	0	194	2	11	17	10	0	38	2	368
Hourly Total	52	661	20	0	733	2	11	63	5	0	79	2	8	619	58	0	685	4	110	101	81	0	292	2	1789
Total	255	1910	42	0	2207	13	47	241	16	0	304	4	22	2410	283	0	2715	8	273	275	225	0	773	5	5999
% Approach	11.6%	86.5%	1.9%	0%	-	-	15.5%	79.3%	5.3%	0%	-	-	0.8%	88.8%	10.4%	0%	-	-	35.3%	35.6%	29.1%	0%	-	-	-
% Total	4.3%	31.8%	0.7%	0%	36.8%	-	0.8%	4.0%	0.3%	0%	5.1%	-	0.4%	40.2%	4.7%	0%	45.3%	-	4.6%	4.6%	3.8%	0%	12.9%	-	-
Lights	239	1889	41	0	2169	-	45	239	16	0	300	-	22	2391	282	0	2695	-	272	273	217	0	762	-	5926
% Lights	93.7%	98.9%	97.6%	0%	98.3%	-	95.7%	99.2%	100%	0%	98.7%	-	100%	99.2%	99.6%	0%	99.3%	-	99.6%	99.3%	96.4%	0%	98.6%	-	98.8%
Articulated Trucks	2	2	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	4
% Articulated Trucks	0.8%	0.1%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	14	19	1	0	34	-	2	2	0	0	4	-	0	19	1	0	20	-	1	2	8	0	11	-	69
% Buses and Single-Unit Trucks	5.5%	1.0%	2.4%	0%	1.5%	-	4.3%	0.8%	0%	0%	1.3%	-	0%	0.8%	0.4%	0%	0.7%	-	0.4%	0.7%	3.6%	0%	1.4%	-	1.2%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-92.3%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-40.0%	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	7.7%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	60.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Schantz - TMC

Thu Sep 8, 2022

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 4889

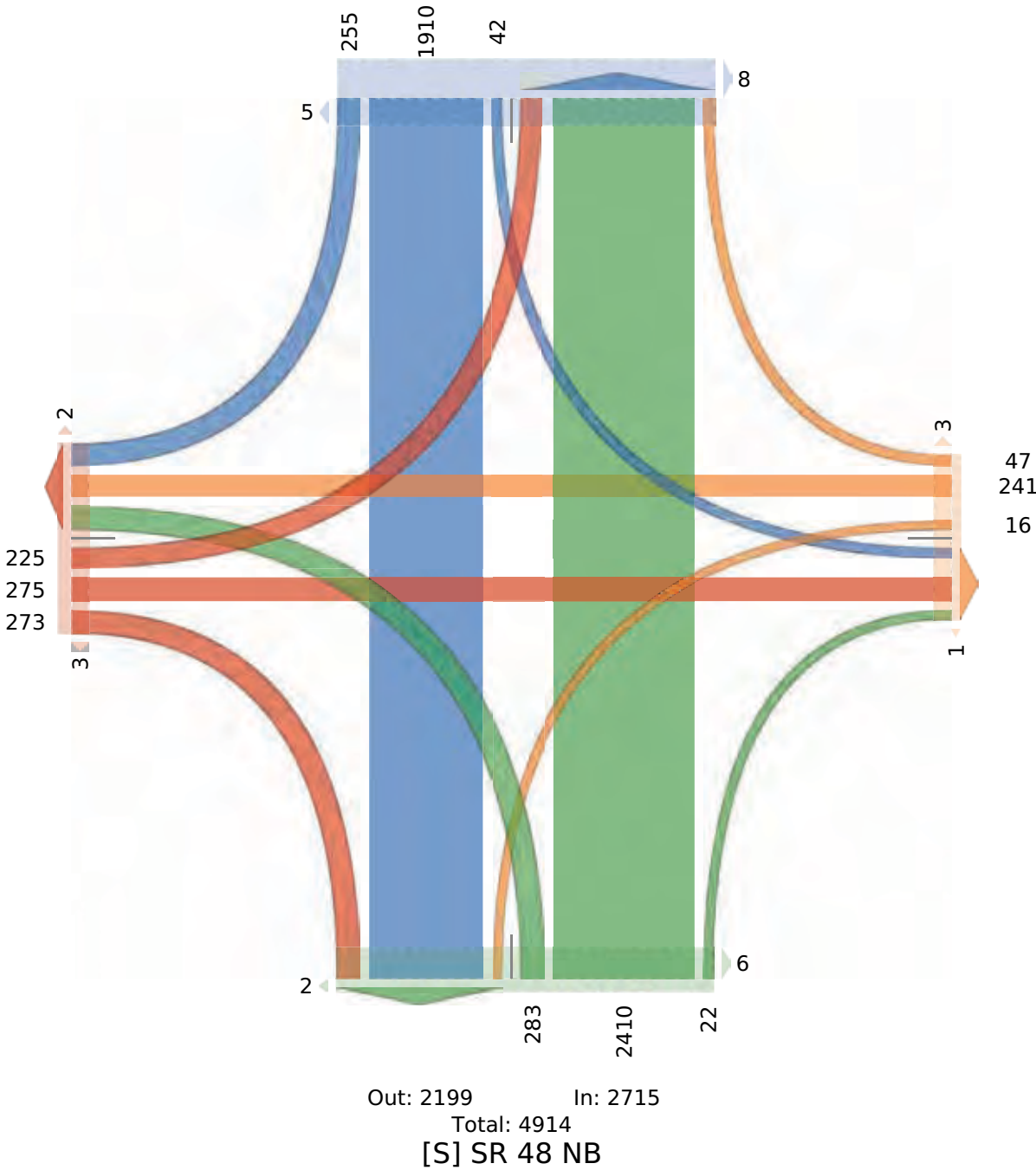
In: 2207

Out: 2682

[W] Schantz EB

Total: 1552

In: 773 Out: 779



SR 48/Schantz - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Schantz WB Westbound						SR 48 NB Northbound						Schantz EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-08 7:30AM	16	75	0	0	91	0	4	18	0	0	22	0	1	224	19	0	244	2	17	13	13	0	43	0	400
7:45AM	38	74	6	0	118	1	4	22	0	0	26	1	2	247	34	0	283	0	13	16	16	0	45	2	472
8:00AM	19	81	1	0	101	2	3	9	1	0	13	0	2	174	28	0	204	0	10	11	8	0	29	0	347
8:15AM	17	70	1	0	88	0	5	6	0	0	11	0	0	166	27	0	193	0	9	17	6	0	32	0	324
Total	90	300	8	0	398	3	16	55	1	0	72	1	5	811	108	0	924	2	49	57	43	0	149	2	1543
% Approach	22.6%	75.4%	2.0%	0%	-	-	22.2%	76.4%	1.4%	0%	-	-	0.5%	87.8%	11.7%	0%	-	-	32.9%	38.3%	28.9%	0%	-	-	-
% Total	5.8%	19.4%	0.5%	0%	25.8%	-	1.0%	3.6%	0.1%	0%	4.7%	-	0.3%	52.6%	7.0%	0%	59.9%	-	3.2%	3.7%	2.8%	0%	9.7%	-	-
PHF	0.592	0.926	0.333	-	0.843	-	0.800	0.625	0.250	-	0.692	-	0.625	0.821	0.794	-	0.816	-	0.721	0.838	0.672	-	0.828	-	0.817
Lights	87	288	8	0	383	-	15	55	1	0	71	-	5	805	108	0	918	-	49	55	40	0	144	-	1516
% Lights	96.7%	96.0%	100%	0%	96.2%	-	93.8%	100%	100%	0%	98.6%	-	100%	99.3%	100%	0%	99.4%	-	100%	96.5%	93.0%	0%	96.6%	-	98.3%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.7%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	3	10	0	0	13	-	1	0	0	0	1	-	0	6	0	0	6	-	0	2	3	0	5	-	25
% Buses and Single-Unit Trucks	3.3%	3.3%	0%	0%	3.3%	-	6.3%	0%	0%	0%	1.4%	-	0%	0.7%	0%	0%	0.6%	-	0%	3.5%	7.0%	0%	3.4%	-	1.6%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Schantz - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

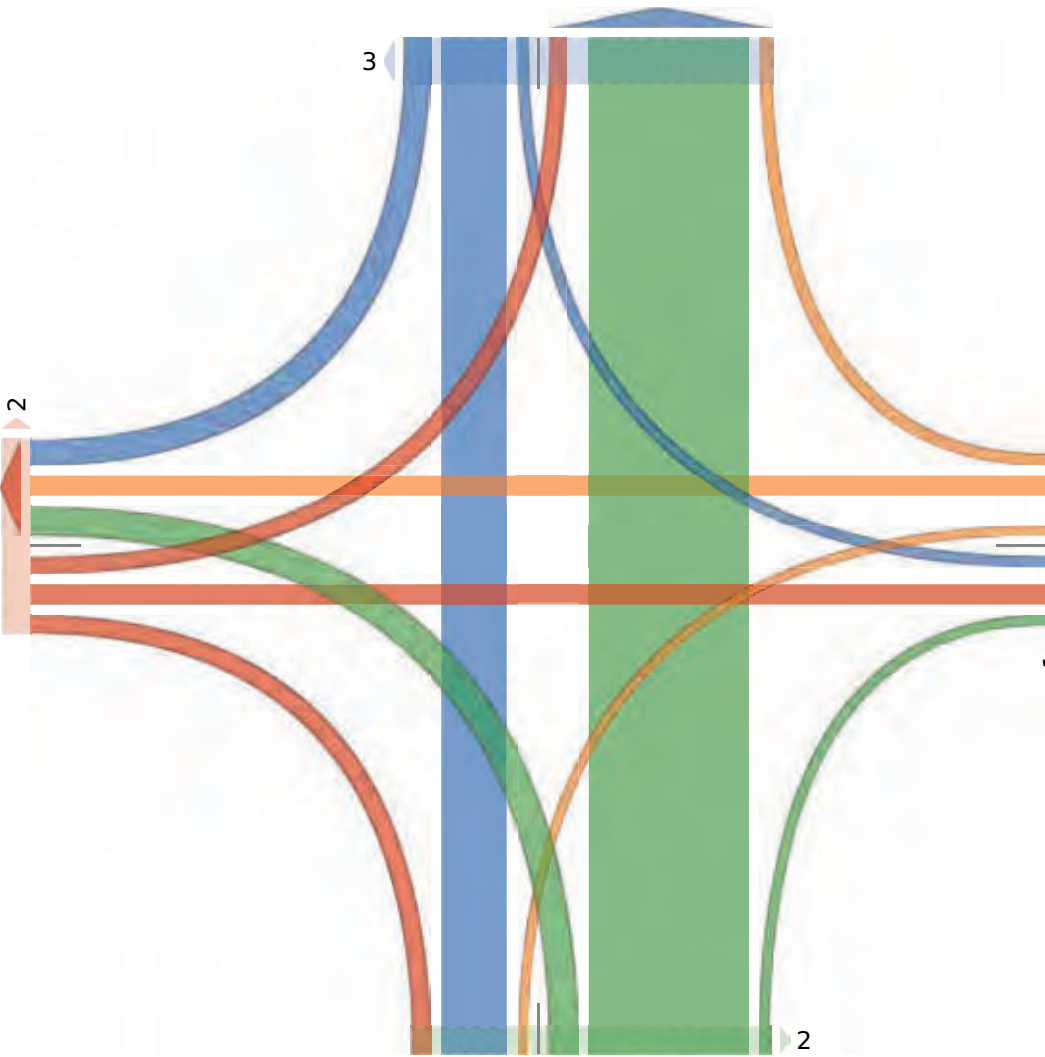
Total: 1268

In: 398

Out: 870

90
300
8

3



[W] Schantz EB

Total: 402

In: 149 Out: 253

Out: 70 In: 72

Total: 142

[E] Schantz WB

Out: 350

In: 924

Total: 1274

[S] SR 48 NB

SR 48/Schantz - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Schantz WB Westbound						SR 48 NB Northbound						Schantz EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-08 4:30PM	21	216	2	0	239	0	7	21	1	0	29	0	1	113	14	0	128	0	26	19	18	0	63	0	459
4:45PM	17	171	6	0	194	0	3	15	2	0	20	0	3	109	11	0	123	0	23	23	20	0	66	1	403
5:00PM	17	222	5	0	244	0	1	23	1	0	25	1	4	115	18	0	137	1	39	21	37	0	97	0	503
5:15PM	13	171	8	0	192	1	1	18	1	0	20	0	2	193	12	0	207	0	32	33	21	0	86	0	505
Total	68	780	21	0	869	1	12	77	5	0	94	1	10	530	55	0	595	1	120	96	96	0	312	1	1870
% Approach	7.8%	89.8%	2.4%	0%	-	-	12.8%	81.9%	5.3%	0%	-	-	1.7%	89.1%	9.2%	0%	-	-	38.5%	30.8%	30.8%	0%	-	-	-
% Total	3.6%	41.7%	1.1%	0%	46.5%	-	0.6%	4.1%	0.3%	0%	5.0%	-	0.5%	28.3%	2.9%	0%	31.8%	-	6.4%	5.1%	5.1%	0%	16.7%	-	-
PHF	0.810	0.878	0.656	-	0.890	-	0.429	0.837	0.625	-	0.810	-	0.625	0.687	0.764	-	0.719	-	0.769	0.727	0.649	-	0.804	-	0.926
Lights	64	779	21	0	864	-	11	77	5	0	93	-	10	521	55	0	586	-	120	96	94	0	310	-	1853
% Lights	94.1%	99.9%	100%	0%	99.4%	-	91.7%	100%	100%	0%	98.9%	-	100%	98.3%	100%	0%	98.5%	-	100%	100%	97.9%	0%	99.4%	-	99.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	4	1	0	0	5	-	1	0	0	0	1	-	0	9	0	0	9	-	0	0	2	0	2	-	17
% Buses and Single-Unit Trucks	5.9%	0.1%	0%	0%	0.6%	-	8.3%	0%	0%	0%	1.1%	-	0%	1.7%	0%	0%	1.5%	-	0%	0%	2.1%	0%	0.6%	-	0.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Schantz - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985508, Location: 39.730698, -84.182128, Site Code: SR 48/Schantz

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1507

In: 869

Out: 638

68 780 21

[W] Schantz EB
Total: 512
In: 312 Out: 200

96
96
120

1

1

[E] Schantz WB
Out: 127 In: 94
Total: 221

12
77
5

1

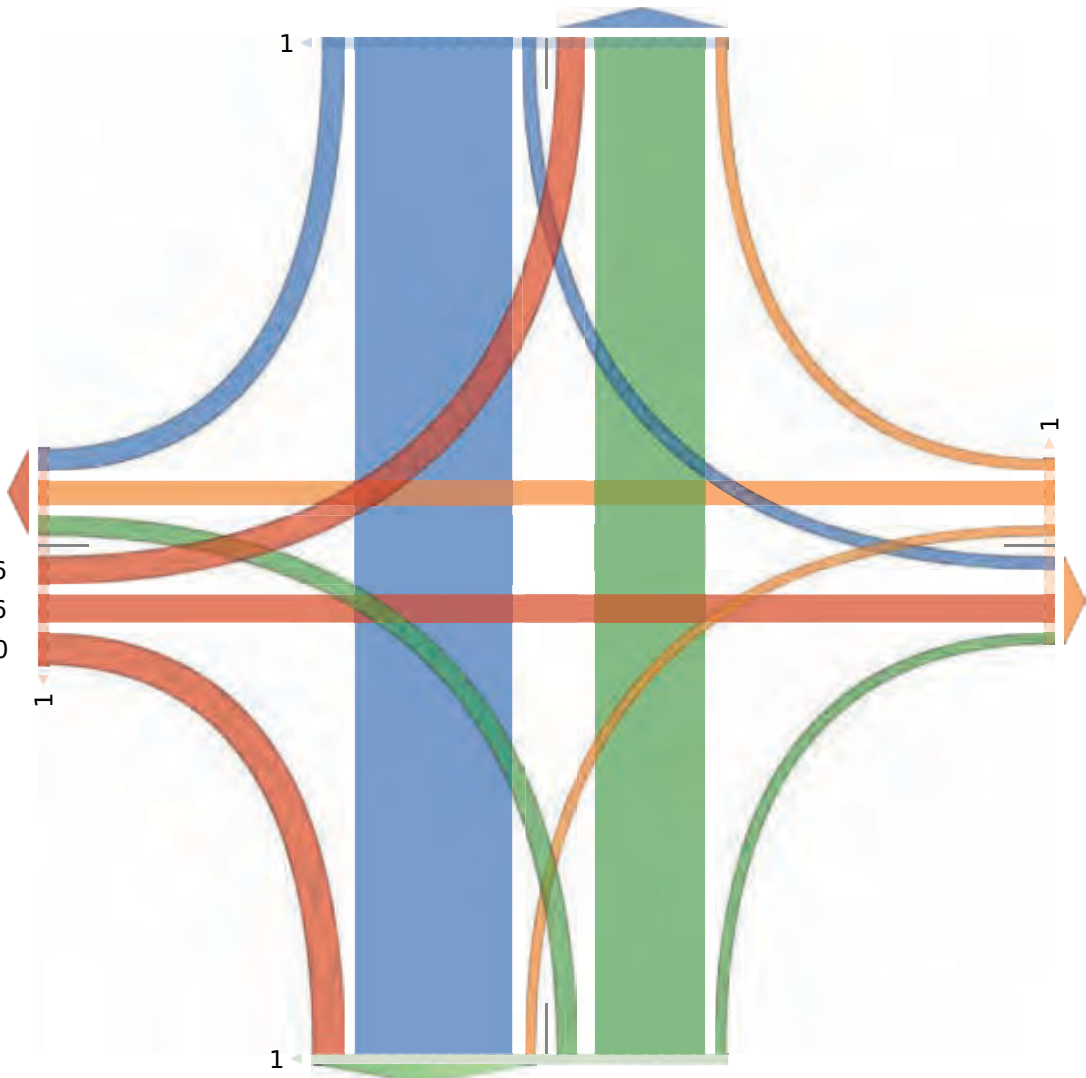
55 530 10

Out: 905

In: 595

Total: 1500

[S] SR 48 NB



Location: SR 48/Oakwood Ave -- 5 Points Intersection
 Start Date: 9/1/2022
 Start Time: 7:00 AM/ 4:00 PM

Start Time	SR 48 Northbound					OAKWOOD Northbound					THRUSTON Eastbound					SR 48 Southbound					OAKWOOD Southbound					THRUSTON Westbound					Subtotal						
	Left	Thru	Right	TSTN	Peds	Left	Thru	Right	TSTN	Peds	Left	Thru	Right	TSTN	Peds	Left	Thru	Right	TSTN	Peds	Left	Thru	Right	TSTN	Peds	Left	Thru	Right	TSTN	Peds							
7:00 AM			115	28	1		4	2			2			2				54	1			22	1						2	1		234					
7:15 AM			169	34	1		1	1					1					56		1		25				2			1	1	293						
7:30 AM			241	53	1		6	1		1		1		2				81	3			26	1		0			2		418							
7:45 AM	1		218	65	2	5		3	2		1	1	3	2	3	1	1	2	3	88	2	2		26	2		1	2	2	1	1	432					
8:00 AM		1	182	67	1	35		7	2		3	1	1	3	1	4	1	4	83	5	1		36	4		11	3		3		13	411					
8:15 AM	1	1	186	92	2	17		5	14		5	6		3	2	7		63	2			44	3	1	7.5	7	1	1		2	446						
8:30 AM	4		165	62	2	9		5	5	1	2	2	1	3	2	2	1	58	3			38	1	1	3.5	2			1	2	358						
8:45 AM	2	1	145	42		4				1				2	2	4		82	1	2		2	28	3	1	1	1		1	2	323						
AM Peak (7:30-8:30)	2	2	827	277	6	57	0	21	19	5	10	3	4	9	6	14	0	2	2	7	315	12	3	0	0	132	10	1	0	20	12	1	6	3	1	18	1707
Total			1114			57			55			3			33			2		339			0			143			20		23		18				
4:00 PM	2		133	58	2	1		1	4		1		1		4	5	2		3	180	2	1			61	4	4		1	1		2	5		474		
4:15 PM			105	45				2	3				1	1	1	5		1	1	203	1	1			64	2	2		0			1	3		442		
4:30 PM	2		104	47	1			1	4			2		2	4	2		1	212	1	1		3	82	2	2		0	4		3	2	1	1	479		
4:45 PM	3		135	54	1			2	1		1		1	3	2	5	1	1	4	497	1	4		2	157	3	3		0	1			4	3	885		
5:00 PM			143	53	1	3		2	2		2	1		3		5		2	2	223	2	2		2	84	3	2		2			1	2	1	534		
5:15 PM	1		156	64	2	2		2	2		2	3	3	2	4		2	3	195	1	1			81	1	1	2	2	1	1	1	3	3		533		
5:30 PM			137	63		1		1	4			4	1	3		4	3		2	200	1	4			81	3	5		1			3	4	1	517		
5:45 PM	1		147	64	2	2		1	4			3	2	1	3	3		5	139	6	1		1	42				1			3	4		1	429		
PM Peak (4:45-5:45)	4	0	571	234	4	6	0	7	9	0	3	7	5	12	4	18	0	4	3	11	1115	5	11	0	4	403	10	11	0	5	2	1	5	13	4	4	2469
Total			813			6			19			7			39			4		1145			0			428			5		25		4				

TOTAL
1377
1554
1707
1647
1538
2280
2340
2431
2469
2013

TSTN=Thruston Blvd
 OKWD=Oakwood Ave
 Peds=Xwalk of vehicle approach. Peds estimated on SB Oakwood approach.

% heavy vehicle AM	1.257	1.8182	0	4.72	4.1958	0
% heavy vehicle PM	1.23	15.789	0	1.135	0.7009	0
PHF AM	0.979	0.4833	0.7292	0.874	0.732	0.5395
PHF PM	0.91	0.7222	0.8958	0.565	0.6561	0.8056

SR 48/Patterson - TMC

Thu Sep 8, 2022

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					Patterson WB Westbound					SR 48 NB Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-09-08 7:00AM	65	10	0	75	0	23	10	0	33	1	5	100	0	105	1	213
7:15AM	87	10	0	97	0	25	10	0	35	0	4	195	0	199	0	331
7:30AM	96	15	1	112	0	43	24	0	67	3	6	240	0	246	2	425
7:45AM	91	21	1	113	0	47	16	0	63	3	13	260	1	274	8	450
Hourly Total	339	56	2	397	0	138	60	0	198	7	28	795	1	824	11	1419
8:00AM	103	23	0	126	0	40	16	0	56	7	22	231	0	253	44	435
8:15AM	86	18	1	105	0	45	32	0	77	15	11	198	0	209	83	391
8:30AM	86	17	0	103	0	29	23	0	52	1	14	186	0	200	10	355
8:45AM	111	19	1	131	0	41	11	0	52	0	28	197	0	225	7	408
Hourly Total	386	77	2	465	0	155	82	0	237	23	75	812	0	887	144	1589
4:00PM	211	45	1	257	0	34	18	0	52	2	13	130	1	144	0	453
4:15PM	197	30	1	228	0	18	14	0	32	0	10	118	0	128	1	388
4:30PM	235	50	0	285	0	34	18	1	53	0	25	137	1	163	2	501
4:45PM	225	49	1	275	0	16	14	0	30	0	17	153	0	170	3	475
Hourly Total	868	174	3	1045	0	102	64	1	167	2	65	538	2	605	6	1817
5:00PM	275	53	1	329	0	27	11	0	38	0	24	154	1	179	1	546
5:15PM	222	51	1	274	0	32	17	0	49	3	30	194	0	224	3	547
5:30PM	186	43	1	230	0	23	19	0	42	1	11	158	1	170	0	442
5:45PM	125	18	0	143	0	24	9	0	33	13	25	210	1	236	0	412
Hourly Total	808	165	3	976	0	106	56	0	162	17	90	716	3	809	4	1947
Total	2401	472	10	2883	0	501	262	1	764	49	258	2861	6	3125	165	6772
% Approach	83.3%	16.4%	0.3%	-	-	65.6%	34.3%	0.1%	-	-	8.3%	91.6%	0.2%	-	-	-
% Total	35.5%	7.0%	0.1%	42.6%	-	7.4%	3.9%	0%	11.3%	-	3.8%	42.2%	0.1%	46.1%	-	-
Lights	2371	467	10	2848	-	495	260	1	756	-	258	2831	5	3094	-	6698
% Lights	98.8%	98.9%	100%	98.8%	-	98.8%	99.2%	100%	99.0%	-	100%	99.0%	83.3%	99.0%	-	98.9%
Articulated Trucks	3	0	0	3	-	0	0	0	0	-	0	2	0	2	-	5
% Articulated Trucks	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.1%
Buses and Single-Unit Trucks	27	5	0	32	-	6	2	0	8	-	0	28	1	29	-	69
% Buses and Single-Unit Trucks	1.1%	1.1%	0%	1.1%	-	1.2%	0.8%	0%	1.0%	-	0%	1.0%	16.7%	0.9%	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	47	-	-	-	-	160	-
% Pedestrians	-	-	-	-	-	-	-	-	-	95.9%	-	-	-	-	97.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	5	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	4.1%	-	-	-	-	3.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Patterson - TMC

Thu Sep 8, 2022

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

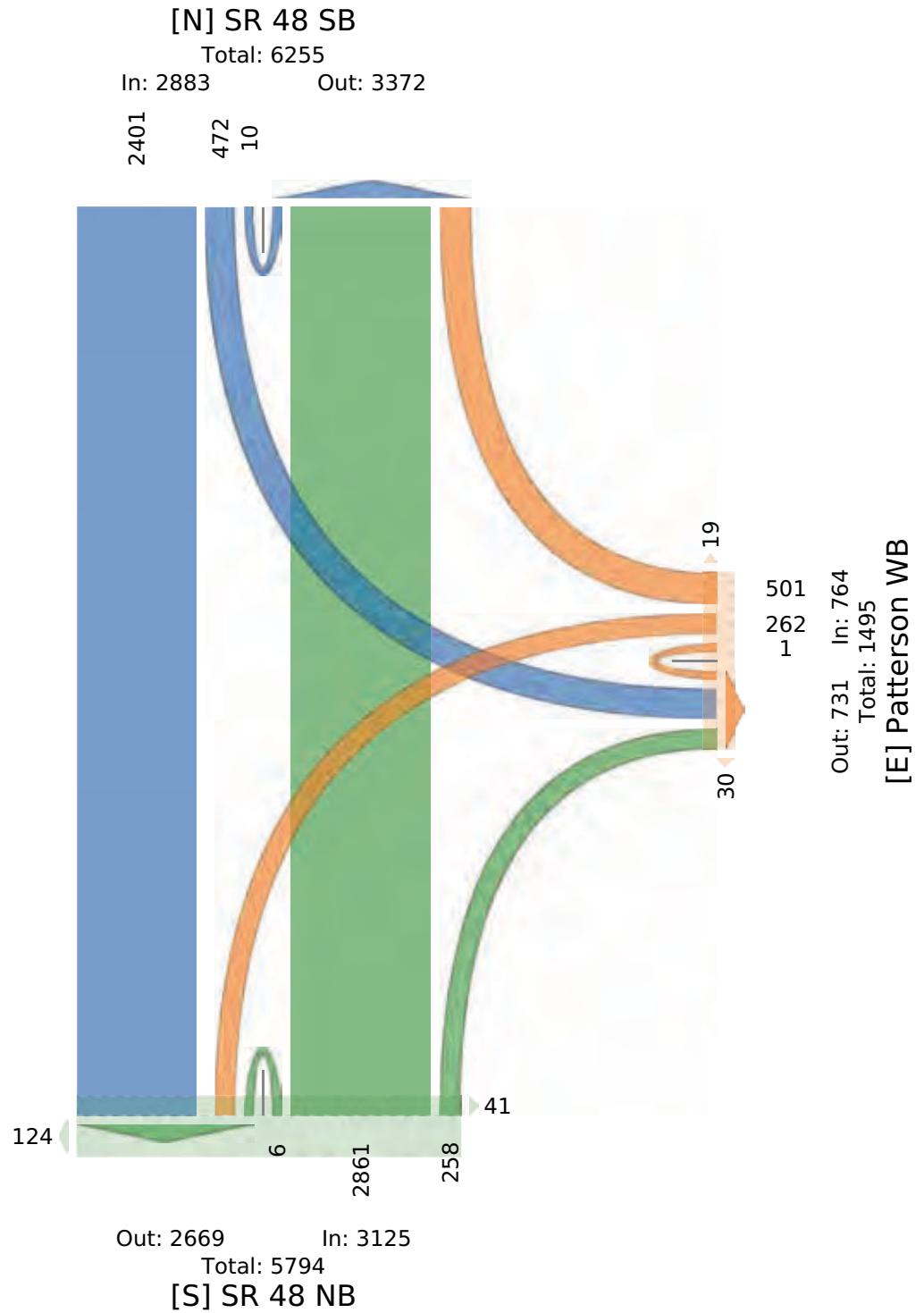
All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Patterson - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					Patterson WB Westbound					SR 48 NB Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2022-09-08 7:30AM	96	15	1	112	0	43	24	0	67	3	6	240	0	246	2	425
7:45AM	91	21	1	113	0	47	16	0	63	3	13	260	1	274	8	450
8:00AM	103	23	0	126	0	40	16	0	56	7	22	231	0	253	44	435
8:15AM	86	18	1	105	0	45	32	0	77	15	11	198	0	209	83	391
Total	376	77	3	456	0	175	88	0	263	28	52	929	1	982	137	1701
% Approach	82.5%	16.9%	0.7%	-	-	66.5%	33.5%	0%	-	-	5.3%	94.6%	0.1%	-	-	-
% Total	22.1%	4.5%	0.2%	26.8%	-	10.3%	5.2%	0%	15.5%	-	3.1%	54.6%	0.1%	57.7%	-	-
PHF	0.913	0.837	0.750	0.905	-	0.931	0.688	-	0.854	-	0.591	0.893	0.250	0.896	-	0.945
Lights	363	75	3	441	-	173	87	0	260	-	52	920	1	973	-	1674
% Lights	96.5%	97.4%	100%	96.7%	-	98.9%	98.9%	0%	98.9%	-	100%	99.0%	100%	99.1%	-	98.4%
Articulated Trucks	3	0	0	3	-	0	0	0	0	-	0	0	0	0	-	3
% Articulated Trucks	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	10	2	0	12	-	2	1	0	3	-	0	9	0	9	-	24
% Buses and Single-Unit Trucks	2.7%	2.6%	0%	2.6%	-	1.1%	1.1%	0%	1.1%	-	0%	1.0%	0%	0.9%	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	27	-	-	-	-	-	133
% Pedestrians	-	-	-	-	-	-	-	-	-	96.4%	-	-	-	-	-	97.1%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	4
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	3.6%	-	-	-	-	-	2.9%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Patterson - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

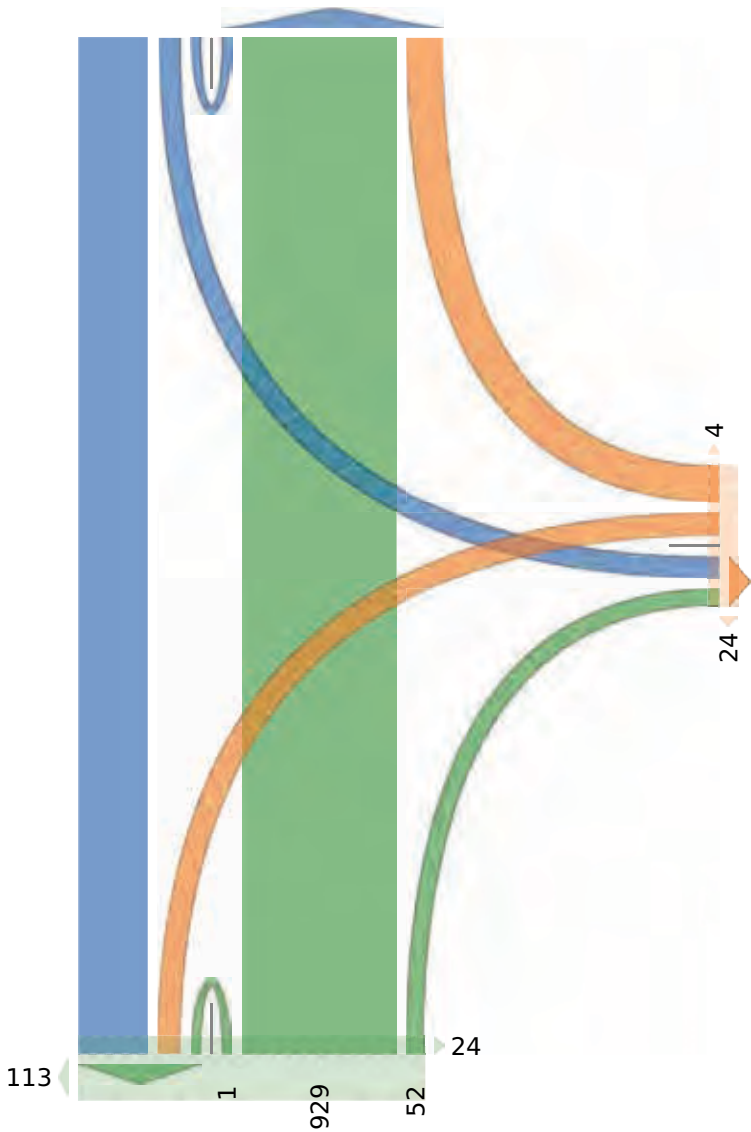
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1563

In: 456 Out: 1107

376
77
3



Out: 129 In: 263
Total: 392
[E] Patterson WB

Out: 465 In: 982

Total: 1447

[S] SR 48 NB

SR 48/Patterson - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					Patterson WB Westbound					SR 48 NB Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2022-09-08 4:30PM	235	50	0	285	0	34	18	1	53	0	25	137	1	163	2	501
4:45PM	225	49	1	275	0	16	14	0	30	0	17	153	0	170	3	475
5:00PM	275	53	1	329	0	27	11	0	38	0	24	154	1	179	1	546
5:15PM	222	51	1	274	0	32	17	0	49	3	30	194	0	224	3	547
Total	957	203	3	1163	0	109	60	1	170	3	96	638	2	736	9	2069
% Approach	82.3%	17.5%	0.3%	-	-	64.1%	35.3%	0.6%	-	-	13.0%	86.7%	0.3%	-	-	-
% Total	46.3%	9.8%	0.1%	56.2%	-	5.3%	2.9%	0%	8.2%	-	4.6%	30.8%	0.1%	35.6%	-	-
PHF	0.870	0.958	0.750	0.884	-	0.801	0.833	0.250	0.802	-	0.800	0.822	0.500	0.821	-	0.946
Lights	956	202	3	1161	-	108	60	1	169	-	96	627	2	725	-	2055
% Lights	99.9%	99.5%	100%	99.8%	-	99.1%	100%	100%	99.4%	-	100%	98.3%	100%	98.5%	-	99.3%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.1%	-	0%
Buses and Single-Unit Trucks	1	1	0	2	-	1	0	0	1	-	0	10	0	10	-	13
% Buses and Single-Unit Trucks	0.1%	0.5%	0%	0.2%	-	0.9%	0%	0%	0.6%	-	0%	1.6%	0%	1.4%	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	88.9%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	11.1%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Patterson - TMC

Thu Sep 8, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

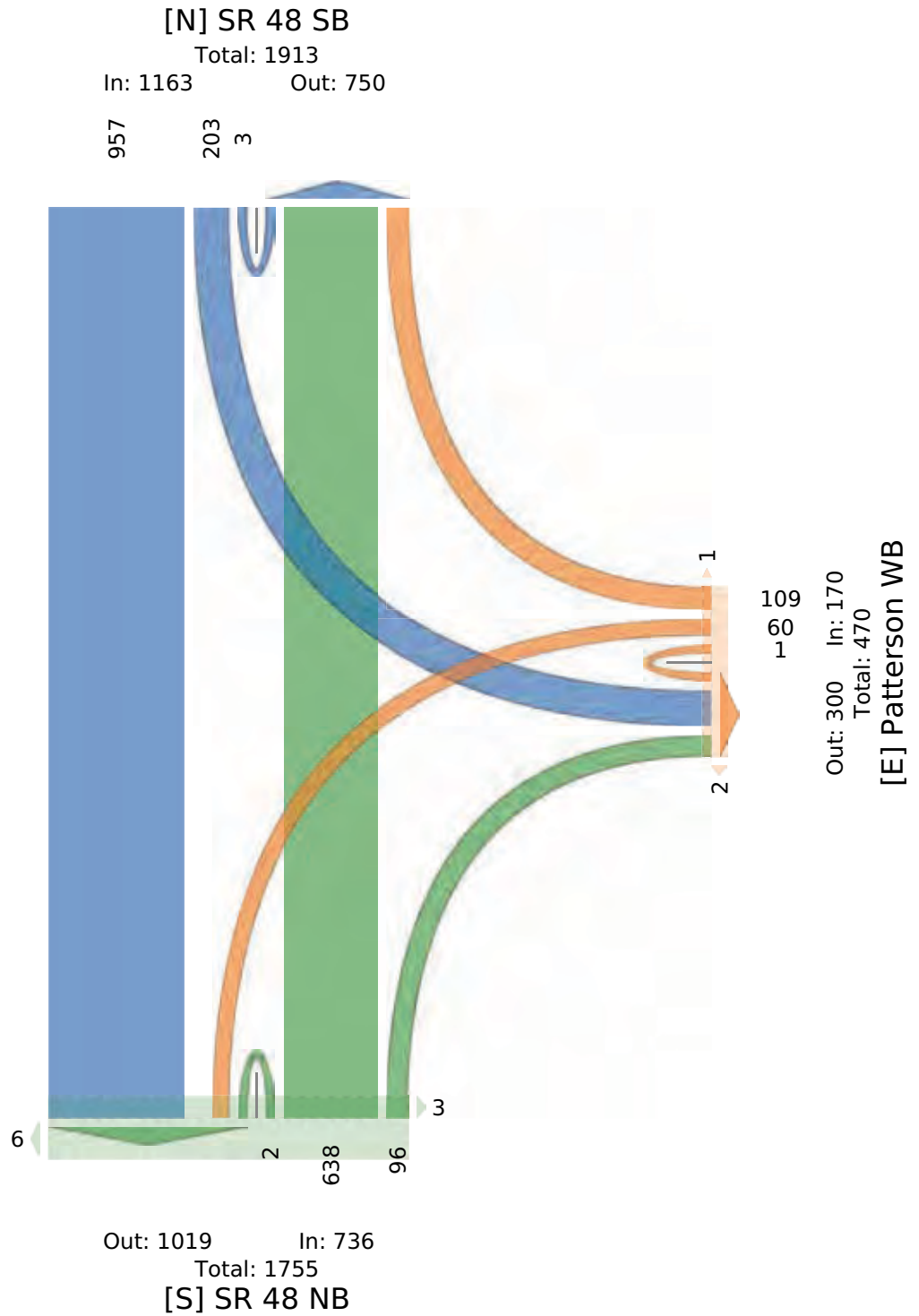
All Movements

ID: 985502, Location: 39.725376, -84.173872, Site Code: SR 48/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/Park - TMC

Wed Sep 14, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Park Ave EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-14 7:00AM	4	67	0	71	2	130	7	0	137	0	0	2	0	2	0	210
7:15AM	3	102	0	105	0	208	6	0	214	0	3	2	0	5	0	324
7:30AM	4	116	0	120	1	276	10	0	286	0	0	3	0	3	0	409
7:45AM	9	96	0	105	3	265	10	0	275	2	12	2	0	14	0	394
Hourly Total	20	381	0	401	6	879	33	0	912	2	15	9	0	24	0	1337
8:00AM	5	82	0	87	13	259	20	0	279	23	21	6	0	27	2	393
8:15AM	6	91	0	97	22	218	12	0	230	13	18	20	0	38	0	365
8:30AM	4	120	0	124	1	205	6	0	211	4	9	4	0	13	0	348
8:45AM	6	135	0	141	3	190	5	0	195	0	4	7	0	11	1	347
Hourly Total	21	428	0	449	39	872	43	0	915	40	52	37	0	89	3	1453
11:00AM	3	121	0	124	1	88	4	0	92	1	8	4	0	12	0	228
11:15AM	5	138	0	143	0	139	8	0	147	0	4	7	0	11	0	301
11:30AM	3	144	0	147	1	138	5	0	143	0	5	9	0	14	0	304
11:45AM	4	138	0	142	20	155	11	0	166	10	7	7	0	14	1	322
Hourly Total	15	541	0	556	22	520	28	0	548	11	24	27	0	51	1	1155
12:00PM	1	173	0	174	1	144	6	0	150	16	6	3	0	9	1	333
12:15PM	2	161	0	163	6	125	6	0	131	20	5	2	0	7	0	301
12:30PM	4	163	0	167	9	127	5	0	132	5	8	2	0	10	0	309
12:45PM	3	158	0	161	1	153	10	0	163	3	4	5	0	9	0	333
Hourly Total	10	655	0	665	17	549	27	0	576	44	23	12	0	35	1	1276
2:00PM	3	130	0	133	3	147	3	0	150	0	3	4	0	7	1	290
2:15PM	5	160	0	165	0	129	6	0	135	0	5	4	0	9	0	309
2:30PM	5	158	0	163	0	159	7	0	166	1	5	2	0	7	0	336
2:45PM	7	166	0	173	5	156	13	0	169	3	3	1	0	4	0	346
Hourly Total	20	614	0	634	8	591	29	0	620	4	16	11	0	27	1	1281
3:00PM	4	177	0	181	1	153	7	0	160	4	6	8	0	14	0	355
3:15PM	6	207	0	213	64	177	15	0	192	13	10	9	0	19	2	424
3:30PM	3	204	0	207	8	172	5	0	177	1	5	5	0	10	0	394
3:45PM	3	259	0	262	1	150	8	0	158	0	9	3	0	12	2	432
Hourly Total	16	847	0	863	74	652	35	0	687	18	30	25	0	55	4	1605
4:00PM	2	223	0	225	2	142	5	0	147	2	4	8	0	12	0	384
4:15PM	1	210	0	211	0	145	9	0	154	4	3	1	0	4	0	369
4:30PM	3	236	0	239	4	142	4	0	146	2	4	6	0	10	4	395
4:45PM	1	287	0	288	0	152	8	0	160	0	2	3	0	5	1	453
Hourly Total	7	956	0	963	6	581	26	0	607	8	13	18	0	31	5	1601
5:00PM	3	313	0	316	0	182	5	0	187	0	5	9	0	14	1	517
5:15PM	5	256	0	261	4	192	5	0	197	2	4	4	0	8	0	466
5:30PM	1	240	0	241	1	164	6	0	170	1	5	5	0	10	3	421
5:45PM	6	192	0	198	0	185	6	0	191	0	4	2	0	6	1	395
Hourly Total	15	1001	0	1016	5	723	22	0	745	3	18	20	0	38	5	1799
Total	124	5423	0	5547	177	5367	243	0	5610	130	191	159	0	350	20	11507
% Approach	2.2%	97.8%	0%	-	-	95.7%	4.3%	0%	-	-	54.6%	45.4%	0%	-	-	-
% Total	1.1%	47.1%	0%	48.2%	-	46.6%	2.1%	0%	48.8%	-	1.7%	1.4%	0%	3.0%	-	-
Lights	121	5352	0	5473	-	5301	239	0	5540	-	183	158	0	341	-	11354
% Lights	97.6%	98.7%	0%	98.7%	-	98.8%	98.4%	0%	98.8%	-	95.8%	99.4%	0%	97.4%	-	98.7%
Articulated Trucks	0	7	0	7	-	7	1	0	8	-	2	0	0	2	-	17
% Articulated Trucks	0%	0.1%	0%	0.1%	-	0.1%	0.4%	0%	0.1%	-	1.0%	0%	0%	0.6%	-	0.1%
Buses and Single-Unit Trucks	3	64	0	67	-	59	3	0	62	-	6	1	0	7	-	136
% Buses and Single-Unit Trucks	2.4%	1.2%	0%	1.2%	-	1.1%	1.2%	0%	1.1%	-	3.1%	0.6%	0%	2.0%	-	1.2%
Pedestrians	-	-	-	-	164	-	-	-	-	121	-	-	-	-	19	-
% Pedestrians	-	-	-	-	92.7%	-	-	-	-	93.1%	-	-	-	-	95.0%	-
Bicycles on Crosswalk	-	-	-	-	13	-	-	-	-	9	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	7.3%	-	-	-	-	6.9%	-	-	-	-	5.0%	-

Leg	SR 48 SB	SR 48 NB	Park Ave EB	
Direction	Southbound	Northbound	Eastbound	
Time	R T U App Ped*	T L U App Ped*	R L U App Ped*	Int

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Park - TMC

Wed Sep 14, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 11073

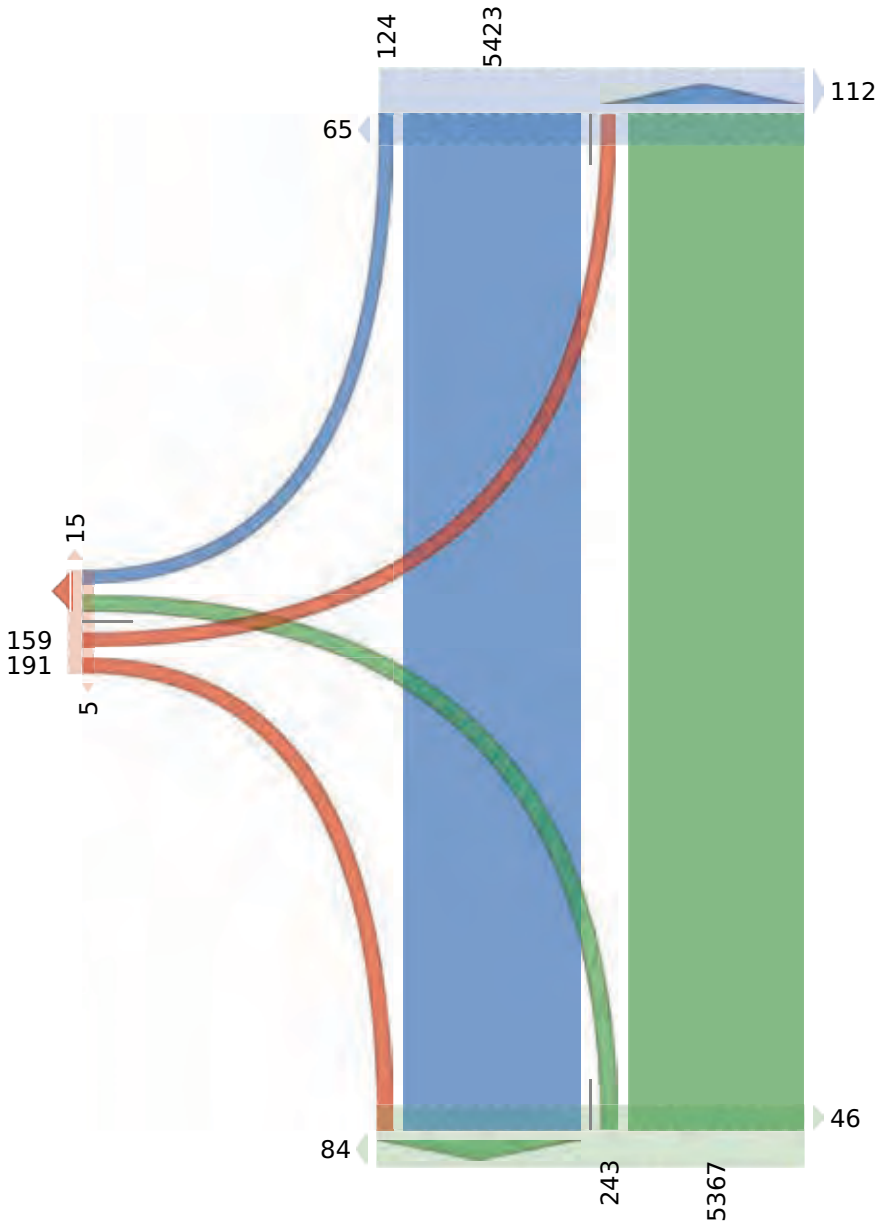
In: 5547

Out: 5526

[W] Park Ave EB

Total: 717

In: 350 Out: 367



Out: 5614

In: 5610

Total: 11224

[S] SR 48 NB

SR 48/Park - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Park Ave EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-14 7:30AM	4	116	0	120	1	276	10	0	286	0	0	3	0	3	0	409
7:45AM	9	96	0	105	3	265	10	0	275	2	12	2	0	14	0	394
8:00AM	5	82	0	87	13	259	20	0	279	23	21	6	0	27	2	393
8:15AM	6	91	0	97	22	218	12	0	230	13	18	20	0	38	0	365
Total	24	385	0	409	39	1018	52	0	1070	38	51	31	0	82	2	1561
% Approach	5.9%	94.1%	0%	-	-	95.1%	4.9%	0%	-	-	62.2%	37.8%	0%	-	-	-
% Total	1.5%	24.7%	0%	26.2%	-	65.2%	3.3%	0%	68.5%	-	3.3%	2.0%	0%	5.3%	-	-
PHF	0.667	0.830	-	0.852	-	0.922	0.650	-	0.935	-	0.607	0.388	-	0.539	-	0.954
Lights	24	375	0	399	-	1010	51	0	1061	-	49	31	0	80	-	1540
% Lights	100%	97.4%	0%	97.6%	-	99.2%	98.1%	0%	99.2%	-	96.1%	100%	0%	97.6%	-	98.7%
Articulated Trucks	0	1	0	1	-	0	0	0	0	-	1	0	0	1	-	2
% Articulated Trucks	0%	0.3%	0%	0.2%	-	0%	0%	0%	0%	-	2.0%	0%	0%	1.2%	-	0.1%
Buses and Single-Unit Trucks	0	9	0	9	-	8	1	0	9	-	1	0	0	1	-	19
% Buses and Single-Unit Trucks	0%	2.3%	0%	2.2%	-	0.8%	1.9%	0%	0.8%	-	2.0%	0%	0%	1.2%	-	1.2%
Pedestrians	-	-	-	-	38	-	-	-	-	32	-	-	-	-	2	-
% Pedestrians	-	-	-	-	97.4%	-	-	-	-	84.2%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	6	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	2.6%	-	-	-	-	15.8%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Park - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1458

In: 409 Out: 1049

24

385

11

28

[W] Park Ave EB

Total: 158

In: 82 Out: 76

31

51

1

1

29

52

1018

9

Out: 436 In: 1070

Total: 1506

[S] SR 48 NB

SR 48/Park - TMC

Wed Sep 14, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Park Ave EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-14 12:00PM	1	173	0	174	1	144	6	0	150	16	6	3	0	9	1	333
12:15PM	2	161	0	163	6	125	6	0	131	20	5	2	0	7	0	301
12:30PM	4	163	0	167	9	127	5	0	132	5	8	2	0	10	0	309
12:45PM	3	158	0	161	1	153	10	0	163	3	4	5	0	9	0	333
Total	10	655	0	665	17	549	27	0	576	44	23	12	0	35	1	1276
% Approach	1.5%	98.5%	0%	-	-	95.3%	4.7%	0%	-	-	65.7%	34.3%	0%	-	-	-
% Total	0.8%	51.3%	0%	52.1%	-	43.0%	2.1%	0%	45.1%	-	1.8%	0.9%	0%	2.7%	-	-
PHF	0.625	0.947	-	0.955	-	0.897	0.675	-	0.883	-	0.719	0.600	-	0.875	-	0.958
Lights	10	645	0	655	-	540	27	0	567	-	21	12	0	33	-	1255
% Lights	100%	98.5%	0%	98.5%	-	98.4%	100%	0%	98.4%	-	91.3%	100%	0%	94.3%	-	98.4%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	10	0	10	-	9	0	0	9	-	2	0	0	2	-	21
% Buses and Single-Unit Trucks	0%	1.5%	0%	1.5%	-	1.6%	0%	0%	1.6%	-	8.7%	0%	0%	5.7%	-	1.6%
Pedestrians	-	-	-	-	14	-	-	-	-	44	-	-	-	-	1	-
% Pedestrians	-	-	-	-	82.4%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	17.6%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Park - TMC

Wed Sep 14, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1226

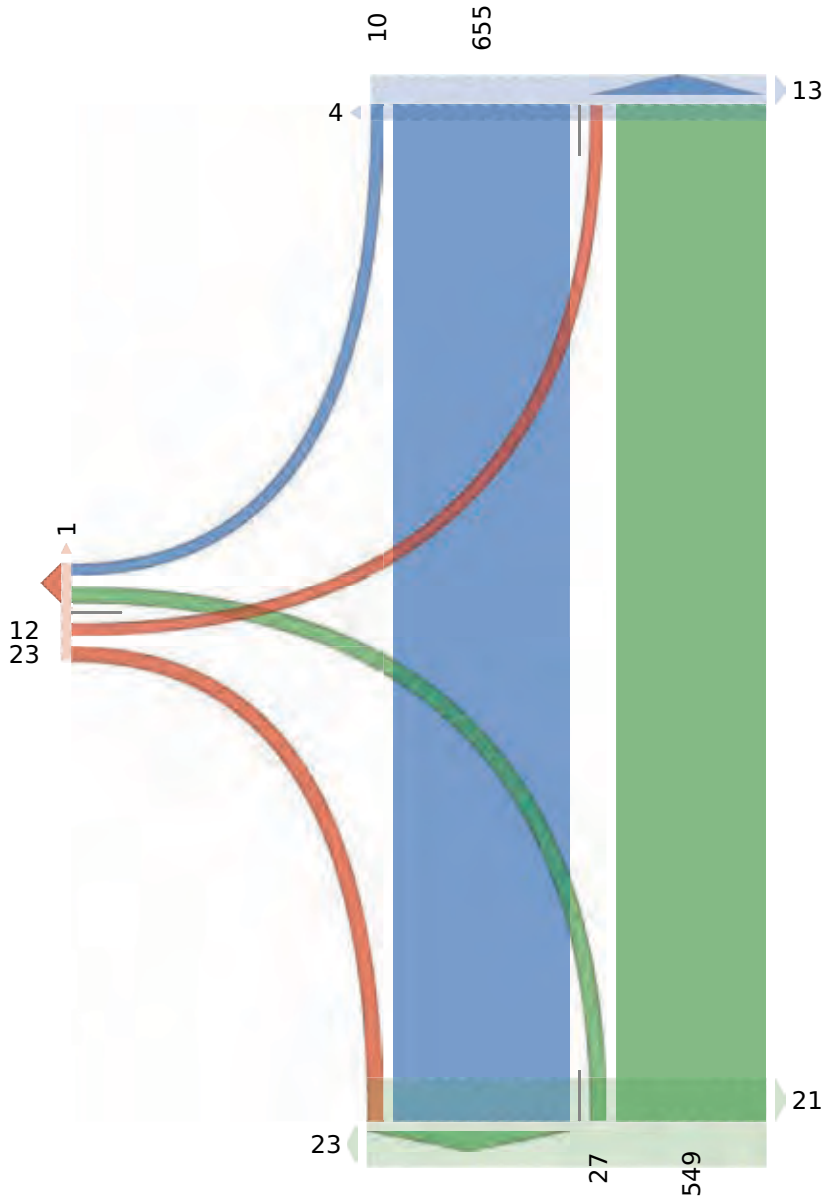
In: 665

Out: 561

[W] Park Ave EB

Total: 72

In: 35 Out: 37



Out: 678

In: 576

Total: 1254

[S] SR 48 NB

SR 48/Park - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Park Ave EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-14 4:45PM	1	287	0	288	0	152	8	0	160	0	2	3	0	5	1	453
5:00PM	3	313	0	316	0	182	5	0	187	0	5	9	0	14	1	517
5:15PM	5	256	0	261	4	192	5	0	197	2	4	4	0	8	0	466
5:30PM	1	240	0	241	1	164	6	0	170	1	5	5	0	10	3	421
Total	10	1096	0	1106	5	690	24	0	714	3	16	21	0	37	5	1857
% Approach	0.9%	99.1%	0%	-	-	96.6%	3.4%	0%	-	-	43.2%	56.8%	0%	-	-	-
% Total	0.5%	59.0%	0%	59.6%	-	37.2%	1.3%	0%	38.4%	-	0.9%	1.1%	0%	2.0%	-	-
PHF	0.500	0.875	-	0.875	-	0.898	0.750	-	0.906	-	0.800	0.583	-	0.661	-	0.898
Lights	10	1091	0	1101	-	686	24	0	710	-	16	21	0	37	-	1848
% Lights	100%	99.5%	0%	99.5%	-	99.4%	100%	0%	99.4%	-	100%	100%	0%	100%	-	99.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	5	0	5	-	4	0	0	4	-	0	0	0	0	-	9
% Buses and Single-Unit Trucks	0%	0.5%	0%	0.5%	-	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	4	-	-	-	-	3	-	-	-	-	5	-
% Pedestrians	-	-	-	-	80.0%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	20.0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Park - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987676, Location: 39.72328, -84.173098, Site Code: SR 48/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1817

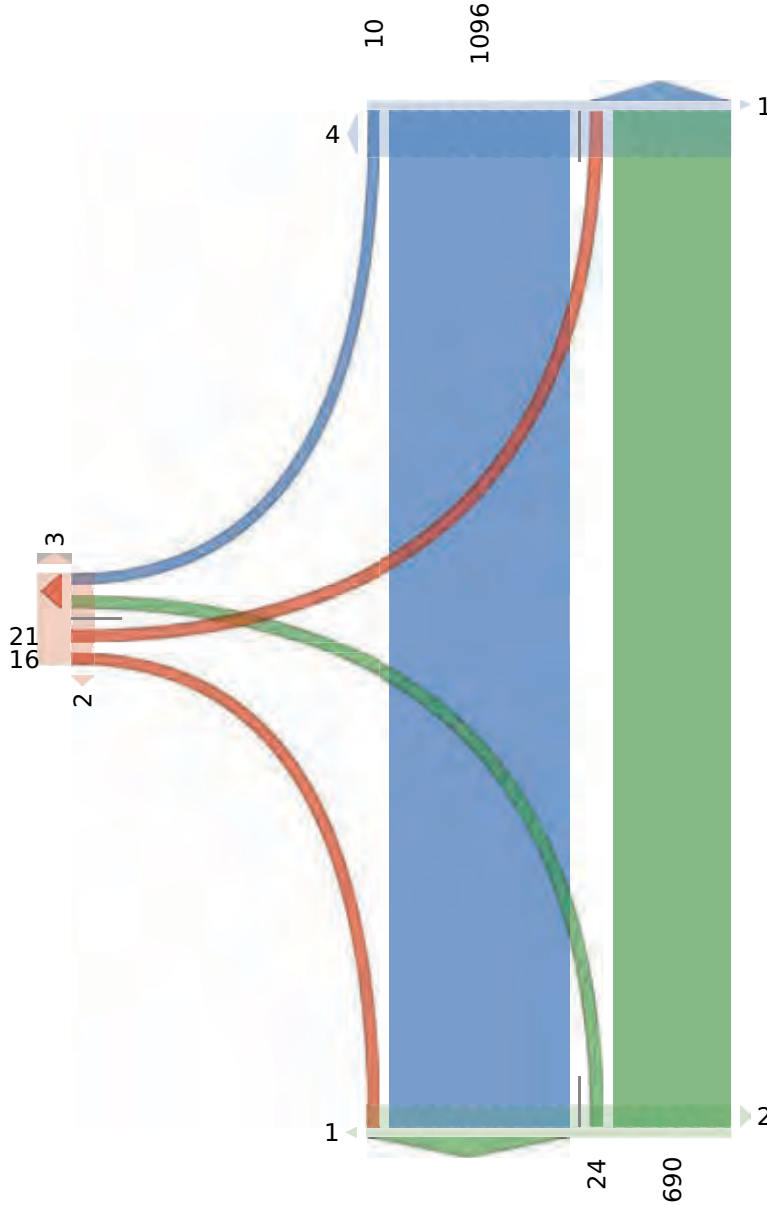
In: 1106

Out: 711

[W] Park Ave EB

Total: 71

In: 37 Out: 34



Out: 1112

In: 714

Total: 1826

[S] SR 48 NB

SR 48/Harman - TMC

Provided by: Crawford Murphy & Tilly Inc.

Wed Sep 7, 2022

(CMT) : Columbus OH

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

8101 N. High Street, Columbus, OH, 43235, US

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Harman EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-07 7:00AM	3	82	0	85	0	140	1	0	141	0	2	1	0	3	1	229
7:15AM	4	100	0	104	0	188	0	0	188	4	1	0	0	1	0	293
7:30AM	0	104	0	104	0	269	1	0	270	8	2	2	0	4	0	378
7:45AM	2	93	0	95	0	299	0	0	299	15	7	2	0	9	0	403
Hourly Total	9	379	0	388	0	896	2	0	898	27	12	5	0	17	1	1303
8:00AM	3	76	0	79	10	220	1	0	221	35	9	5	0	14	0	314
8:15AM	2	77	0	79	1	189	1	0	190	0	7	1	0	8	0	277
8:30AM	2	98	0	100	0	226	0	0	226	2	5	1	0	6	0	332
8:45AM	0	117	4	121	2	188	3	0	191	0	5	3	0	8	2	320
Hourly Total	7	368	4	379	13	823	5	0	828	37	26	10	0	36	2	1243
11:00AM	0	113	0	113	0	108	4	0	112	0	1	2	0	3	0	228
11:15AM	1	142	0	143	0	135	1	0	136	1	5	1	0	6	2	285
11:30AM	2	149	0	151	0	150	3	0	153	3	5	4	0	9	1	313
11:45AM	1	134	0	135	2	153	1	0	154	16	5	4	0	9	0	298
Hourly Total	4	538	0	542	2	546	9	0	555	20	16	11	0	27	3	1124
12:00PM	1	138	0	139	0	137	2	0	139	0	4	0	0	4	0	282
12:15PM	3	141	1	145	3	140	3	0	143	1	4	0	0	4	0	292
12:30PM	1	157	0	158	1	145	3	0	148	3	6	0	0	6	0	312
12:45PM	4	132	0	136	9	144	1	0	145	12	6	4	0	10	1	291
Hourly Total	9	568	1	578	13	566	9	0	575	16	20	4	0	24	1	1177
2:00PM	0	147	0	147	0	128	2	0	130	0	1	0	0	1	0	278
2:15PM	0	174	0	174	1	136	3	0	139	3	2	3	1	6	2	319
2:30PM	3	166	1	170	0	134	1	0	135	0	6	0	0	6	0	311
2:45PM	0	186	0	186	1	144	3	0	147	1	3	2	0	5	0	338
Hourly Total	3	673	1	677	2	542	9	0	551	4	12	5	1	18	2	1246
3:00PM	2	134	0	136	1	166	3	0	169	1	3	0	0	3	0	308
3:15PM	5	193	1	199	13	155	5	0	160	45	11	11	0	22	5	381
3:30PM	1	222	1	224	0	149	2	0	151	2	8	2	0	10	0	385
3:45PM	4	214	0	218	0	173	0	0	173	1	9	3	0	12	0	403
Hourly Total	12	763	2	777	14	643	10	0	653	49	31	16	0	47	5	1477
4:00PM	1	256	1	258	0	141	0	0	141	1	2	1	0	3	0	402
4:15PM	1	246	0	247	0	141	4	0	145	2	6	3	0	9	1	401
4:30PM	2	237	0	239	0	145	0	0	145	0	4	0	0	4	0	388
4:45PM	1	318	0	319	0	162	0	0	162	1	3	2	0	5	2	486
Hourly Total	5	1057	1	1063	0	589	4	0	593	4	15	6	0	21	3	1677
5:00PM	4	326	0	330	0	195	2	0	197	0	5	2	0	7	2	534
5:15PM	0	352	0	352	0	201	0	0	201	0	6	1	0	7	0	560
5:30PM	2	265	0	267	2	180	1	0	181	1	6	3	0	9	5	457
5:45PM	3	193	0	196	0	216	1	0	217	2	3	1	0	4	1	417
Hourly Total	9	1136	0	1145	2	792	4	0	796	3	20	7	0	27	8	1968
Total	58	5482	9	5549	46	5397	52	0	5449	160	152	64	1	217	25	11215
% Approach	1.0%	98.8%	0.2%	-	-	99.0%	1.0%	0%	-	-	70.0%	29.5%	0.5%	-	-	-
% Total	0.5%	48.9%	0.1%	49.5%	-	48.1%	0.5%	0%	48.6%	-	1.4%	0.6%	0%	1.9%	-	-
Lights	50	5419	9	5478	-	5315	48	0	5363	-	144	63	1	208	-	11049
% Lights	86.2%	98.9%	100%	98.7%	-	98.5%	92.3%	0%	98.4%	-	94.7%	98.4%	100%	95.9%	-	98.5%
Articulated Trucks	0	2	0	2	-	9	1	0	10	-	0	0	0	0	-	12
% Articulated Trucks	0%	0%	0%	0%	-	0.2%	1.9%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	8	61	0	69	-	73	3	0	76	-	8	1	0	9	-	154
% Buses and Single-Unit Trucks	13.8%	1.1%	0%	1.2%	-	1.4%	5.8%	0%	1.4%	-	5.3%	1.6%	0%	4.1%	-	1.4%
Pedestrians	-	-	-	-	45	-	-	-	-	156	-	-	-	-	25	-
% Pedestrians	-	-	-	-	97.8%	-	-	-	-	97.5%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	4	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	2.2%	-	-	-	-	2.5%	-	-	-	-	0%	-

Leg Direction	SR 48 SB Southbound	SR 48 NB Northbound	Harman EB Eastbound	
Time	R T U App Ped*	T L U App Ped*	R L U App Ped*	Int

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Harman - TMC

Wed Sep 7, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

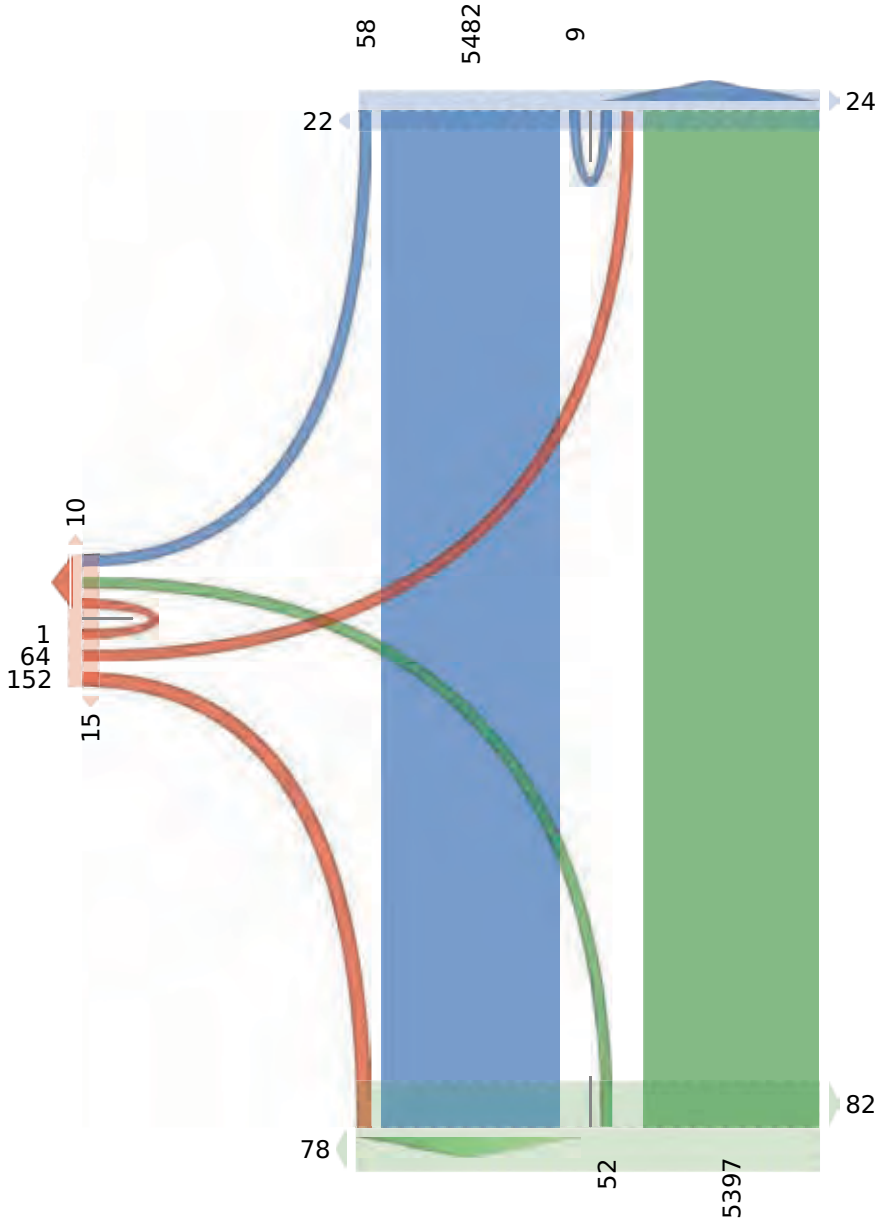
[N] SR 48 SB

Total: 11019

In: 5549

Out: 5470

[W] Harman EB
Total: 328
In: 217 Out: 111



[S] SR 48 NB

Out: 5634

In: 5449

Total: 11083

SR 48/Harman - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc.
 (CMT) : Columbus OH
 8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Harman EB Eastbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
Time																
2022-09-07 7:15AM	4	100	0	104	0	188	0	0	188	4	1	0	0	1	0	293
7:30AM	0	104	0	104	0	269	1	0	270	8	2	2	0	4	0	378
7:45AM	2	93	0	95	0	299	0	0	299	15	7	2	0	9	0	403
8:00AM	3	76	0	79	10	220	1	0	221	35	9	5	0	14	0	314
Total	9	373	0	382	10	976	2	0	978	62	19	9	0	28	0	1388
% Approach	2.4%	97.6%	0%	-	-	99.8%	0.2%	0%	-	-	67.9%	32.1%	0%	-	-	-
% Total	0.6%	26.9%	0%	27.5%	-	70.3%	0.1%	0%	70.5%	-	1.4%	0.6%	0%	2.0%	-	-
PHF	0.563	0.897	-	0.918	-	0.816	0.500	-	0.818	-	0.528	0.450	-	0.500	-	0.861
Lights	7	368	0	375	-	969	2	0	971	-	17	9	0	26	-	1372
% Lights	77.8%	98.7%	0%	98.2%	-	99.3%	100%	0%	99.3%	-	89.5%	100%	0%	92.9%	-	98.8%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	2	5	0	7	-	6	0	0	6	-	2	0	0	2	-	15
% Buses and Single-Unit Trucks	22.2%	1.3%	0%	1.8%	-	0.6%	0%	0%	0.6%	-	10.5%	0%	0%	7.1%	-	1.1%
Pedestrians	-	-	-	-	9	-	-	-	-	61	-	-	-	-	0	-
% Pedestrians	-	-	-	-	90.0%	-	-	-	-	98.4%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	10.0%	-	-	-	-	1.6%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Harman - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1367

In: 382 Out: 985

9
373

10

[W] Harman EB

Total: 39

In: 28 Out: 11

199

3

2

976

59

Out: 392 In: 978

Total: 1370

[S] SR 48 NB

SR 48/Harman - TMC

Wed Sep 7, 2022

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Harman EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-07 11:30AM	2	149	0	151	0	150	3	0	153	3	5	4	0	9	1	313
11:45AM	1	134	0	135	2	153	1	0	154	16	5	4	0	9	0	298
12:00PM	1	138	0	139	0	137	2	0	139	0	4	0	0	4	0	282
12:15PM	3	141	1	145	3	140	3	0	143	1	4	0	0	4	0	292
Total	7	562	1	570	5	580	9	0	589	20	18	8	0	26	1	1185
% Approach	1.2%	98.6%	0.2%	-	-	98.5%	1.5%	0%	-	-	69.2%	30.8%	0%	-	-	-
% Total	0.6%	47.4%	0.1%	48.1%	-	48.9%	0.8%	0%	49.7%	-	1.5%	0.7%	0%	2.2%	-	-
PHF	0.583	0.943	0.250	0.944	-	0.948	0.750	-	0.956	-	0.900	0.500	-	0.722	-	0.946
Lights	6	554	1	561	-	564	8	0	572	-	17	7	0	24	-	1157
% Lights	85.7%	98.6%	100%	98.4%	-	97.2%	88.9%	0%	97.1%	-	94.4%	87.5%	0%	92.3%	-	97.6%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	8	0	9	-	16	1	0	17	-	1	1	0	2	-	28
% Buses and Single-Unit Trucks	14.3%	1.4%	0%	1.6%	-	2.8%	11.1%	0%	2.9%	-	5.6%	12.5%	0%	7.7%	-	2.4%
Pedestrians	-	-	-	-	5	-	-	-	-	20	-	-	-	-	1	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Harman - TMC

Wed Sep 7, 2022

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1159

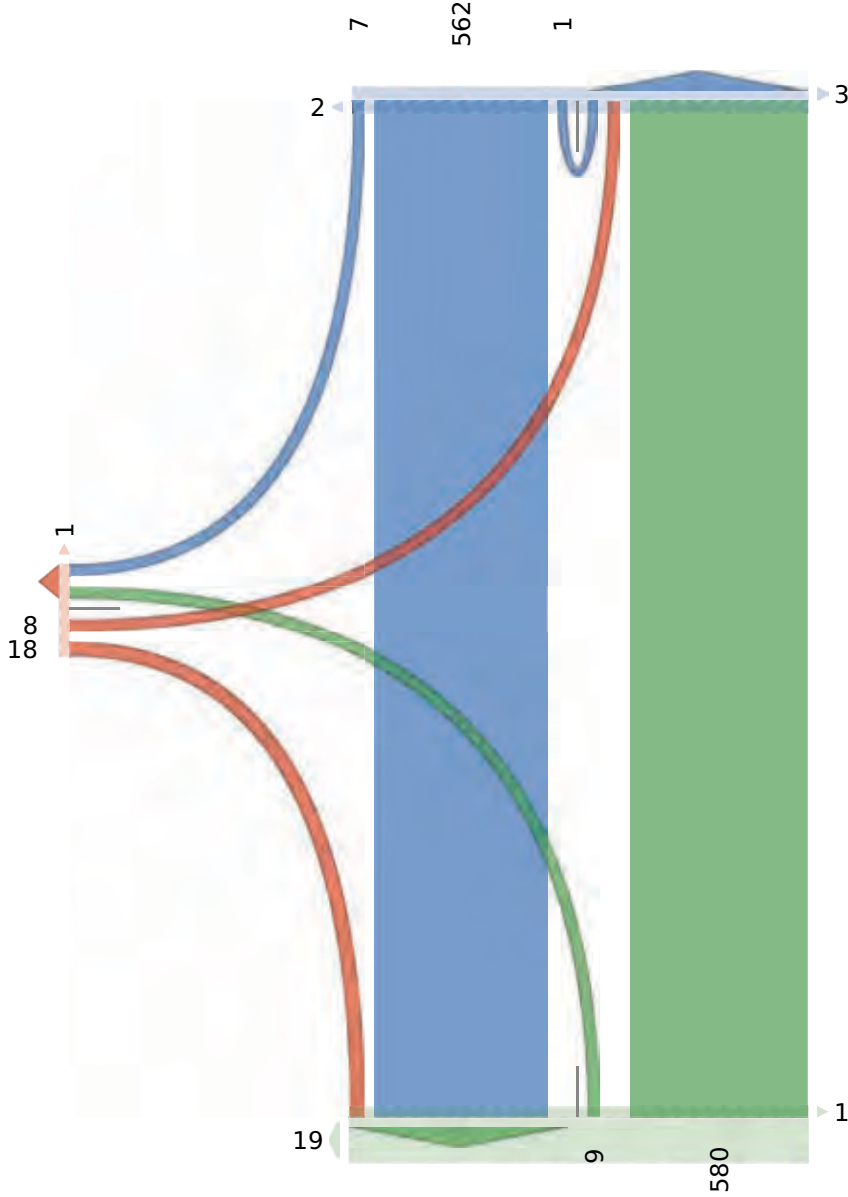
In: 570

Out: 589

[W] Harman EB

Total: 42

In: 26 Out: 16



Out: 580

In: 589

Total: 1169

[S] SR 48 NB

SR 48/Harman - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound					SR 48 NB Northbound					Harman EB Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-09-07 4:45PM	1	318	0	319	0	162	0	0	162	1	3	2	0	5	2	486
5:00PM	4	326	0	330	0	195	2	0	197	0	5	2	0	7	2	534
5:15PM	0	352	0	352	0	201	0	0	201	0	6	1	0	7	0	560
5:30PM	2	265	0	267	2	180	1	0	181	1	6	3	0	9	5	457
Total	7	1261	0	1268	2	738	3	0	741	2	20	8	0	28	9	2037
% Approach	0.6%	99.4%	0%	-	-	99.6%	0.4%	0%	-	-	71.4%	28.6%	0%	-	-	-
% Total	0.3%	61.9%	0%	62.2%	-	36.2%	0.1%	0%	36.4%	-	1.0%	0.4%	0%	1.4%	-	-
PHF	0.438	0.896	-	0.901	-	0.918	0.375	-	0.922	-	0.833	0.667	-	0.778	-	0.909
Lights	7	1253	0	1260	-	734	3	0	737	-	20	8	0	28	-	2025
% Lights	100%	99.4%	0%	99.4%	-	99.5%	100%	0%	99.5%	-	100%	100%	0%	100%	-	99.4%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	8	0	8	-	4	0	0	4	-	0	0	0	0	-	12
% Buses and Single-Unit Trucks	0%	0.6%	0%	0.6%	-	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	2	-	-	-	-	1	-	-	-	-	9	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	50.0%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	50.0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Harman - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985498, Location: 39.720971, -84.172745, Site Code: SR 48/Harman

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 2014

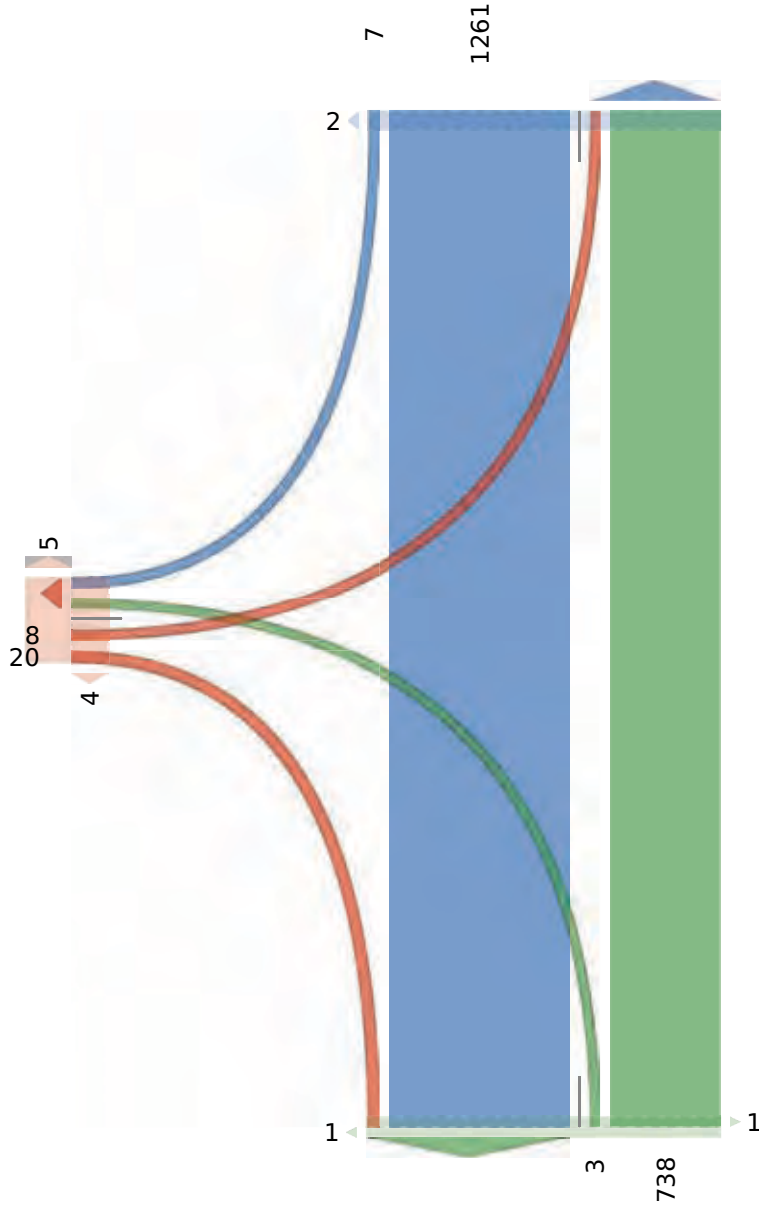
In: 1268

Out: 746

[W] Harman EB

Total: 38

In: 28 Out: 10



Out: 1281

In: 741

Total: 2022

[S] SR 48 NB

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Aberdeen WB Westbound						SR 48 NB Northbound						Park EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-07 7:00AM	0	84	0	1	85	0	1	1	0	0	2	0	0	136	0	0	136	2	1	0	2	0	3	1	226
7:15AM	2	104	0	1	107	0	1	0	0	0	1	1	0	175	0	0	175	1	2	0	4	0	6	0	289
7:30AM	3	107	1	1	112	0	4	0	4	0	8	0	1	276	1	0	278	3	2	0	1	0	3	4	401
7:45AM	0	104	3	2	109	0	2	0	0	0	2	15	6	283	3	0	292	17	1	0	8	0	9	0	412
Hourly Total	5	399	4	5	413	0	8	1	4	0	13	16	7	870	4	0	881	23	6	0	15	0	21	5	1328
8:00AM	3	86	5	3	97	0	2	2	3	0	7	10	4	210	0	0	214	14	0	0	5	0	5	0	323
8:15AM	2	92	6	3	103	0	2	0	3	0	5	3	7	197	2	0	206	26	3	4	2	0	9	0	323
8:30AM	2	99	7	0	108	0	0	1	2	0	3	2	5	206	2	0	213	3	2	0	2	0	4	0	328
8:45AM	0	125	2	0	127	1	1	0	1	0	2	0	3	200	3	1	207	1	7	0	3	0	10	1	346
Hourly Total	7	402	20	6	435	1	5	3	9	0	17	15	19	813	7	1	840	44	12	4	12	0	28	1	1320
11:00AM	1	116	0	1	118	0	0	0	0	0	0	0	0	115	1	0	116	0	5	0	2	0	7	0	241
11:15AM	1	142	4	1	148	0	1	1	1	0	3	2	2	131	1	1	135	4	1	1	0	0	2	2	288
11:30AM	3	161	0	2	166	0	2	0	2	0	4	1	8	155	4	3	170	5	6	0	2	0	8	2	348
11:45AM	5	149	1	0	155	0	0	0	1	1	2	6	4	156	2	0	162	3	3	0	1	0	4	0	323
Hourly Total	10	568	5	4	587	0	3	1	4	1	9	9	14	557	8	4	583	12	15	1	5	0	21	4	1200
12:00PM	1	142	4	4	151	0	1	0	3	0	4	11	3	125	1	1	130	4	2	0	3	0	5	1	290
12:15PM	0	147	1	3	151	0	1	0	4	0	5	1	0	143	2	1	146	0	0	2	0	0	2	2	304
12:30PM	1	165	1	0	167	0	1	0	1	0	2	4	2	159	1	1	163	2	0	0	5	0	5	6	337
12:45PM	2	164	0	1	167	0	3	0	0	0	3	6	3	146	0	0	149	3	1	0	0	0	1	0	320
Hourly Total	4	618	6	8	636	0	6	0	8	0	14	22	8	573	4	3	588	9	3	2	8	0	13	9	1251
2:00PM	5	157	0	0	162	0	2	0	0	0	2	4	1	130	0	0	131	0	2	0	0	0	2	0	297
2:15PM	2	172	0	0	174	1	1	0	0	0	1	4	5	130	0	0	135	1	4	0	0	0	4	0	314
2:30PM	6	180	0	0	186	1	2	0	0	0	2	6	2	134	0	0	136	0	8	0	0	0	8	0	332
2:45PM	1	166	0	0	167	0	3	0	0	0	3	6	6	136	0	0	142	2	2	0	0	0	2	0	314
Hourly Total	14	675	0	0	689	2	8	0	0	0	8	20	14	530	0	0	544	3	16	0	0	0	16	0	1257
3:00PM	4	148	0	0	152	0	3	0	0	0	3	0	9	176	0	0	185	9	11	0	0	0	11	1	351
3:15PM	8	225	0	0	233	0	2	0	0	0	2	15	3	158	0	0	161	24	3	0	0	0	3	2	399
3:30PM	2	247	0	0	249	0	4	0	0	0	4	14	4	132	0	0	136	6	5	0	0	0	5	2	394
3:45PM	7	224	0	0	231	0	4	0	0	0	4	4	1	164	0	0	165	12	2	0	0	0	2	1	402
Hourly Total	21	844	0	0	865	0	13	0	0	0	13	33	17	630	0	0	647	51	21	0	0	0	21	6	1546
4:00PM	4	256	1	1	262	0	2	0	0	0	2	2	1	138	0	0	139	4	4	1	0	0	5	0	408
4:15PM	4	259	1	0	264	0	0	0	4	0	4	1	3	154	2	1	160	1	3	1	1	0	5	0	433
4:30PM	4	239	2	0	245	0	1	1	0	0	2	2	3	138	0	0	141	2	5	0	1	0	6	6	394
4:45PM	3	295	1	1	300	0	0	1	1	0	2	1	5	152	3	0	160	2	4	0	3	0	7	3	469
Hourly Total	15	1049	5	2	1071	0	3	2	5	0	10	6	12	582	5	1	600	9	16	2	5	0	23	9	1704
5:00PM	3	297	3	0	303	0	1	0	2	0	3	2	3	177	1	0	181	2	2	0	1	0	3	1	490
5:15PM	1	346	1	0	348	0	1	0	1	0	2	1	5	198	1	0	204	5	2	0	6	0	8	2	562
5:30PM	4	252	0	0	256	0	2	0	2	0	4	0	2	187	3	1	193	4	3	1	3	0	7	2	460
5:45PM	6	190	2	0	198	0	1	0	1	0	2	5	4	209	7	0	220	3	3	0	2	0	5	0	425
Hourly Total	14	1085	6	0	1105	0	5	0	6	0	11	8	14	771	12	1	798	14	10	1	12	0	23	5	1937
Total	90	5640	46	25	5801	3	51	7	36	1	95	129	105	5326	40	10	5481	165	99	10	57	0	166	39	11543
% Approach	1.6%	97.2%	0.8%	0.4%	-	-	53.7%	7.4%	37.9%	1.1%	-	-	1.9%	97.2%	0.7%	0.2%	-	-	59.6%	6.0%	34.3%	0%	-	-	-
% Total	0.8%	48.9%	0.4%	0.2%	50.3%	-	0.4%	0.1%	0.3%	0%	0.8%	-	0.9%	46.1%	0.3%	0.1%	47.5%	-	0.9%	0.1%	0.5%	0%	1.4%	-	-
Lights	89	5562	46	20	5717	-	48	6	36	1	91	-	103	5246	40	10	5399	-	98	10	56	0	164	-	11371
% Lights	98.9%	98.6%	100%	80.0%	98.6%	-	94.1%	85.7%	100%	100%	95.8%	-	98.1%	98.5%	100%	100%	98.5%	-	99.0%	100%	98.2%	0%	98.8%	-	98.5%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	9	0	0	9	-	0	0	0	0	0	-	13
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	74	0	5	80	-	3	1	0	0	4	-	2	71	0	0	73	-	1	0	1	0	2	-	159
% Buses and Single-Unit Trucks	1.1%	1.3%	0%	20.0%	1.4%	-	5.9%	14.3%	0%	0%	4.2%	-	1.9%	1.3%	0%	0%	1.3%	-	1.0%	0%	1.8%	0%	1.2%	-	1.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	109	-	-	-	-	-	145	-	-	-	-	-	33	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	84.5%	-	-	-	-	-	87.9%	-	-	-	-	-	84.6%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	20	-	-	-	-	-	20	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	15.5%	-	-	-	-	-	12.1%	-	-	-	-	-	15.4%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

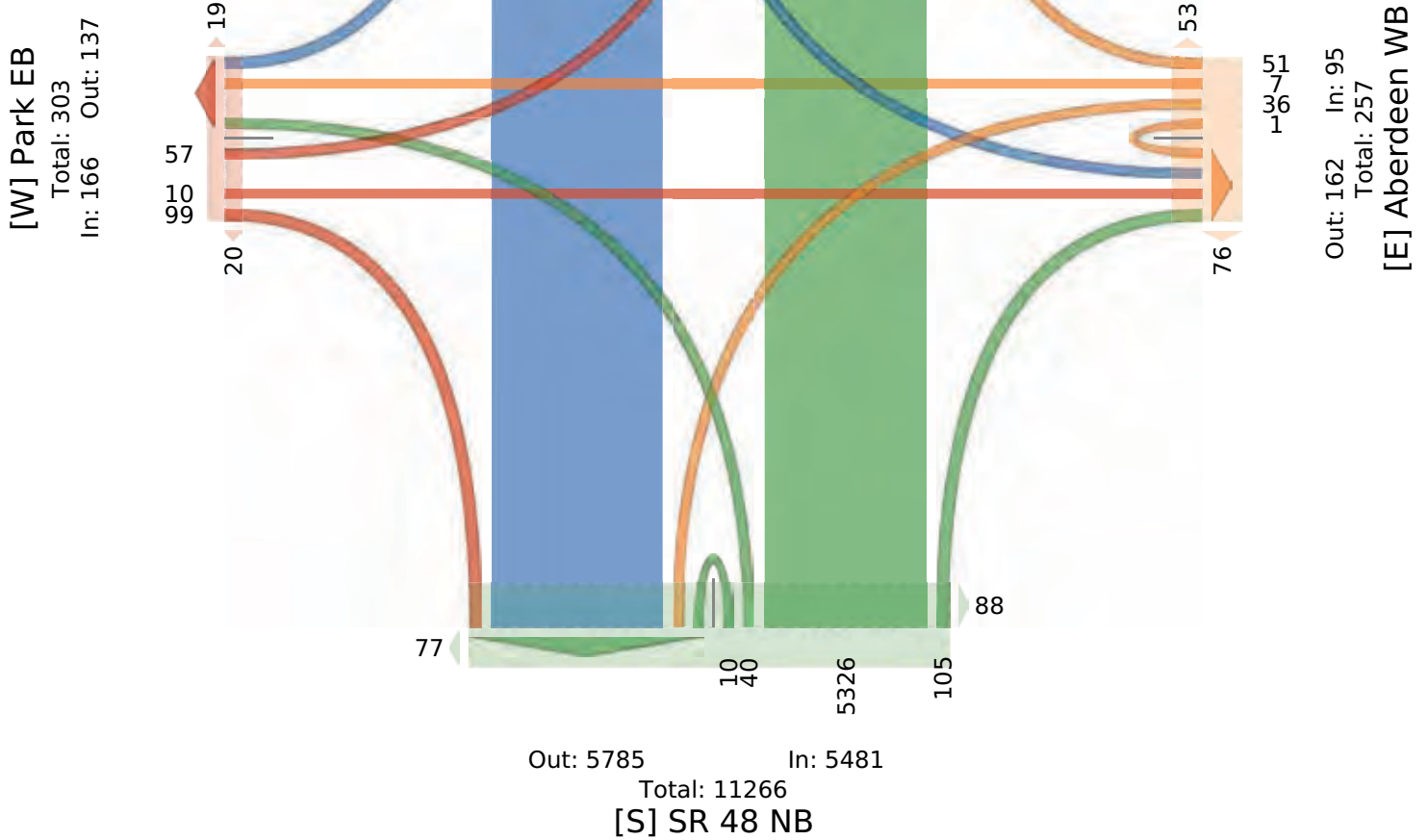
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 11260

In: 5801

Out: 5459



SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Aberdeen WB Westbound						SR 48 NB Northbound						Park EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-07 7:30AM	3	107	1	1	112	0	4	0	4	0	8	0	1	276	1	0	278	3	2	0	1	0	3	4	401
7:45AM	0	104	3	2	109	0	2	0	0	0	2	15	6	283	3	0	292	17	1	0	8	0	9	0	412
8:00AM	3	86	5	3	97	0	2	2	3	0	7	10	4	210	0	0	214	14	0	0	5	0	5	0	323
8:15AM	2	92	6	3	103	0	2	0	3	0	5	3	7	197	2	0	206	26	3	4	2	0	9	0	323
Total	8	389	15	9	421	0	10	2	10	0	22	28	18	966	6	0	990	60	6	4	16	0	26	4	1459
% Approach	1.9%	92.4%	3.6%	2.1%	-	-	45.5%	9.1%	45.5%	0%	-	-	1.8%	97.6%	0.6%	0%	-	-	23.1%	15.4%	61.5%	0%	-	-	-
% Total	0.5%	26.7%	1.0%	0.6%	28.9%	-	0.7%	0.1%	0.7%	0%	1.5%	-	1.2%	66.2%	0.4%	0%	67.9%	-	0.4%	0.3%	1.1%	0%	1.8%	-	-
PHF	0.667	0.909	0.625	0.750	0.940	-	0.625	0.250	0.625	-	0.688	-	0.643	0.853	0.500	-	0.848	-	0.500	0.250	0.500	-	0.722	-	0.885
Lights	8	379	15	9	411	-	10	2	10	0	22	-	18	958	6	0	982	-	6	4	16	0	26	-	1441
% Lights	100%	97.4%	100%	100%	97.6%	-	100%	100%	100%	0%	100%	-	100%	99.2%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	98.8%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	8	0	0	8	-	0	0	0	0	0	-	0	8	0	0	8	-	0	0	0	0	0	-	16
% Buses and Single-Unit Trucks	0%	2.1%	0%	0%	1.9%	-	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	-	52	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	67.9%	-	-	-	-	-	86.7%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	32.1%	-	-	-	-	-	13.3%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

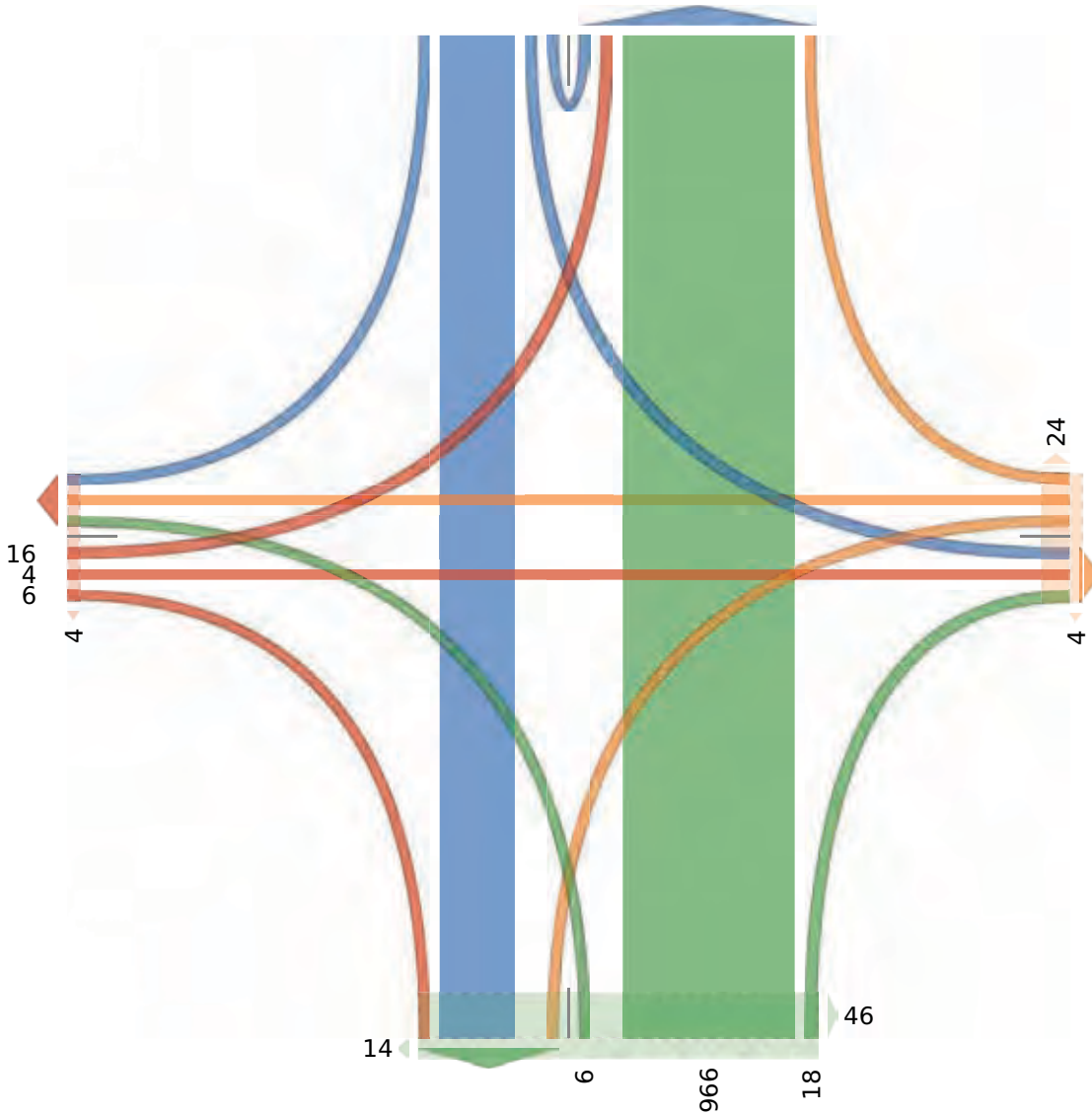
Total: 1422

In: 421

Out: 1001

8 389 15 9

[W] Park EB
Total: 42
In: 26 Out: 16



[E] Aberdeen WB
Out: 37 In: 22
Total: 59

Out: 405

In: 990

Total: 1395

[S] SR 48 NB

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Aberdeen WB Westbound						SR 48 NB Northbound						Park EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-07 11:30AM	3	161	0	2	166	0	2	0	2	0	4	1	8	155	4	3	170	5	6	0	2	0	8	2	348
11:45AM	5	149	1	0	155	0	0	0	1	1	2	6	4	156	2	0	162	3	3	0	1	0	4	0	323
12:00PM	1	142	4	4	151	0	1	0	3	0	4	11	3	125	1	1	130	4	2	0	3	0	5	1	290
12:15PM	0	147	1	3	151	0	1	0	4	0	5	1	0	143	2	1	146	0	0	2	0	0	2	2	304
Total	9	599	6	9	623	0	4	0	10	1	15	19	15	579	9	5	608	12	11	2	6	0	19	5	1265
% Approach	1.4%	96.1%	1.0%	1.4%	-	-	26.7%	0%	66.7%	6.7%	-	-	2.5%	95.2%	1.5%	0.8%	-	-	57.9%	10.5%	31.6%	0%	-	-	-
% Total	0.7%	47.4%	0.5%	0.7%	49.2%	-	0.3%	0%	0.8%	0.1%	1.2%	-	1.2%	45.8%	0.7%	0.4%	48.1%	-	0.9%	0.2%	0.5%	0%	1.5%	-	-
PHF	0.450	0.930	0.375	0.563	0.938	-	0.500	-	0.625	0.250	0.750	-	0.469	0.928	0.563	0.417	0.894	-	0.458	0.250	0.500	-	0.594	-	0.909
Lights	8	589	6	5	608	-	3	0	10	1	14	-	15	566	9	5	595	-	11	2	6	0	19	-	1236
% Lights	88.9%	98.3%	100%	55.6%	97.6%	-	75.0%	0%	100%	100%	93.3%	-	100%	97.8%	100%	100%	97.9%	-	100%	100%	100%	0%	100%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	10	0	4	15	-	1	0	0	0	1	-	0	12	0	0	12	-	0	0	0	0	0	-	28
% Buses and Single-Unit Trucks	11.1%	1.7%	0%	44.4%	2.4%	-	25.0%	0%	0%	0%	6.7%	-	0%	2.1%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	2.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	15	-	-	-	-	-	10	-	-	-	-	-	5	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	78.9%	-	-	-	-	-	83.3%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	21.1%	-	-	-	-	-	16.7%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1221

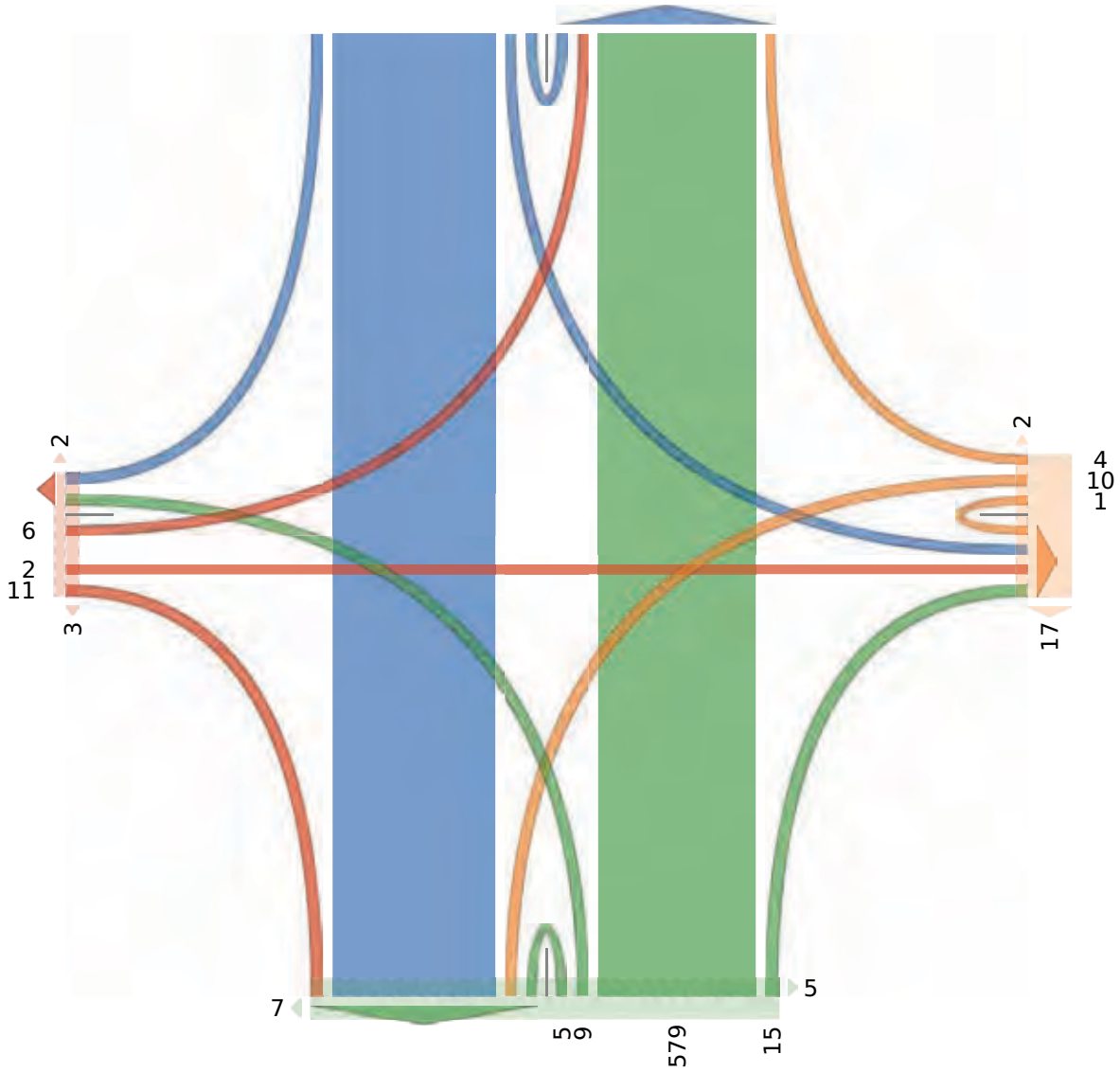
In: 623

Out: 598

[W] Park EB

Total: 37

In: 19 Out: 18



SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						Aberdeen WB Westbound						SR 48 NB Northbound						Park EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-07 4:45PM	3	295	1	1	300	0	0	1	1	0	2	1	5	152	3	0	160	2	4	0	3	0	7	3	469
5:00PM	3	297	3	0	303	0	1	0	2	0	3	2	3	177	1	0	181	2	2	0	1	0	3	1	490
5:15PM	1	346	1	0	348	0	1	0	1	0	2	1	5	198	1	0	204	5	2	0	6	0	8	2	562
5:30PM	4	252	0	0	256	0	2	0	2	0	4	0	2	187	3	1	193	4	3	1	3	0	7	2	460
Total	11	1190	5	1	1207	0	4	1	6	0	11	4	15	714	8	1	738	13	11	1	13	0	25	8	1981
% Approach	0.9%	98.6%	0.4%	0.1%	-	-	36.4%	9.1%	54.5%	0%	-	-	2.0%	96.7%	1.1%	0.1%	-	-	44.0%	4.0%	52.0%	0%	-	-	-
% Total	0.6%	60.1%	0.3%	0.1%	60.9%	-	0.2%	0.1%	0.3%	0%	0.6%	-	0.8%	36.0%	0.4%	0.1%	37.3%	-	0.6%	0.1%	0.7%	0%	1.3%	-	-
PHF	0.688	0.860	0.417	0.250	0.867	-	0.500	0.250	0.750	-0.688	-	0.750	0.902	0.667	0.250	0.904	-	0.688	0.250	0.542	-0.781	-	0.881		
Lights	11	1184	5	1	1201	-	4	1	6	0	11	-	15	709	8	1	733	-	11	1	13	0	25	-	1970
% Lights	100%	99.5%	100%	100%	99.5%	-	100%	100%	100%	0%	100%	-	100%	99.3%	100%	100%	99.3%	-	100%	100%	100%	0%	100%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	11
% Buses and Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-75.0%	-	-	-	-	-	-76.9%	-	-	-	-	-	-75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-25.0%	-	-	-	-	-	-23.1%	-	-	-	-	-	-25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Aberdeen/Park - TMC

Wed Sep 7, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 985496, Location: 39.716075, -84.171999, Site Code: SR 48/Aberdeen/Park

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1939

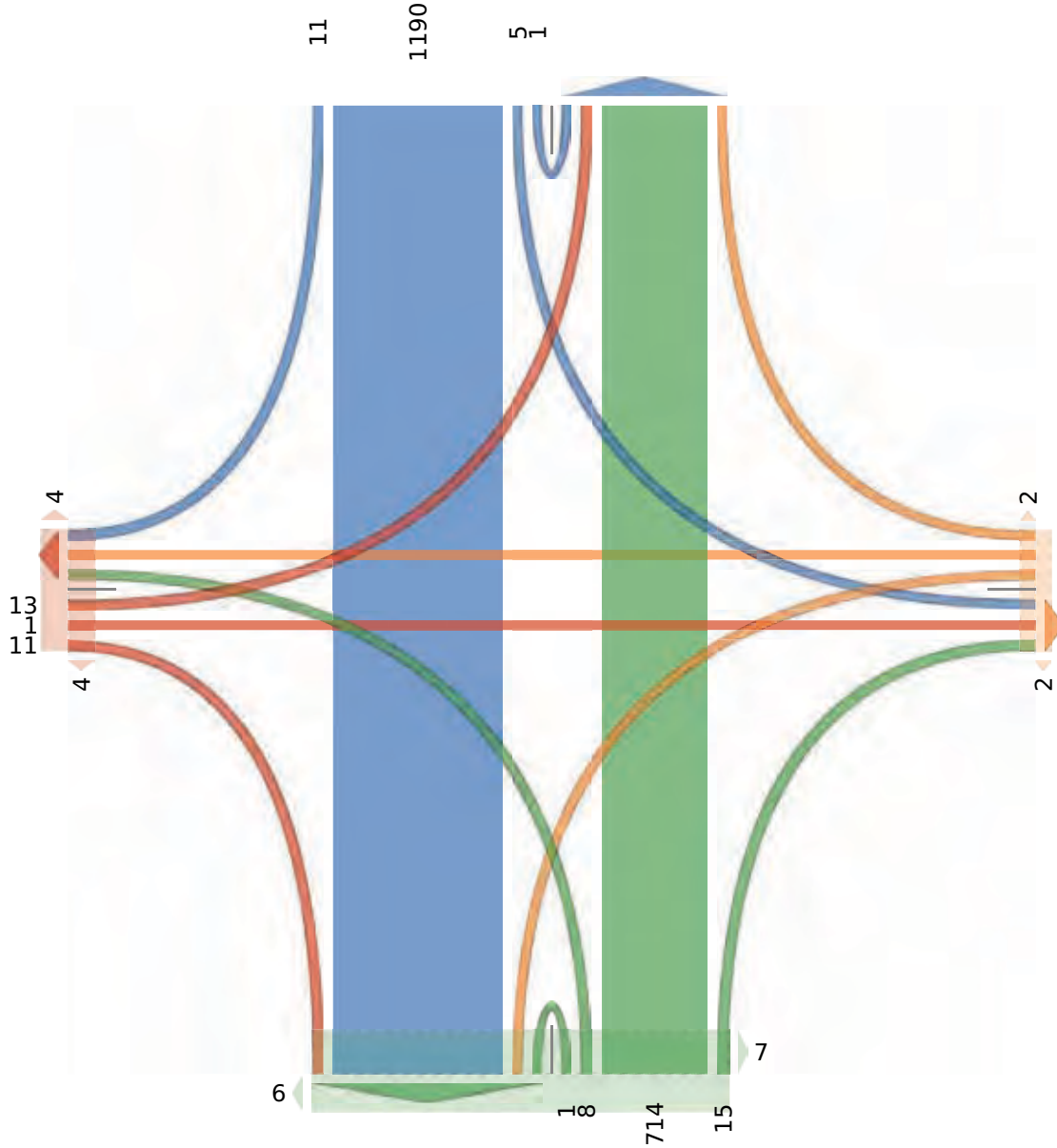
In: 1207

Out: 732

[W] Park EB

Total: 45

In: 25 Out: 20



Out: 21 In: 11

Total: 32

[E] Aberdeen WB

Out: 1208

In: 738

Total: 1946

[S] SR 48 NB

SR 48/Peach Orchard - TMC

Provided by: Crawford Murphy & Tilly Inc.

Wed Sep 14, 2022

(CMT) : Columbus OH

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

8101 N. High Street, Columbus, OH, 43235, US

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Leg Direction	SR 48 SB Southbound								Peach Orchard Dr WB Westbound								SR 48 Frontage Rd NB Northwestbound							
	R	BR	T	L	U	App	Ped*		R	T	BL	L	U	App	Ped*		HR	BR	BL	L	HL	App	Ped*	
2022-09-14 7:00AM	1	2	62	1	0	66	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
7:15AM	1	1	102	2	0	106	0	0	0	1	2	0	3	0	1	0	0	0	0	0	0	1	1	
7:30AM	2	1	126	3	0	132	0	1	0	0	2	0	3	0	0	1	0	0	0	0	0	1	0	
7:45AM	2	0	130	2	1	135	0	1	1	0	0	0	2	0	0	2	0	0	0	0	0	2	1	
Hourly Total	6	4	420	8	1	439	0	2	1	1	4	0	8	1	1	3	0	0	0	0	0	4	2	
8:00AM	2	3	97	1	1	104	0	2	4	1	1	0	8	2	2	2	7	3	0	0	14	8		
8:15AM	6	2	125	1	3	137	0	2	4	1	1	0	8	4	2	0	1	0	1	0	4	3		
8:30AM	3	6	122	3	1	135	0	4	3	3	1	0	11	2	1	5	0	2	0	0	8	3		
8:45AM	4	5	148	3	1	161	0	1	1	2	3	0	7	3	6	2	3	3	0	0	14	0		
Hourly Total	15	16	492	8	6	537	0	9	12	7	6	0	34	11	11	9	11	8	1	0	40	14		
11:00AM	2	4	120	3	1	130	1	0	0	1	2	0	3	0	13	4	0	0	0	0	17	1		
11:15AM	0	10	150	4	0	164	0	1	2	1	1	0	5	1	14	2	0	0	0	0	16	1		
11:30AM	5	14	162	4	0	185	0	1	2	0	1	0	4	4	9	8	0	0	0	0	17	0		
11:45AM	6	11	152	0	0	169	0	1	0	2	1	0	4	1	14	5	0	0	0	0	19	2		
Hourly Total	13	39	584	11	1	648	1	3	4	4	5	0	16	6	50	19	0	0	0	0	69	4		
12:00PM	1	8	163	2	0	174	0	1	1	1	4	0	7	5	11	4	0	3	0	0	18	3		
12:15PM	5	16	166	3	0	190	0	0	0	3	0	0	3	2	9	6	2	4	0	0	21	1		
12:30PM	5	6	167	4	0	182	0	2	1	2	4	0	9	0	14	9	1	3	0	0	27	4		
12:45PM	3	9	160	1	1	174	0	0	2	3	3	0	8	0	16	10	2	6	0	0	34	0		
Hourly Total	14	39	656	10	1	720	0	3	4	9	11	0	27	7	50	29	5	16	0	0	100	8		
2:00PM	4	7	142	0	0	153	0	1	1	2	3	0	7	0	18	8	0	0	0	0	26	0		
2:15PM	3	10	149	2	1	165	0	0	2	1	3	0	6	0	11	6	0	0	0	0	17	0		
2:30PM	1	6	171	4	1	183	0	0	1	0	0	0	1	2	16	9	0	0	0	0	25	0		
2:45PM	4	8	152	4	0	168	0	1	0	2	1	0	4	3	9	6	0	0	0	0	15	4		
Hourly Total	12	31	614	10	2	669	0	2	4	5	7	0	18	5	54	29	0	0	0	0	83	4		
3:00PM	1	7	176	4	1	189	0	1	2	0	3	0	6	1	16	4	0	0	0	0	20	3		
3:15PM	7	6	180	2	0	195	0	2	9	2	3	0	16	5	6	4	0	0	0	0	10	12		
3:30PM	3	6	200	1	2	212	0	0	4	2	9	0	15	3	13	6	0	0	0	0	19	10		
3:45PM	5	14	234	0	0	253	0	1	6	2	2	0	11	2	17	7	0	0	0	0	24	4		
Hourly Total	16	33	790	7	3	849	0	4	21	6	17	0	48	11	52	21	0	0	0	0	73	29		
4:00PM	4	2	256	2	1	265	0	2	4	0	4	0	10	0	12	14	0	0	0	0	26	2		
4:15PM	6	4	248	0	0	258	1	0	0	1	3	0	4	0	12	7	0	0	0	0	19	5		
4:30PM	3	0	224	2	0	229	0	0	7	2	9	0	18	1	15	3	0	0	0	0	18	6		
4:45PM	3	7	262	8	0	280	0	0	5	1	0	0	6	5	8	5	0	0	0	0	13	5		
Hourly Total	16	13	990	12	1	1032	1	2	16	4	16	0	38	6	47	29	0	0	0	0	76	18		
5:00PM	3	9	222	5	1	240	0	0	2	0	0	0	2	0	21	4	1	0	0	0	26	7		
5:15PM	2	2	253	0	0	257	0	3	2	0	4	0	9	7	12	6	0	0	0	0	18	7		
5:30PM	5	4	220	3	0	232	0	1	4	1	0	0	6	1	8	10	0	0	0	0	18	1		
5:45PM	5	4	201	2	0	212	2	1	1	1	2	0	5	0	14	6	0	0	0	0	20	1		
Hourly Total	15	19	896	10	1	941	2	5	9	2	6	0	22	8	55	26	1	0	0	0	82	16		
Total	107	194	5442	76	16	5835	4	30	71	38	72	0	211	55	320	165	17	24	1	0	527	95		
% Approach	1.8%	3.3%	93.3%	1.3%	0.3%	-	-	14.2%	33.6%	18.0%	34.1%	0%	-	-	60.7%	31.3%	3.2%	4.6%	0.2%	-	-	-		
% Total	0.9%	1.6%	44.7%	0.6%	0.1%	48.0%	-	0.2%	0.6%	0.3%	0.6%	0%	1.7%	-	2.6%	1.4%	0.1%	0.2%	0%	0%	4.3%	-		
Lights	106	192	5375	70	10	5753	-	27	70	38	68	0	203	-	318	165	16	24	1	0	524	-		
% Lights	99.1%	99.0%	98.8%	92.1%	62.5%	98.6%	-	90.0%	98.6%	100%	94.4%	0%	96.2%	-	99.4%	100%	94.1%	100%	100%	0%	99.4%	-		
Articulated Trucks	0	0	9	0	0	9	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	-		
% Articulated Trucks	0%	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	-		
Buses and Single-Unit Trucks	1	2	58	6	6	73	-	3	1	0	4	0	8	-	2	0	1	0	0	0	3	-		
% Buses and Single-Unit Trucks	0.9%	1.0%	1.1%	7.9%	37.5%	1.3%	-	10.0%	1.4%	0%	5.6%	0%	3.8%	-	0.6%	0%	5.9%	0%	0%	0%	0.6%	-		
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	51	-	-	-	-	-	-	-	81		
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	92.7%	-	-	-	-	-	-	-	85.3%		

Leg Direction	SR 48 SB Southbound	Peach Orchard Dr WB Westbound	SR 48 Frontage Rd NB Northwestbound
Time	R BR T L U App Ped*	R T BL L U App Ped*	HR BR BL L HL App Ped*
Bicycles on Crosswalk	- - - - - 0	- - - - - 4	- - - - - 14
% Bicycles on Crosswalk	- - - - - 0%	- - - - - 7.3%	- - - - - 14.7%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Provided by: Crawford Murphy & Tilly Inc.

Wed Sep 14, 2022

(CMT) : Columbus OH

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

8101 N. High Street, Columbus, OH, 43235, US

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Leg Direction	SR 48 NB Northbound								SR 48 Frontage Rd SB Northeastbound		Peach Orchard Dr EB Eastbound						
Time	R	T	L	HL	U	App	Ped*	App	Ped*	HR	R	T	L	U	App	Ped*	Int
2022-09-14 7:00AM	0	116	1	1	0	118	0	0	0	0	0	1	3	0	4	2	188
7:15AM	0	176	1	0	0	177	1	0	1	0	1	1	6	0	8	2	295
7:30AM	0	248	0	2	0	250	0	0	0	1	0	1	7	0	9	1	395
7:45AM	0	252	3	2	1	258	1	0	1	2	0	1	11	0	14	3	411
Hourly Total	0	792	5	5	1	803	2	0	2	3	1	4	27	0	35	8	1289
8:00AM	0	207	7	3	0	217	8	0	8	0	2	6	13	0	21	2	364
8:15AM	0	193	1	0	1	195	3	0	3	2	2	5	5	0	14	2	358
8:30AM	0	200	0	2	0	202	3	0	4	0	1	1	3	0	5	0	361
8:45AM	1	166	3	3	0	173	0	0	2	2	1	4	8	0	15	0	370
Hourly Total	1	766	11	8	1	787	14	0	17	4	6	16	29	0	55	4	1453
11:00AM	1	97	2	0	0	100	1	0	1	3	3	1	5	0	12	2	262
11:15AM	1	151	1	4	0	157	1	0	1	1	0	1	4	0	6	0	348
11:30AM	0	125	0	4	0	129	0	0	0	3	0	2	8	0	13	0	348
11:45AM	0	135	6	2	0	143	2	0	2	2	0	1	9	0	12	0	347
Hourly Total	2	508	9	10	0	529	4	0	4	9	3	5	26	0	43	2	1305
12:00PM	0	137	0	3	0	140	4	0	4	2	1	2	9	0	14	2	353
12:15PM	1	137	2	4	0	144	1	0	1	5	3	2	0	0	10	2	368
12:30PM	0	143	1	3	0	147	4	0	4	2	1	0	7	0	10	0	375
12:45PM	2	147	2	6	0	157	0	0	0	0	6	1	7	0	14	1	387
Hourly Total	3	564	5	16	0	588	9	0	9	9	11	5	23	0	48	5	1483
2:00PM	1	143	0	4	0	148	0	0	0	3	0	3	5	0	11	1	345
2:15PM	1	121	4	2	0	128	0	0	0	3	0	3	6	0	12	0	328
2:30PM	1	155	0	1	0	157	0	0	0	1	1	2	8	0	12	0	378
2:45PM	0	161	3	1	0	165	4	0	0	4	2	5	9	0	20	0	372
Hourly Total	3	580	7	8	0	598	4	0	0	11	3	13	28	0	55	1	1423
3:00PM	0	146	2	2	0	150	4	0	3	2	1	7	16	0	26	0	391
3:15PM	1	158	2	1	0	162	12	0	12	4	5	6	4	0	19	0	402
3:30PM	0	131	0	0	0	131	12	0	8	0	2	3	10	0	15	2	392
3:45PM	1	147	0	2	1	151	4	0	4	3	3	3	7	0	16	2	455
Hourly Total	2	582	4	5	1	594	32	0	27	9	11	19	37	0	76	4	1640
4:00PM	0	135	0	3	0	138	2	0	2	0	1	4	11	0	16	0	455
4:15PM	1	141	1	2	0	145	5	0	5	1	5	8	7	0	21	0	447
4:30PM	0	147	0	0	0	147	6	0	5	2	1	8	8	0	19	6	431
4:45PM	1	141	2	0	0	144	5	0	5	1	3	5	12	0	21	3	464
Hourly Total	2	564	3	5	0	574	18	0	17	4	10	25	38	0	77	9	1797
5:00PM	1	161	1	1	0	164	7	0	6	1	2	7	14	0	24	3	456
5:15PM	0	172	1	0	0	173	7	0	7	0	4	1	9	0	14	5	471
5:30PM	0	160	3	0	0	163	1	0	1	2	3	4	6	0	15	1	434
5:45PM	3	148	2	1	0	154	1	0	3	2	4	6	10	0	22	0	413
Hourly Total	4	641	7	2	0	654	16	0	17	5	13	18	39	0	75	9	1774
Total	17	4997	51	59	3	5127	99	0	93	54	58	105	247	0	464	42	12164
% Approach	0.3%	97.5%	1.0%	1.2%	0.1%	-	-	-	-	11.6%	12.5%	22.6%	53.2%	0%	-	-	-
% Total	0.1%	41.1%	0.4%	0.5%	0%	42.1%	-	0%	-	0.4%	0.5%	0.9%	2.0%	0%	3.8%	-	-
Lights	17	4938	50	59	3	5067	-	0	-	54	57	103	240	0	454	-	12001
% Lights	100%	98.8%	98.0%	100%	100%	98.8%	-	-	-	100%	98.3%	98.1%	97.2%	0%	97.8%	-	98.7%
Articulated Trucks	0	9	0	0	0	9	-	0	-	0	0	0	0	0	0	-	18
% Articulated Trucks	0%	0.2%	0%	0%	0%	0.2%	-	-	-	0%	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	50	1	0	0	51	-	0	-	0	1	2	7	0	10	-	145
% Buses and Single-Unit Trucks	0%	1.0%	2.0%	0%	0%	1.0%	-	-	-	0%	1.7%	1.9%	2.8%	0%	2.2%	-	1.2%
Pedestrians	-	-	-	-	-	-	85	-	80	-	-	-	-	-	-	28	-
% Pedestrians	-	-	-	-	-	-	85.9%	-	86.0%	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	-	14	-	13	-	-	-	-	-	-	14	-
% Bicycles on Crosswalk	-	-	-	-	-	-	14.1%	-	14.0%	-	-	-	-	-	-	33.3%	-

Leg Direction	SR 48 NB Northbound	SR 48 Frontage Rd SB Northeastbound	Peach Orchard Dr EB Eastbound	
Time	R T L HL U App Ped*	App Ped*	HR R T L U App Ped*	Int

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

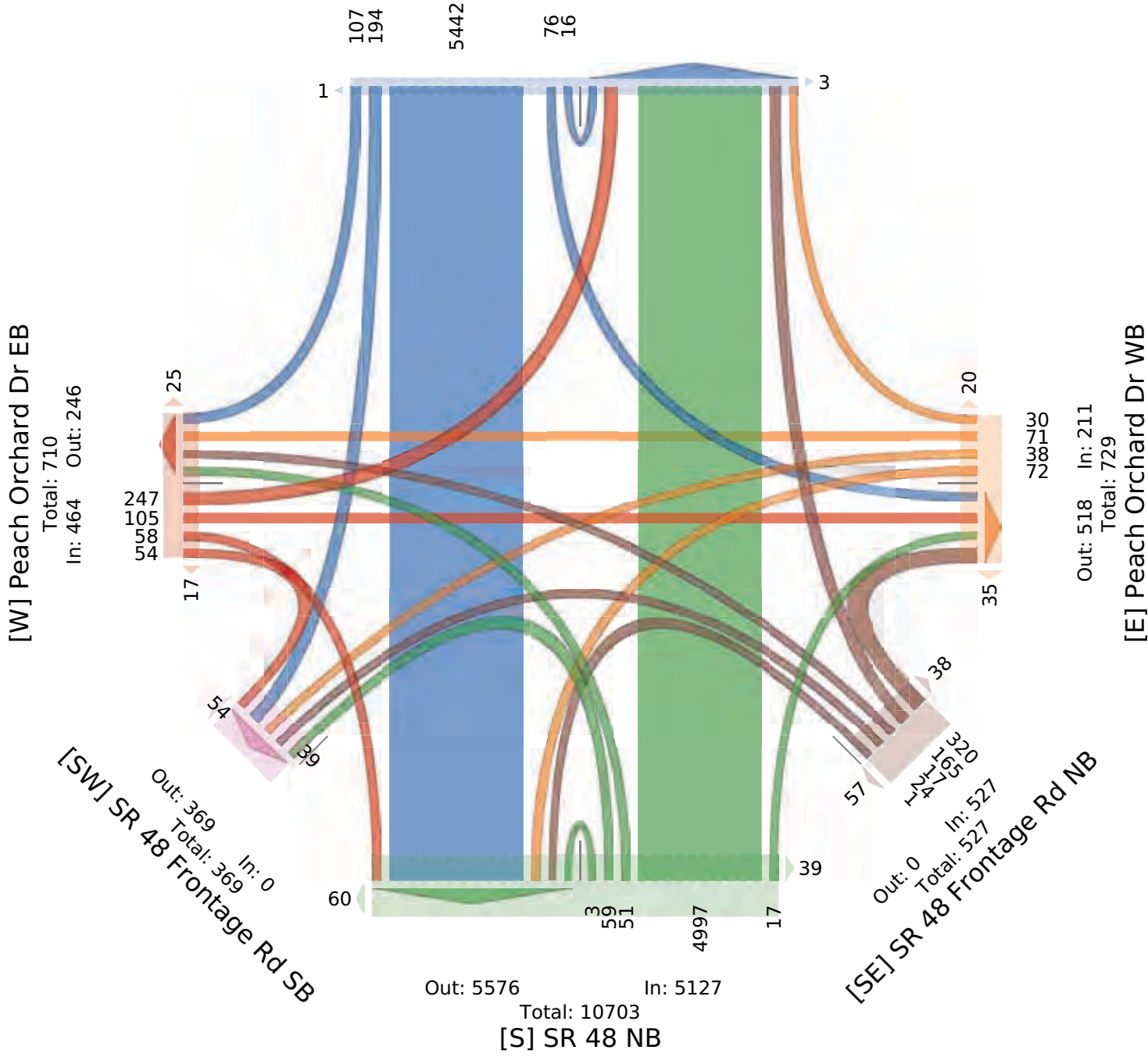
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 11290

In: 5835

Out: 5455



SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound							Peach Orchard Dr WB Westbound							SR 48 Frontage Rd NB Northwestbound						
	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*	HR	BR	BL	L	HL	App	Ped*
2022-09-14 7:30AM	2	1	126	3	0	132	0	1	0	0	2	0	3	0	0	1	0	0	0	1	0
7:45AM	2	0	130	2	1	135	0	1	1	0	0	0	2	0	0	2	0	0	0	2	1
8:00AM	2	3	97	1	1	104	0	2	4	1	1	0	8	2	2	2	7	3	0	14	8
8:15AM	6	2	125	1	3	137	0	2	4	1	1	0	8	4	2	0	1	0	1	4	3
Total	12	6	478	7	5	508	0	6	9	2	4	0	21	6	4	5	8	3	1	21	12
% Approach	2.4%	1.2%	94.1%	1.4%	1.0%	-	-	28.6%	42.9%	9.5%	19.0%	0%	-	-	19.0%	23.8%	38.1%	14.3%	4.8%	-	-
% Total	0.8%	0.4%	31.3%	0.5%	0.3%	33.2%	-	0.4%	0.6%	0.1%	0.3%	0%	1.4%	-	0.3%	0.3%	0.5%	0.2%	0.1%	1.4%	-
PHF	0.500	0.500	0.919	0.583	0.417	0.927	-	0.750	0.563	0.500	0.500	-	0.656	-	0.500	0.625	0.286	0.250	0.250	0.375	-
Lights	12	6	470	7	3	498	-	6	8	2	4	0	20	-	4	5	7	3	1	20	-
% Lights	100%	100%	98.3%	100%	60.0%	98.0%	-	100%	88.9%	100%	100%	0%	95.2%	-	100%	100%	87.5%	100%	100%	95.2%	-
Articulated Trucks	0	0	2	0	0	2	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Buses and Single-Unit Trucks	0	0	6	0	2	8	-	0	1	0	0	0	1	-	0	0	1	0	0	1	-
% Buses and Single-Unit Trucks	0%	0%	1.3%	0%	40.0%	1.6%	-	0%	11.1%	0%	0%	0%	4.8%	-	0%	0%	12.5%	0%	0%	4.8%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	5	-	-	-	-	-	-	9
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3%	-	-	-	-	-	-	75.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	3
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7%	-	-	-	-	-	-	25.0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 NB Northbound							SR 48 Frontage Rd SB Northeastbound		Peach Orchard Dr EB Eastbound						Int	
	R	T	L	HL	U	App	Ped*	App	Ped*	HR	R	T	L	U	App		Ped*
2022-09-14 7:30AM	0	248	0	2	0	250	0	0	0	1	0	1	7	0	9	1	395
7:45AM	0	252	3	2	1	258	1	0	1	2	0	1	11	0	14	3	411
8:00AM	0	207	7	3	0	217	8	0	8	0	2	6	13	0	21	2	364
8:15AM	0	193	1	0	1	195	3	0	3	2	2	5	5	0	14	2	358
Total	0	900	11	7	2	920	12	0	12	5	4	13	36	0	58	8	1528
% Approach	0%	97.8%	1.2%	0.8%	0.2%	-	-	-	-	8.6%	6.9%	22.4%	62.1%	0%	-	-	-
% Total	0%	58.9%	0.7%	0.5%	0.1%	60.2%	-	0%	-	0.3%	0.3%	0.9%	2.4%	0%	3.8%	-	-
PHF	-	0.893	0.393	0.583	0.500	0.891	-	-	-	0.625	0.500	0.542	0.692	-	0.690	-	0.929
Lights	0	894	10	7	2	913	-	0	-	5	3	13	34	0	55	-	1506
% Lights	0%	99.3%	90.9%	100%	100%	99.2%	-	-	-	100%	75.0%	100%	94.4%	0%	94.8%	-	98.6%
Articulated Trucks	0	1	0	0	0	1	-	0	-	0	0	0	0	0	0	-	3
% Articulated Trucks	0%	0.1%	0%	0%	0%	0.1%	-	-	-	0%	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	5	1	0	0	6	-	0	-	0	1	0	2	0	3	-	19
% Buses and Single-Unit Trucks	0%	0.6%	9.1%	0%	0%	0.7%	-	-	-	0%	25.0%	0%	5.6%	0%	5.2%	-	1.2%
Pedestrians	-	-	-	-	-	-	9	-	9	-	-	-	-	-	-	-	5
% Pedestrians	-	-	-	-	-	-	75.0%	-	75.0%	-	-	-	-	-	-	-	62.5%
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	3	-	-	-	-	-	-	-	3
% Bicycles on Crosswalk	-	-	-	-	-	-	25.0%	-	25.0%	-	-	-	-	-	-	-	37.5%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1460

In: 508

Out: 952

12 6 478 7 5

[W] Peach Orchard Dr EB

Total: 98
In: 58 Out: 40

7
36
13
4
5
1

4
2
1
1
1
1

Out: 24 In: 21
Total: 45

[E] Peach Orchard Dr WB

[SW] SR 48 Frontage Rd SB

Out: 23 In: 0
Total: 23

12

[SE] SR 48 Frontage Rd NB

Out: 0 In: 21
Total: 21

Out: 489

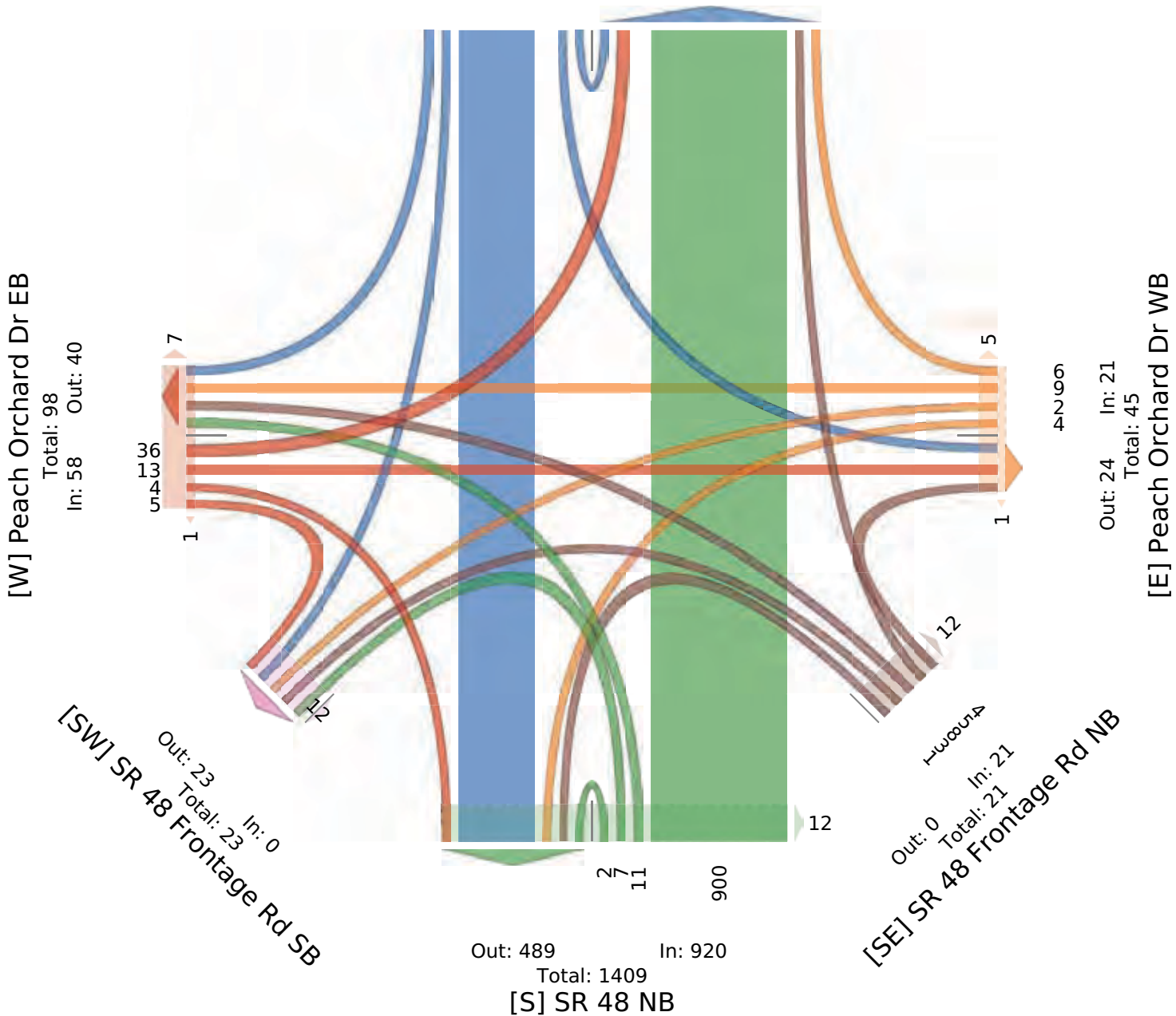
In: 920

Total: 1409

[S] SR 48 NB

2 7 11

900



SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound							Peach Orchard Dr WB Westbound							SR 48 Frontage Rd NB Northwestbound						
Time	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*	HR	BR	BL	L	HL	App	Ped*
2022-09-14 12:00PM	1	8	163	2	0	174	0	1	1	1	4	0	7	5	11	4	0	3	0	18	3
12:15PM	5	16	166	3	0	190	0	0	0	3	0	0	3	2	9	6	2	4	0	21	1
12:30PM	5	6	167	4	0	182	0	2	1	2	4	0	9	0	14	9	1	3	0	27	4
12:45PM	3	9	160	1	1	174	0	0	2	3	3	0	8	0	16	10	2	6	0	34	0
Total	14	39	656	10	1	720	0	3	4	9	11	0	27	7	50	29	5	16	0	100	8
% Approach	1.9%	5.4%	91.1%	1.4%	0.1%	-	-	11.1%	14.8%	33.3%	40.7%	0%	-	-	50.0%	29.0%	5.0%	16.0%	0%	-	-
% Total	0.9%	2.6%	44.2%	0.7%	0.1%	48.6%	-	0.2%	0.3%	0.6%	0.7%	0%	1.8%	-	3.4%	2.0%	0.3%	1.1%	0%	6.7%	-
PHF	0.700	0.609	0.982	0.625	0.250	0.947	-	0.375	0.500	0.750	0.688	-	0.750	-	0.781	0.725	0.625	0.667	-	0.735	-
Lights	14	39	647	10	1	711	-	3	4	9	10	0	26	-	49	29	5	16	0	99	-
% Lights	100%	100%	98.6%	100%	100%	98.8%	-	100%	100%	100%	90.9%	0%	96.3%	-	98.0%	100%	100%	100%	0%	99.0%	-
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-
Buses and Single-Unit Trucks	0	0	9	0	0	9	-	0	0	0	1	0	1	-	1	0	0	0	0	1	-
% Buses and Single-Unit Trucks	0%	0%	1.4%	0%	0%	1.3%	-	0%	0%	0%	9.1%	0%	3.7%	-	2.0%	0%	0%	0%	0%	1.0%	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	7	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 NB Northbound							SR 48 Frontage Rd SB Northeastbound		Peach Orchard Dr EB Eastbound							
Time	R	T	L	HL	U	App	Ped*	App	Ped*	HR	R	T	L	U	App	Ped*	Int
2022-09-14 12:00PM	0	137	0	3	0	140	4	0	4	2	1	2	9	0	14	2	353
12:15PM	1	137	2	4	0	144	1	0	1	5	3	2	0	0	10	2	368
12:30PM	0	143	1	3	0	147	4	0	4	2	1	0	7	0	10	0	375
12:45PM	2	147	2	6	0	157	0	0	0	0	6	1	7	0	14	1	387
Total	3	564	5	16	0	588	9	0	9	9	11	5	23	0	48	5	1483
% Approach	0.5%	95.9%	0.9%	2.7%	0%	-	-	-	-	18.8%	22.9%	10.4%	47.9%	0%	-	-	-
% Total	0.2%	38.0%	0.3%	1.1%	0%	39.6%	-	0%	-	0.6%	0.7%	0.3%	1.6%	0%	3.2%	-	-
PHF	0.375	0.959	0.625	0.667	-	0.936	-	-	-	0.450	0.458	0.625	0.639	-	0.857	-	0.958
Lights	3	553	5	16	0	577	-	0	-	9	11	5	23	0	48	-	1461
% Lights	100%	98.0%	100%	100%	0%	98.1%	-	-	-	100%	100%	100%	100%	0%	100%	-	98.5%
Articulated Trucks	0	0	0	0	0	0	-	0	-	0	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	11	0	0	0	11	-	0	-	0	0	0	0	0	0	-	22
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	0%	1.9%	-	-	-	0%	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	-	9	-	9	-	-	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	100%	-	100%	-	-	-	-	-	-	-	60.0%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	0	-	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	0%	-	-	-	-	-	-	-	40.0%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1340

In: 720

Out: 620

14 39 656 10 1

[W] Peach Orchard Dr EB

Total: 76
In: 48 Out: 28

23 11 5 9 3 2

[SW] SR 48 Frontage Rd SB
Out: 89 Total: 89 In: 0

7

Out: 678

In: 588

[S] SR 48 NB

Total: 1266

16 5 564 3 2

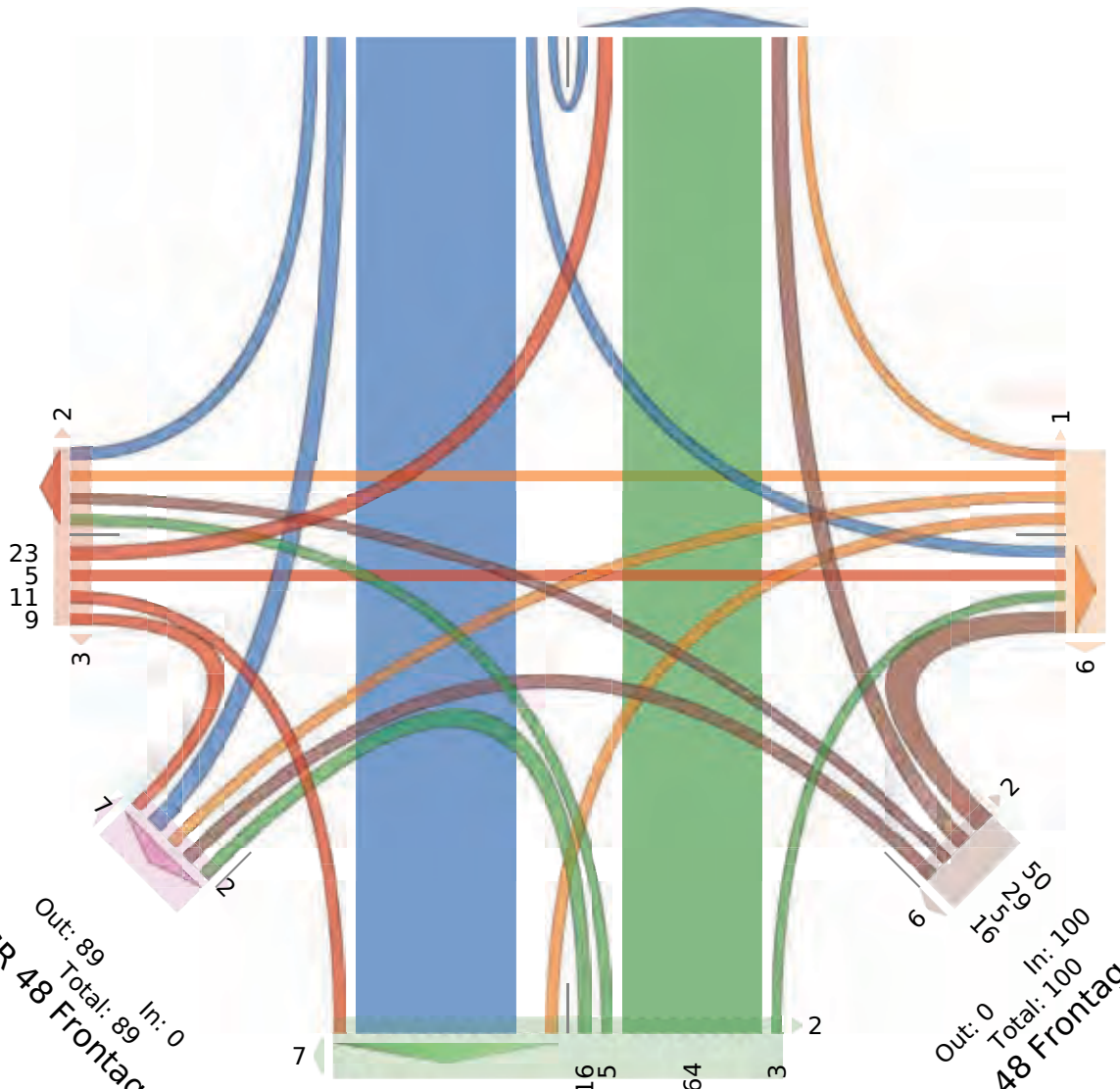
[SE] SR 48 Frontage Rd NB
Out: 0 Total: 100 In: 100

6 6 1 2 0

[E] Peach Orchard Dr WB

Out: 68 In: 27
Total: 95

11 10 4 3 1



SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.
(CMT) : Columbus OH
8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound								Peach Orchard Dr WB Westbound								SR 48 Frontage Rd NB Northwestbound							
	R	BR	T	L	U	App	Ped*	R	T	BL	L	U	App	Ped*	HR	BR	BL	L	HL	App	Ped*			
2022-09-14 4:45PM	3	7	262	8	0	280	0	0	5	1	0	0	6	5	8	5	0	0	0	13	5			
5:00PM	3	9	222	5	1	240	0	0	2	0	0	0	2	0	21	4	1	0	0	26	7			
5:15PM	2	2	253	0	0	257	0	3	2	0	4	0	9	7	12	6	0	0	0	18	7			
5:30PM	5	4	220	3	0	232	0	1	4	1	0	0	6	1	8	10	0	0	0	18	1			
Total	13	22	957	16	1	1009	0	4	13	2	4	0	23	13	49	25	1	0	0	75	20			
% Approach	1.3%	2.2%	94.8%	1.6%	0.1%	-	-	17.4%	56.5%	8.7%	17.4%	0%	-	-	65.3%	33.3%	1.3%	0%	0%	-	-			
% Total	0.7%	1.2%	52.4%	0.9%	0.1%	55.3%	-	0.2%	0.7%	0.1%	0.2%	0%	1.3%	-	2.7%	1.4%	0.1%	0%	0%	4.1%	-			
PHF	0.650	0.611	0.913	0.500	0.250	0.901	-	0.333	0.650	0.500	0.250	-	0.639	-	0.583	0.625	0.250	-	-	0.721	-			
Lights	13	22	951	16	1	1003	-	3	13	2	2	0	20	-	49	25	1	0	0	75	-			
% Lights	100%	100%	99.4%	100%	100%	99.4%	-	75.0%	100%	100%	50.0%	0%	87.0%	-	100%	100%	100%	0%	0%	100%	-			
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-			
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	-			
Buses and Single-Unit Trucks	0	0	6	0	0	6	-	1	0	0	2	0	3	-	0	0	0	0	0	0	-			
% Buses and Single-Unit Trucks	0%	0%	0.6%	0%	0%	0.6%	-	25.0%	0%	0%	50.0%	0%	13.0%	-	0%	0%	0%	0%	0%	0%	-			
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	13	-	-	-	-	-	-	17			
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	85.0%			
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	3			
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	15.0%			

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 NB Northbound							SR 48 Frontage Rd SB Northeastbound			Peach Orchard Dr EB Eastbound						
Time	R	T	L	HL	U	App	Ped*	App	Ped*	HR	R	T	L	U	App	Ped*	Int
2022-09-14 4:45PM	1	141	2	0	0	144	5	0	5	1	3	5	12	0	21	3	464
5:00PM	1	161	1	1	0	164	7	0	6	1	2	7	14	0	24	3	456
5:15PM	0	172	1	0	0	173	7	0	7	0	4	1	9	0	14	5	471
5:30PM	0	160	3	0	0	163	1	0	1	2	3	4	6	0	15	1	434
Total	2	634	7	1	0	644	20	0	19	4	12	17	41	0	74	12	1825
% Approach	0.3%	98.4%	1.1%	0.2%	0%	-	-	-	-	5.4%	16.2%	23.0%	55.4%	0%	-	-	-
% Total	0.1%	34.7%	0.4%	0.1%	0%	35.3%	-	0%	-	0.2%	0.7%	0.9%	2.2%	0%	4.1%	-	-
PHF	0.500	0.922	0.583	0.250	-	0.931	-	-	-	0.500	0.750	0.607	0.732	-	0.771	-	0.969
Lights	2	632	7	1	0	642	-	0	-	4	12	17	41	0	74	-	1814
% Lights	100%	99.7%	100%	100%	0%	99.7%	-	-	-	100%	100%	100%	100%	0%	100%	-	99.4%
Articulated Trucks	0	0	0	0	0	0	-	0	-	0	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	-	-	-	0%	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	2	0	0	0	2	-	0	-	0	0	0	0	0	0	-	11
% Buses and Single-Unit Trucks	0%	0.3%	0%	0%	0%	0.3%	-	-	-	0%	0%	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	-	-	17	-	17	-	-	-	-	-	-	-	8
% Pedestrians	-	-	-	-	-	-	85.0%	-	89.5%	-	-	-	-	-	-	-	66.7%
Bicycles on Crosswalk	-	-	-	-	-	-	3	-	2	-	-	-	-	-	-	-	4
% Bicycles on Crosswalk	-	-	-	-	-	-	15.0%	-	10.5%	-	-	-	-	-	-	-	33.3%

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

SR 48/Peach Orchard - TMC

Wed Sep 14, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987711, Location: 39.710657, -84.171226, Site Code: SR 48/Peach Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1714

In: 1009

Out: 705

13
22

957

16
1

[W] Peach Orchard Dr EB

Total: 108
In: 74 Out: 34

41
17
12
4

8

4

13

6

5

8

4
13

Out: 84 In: 23

Total: 107

[E] Peach Orchard Dr WB

[SW] SR 48 Frontage Rd SB
Out: 29 Total: 29 In: 0

14

17

634

2

6

Out: 973

In: 644

Total: 1617

[S] SR 48 NB

[SE] SR 48 Frontage Rd NB
Out: 0 Total: 75 In: 75

14

4

6

16

16

SR 48/Orchard - TMC

Thu Sep 15, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound				SR 48 NB Northbound				
Time	T	U	App	Ped*	T	U	App	Ped*	Int
2022-09-15 7:00AM	65	0	65	0	104	0	104	0	169
7:15AM	94	0	94	0	162	0	162	0	256
7:30AM	139	0	139	0	259	0	259	0	398
7:45AM	120	0	120	0	265	0	265	0	385
Hourly Total	418	0	418	0	790	0	790	0	1208
8:00AM	131	0	131	9	185	0	185	9	316
8:15AM	105	0	105	2	185	0	185	3	290
8:30AM	116	0	116	2	164	0	164	2	280
8:45AM	147	0	147	1	191	0	191	1	338
Hourly Total	499	0	499	14	725	0	725	15	1224
11:00AM	153	0	153	1	146	0	146	0	299
11:15AM	161	0	161	2	136	0	136	0	297
11:30AM	175	1	176	5	147	0	147	0	323
11:45AM	166	0	166	2	181	0	181	0	347
Hourly Total	655	1	656	10	610	0	610	0	1266
12:00PM	188	0	188	2	152	0	152	2	340
12:15PM	184	0	184	3	166	0	166	3	350
12:30PM	160	0	160	8	179	0	179	8	339
12:45PM	179	0	179	8	163	0	163	7	342
Hourly Total	711	0	711	21	660	0	660	20	1371
2:00PM	165	0	165	8	138	0	138	0	303
2:15PM	181	0	181	5	142	0	142	0	323
2:30PM	180	0	180	2	169	0	169	0	349
2:45PM	174	0	174	3	189	0	189	0	363
Hourly Total	700	0	700	18	638	0	638	0	1338
3:00PM	162	0	162	5	165	0	165	5	327
3:15PM	211	0	211	3	171	0	171	3	382
3:30PM	214	0	214	12	138	0	138	12	352
3:45PM	222	0	222	2	147	0	147	2	369
Hourly Total	809	0	809	22	621	0	621	22	1430
4:00PM	189	0	189	0	154	0	154	0	343
4:15PM	200	0	200	0	168	0	168	0	368
4:30PM	198	0	198	0	133	0	133	0	331
4:45PM	245	0	245	2	167	0	167	0	412
Hourly Total	832	0	832	2	622	0	622	0	1454
5:00PM	270	0	270	0	202	0	202	0	472
5:15PM	286	0	286	3	207	0	207	0	493
5:30PM	222	0	222	0	195	0	195	0	417
5:45PM	178	0	178	1	195	0	195	0	373
Hourly Total	956	0	956	4	799	0	799	0	1755
Total	5580	1	5581	91	5465	0	5465	57	11046
% Approach	100.0%	0%	-	-	100%	0%	-	-	-
% Total	50.5%	0%	50.5%	-	49.5%	0%	49.5%	-	-
Lights	5494	1	5495	-	5401	0	5401	-	10896
% Lights	98.5%	100%	98.5%	-	98.8%	0%	98.8%	-	98.6%
Articulated Trucks	10	0	10	-	10	0	10	-	20
% Articulated Trucks	0.2%	0%	0.2%	-	0.2%	0%	0.2%	-	0.2%
Buses and Single-Unit Trucks	76	0	76	-	54	0	54	-	130
% Buses and Single-Unit Trucks	1.4%	0%	1.4%	-	1.0%	0%	1.0%	-	1.2%
Pedestrians	-	-	-	82	-	-	-	50	-
% Pedestrians	-	-	-	90.1%	-	-	-	87.7%	-
Bicycles on Crosswalk	-	-	-	9	-	-	-	7	-
% Bicycles on Crosswalk	-	-	-	9.9%	-	-	-	12.3%	-

Leg Direction	SR 48 SB Southbound	SR 48 NB Northbound	
Time	T U App Ped*	T U App Ped*	Int

*Pedestrians and Bicycles on Crosswalk. T: Thru, U: U-Turn

SR 48/Orchard - TMC

Thu Sep 15, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

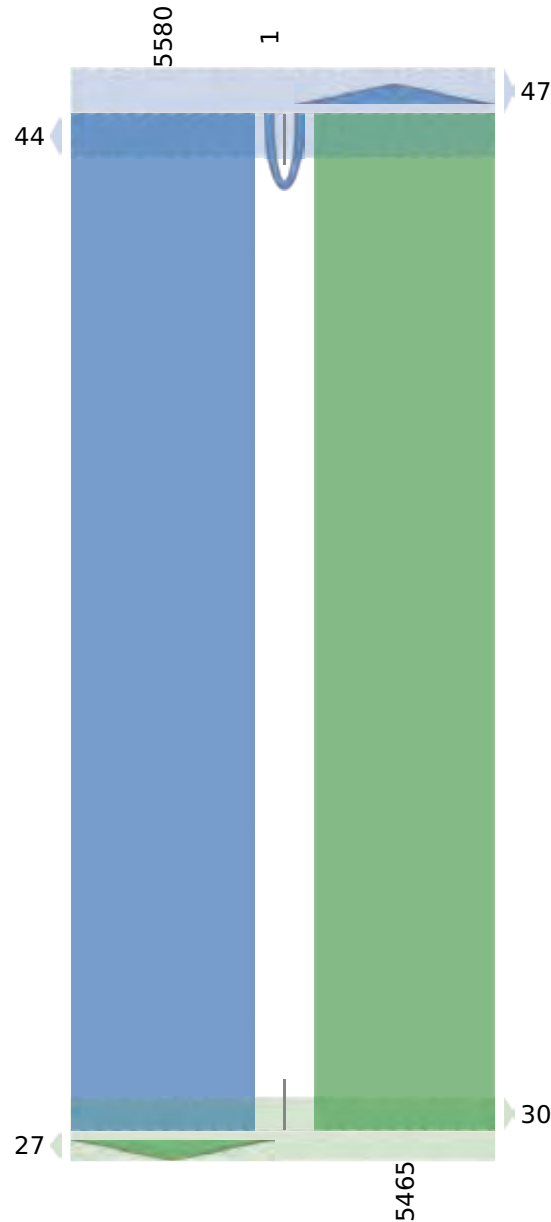
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 11047

In: 5581

Out: 5466



Out: 5580

In: 5465

Total: 11045

[S] SR 48 NB

SR 48/Orchard - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound				SR 48 NB Northbound				Int	
	T	U	App	Ped*	T	U	App	Ped*		
Time										
	2022-09-15 7:30AM	139	0	139	0	259	0	259	0	398
	7:45AM	120	0	120	0	265	0	265	0	385
	8:00AM	131	0	131	9	185	0	185	9	316
	8:15AM	105	0	105	2	185	0	185	3	290
	Total	495	0	495	11	894	0	894	12	1389
	% Approach	100%	0%	-	-	100%	0%	-	-	-
	% Total	35.6%	0%	35.6%	-	64.4%	0%	64.4%	-	-
	PHF	0.890	-	0.890	-	0.843	-	0.843	-	0.872
	Lights	483	0	483	-	885	0	885	-	1368
	% Lights	97.6%	0%	97.6%	-	99.0%	0%	99.0%	-	98.5%
	Articulated Trucks	2	0	2	-	2	0	2	-	4
	% Articulated Trucks	0.4%	0%	0.4%	-	0.2%	0%	0.2%	-	0.3%
	Buses and Single-Unit Trucks	10	0	10	-	7	0	7	-	17
	% Buses and Single-Unit Trucks	2.0%	0%	2.0%	-	0.8%	0%	0.8%	-	1.2%
	Pedestrians	-	-	-	8	-	-	-	9	-
	% Pedestrians	-	-	-	72.7%	-	-	-	75.0%	-
	Bicycles on Crosswalk	-	-	-	3	-	-	-	3	-
	% Bicycles on Crosswalk	-	-	-	27.3%	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. T: Thru, U: U-Turn

SR 48/Orchard - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1389

In: 495 Out: 894



Out: 495 In: 894

Total: 1389

[S] SR 48 NB

SR 48/Orchard - TMC

Thu Sep 15, 2022

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc.

(CMT) : Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound				SR 48 NB Northbound				Int	
	T	U	App	Ped*	T	U	App	Ped*		
Time										
	2022-09-15 11:45AM	166	0	166	2	181	0	181	0	347
	12:00PM	188	0	188	2	152	0	152	2	340
	12:15PM	184	0	184	3	166	0	166	3	350
	12:30PM	160	0	160	8	179	0	179	8	339
	Total	698	0	698	15	678	0	678	13	1376
	% Approach	100%	0%	-	-	100%	0%	-	-	-
	% Total	50.7%	0%	50.7%	-	49.3%	0%	49.3%	-	-
	PHF	0.928	-	0.928	-	0.936	-	0.936	-	0.983
	Lights	686	0	686	-	666	0	666	-	1352
	% Lights	98.3%	0%	98.3%	-	98.2%	0%	98.2%	-	98.3%
	Articulated Trucks	2	0	2	-	3	0	3	-	5
	% Articulated Trucks	0.3%	0%	0.3%	-	0.4%	0%	0.4%	-	0.4%
	Buses and Single-Unit Trucks	10	0	10	-	9	0	9	-	19
	% Buses and Single-Unit Trucks	1.4%	0%	1.4%	-	1.3%	0%	1.3%	-	1.4%
	Pedestrians	-	-	-	15	-	-	-	13	-
	% Pedestrians	-	-	-	100%	-	-	-	100%	-
	Bicycles on Crosswalk	-	-	-	0	-	-	-	0	-
	% Bicycles on Crosswalk	-	-	-	0%	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. T: Thru, U: U-Turn

SR 48/Orchard - TMC

Thu Sep 15, 2022

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

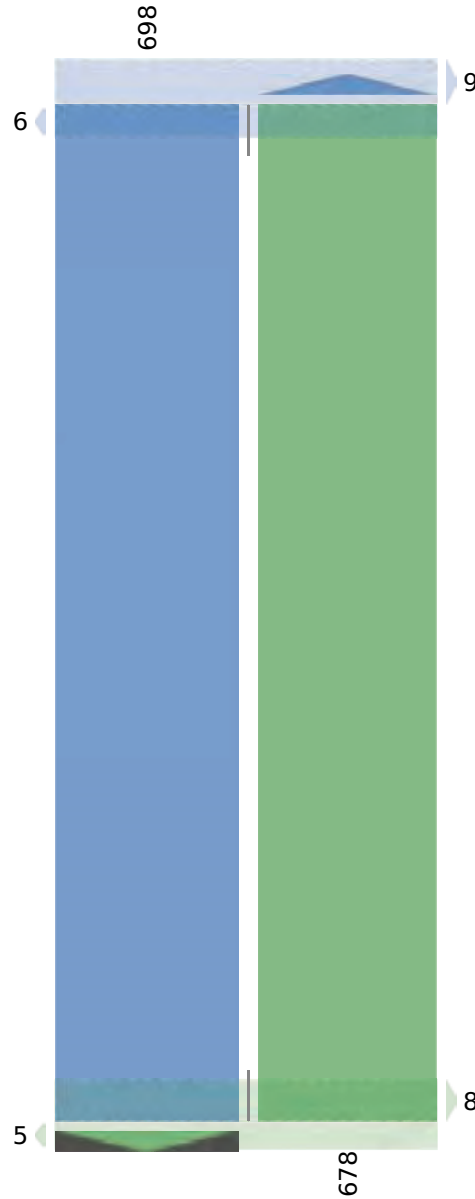
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1376

In: 698

Out: 678



Out: 698

In: 678

Total: 1376

[S] SR 48 NB

SR 48/Orchard - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc.
 (CMT) : Columbus OH
 8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound				SR 48 NB Northbound				Int	
	T	U	App	Ped*	T	U	App	Ped*		
Time										
	2022-09-15 4:45PM	245	0	245	2	167	0	167	0	412
	5:00PM	270	0	270	0	202	0	202	0	472
	5:15PM	286	0	286	3	207	0	207	0	493
	5:30PM	222	0	222	0	195	0	195	0	417
	Total	1023	0	1023	5	771	0	771	0	1794
	% Approach	100%	0%	-	-	100%	0%	-	-	-
	% Total	57.0%	0%	57.0%	-	43.0%	0%	43.0%	-	-
	PHF	0.894	-	0.894	-	0.931	-	0.931	-	0.910
	Lights	1019	0	1019	-	765	0	765	-	1784
	% Lights	99.6%	0%	99.6%	-	99.2%	0%	99.2%	-	99.4%
	Articulated Trucks	0	0	0	-	0	0	0	-	0
	% Articulated Trucks	0%	0%	0%	-	0%	0%	0%	-	0%
	Buses and Single-Unit Trucks	4	0	4	-	6	0	6	-	10
	% Buses and Single-Unit Trucks	0.4%	0%	0.4%	-	0.8%	0%	0.8%	-	0.6%
	Pedestrians	-	-	-	3	-	-	-	0	-
	% Pedestrians	-	-	-	60.0%	-	-	-	-	-
	Bicycles on Crosswalk	-	-	-	2	-	-	-	0	-
	% Bicycles on Crosswalk	-	-	-	40.0%	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. T: Thru, U: U-Turn

SR 48/Orchard - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks,
Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987713, Location: 39.708639, -84.170957, Site Code: SR 48/Orchard

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1794

In: 1023 Out: 771



Out: 1023 In: 771

Total: 1794

[S] SR 48 NB

SR 48/East - TMC

Thu Sep 15, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						East Dr WB Westbound						SR 48 NB Northbound						Driveway Eastbound						Int	
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*		
2022-09-15 7:00AM	0	71	2	0	73	0	2	0	12	0	14	2	0	98	0	0	98	0	0	0	0	0	0	0	2	185
7:15AM	0	91	11	0	102	0	3	0	9	0	12	1	4	173	2	0	179	0	0	0	1	0	1	0	0	294
7:30AM	2	118	8	0	128	0	11	1	13	0	25	2	4	233	0	0	237	0	1	2	0	0	3	0	0	393
7:45AM	1	132	5	2	140	3	7	0	7	0	14	3	8	255	1	0	264	0	0	0	0	0	0	0	0	418
Hourly Total	3	412	26	2	443	3	23	1	41	0	65	8	16	759	3	0	778	0	1	2	1	0	4	2	2	1290
8:00AM	4	107	4	0	115	1	1	0	5	0	6	0	4	191	1	0	196	0	0	0	0	0	0	0	0	317
8:15AM	1	94	8	0	103	0	7	0	19	0	26	3	4	179	1	0	184	0	3	0	0	0	3	3	0	316
8:30AM	4	108	11	0	123	0	6	0	16	0	22	0	2	149	1	0	152	0	0	0	0	0	0	0	0	297
8:45AM	2	124	9	0	135	0	3	2	10	0	15	2	2	191	3	0	196	0	2	0	3	0	5	1	1	351
Hourly Total	11	433	32	0	476	1	17	2	50	0	69	5	12	710	6	0	728	0	5	0	3	0	8	4	4	1281
11:00AM	10	134	9	1	154	0	7	4	13	0	24	0	8	145	6	0	159	0	4	1	3	0	8	0	0	345
11:15AM	4	139	15	0	158	0	9	1	11	0	21	1	7	126	8	0	141	0	8	1	4	0	13	0	0	333
11:30AM	4	152	10	0	166	0	5	5	16	0	26	0	17	148	6	0	171	0	4	0	1	0	5	1	1	368
11:45AM	16	145	10	2	173	0	13	2	15	0	30	2	4	166	12	0	182	0	4	0	3	0	7	1	3	392
Hourly Total	34	570	44	3	651	0	34	12	55	0	101	3	36	585	32	0	653	0	20	2	11	0	33	2	7	1438
12:00PM	6	151	21	1	179	0	9	2	12	0	23	3	6	150	5	0	161	0	11	6	2	0	19	2	2	382
12:15PM	7	151	12	0	170	1	10	2	12	0	24	0	9	155	6	0	170	0	3	5	5	0	13	1	1	377
12:30PM	5	147	17	2	171	0	10	4	12	0	26	0	4	173	5	0	182	0	4	0	1	0	5	3	3	384
12:45PM	9	154	13	1	177	0	9	1	8	0	18	0	12	166	7	0	185	0	2	3	2	0	7	3	3	387
Hourly Total	27	603	63	4	697	1	38	9	44	0	91	3	31	644	23	0	698	0	20	14	10	0	44	9	9	1530
2:00PM	11	147	12	0	170	3	6	1	15	0	22	0	12	146	11	0	169	0	8	1	6	0	15	2	2	376
2:15PM	4	162	10	1	177	2	3	0	15	0	18	1	7	151	5	0	163	0	3	1	1	0	5	1	1	363
2:30PM	6	170	8	1	185	0	7	4	14	0	25	0	3	167	9	0	179	0	3	2	8	0	13	1	1	402
2:45PM	6	157	12	0	175	1	7	2	16	0	25	1	8	165	10	0	183	0	9	1	4	0	14	0	0	397
Hourly Total	27	636	42	2	707	6	23	7	60	0	90	2	30	629	35	0	694	0	23	5	19	0	47	4	4	1538
3:00PM	3	158	15	1	177	0	7	1	9	0	17	1	7	158	5	0	170	0	2	4	3	0	9	4	4	373
3:15PM	9	195	8	2	214	1	9	5	13	0	27	2	6	167	4	0	177	0	7	3	1	0	11	0	0	429
3:30PM	12	191	8	0	211	1	5	0	16	0	21	2	9	142	8	0	159	0	2	4	3	0	9	5	4	400
3:45PM	6	197	17	0	220	3	7	4	10	0	21	2	9	129	8	0	146	0	5	4	3	0	12	2	2	399
Hourly Total	30	741	48	3	822	5	28	10	48	0	86	7	31	596	25	0	652	0	16	15	10	0	41	11	11	1601
4:00PM	10	201	10	0	221	0	7	2	14	0	23	1	14	168	8	0	190	0	5	2	4	0	11	0	0	445
4:15PM	7	200	18	1	226	0	9	3	23	1	36	1	12	150	6	1	169	0	6	5	5	0	16	0	0	447
4:30PM	13	234	11	0	258	2	5	7	15	0	27	1	7	126	6	1	140	0	7	4	3	0	14	0	0	439
4:45PM	9	261	15	1	286	2	8	4	8	0	20	1	10	173	9	0	192	0	10	4	1	0	15	0	0	513
Hourly Total	39	896	54	2	991	4	29	16	60	1	106	4	43	617	29	2	691	0	28	15	13	0	56	0	0	1844
5:00PM	7	266	17	1	291	1	14	1	22	0	37	0	9	205	10	0	224	0	9	3	5	0	17	0	0	569
5:15PM	11	258	21	0	290	0	5	2	11	0	18	0	13	171	5	0	189	0	6	2	4	0	12	0	0	509
5:30PM	9	214	16	0	239	2	11	3	18	0	32	0	13	186	16	0	215	0	2	2	4	0	8	1	1	494
5:45PM	11	159	13	0	183	1	9	5	11	0	25	0	10	175	8	0	193	0	5	4	6	0	15	0	0	416
Hourly Total	38	897	67	1	1003	4	39	11	62	0	112	0	45	737	39	0	821	0	22	11	19	0	52	1	1	1988
Total	209	5188	376	17	5790	24	231	68	420	1	720	32	244	5277	192	2	5715	0	135	64	86	0	285	33	33	12510
% Approach	3.6%	89.6%	6.5%	0.3%	-	-	32.1%	9.4%	58.3%	0.1%	-	-	4.3%	92.3%	3.4%	0%	-	-	47.4%	22.5%	30.2%	0%	-	-	-	-
% Total	1.7%	41.5%	3.0%	0.1%	46.3%	-	1.8%	0.5%	3.4%	0%	5.8%	-	2.0%	42.2%	1.5%	0%	45.7%	-	1.1%	0.5%	0.7%	0%	2.3%	-	-	-
Lights	207	5107	373	17	5704	-	227	68	410	1	706	-	241	5211	192	2	5646	-	134	64	86	0	284	-	12340	-
% Lights	99.0%	98.4%	99.2%	100%	98.5%	-	98.3%	100%	97.6%	100%	98.1%	-	98.8%	98.7%	100%	100%	98.8%	-	99.3%	100%	100%	0%	99.6%	-	98.6%	-
Articulated Trucks	1	5	2	0	8	-	0	0	1	0	1	-	1	8	0	0	9	-	0	0	0	0	0	-	18	-
% Articulated Trucks	0.5%	0.1%	0.5%	0%	0.1%	-	0%	0%	0.2%	0%	0.1%	-	0.4%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%	-
Buses and Single-Unit Trucks	1	76	1	0	78	-	4	0	9	0	13	-	2	58	0	0	60	-	1	0	0	0	1	-	152	-
% Buses and Single-Unit Trucks	0.5%	1.5%	0.3%	0%	1.3%	-	1.7%	0%	2.1%	0%	1.8%	-	0.8%	1.1%	0%	0%	1.0%	-	0.7%	0%	0%	0%	0.4%	-	1.2%	-
Pedestrians	-	-	-	-	-	22	-	-	-	-	-	30	-	-	-	-	-	0	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	-	91.7%	-	-	-	-	-	93.8%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	8.3%	-	-	-	-	-	6.3%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/East - TMC

Thu Sep 15, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

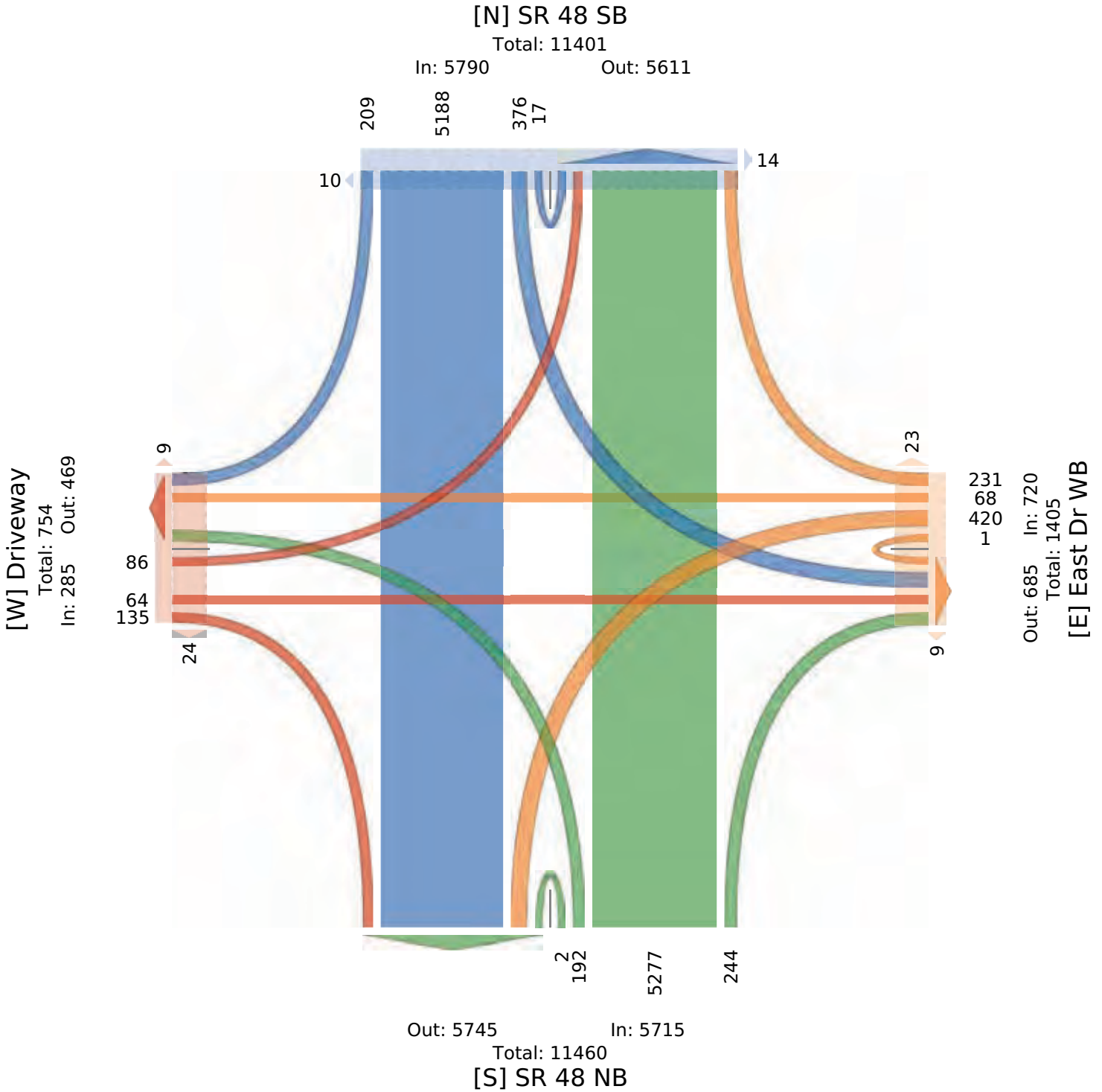
All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



SR 48/East - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						East Dr WB Westbound						SR 48 NB Northbound						Driveway Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-15 7:30AM	2	118	8	0	128	0	11	1	13	0	25	2	4	233	0	0	237	0	1	2	0	0	3	0	393
7:45AM	1	132	5	2	140	3	7	0	7	0	14	3	8	255	1	0	264	0	0	0	0	0	0	0	418
8:00AM	4	107	4	0	115	1	1	0	5	0	6	0	4	191	1	0	196	0	0	0	0	0	0	0	317
8:15AM	1	94	8	0	103	0	7	0	19	0	26	3	4	179	1	0	184	0	3	0	0	0	3	3	316
Total	8	451	25	2	486	4	26	1	44	0	71	8	20	858	3	0	881	0	4	2	0	0	6	3	1444
% Approach	1.6%	92.8%	5.1%	0.4%	-	-	36.6%	1.4%	62.0%	0%	-	-	2.3%	97.4%	0.3%	0%	-	-	66.7%	33.3%	0%	0%	-	-	-
% Total	0.6%	31.2%	1.7%	0.1%	33.7%	-	1.8%	0.1%	3.0%	0%	4.9%	-	1.4%	59.4%	0.2%	0%	61.0%	-	0.3%	0.1%	0%	0%	0.4%	-	-
PHF	0.500	0.854	0.781	0.250	0.868	-	0.591	0.250	0.579	-	0.683	-	0.625	0.841	0.750	-	0.834	-	0.333	0.250	-	-	0.500	-	0.864
Lights	7	442	24	2	475	-	25	1	38	0	64	-	19	844	3	0	866	-	4	2	0	0	6	-	1411
% Lights	87.5%	98.0%	96.0%	100%	97.7%	-	96.2%	100%	86.4%	0%	90.1%	-	95.0%	98.4%	100%	0%	98.3%	-	100%	100%	0%	0%	100%	-	97.7%
Articulated Trucks	1	0	1	0	2	-	0	0	1	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	4
% Articulated Trucks	12.5%	0%	4.0%	0%	0.4%	-	0%	0%	2.3%	0%	1.4%	-	5.0%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	9	0	0	9	-	1	0	5	0	6	-	0	14	0	0	14	-	0	0	0	0	0	-	29
% Buses and Single-Unit Trucks	0%	2.0%	0%	0%	1.9%	-	3.8%	0%	11.4%	0%	8.5%	-	0%	1.6%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	-	2.0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	87.5%	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	12.5%	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/East - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

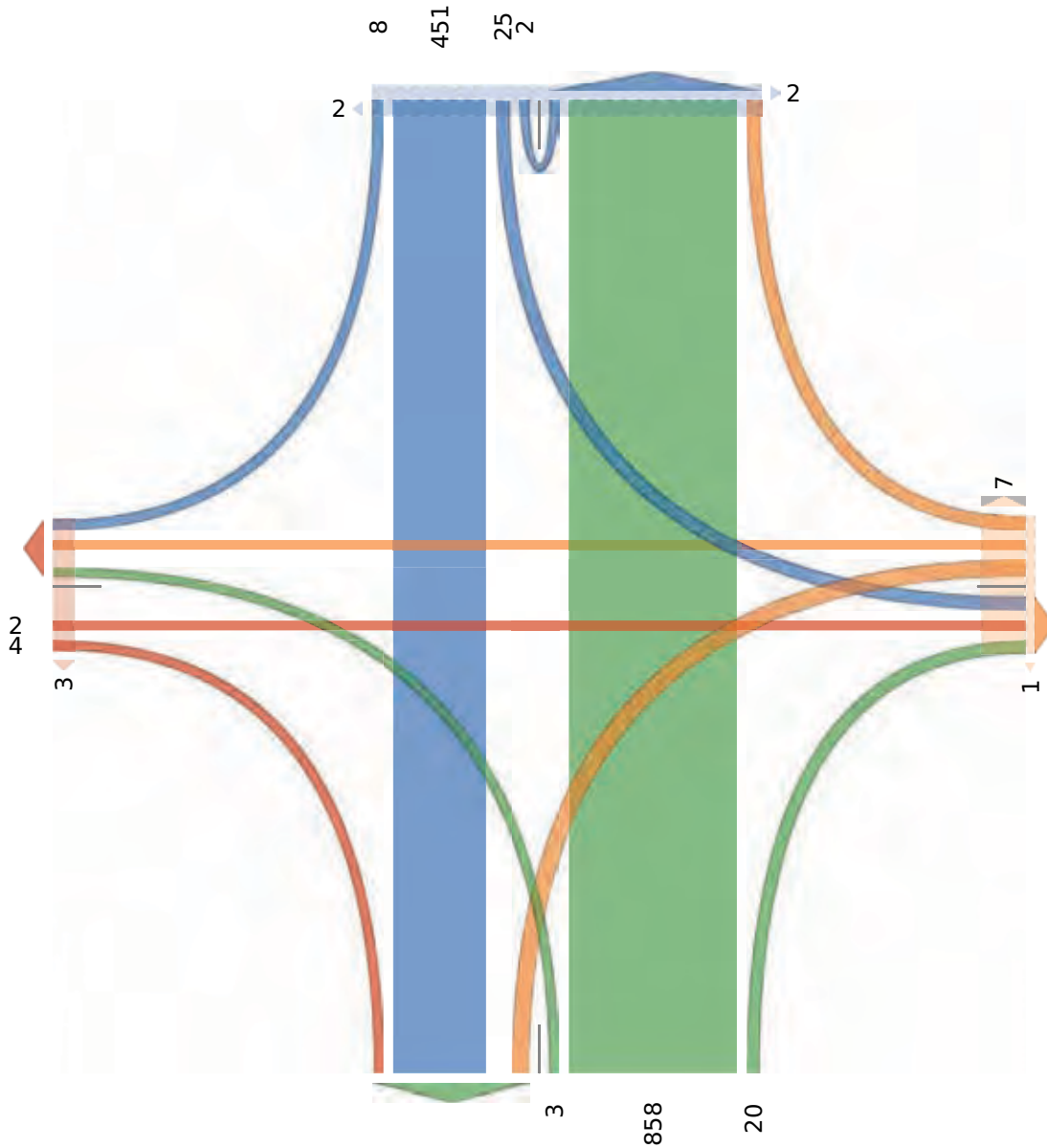
[N] SR 48 SB

Total: 1372

In: 486

Out: 886

[W] Driveway
Total: 18
In: 6 Out: 12



Out: 499

In: 881

Total: 1380

[S] SR 48 NB

SR 48/East - TMC

Thu Sep 15, 2022

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						East Dr WB Westbound						SR 48 NB Northbound						Driveway Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-15 11:45AM	16	145	10	2	173	0	13	2	15	0	30	2	4	166	12	0	182	0	4	0	3	0	7	1	392
12:00PM	6	151	21	1	179	0	9	2	12	0	23	3	6	150	5	0	161	0	11	6	2	0	19	2	382
12:15PM	7	151	12	0	170	1	10	2	12	0	24	0	9	155	6	0	170	0	3	5	5	0	13	1	377
12:30PM	5	147	17	2	171	0	10	4	12	0	26	0	4	173	5	0	182	0	4	0	1	0	5	3	384
Total	34	594	60	5	693	1	42	10	51	0	103	5	23	644	28	0	695	0	22	11	11	0	44	7	1535
% Approach	4.9%	85.7%	8.7%	0.7%	-	-	40.8%	9.7%	49.5%	0%	-	-	3.3%	92.7%	4.0%	0%	-	-	50.0%	25.0%	25.0%	0%	-	-	-
% Total	2.2%	38.7%	3.9%	0.3%	45.1%	-	2.7%	0.7%	3.3%	0%	6.7%	-	1.5%	42.0%	1.8%	0%	45.3%	-	1.4%	0.7%	0.7%	0%	2.9%	-	-
PHF	0.531	0.983	0.714	0.625	0.968	-	0.808	0.625	0.850	-	0.858	-	0.639	0.931	0.583	-	0.955	-	0.500	0.458	0.550	-	0.579	-	0.979
Lights	34	578	60	5	677	-	42	10	51	0	103	-	23	633	28	0	684	-	22	11	11	0	44	-	1508
% Lights	100%	97.3%	100%	100%	97.7%	-	100%	100%	100%	0%	100%	-	100%	98.3%	100%	0%	98.4%	-	100%	100%	100%	0%	100%	-	98.2%
Articulated Trucks	0	2	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.3%
Buses and Single-Unit Trucks	0	14	0	0	14	-	0	0	0	0	0	-	0	9	0	0	9	-	0	0	0	0	0	-	23
% Buses and Single-Unit Trucks	0%	2.4%	0%	0%	2.0%	-	0%	0%	0%	0%	0%	-	0%	1.4%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	7	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

SR 48/East - TMC

Thu Sep 15, 2022

Midday Peak (11:45 AM - 12:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

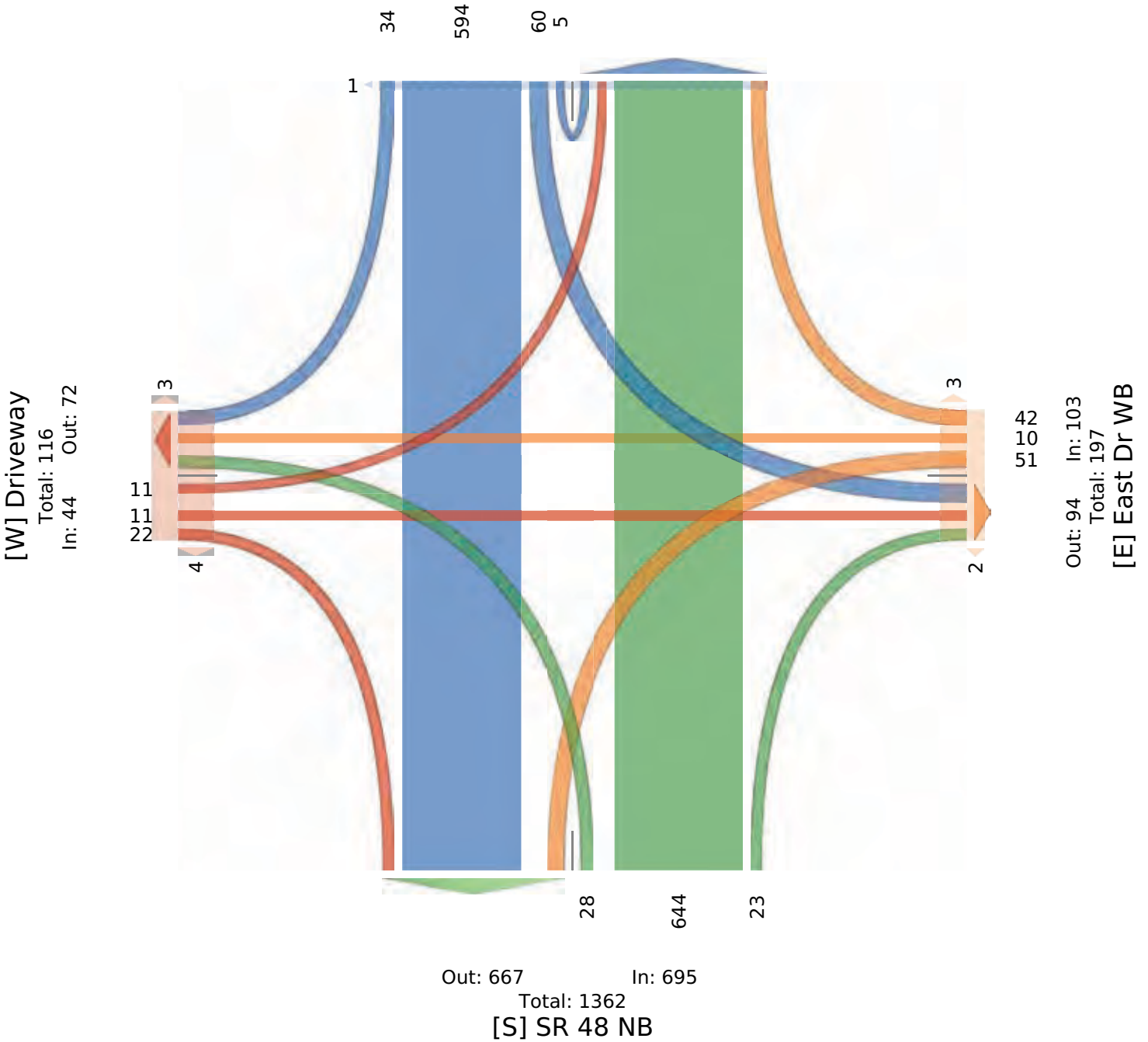
8101 N. High Street, Columbus, OH, 43235, US

[N] SR 48 SB

Total: 1395

In: 693

Out: 702



SR 48/East - TMC

Thu Sep 15, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 987683, Location: 39.705939, -84.170607, Site Code: SR 48/East

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	SR 48 SB Southbound						East Dr WB Westbound						SR 48 NB Northbound						Driveway Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-15 4:45PM	9	261	15	1	286	2	8	4	8	0	20	1	10	173	9	0	192	0	10	4	1	0	15	0	513
5:00PM	7	266	17	1	291	1	14	1	22	0	37	0	9	205	10	0	224	0	9	3	5	0	17	0	569
5:15PM	11	258	21	0	290	0	5	2	11	0	18	0	13	171	5	0	189	0	6	2	4	0	12	0	509
5:30PM	9	214	16	0	239	2	11	3	18	0	32	0	13	186	16	0	215	0	2	2	4	0	8	1	494
Total	36	999	69	2	1106	5	38	10	59	0	107	1	45	735	40	0	820	0	27	11	14	0	52	1	2085
% Approach	3.3%	90.3%	6.2%	0.2%	-	-	35.5%	9.3%	55.1%	0%	-	-	5.5%	89.6%	4.9%	0%	-	-	51.9%	21.2%	26.9%	0%	-	-	-
% Total	1.7%	47.9%	3.3%	0.1%	53.0%	-	1.8%	0.5%	2.8%	0%	5.1%	-	2.2%	35.3%	1.9%	0%	39.3%	-	1.3%	0.5%	0.7%	0%	2.5%	-	-
PHF	0.818	0.939	0.821	0.500	0.950	-	0.679	0.625	0.670	-	0.723	-	0.865	0.896	0.625	-	0.915	-	0.675	0.688	0.700	-	0.765	-	0.916
Lights	36	995	68	2	1101	-	38	10	59	0	107	-	45	730	40	0	815	-	27	11	14	0	52	-	2075
% Lights	100%	99.6%	98.6%	100%	99.5%	-	100%	100%	100%	0%	100%	-	100%	99.3%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	99.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	4	1	0	5	-	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	10
% Buses and Single-Unit Trucks	0%	0.4%	1.4%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Oakwood - TMC

Wed Sep 21, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Oakwood Ave SB Southbound						Schantz Ave WB Westbound						Oakwood Ave NB Northbound						Schantz Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 7:00AM	3	26	1	0	30	0	3	4	0	0	7	1	1	28	0	0	29	1	0	2	2	0	4	0	70
7:15AM	5	17	0	0	22	0	3	0	0	0	3	0	0	36	1	0	37	0	0	1	3	0	4	0	66
7:30AM	5	20	2	0	27	0	8	4	0	0	12	2	0	49	3	0	52	4	0	1	5	0	6	0	97
7:45AM	11	20	2	0	33	1	6	6	1	0	13	10	2	77	0	0	79	1	2	6	10	0	18	0	143
Hourly Total	24	83	5	0	112	1	20	14	1	0	35	13	3	190	4	0	197	6	2	10	20	0	32	0	376
8:00AM	4	25	3	0	32	0	7	6	0	0	13	3	4	53	0	0	57	5	3	5	9	0	17	5	119
8:15AM	5	16	3	0	24	0	3	7	3	0	13	0	7	69	1	0	77	0	3	1	14	0	18	0	132
8:30AM	11	33	3	0	47	2	4	6	1	0	11	4	7	86	1	0	94	2	0	5	7	0	12	2	164
8:45AM	9	21	0	0	30	0	6	2	0	0	8	2	1	70	2	0	73	0	1	7	10	0	18	0	129
Hourly Total	29	95	9	0	133	2	20	21	4	0	45	9	19	278	4	0	301	7	7	18	40	0	65	7	544
11:00AM	9	43	4	0	56	2	3	4	1	0	8	1	1	32	4	0	37	0	3	5	7	0	15	0	116
11:15AM	8	44	5	0	57	0	1	6	0	0	7	0	0	34	0	0	34	0	6	6	8	0	20	0	118
11:30AM	7	30	3	0	40	0	6	1	1	0	8	1	2	36	0	0	38	0	0	7	17	0	24	0	110
11:45AM	5	47	5	0	57	0	2	6	2	0	10	2	0	40	2	0	42	1	1	3	9	0	13	0	122
Hourly Total	29	164	17	0	210	2	12	17	4	0	33	4	3	142	6	0	151	1	10	21	41	0	72	0	466
12:00PM	8	47	2	0	57	0	1	2	1	0	4	0	0	52	0	0	52	0	4	3	14	0	21	1	134
12:15PM	7	49	1	0	57	0	2	3	0	0	5	1	2	55	1	0	58	0	0	12	15	0	27	1	147
12:30PM	7	42	4	0	53	0	1	5	0	0	6	0	2	45	0	0	47	0	0	8	12	0	20	0	126
12:45PM	7	46	4	0	57	0	6	4	2	0	12	2	0	41	1	0	42	0	2	12	8	0	22	0	133
Hourly Total	29	184	11	0	224	0	10	14	3	0	27	3	4	193	2	0	199	0	6	35	49	0	90	2	540
2:00PM	11	44	0	0	55	0	1	4	0	0	5	1	3	36	2	0	41	0	1	4	19	0	24	0	125
2:15PM	8	45	2	0	55	0	3	7	1	0	11	1	1	36	1	0	38	0	1	10	8	0	19	1	123
2:30PM	16	63	5	0	84	0	3	1	2	0	6	2	0	34	1	0	35	0	5	7	12	0	24	0	149
2:45PM	8	38	6	0	52	0	3	9	1	0	13	0	0	38	1	0	39	0	2	8	10	0	20	0	124
Hourly Total	43	190	13	0	246	0	10	21	4	0	35	4	4	144	5	0	153	0	9	29	49	0	87	1	521
3:00PM	9	39	1	0	49	0	2	8	2	0	12	1	1	45	3	0	49	0	3	9	9	0	21	0	131
3:15PM	9	53	6	0	68	1	6	5	0	0	11	8	8	47	2	0	57	1	2	10	21	0	33	0	169
3:30PM	12	62	6	0	80	2	8	9	1	0	18	5	0	60	1	0	61	1	1	7	7	0	15	0	174
3:45PM	10	52	2	0	64	1	6	5	0	0	11	0	2	39	2	0	43	0	5	10	7	0	22	0	140
Hourly Total	40	206	15	0	261	4	22	27	3	0	52	14	11	191	8	0	210	2	11	36	44	0	91	0	614
4:00PM	13	77	6	0	96	0	4	9	1	0	14	0	0	37	4	0	41	0	3	8	10	0	21	0	172
4:15PM	6	54	9	0	69	1	4	6	0	0	10	0	0	46	2	0	48	0	2	6	5	0	13	1	140
4:30PM	13	61	5	0	79	1	5	7	1	0	13	2	2	43	1	0	46	1	3	13	13	0	29	6	167
4:45PM	8	84	8	0	100	0	2	4	1	0	7	2	1	34	1	0	36	0	5	9	17	0	31	1	174
Hourly Total	40	276	28	0	344	2	15	26	3	0	44	4	3	160	8	0	171	1	13	36	45	0	94	8	653
5:00PM	21	85	6	0	112	0	6	5	2	0	13	1	2	51	0	0	53	1	3	12	13	0	28	0	206
5:15PM	17	49	6	0	72	0	6	7	0	0	13	1	0	55	1	0	56	0	5	12	21	0	38	0	179
5:30PM	6	53	7	0	66	4	2	9	0	0	11	2	4	49	0	0	53	2	2	22	13	0	37	1	167
5:45PM	12	63	4	0	79	0	11	11	0	0	22	0	2	44	2	0	48	0	3	9	14	0	26	1	175
Hourly Total	56	250	23	0	329	4	25	32	2	0	59	4	8	199	3	0	210	3	13	55	61	0	129	2	727
Total	290	1448	121	0	1859	15	134	172	24	0	330	55	55	1497	40	0	1592	20	71	240	349	0	660	20	4441
% Approach	15.6%	77.9%	6.5%	0%	-	-	40.6%	52.1%	7.3%	0%	-	-	3.5%	94.0%	2.5%	0%	-	-	10.8%	36.4%	52.9%	0%	-	-	-
% Total	6.5%	32.6%	2.7%	0%	41.9%	-	3.0%	3.9%	0.5%	0%	7.4%	-	1.2%	33.7%	0.9%	0%	35.8%	-	1.6%	5.4%	7.9%	0%	14.9%	-	-
Lights	281	1423	120	0	1824	-	132	166	23	0	321	-	55	1474	39	0	1568	-	67	236	343	0	646	-	4359
% Lights	96.9%	98.3%	99.2%	0%	98.1%	-	98.5%	96.5%	95.8%	0%	97.3%	-	100%	98.5%	97.5%	0%	98.5%	-	94.4%	98.3%	98.3%	0%	97.9%	-	98.2%
Articulated Trucks	1	0	1	0	2	-	1	0	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	5
% Articulated Trucks	0.3%	0%	0.8%	0%	0.1%	-	0.7%	0%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	8	25	0	0	33	-	1	6	1	0	8	-	0	21	1	0	22	-	4	4	6	0	14	-	77
% Buses and Single-Unit Trucks	2.8%	1.7%	0%	0%	1.8%	-	0.7%	3.5%	4.2%	0%	2.4%	-	0%	1.4%	2.5%	0%	1.4%	-	5.6%	1.7%	1.7%	0%	2.1%	-	1.7%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	55	-	-	-	-	-	20	-	-	-	-	-	20	
% Pedestrians	-	-	-	-	-	80.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	20.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Oakwood - TMC

Wed Sep 21, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Oakwood Ave SB

Total: 3839

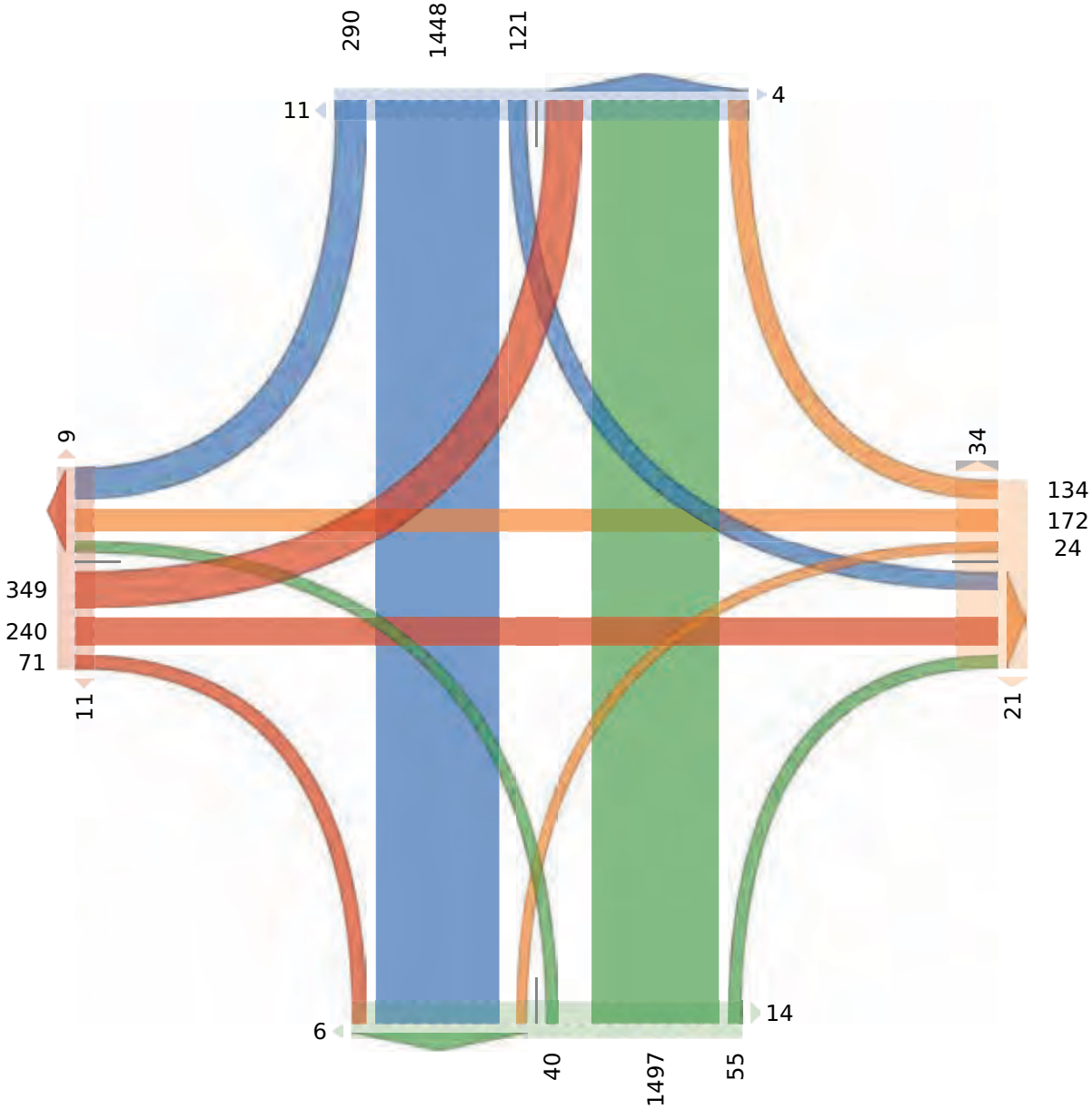
In: 1859

Out: 1980

[W] Schantz Ave EB

Total: 1162

In: 660 Out: 502



Out: 1543

In: 1592

Total: 3135

[S] Oakwood Ave NB

Schantz/Oakwood - TMC

Wed Sep 21, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Oakwood Ave SB Southbound						Schantz Ave WB Westbound						Oakwood Ave NB Northbound						Schantz Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 7:45AM	11	20	2	0	33	1	6	6	1	0	13	10	2	77	0	0	79	1	2	6	10	0	18	0	143
8:00AM	4	25	3	0	32	0	7	6	0	0	13	3	4	53	0	0	57	5	3	5	9	0	17	5	119
8:15AM	5	16	3	0	24	0	3	7	3	0	13	0	7	69	1	0	77	0	3	1	14	0	18	0	132
8:30AM	11	33	3	0	47	2	4	6	1	0	11	4	7	86	1	0	94	2	0	5	7	0	12	2	164
Total	31	94	11	0	136	3	20	25	5	0	50	17	20	285	2	0	307	8	8	17	40	0	65	7	558
% Approach	22.8%	69.1%	8.1%	0%	-	-	40.0%	50.0%	10.0%	0%	-	-	6.5%	92.8%	0.7%	0%	-	-	12.3%	26.2%	61.5%	0%	-	-	-
% Total	5.6%	16.8%	2.0%	0%	24.4%	-	3.6%	4.5%	0.9%	0%	9.0%	-	3.6%	51.1%	0.4%	0%	55.0%	-	1.4%	3.0%	7.2%	0%	11.6%	-	-
PHF	0.705	0.712	0.917	-	0.723	-	0.714	0.893	0.417	-	0.962	-	0.714	0.828	0.500	-	0.816	-	0.667	0.708	0.714	-	0.903	-	0.851
Lights	31	90	11	0	132	-	20	25	5	0	50	-	20	283	2	0	305	-	6	17	39	0	62	-	549
% Lights	100%	95.7%	100%	0%	97.1%	-	100%	100%	100%	0%	100%	-	100%	99.3%	100%	0%	99.3%	-	75.0%	100%	97.5%	0%	95.4%	-	98.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	1	0	0	1	-	2	0	1	0	3	-	8
% Buses and Single-Unit Trucks	0%	4.3%	0%	0%	2.9%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	25.0%	0%	2.5%	0%	4.6%	-	1.4%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	17	-	-	-	-	-	8	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Oakwood - TMC

Wed Sep 21, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Oakwood Ave SB

Total: 481

In: 136

Out: 345

31 94 11

2 1

[W] Schantz Ave EB

Total: 123
In: 65 Out: 58

40
17
8

7

20
25
5

10

Out: 48 In: 50
Total: 98

[E] Schantz Ave WB

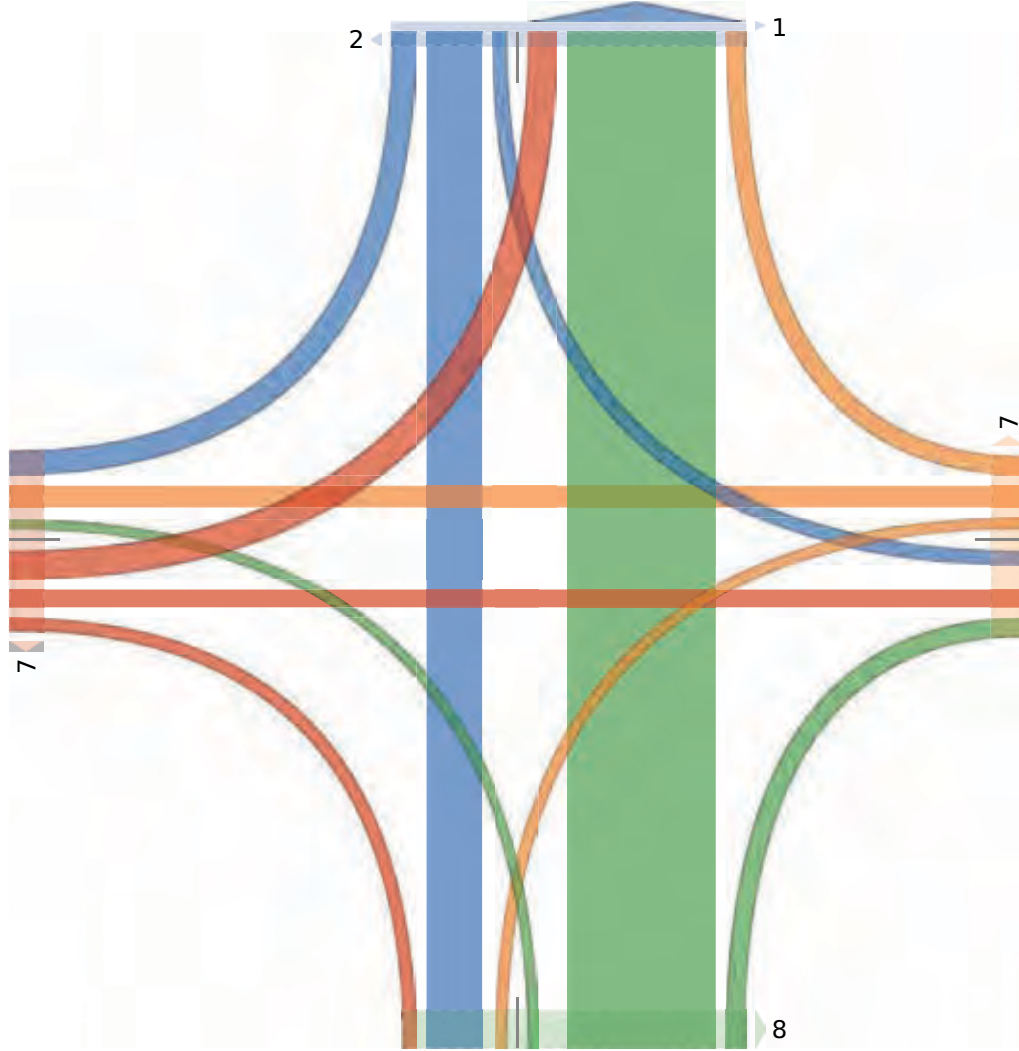
2 285 20 8

Out: 107

In: 307

Total: 414

[S] Oakwood Ave NB



Schantz/Oakwood - TMC

Wed Sep 21, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Oakwood Ave SB Southbound					Schantz Ave WB Westbound					Oakwood Ave NB Northbound					Schantz Ave EB Eastbound									
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 12:00PM	8	47	2	0	57	0	1	2	1	0	4	0	0	52	0	0	52	0	4	3	14	0	21	1	134
12:15PM	7	49	1	0	57	0	2	3	0	0	5	1	2	55	1	0	58	0	0	12	15	0	27	1	147
12:30PM	7	42	4	0	53	0	1	5	0	0	6	0	2	45	0	0	47	0	0	8	12	0	20	0	126
12:45PM	7	46	4	0	57	0	6	4	2	0	12	2	0	41	1	0	42	0	2	12	8	0	22	0	133
Total	29	184	11	0	224	0	10	14	3	0	27	3	4	193	2	0	199	0	6	35	49	0	90	2	540
% Approach	12.9%	82.1%	4.9%	0%	-	-	37.0%	51.9%	11.1%	0%	-	-	2.0%	97.0%	1.0%	0%	-	-	6.7%	38.9%	54.4%	0%	-	-	-
% Total	5.4%	34.1%	2.0%	0%	41.5%	-	1.9%	2.6%	0.6%	0%	5.0%	-	0.7%	35.7%	0.4%	0%	36.9%	-	1.1%	6.5%	9.1%	0%	16.7%	-	-
PHF	0.906	0.939	0.688	-	0.982	-	0.417	0.700	0.375	-	0.563	-	0.500	0.877	0.500	-	0.858	-	0.375	0.729	0.817	-	0.833	-	0.918
Lights	24	180	11	0	215	-	10	14	3	0	27	-	4	187	2	0	193	-	6	34	49	0	89	-	524
% Lights	82.8%	97.8%	100%	0%	96.0%	-	100%	100%	100%	0%	100%	-	100%	96.9%	100%	0%	97.0%	-	100%	97.1%	100%	0%	98.9%	-	97.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	5	4	0	0	9	-	0	0	0	0	0	-	0	6	0	0	6	-	0	1	0	0	1	-	16
% Buses and Single-Unit Trucks	17.2%	2.2%	0%	0%	4.0%	-	0%	0%	0%	0%	0%	-	0%	3.1%	0%	0%	3.0%	-	0%	2.9%	0%	0%	1.1%	-	3.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Oakwood - TMC

Wed Sep 21, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Oakwood Ave SB

Total: 476

In: 224

Out: 252

29

184

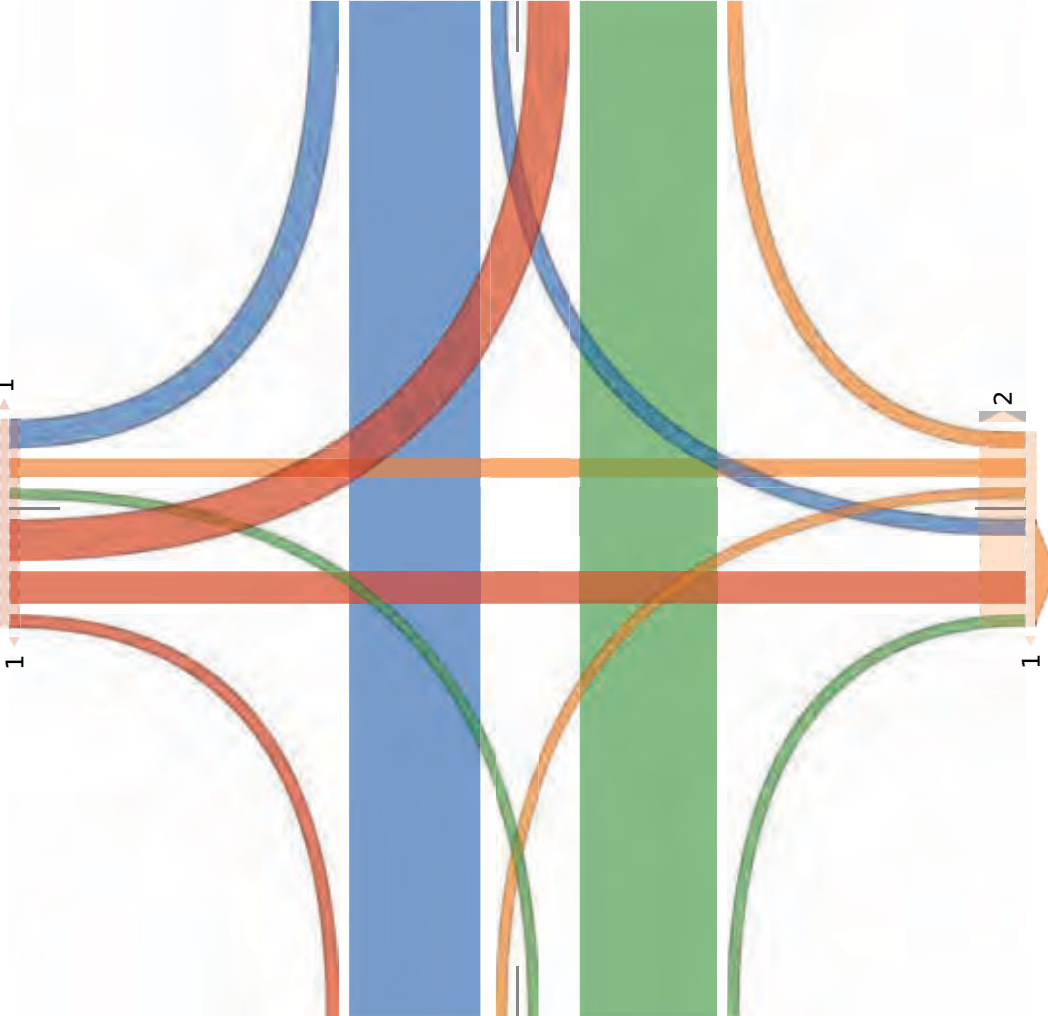
11

[W] Schantz Ave EB

Total: 135

In: 90 Out: 45

1
49
35
6
1



10
14

Out: 50 In: 27

Total: 77

[E] Schantz Ave WB

Out: 193

In: 199

Total: 392

[S] Oakwood Ave NB

Schantz/Oakwood - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Oakwood Ave SB Southbound						Schantz Ave WB Westbound						Oakwood Ave NB Northbound						Schantz Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 5:00PM	21	85	6	0	112	0	6	5	2	0	13	1	2	51	0	0	53	1	3	12	13	0	28	0	206
5:15PM	17	49	6	0	72	0	6	7	0	0	13	1	0	55	1	0	56	0	5	12	21	0	38	0	179
5:30PM	6	53	7	0	66	4	2	9	0	0	11	2	4	49	0	0	53	2	2	22	13	0	37	1	167
5:45PM	12	63	4	0	79	0	11	11	0	0	22	0	2	44	2	0	48	0	3	9	14	0	26	1	175
Total	56	250	23	0	329	4	25	32	2	0	59	4	8	199	3	0	210	3	13	55	61	0	129	2	727
% Approach	17.0%	76.0%	7.0%	0%	-	-	42.4%	54.2%	3.4%	0%	-	-	3.8%	94.8%	1.4%	0%	-	-	10.1%	42.6%	47.3%	0%	-	-	-
% Total	7.7%	34.4%	3.2%	0%	45.3%	-	3.4%	4.4%	0.3%	0%	8.1%	-	1.1%	27.4%	0.4%	0%	28.9%	-	1.8%	7.6%	8.4%	0%	17.7%	-	-
PHF	0.667	0.735	0.821	-	0.734	-	0.568	0.727	0.250	-	0.670	-	0.500	0.905	0.375	-	0.938	-	0.650	0.625	0.726	-	0.849	-	0.882
Lights	56	249	23	0	328	-	25	32	2	0	59	-	8	198	3	0	209	-	13	55	60	0	128	-	724
% Lights	100%	99.6%	100%	0%	99.7%	-	100%	100%	100%	0%	100%	-	100%	99.5%	100%	0%	99.5%	-	100%	100%	98.4%	0%	99.2%	-	99.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	3
% Buses and Single-Unit Trucks	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	1.6%	0%	0.8%	-	0.4%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Oakwood - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994424, Location: 39.731357, -84.17982, Site Code: Schantz/Oakwood

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Oakwood Ave SB

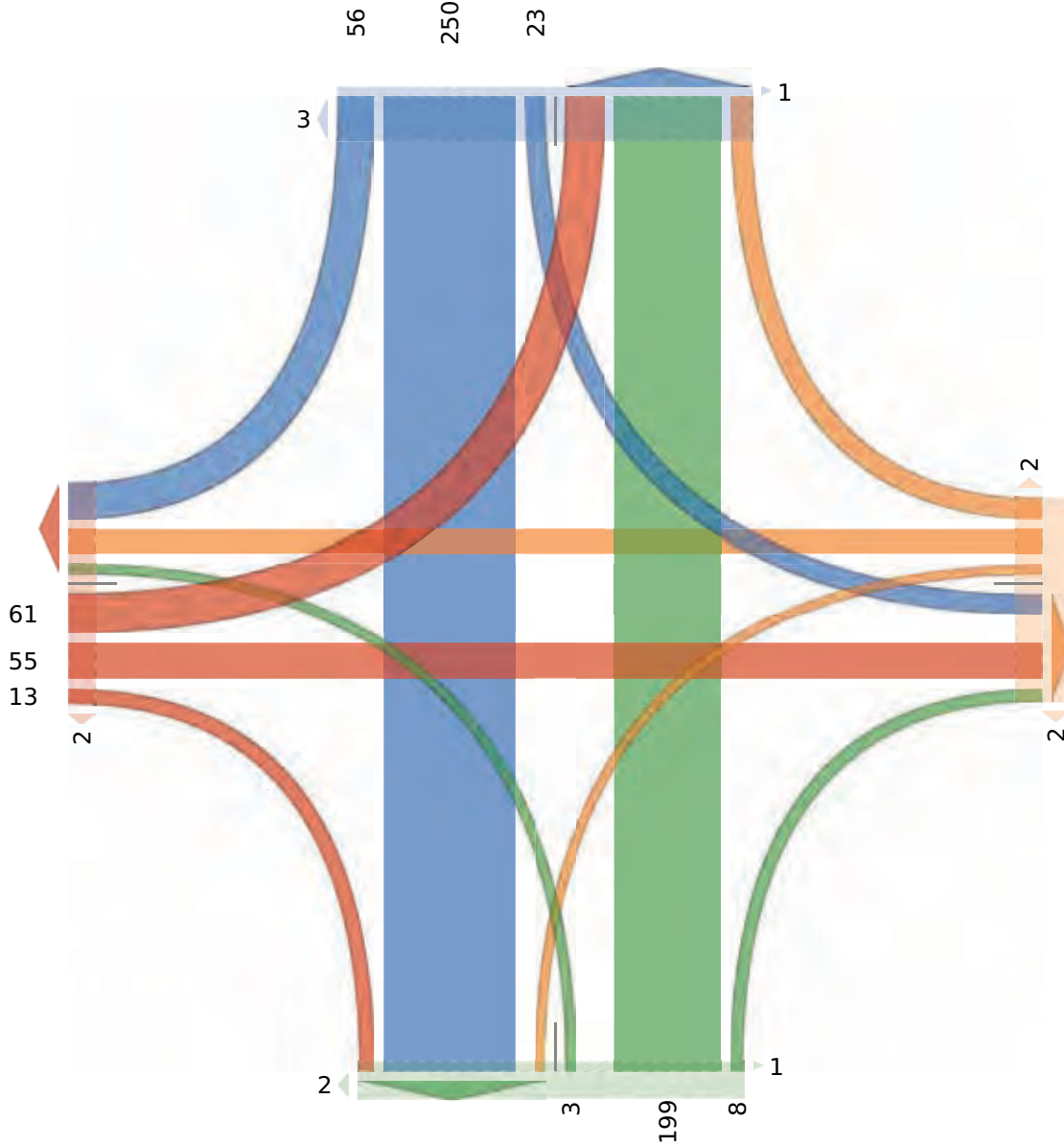
Total: 614

In: 329

Out: 285

[W] Schantz Ave EB

Total: 220
In: 129 Out: 91



Out: 86 In: 59
Total: 145

[E] Schantz Ave WB

Out: 265

In: 210

Total: 475

[S] Oakwood Ave NB

Schantz/Kramer - TMC

Wed Sep 21, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Sugar Camp Cir SB Southbound						Schantz Ave WB Westbound						Kramer Rd NB Northbound						Schantz Ave EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-21 7:00AM	0	0	0	0	0	0	3	18	1	0	22	0	0	0	0	0	0	1	0	13	1	0	14	0	36
7:15AM	0	0	0	0	0	0	12	20	1	0	33	0	1	1	0	0	2	2	3	15	1	0	19	0	54
7:30AM	0	0	5	0	5	0	19	33	10	0	62	0	3	1	0	0	4	2	1	30	4	0	35	0	106
7:45AM	0	1	6	0	7	0	32	42	13	0	87	0	1	1	0	0	2	1	2	31	3	0	36	0	132
Hourly Total	0	1	11	0	12	0	66	113	25	0	204	0	5	3	0	0	8	6	6	89	9	0	104	0	328
8:00AM	0	0	4	0	4	0	21	30	9	0	60	0	2	0	2	0	4	0	3	26	1	0	30	0	98
8:15AM	0	0	3	0	3	0	15	38	2	0	55	1	2	0	2	0	4	0	1	32	3	0	36	0	98
8:30AM	2	0	4	0	6	0	10	28	2	0	40	0	3	0	1	0	4	0	0	31	1	0	32	0	82
8:45AM	0	0	7	0	7	1	17	19	4	0	40	0	2	0	1	0	3	0	0	26	2	0	28	1	78
Hourly Total	2	0	18	0	20	1	63	115	17	0	195	1	9	0	6	0	15	0	4	115	7	0	126	1	356
11:00AM	1	0	7	0	8	0	9	28	1	0	38	0	2	0	0	0	2	0	2	25	0	0	27	0	75
11:15AM	1	1	6	0	8	0	4	22	3	0	29	0	0	0	2	0	2	1	2	27	0	0	29	0	68
11:30AM	1	0	6	0	7	0	8	34	1	0	43	0	2	0	1	0	3	0	2	41	1	0	44	0	97
11:45AM	1	0	4	0	5	0	10	25	0	0	35	1	0	0	0	0	0	1	1	32	2	0	35	0	75
Hourly Total	4	1	23	0	28	0	31	109	5	0	145	1	4	0	3	0	7	2	7	125	3	0	135	0	315
12:00PM	4	0	15	0	19	0	6	38	3	0	47	1	0	0	1	0	1	0	1	39	0	0	40	0	107
12:15PM	0	0	8	0	8	0	3	32	1	0	36	0	2	1	3	0	6	1	2	43	2	0	47	0	97
12:30PM	0	0	7	0	7	0	9	32	2	0	43	0	4	0	1	0	5	0	4	45	1	0	50	0	105
12:45PM	1	0	2	0	3	0	12	28	4	0	44	1	3	1	0	0	4	0	1	33	1	0	35	0	86
Hourly Total	5	0	32	0	37	0	30	130	10	0	170	2	9	2	5	0	16	1	8	160	4	0	172	0	395
2:00PM	1	1	7	0	9	0	6	28	1	0	35	0	5	0	0	0	5	0	4	36	0	0	40	0	89
2:15PM	1	1	7	0	9	1	7	30	0	0	37	1	3	0	4	0	7	1	1	32	1	0	34	0	87
2:30PM	1	0	3	0	4	1	7	62	0	0	69	0	1	0	1	0	2	0	2	40	0	0	42	0	117
2:45PM	1	1	9	0	11	0	9	34	2	0	45	0	2	0	3	0	5	0	1	24	0	0	25	0	86
Hourly Total	4	3	26	0	33	2	29	154	3	0	186	1	11	0	8	0	19	1	8	132	1	0	141	0	379
3:00PM	2	0	5	0	7	0	7	36	2	0	45	0	0	1	0	0	1	0	1	43	1	0	45	0	98
3:15PM	3	0	9	0	12	0	11	36	8	0	55	0	2	1	0	0	3	0	4	49	0	0	53	0	123
3:30PM	3	0	9	0	12	0	3	41	2	0	46	0	2	0	2	0	4	0	4	39	0	0	43	0	105
3:45PM	1	0	8	0	9	0	4	40	4	0	48	0	4	0	0	0	4	1	4	39	1	0	44	0	105
Hourly Total	9	0	31	0	40	0	25	153	16	0	194	0	8	2	2	0	12	1	13	170	2	0	185	0	431
4:00PM	2	0	10	0	12	0	6	37	2	0	45	0	7	0	1	0	8	0	1	44	0	0	45	0	110
4:15PM	2	1	14	0	17	0	3	38	3	0	44	0	4	0	0	0	4	5	0	30	2	0	32	0	97
4:30PM	4	0	14	0	18	0	1	41	1	0	43	0	6	0	1	0	7	4	1	49	0	0	50	0	118
4:45PM	3	0	9	0	12	0	4	32	2	0	38	0	4	0	2	0	6	1	2	59	1	0	62	0	118
Hourly Total	11	1	47	0	59	0	14	148	8	0	170	0	21	0	4	0	25	10	4	182	3	0	189	0	443
5:00PM	1	2	20	0	23	0	1	58	7	0	66	0	3	0	1	0	4	0	2	66	0	0	68	0	161
5:15PM	0	0	11	0	11	0	3	47	3	0	53	0	7	0	1	0	8	0	6	63	0	0	69	0	141
5:30PM	1	0	2	0	3	0	0	24	5	0	29	0	9	0	3	0	12	0	1	61	0	0	62	0	106
5:45PM	2	0	2	0	4	1	3	50	2	0	55	0	4	0	2	0	6	1	1	51	2	0	54	1	119
Hourly Total	4	2	35	0	41	1	7	179	17	0	203	0	23	0	7	0	30	1	10	241	2	0	253	1	527
Total	39	8	223	0	270	4	265	1101	101	0	1467	5	90	7	35	0	132	22	60	1214	31	0	1305	2	3174
% Approach	14.4%	3.0%	82.6%	0%	-	-	18.1%	75.1%	6.9%	0%	-	-	68.2%	5.3%	26.5%	0%	-	-	4.6%	93.0%	2.4%	0%	-	-	-
% Total	1.2%	0.3%	7.0%	0%	8.5%	-	8.3%	34.7%	3.2%	0%	46.2%	-	2.8%	0.2%	1.1%	0%	4.2%	-	1.9%	38.2%	1.0%	0%	41.1%	-	-
Lights	39	8	222	0	269	-	262	1061	98	0	1421	-	88	7	34	0	129	-	60	1183	31	0	1274	-	3093
% Lights	100%	100%	99.6%	0%	99.6%	-	98.9%	96.4%	97.0%	0%	96.9%	-	97.8%	100%	97.1%	0%	97.7%	-	100%	97.4%	100%	0%	97.6%	-	97.4%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	1	0	1	-	3	39	3	0	45	-	2	0	1	0	3	-	0	31	0	0	31	-	80
% Buses and Single-Unit Trucks	0%	0%	0.4%	0%	0.4%	-	1.1%	3.5%	3.0%	0%	3.1%	-	2.2%	0%	2.9%	0%	2.3%	-	0%	2.6%	0%	0%	2.4%	-	2.5%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	20	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	90.9%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	9.1%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Kramer - TMC

Wed Sep 21, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Sugar Camp Cir SB

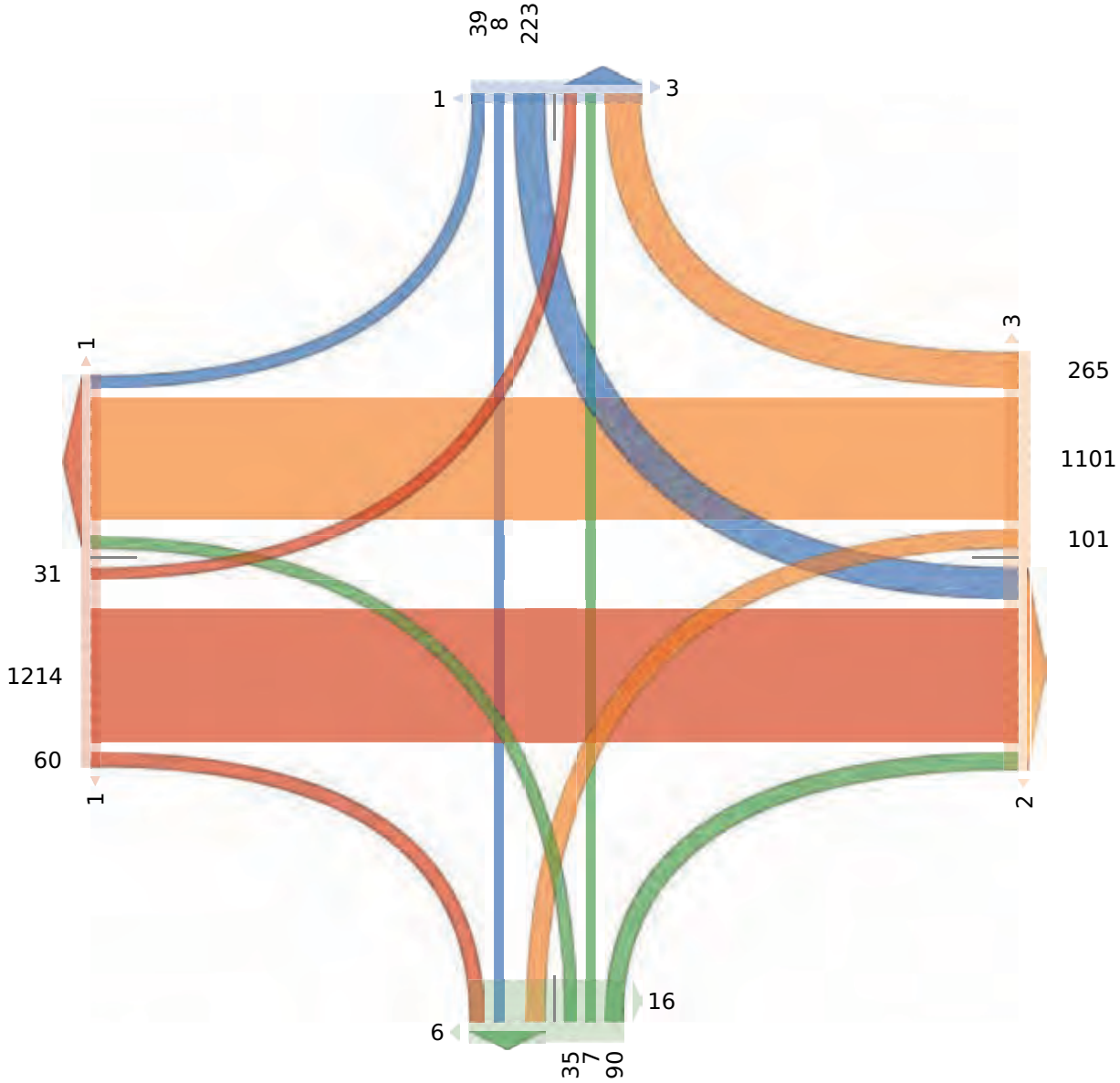
Total: 573

In: 270 Out: 303

39
8
223

[W] Schantz Ave EB

Total: 2480
In: 1305 Out: 1175



Out: 169 In: 132

Total: 301

[S] Kramer Rd NB

Schantz/Kramer - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Sugar Camp Cir SB Southbound						Schantz Ave WB Westbound						Kramer Rd NB Northbound						Schantz Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 7:30AM	0	0	5	0	5	0	19	33	10	0	62	0	3	1	0	0	4	2	1	30	4	0	35	0	106
7:45AM	0	1	6	0	7	0	32	42	13	0	87	0	1	1	0	0	2	1	2	31	3	0	36	0	132
8:00AM	0	0	4	0	4	0	21	30	9	0	60	0	2	0	2	0	4	0	3	26	1	0	30	0	98
8:15AM	0	0	3	0	3	0	15	38	2	0	55	1	2	0	2	0	4	0	1	32	3	0	36	0	98
Total	0	1	18	0	19	0	87	143	34	0	264	1	8	2	4	0	14	3	7	119	11	0	137	0	434
% Approach	0%	5.3%	94.7%	0%	-	-	33.0%	54.2%	12.9%	0%	-	-	57.1%	14.3%	28.6%	0%	-	-	5.1%	86.9%	8.0%	0%	-	-	-
% Total	0%	0.2%	4.1%	0%	4.4%	-	20.0%	32.9%	7.8%	0%	60.8%	-	1.8%	0.5%	0.9%	0%	3.2%	-	1.6%	27.4%	2.5%	0%	31.6%	-	-
PHF	-0.250	0.750	-	-	0.679	-	0.680	0.851	0.654	-	0.759	-	0.667	0.500	0.500	-	0.875	-	0.583	0.930	0.688	-	0.951	-	0.822
Lights	0	1	18	0	19	-	86	142	34	0	262	-	8	2	4	0	14	-	7	114	11	0	132	-	427
% Lights	0%	100%	100%	0%	100%	-	98.9%	99.3%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	100%	95.8%	100%	0%	96.4%	-	98.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	1	0	0	2	-	0	0	0	0	0	-	0	5	0	0	5	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	1.1%	0.7%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	4.2%	0%	0%	3.6%	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Kramer - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Sugar Camp Cir SB

Total: 119

In: 19 Out: 100

1 18

[W] Schantz Ave EB

Total: 284

In: 137 Out: 147

11
119
7

87
143
34

Out: 145 In: 264

Total: 409

[E] Schantz Ave WB

Out: 42 In: 14

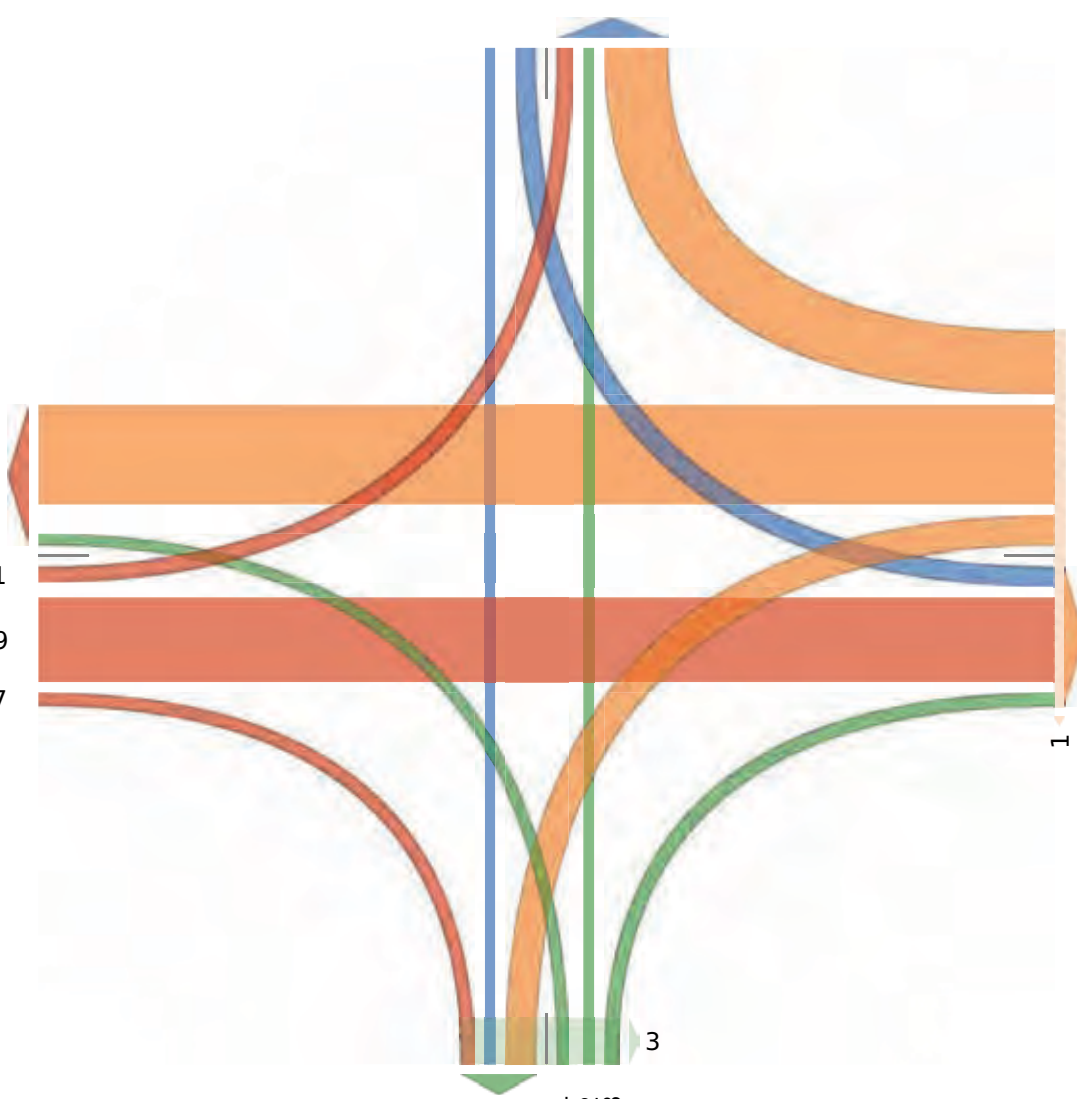
Total: 56

[S] Kramer Rd NB

4 2 8

3

1



Schantz/Kramer - TMC

Wed Sep 21, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Sugar Camp Cir SB Southbound					Schantz Ave WB Westbound					Kramer Rd NB Northbound					Schantz Ave EB Eastbound									
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int				
2022-09-21 12:00PM	4	0	15	0	19	0	6	38	3	0	47	1	0	0	1	0	1	0	1	39	0	0	40	0	107
12:15PM	0	0	8	0	8	0	3	32	1	0	36	0	2	1	3	0	6	1	2	43	2	0	47	0	97
12:30PM	0	0	7	0	7	0	9	32	2	0	43	0	4	0	1	0	5	0	4	45	1	0	50	0	105
12:45PM	1	0	2	0	3	0	12	28	4	0	44	1	3	1	0	0	4	0	1	33	1	0	35	0	86
Total	5	0	32	0	37	0	30	130	10	0	170	2	9	2	5	0	16	1	8	160	4	0	172	0	395
% Approach	13.5%	0%	86.5%	0%	-	-	17.6%	76.5%	5.9%	0%	-	-	56.3%	12.5%	31.3%	0%	-	-	4.7%	93.0%	2.3%	0%	-	-	-
% Total	1.3%	0%	8.1%	0%	9.4%	-	7.6%	32.9%	2.5%	0%	43.0%	-	2.3%	0.5%	1.3%	0%	4.1%	-	2.0%	40.5%	1.0%	0%	43.5%	-	-
PHF	0.313	-	0.533	-	0.487	-	0.625	0.855	0.625	-	0.904	-	0.563	0.500	0.417	-	0.667	-	0.500	0.889	0.500	-	0.860	-	0.923
Lights	5	0	32	0	37	-	29	116	9	0	154	-	9	2	4	0	15	-	8	156	4	0	168	-	374
% Lights	100%	0%	100%	0%	100%	-	96.7%	89.2%	90.0%	0%	90.6%	-	100%	100%	80.0%	0%	93.8%	-	100%	97.5%	100%	0%	97.7%	-	94.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	1	14	1	0	16	-	0	0	1	0	1	-	0	4	0	0	4	-	21
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	3.3%	10.8%	10.0%	0%	9.4%	-	0%	0%	20.0%	0%	6.3%	-	0%	2.5%	0%	0%	2.3%	-	5.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Kramer - TMC

Wed Sep 21, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Sugar Camp Cir SB

Total: 73

In: 37 Out: 36

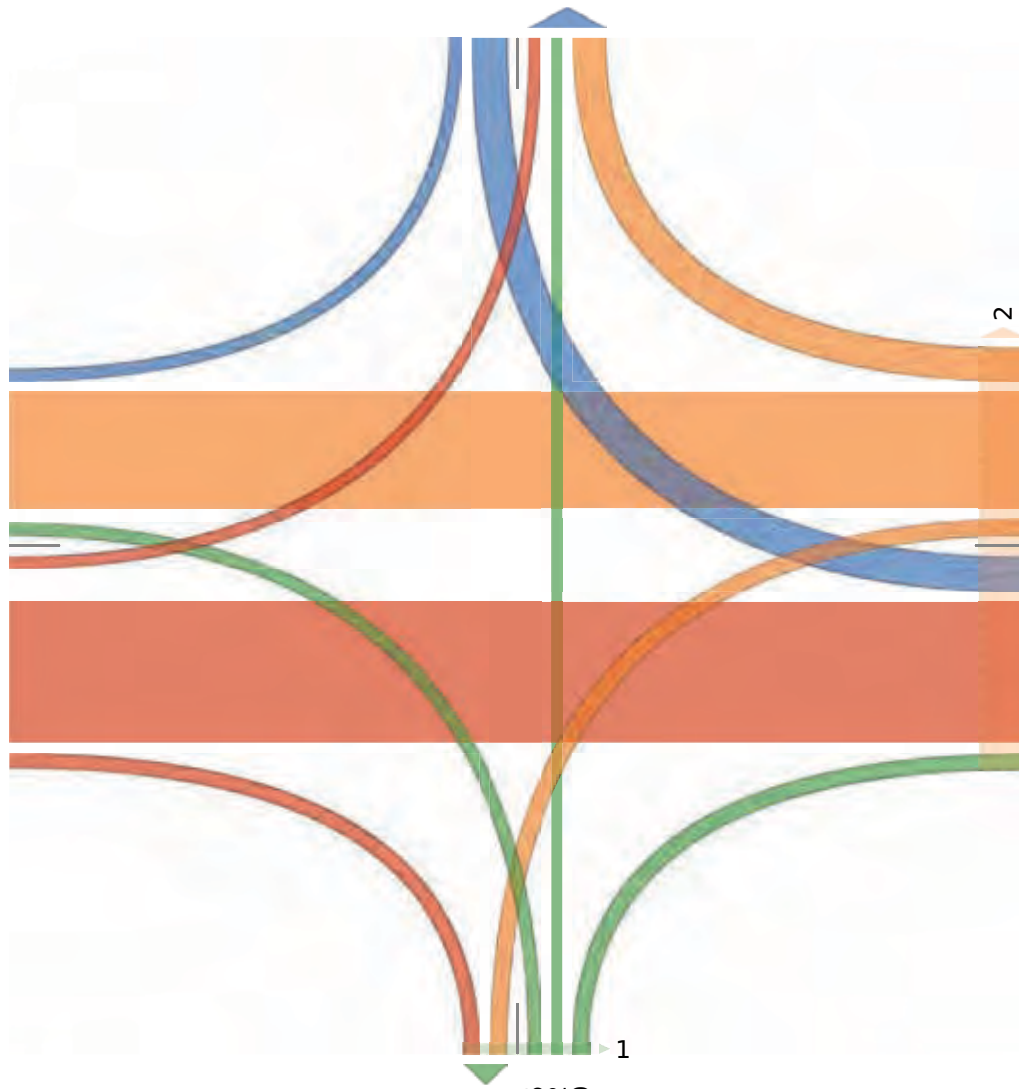
5 32

[W] Schantz Ave EB

Total: 312

In: 172 Out: 140

4 160 8



Out: 201 In: 170

Total: 371

[E] Schantz Ave WB

Out: 18 In: 16

Total: 34

[S] Kramer Rd NB

Schantz/Kramer - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Sugar Camp Cir SB Southbound						Schantz Ave WB Westbound						Kramer Rd NB Northbound						Schantz Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-21 4:30PM	4	0	14	0	18	0	1	41	1	0	43	0	6	0	1	0	7	4	1	49	0	0	50	0	118
4:45PM	3	0	9	0	12	0	4	32	2	0	38	0	4	0	2	0	6	1	2	59	1	0	62	0	118
5:00PM	1	2	20	0	23	0	1	58	7	0	66	0	3	0	1	0	4	0	2	66	0	0	68	0	161
5:15PM	0	0	11	0	11	0	3	47	3	0	53	0	7	0	1	0	8	0	6	63	0	0	69	0	141
Total	8	2	54	0	64	0	9	178	13	0	200	0	20	0	5	0	25	5	11	237	1	0	249	0	538
% Approach	12.5%	3.1%	84.4%	0%	-	-	4.5%	89.0%	6.5%	0%	-	-	80.0%	0%	20.0%	0%	-	-	4.4%	95.2%	0.4%	0%	-	-	-
% Total	1.5%	0.4%	10.0%	0%	11.9%	-	1.7%	33.1%	2.4%	0%	37.2%	-	3.7%	0%	0.9%	0%	4.6%	-	2.0%	44.1%	0.2%	0%	46.3%	-	-
PHF	0.500	0.250	0.675	-	0.696	-	0.563	0.767	0.464	-	0.758	-	0.714	-	0.625	-	0.781	-	0.458	0.898	0.250	-	0.902	-	0.835
Lights	8	2	54	0	64	-	9	173	13	0	195	-	19	0	5	0	24	-	11	235	1	0	247	-	530
% Lights	100%	100%	100%	0%	100%	-	100%	97.2%	100%	0%	97.5%	-	95.0%	0%	100%	0%	96.0%	-	100%	99.2%	100%	0%	99.2%	-	98.5%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	4	0	0	4	-	1	0	0	0	1	-	0	2	0	0	2	-	7
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	2.2%	0%	0%	2.0%	-	5.0%	0%	0%	0%	4.0%	-	0%	0.8%	0%	0%	0.8%	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Kramer - TMC

Wed Sep 21, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990943, Location: 39.729991, -84.185581, Site Code: Schantz/Kramer

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

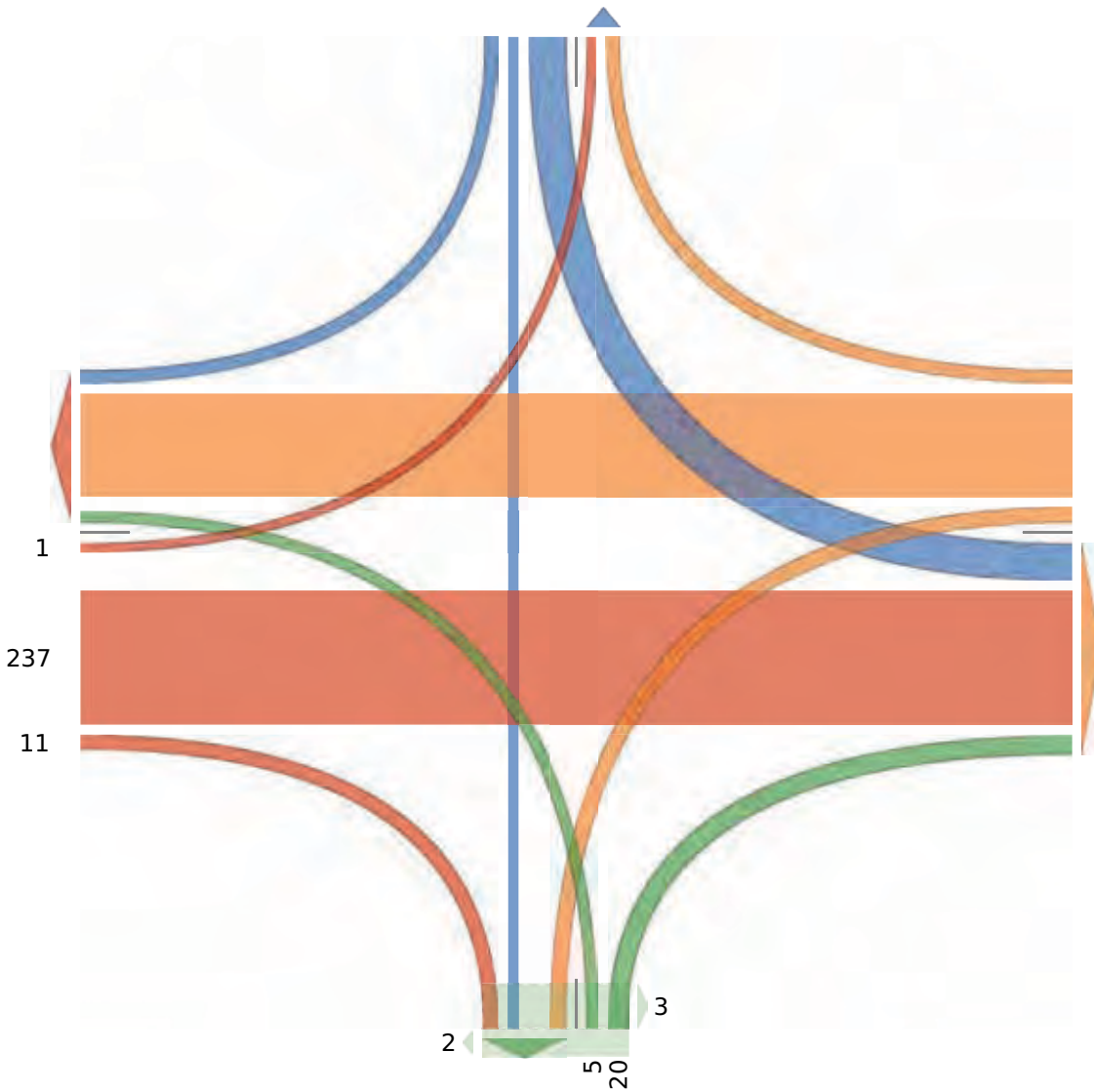
[N] Sugar Camp Cir SB

Total: 74

In: 64 Out: 10

82 54

[W] Schantz Ave EB
Total: 440
In: 249 Out: 191



[E] Schantz Ave WB
In: 200
Total: 511
Out: 311

Out: 26 In: 25
Total: 51
[S] Kramer Rd NB

Schantz/Patterson - TMC

Tue Sep 20, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Schantz Ave SB Southbound						Patterson Rd WB Westbound						Schantz Ave NB Northbound						Patterson Rd EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-20 7:00AM	0	0	2	0	2	0	1	16	1	0	18	1	0	0	0	0	0	1	1	8	2	0	11	1	31
7:15AM	1	5	3	0	9	0	5	37	0	0	42	0	1	3	1	0	5	0	4	21	3	0	28	3	84
7:30AM	0	5	5	0	10	0	3	48	6	0	57	2	1	4	0	0	5	1	0	15	2	0	17	3	89
7:45AM	4	15	5	0	24	5	5	59	3	0	67	20	4	4	0	0	8	0	0	24	0	0	24	8	123
Hourly Total	5	25	15	0	45	5	14	160	10	0	184	23	6	11	1	0	18	2	5	68	7	0	80	15	327
8:00AM	2	48	3	0	53	18	5	46	4	0	55	14	8	11	2	0	21	9	12	24	6	0	42	17	171
8:15AM	8	1	5	0	14	3	6	67	0	0	73	8	2	5	3	0	10	4	3	31	3	0	37	8	134
8:30AM	4	1	4	0	9	0	4	44	0	0	48	2	2	2	1	0	5	2	0	30	6	0	36	3	98
8:45AM	4	0	3	0	7	4	2	55	0	0	57	4	4	1	0	0	5	1	0	20	2	0	22	5	91
Hourly Total	18	50	15	0	83	25	17	212	4	0	233	28	16	19	6	0	41	16	15	105	17	0	137	33	494
11:00AM	3	7	2	0	12	1	12	20	0	0	32	0	0	1	1	0	2	1	1	18	2	0	21	3	67
11:15AM	3	2	5	0	10	0	2	32	1	0	35	4	3	5	0	0	8	2	2	24	2	0	28	0	81
11:30AM	3	7	5	0	15	1	3	32	2	0	37	17	4	4	2	0	10	13	0	25	6	0	31	6	93
11:45AM	3	2	4	0	9	3	6	32	2	0	40	4	0	3	1	0	4	3	4	36	2	0	42	5	95
Hourly Total	12	18	16	0	46	5	23	116	5	0	144	25	7	13	4	0	24	19	7	103	12	0	122	14	336
12:00PM	3	1	10	0	14	0	2	42	1	0	45	3	0	2	1	0	3	1	1	29	6	0	36	1	98
12:15PM	3	1	4	0	8	1	3	37	1	0	41	2	2	1	1	0	4	0	3	31	0	0	34	1	87
12:30PM	5	11	5	0	21	3	8	42	3	0	53	12	2	3	4	0	9	0	4	36	2	0	42	7	125
12:45PM	6	9	4	0	19	2	4	43	0	0	47	1	2	3	1	0	6	1	3	48	2	0	53	1	125
Hourly Total	17	22	23	0	62	6	17	164	5	0	186	18	6	9	7	0	22	2	11	144	10	0	165	10	435
2:00PM	1	5	4	0	10	0	6	43	2	0	51	1	2	0	2	0	4	0	0	42	3	0	45	0	110
2:15PM	5	6	6	0	17	0	7	26	3	0	36	4	3	0	0	0	3	0	0	33	5	0	38	0	94
2:30PM	7	0	8	0	15	3	2	42	1	0	45	2	0	6	2	0	8	2	1	32	3	0	36	1	104
2:45PM	5	9	4	0	18	1	10	45	0	0	55	2	0	2	0	0	2	3	2	29	4	0	35	2	110
Hourly Total	18	20	22	0	60	4	25	156	6	0	187	9	5	8	4	0	17	5	3	136	15	0	154	3	418
3:00PM	9	8	9	0	26	5	5	42	3	0	50	8	3	3	3	0	9	8	3	26	6	0	35	4	120
3:15PM	6	13	8	0	27	30	7	39	2	0	48	31	4	18	3	0	25	20	1	51	8	0	60	59	160
3:30PM	5	9	4	0	18	3	13	35	3	0	51	22	3	9	0	0	12	15	3	48	5	0	56	7	137
3:45PM	3	3	8	0	14	1	8	32	2	0	42	4	4	3	1	0	8	1	0	71	6	0	77	0	141
Hourly Total	23	33	29	0	85	39	33	148	10	0	191	65	14	33	7	0	54	44	7	196	25	0	228	70	558
4:00PM	4	7	18	0	29	2	8	35	0	0	43	15	3	1	0	0	4	0	0	54	4	0	58	1	134
4:15PM	3	6	3	0	12	1	4	28	0	0	32	6	0	4	1	0	5	0	0	60	3	0	63	35	112
4:30PM	4	5	10	0	19	2	9	36	2	0	47	7	1	6	1	0	8	0	1	50	4	0	55	14	129
4:45PM	4	6	12	0	22	2	4	35	0	0	39	6	3	2	0	0	5	0	1	55	4	0	60	18	126
Hourly Total	15	24	43	0	82	7	25	134	2	0	161	34	7	13	2	0	22	0	2	219	15	0	236	68	501
5:00PM	5	8	17	0	30	2	5	55	2	0	62	3	1	2	0	0	3	1	4	77	3	0	84	0	179
5:15PM	3	9	18	0	30	3	8	42	1	0	51	23	2	6	1	0	9	3	2	65	9	0	76	2	166
5:30PM	3	11	8	0	22	2	12	36	2	0	50	14	2	5	2	0	9	0	3	46	4	0	53	5	134
5:45PM	3	6	6	0	15	18	5	29	4	0	38	7	2	8	0	0	10	3	3	32	6	0	41	1	104
Hourly Total	14	34	49	0	97	25	30	162	9	0	201	47	7	21	3	0	31	7	12	220	22	0	254	8	583
Total	122	226	212	0	560	116	184	1252	51	0	1487	249	68	127	34	0	229	95	62	1191	123	0	1376	221	3652
% Approach	21.8%	40.4%	37.9%	0%	-	-	12.4%	84.2%	3.4%	0%	-	-	29.7%	55.5%	14.8%	0%	-	-	4.5%	86.6%	8.9%	0%	-	-	-
% Total	3.3%	6.2%	5.8%	0%	15.3%	-	5.0%	34.3%	1.4%	0%	40.7%	-	1.9%	3.5%	0.9%	0%	6.3%	-	1.7%	32.6%	3.4%	0%	37.7%	-	-
Lights	117	226	211	0	554	-	183	1228	50	0	1461	-	66	126	34	0	226	-	59	1158	119	0	1336	-	3577
% Lights	95.9%	100%	99.5%	0%	98.9%	-	99.5%	98.1%	98.0%	0%	98.3%	-	97.1%	99.2%	100%	0%	98.7%	-	95.2%	97.2%	96.7%	0%	97.1%	-	97.9%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	4	0	0	4	-	6
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.2%
Buses and Single-Unit Trucks	5	0	1	0	6	-	1	22	1	0	24	-	2	1	0	0	3	-	3	29	4	0	36	-	69
% Buses and Single-Unit Trucks	4.1%	0%	0.5%	0%	1.1%	-	0.5%	1.8%	2.0%	0%	1.6%	-	2.9%	0.8%	0%	0%	1.3%	-	4.8%	2.4%	3.3%	0%	2.6%	-	1.9%
Pedestrians	-	-	-	-	-	107	-	-	-	-	-	227	-	-	-	-	-	82	-	-	-	-	-	194	
% Pedestrians	-	-	-	-	-	92.2%	-	-	-	-	-	91.2%	-	-	-	-	-	86.3%	-	-	-	-	-	87.8%	-
Bicycles on Crosswalk	-	-	-	-	-	9	-	-	-	-	-	22	-	-	-	-	-	13	-	-	-	-	-	27	
% Bicycles on Crosswalk	-	-	-	-	-	7.8%	-	-	-	-	-	8.8%	-	-	-	-	-	13.7%	-	-	-	-	-	12.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Patterson - TMC

Tue Sep 20, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

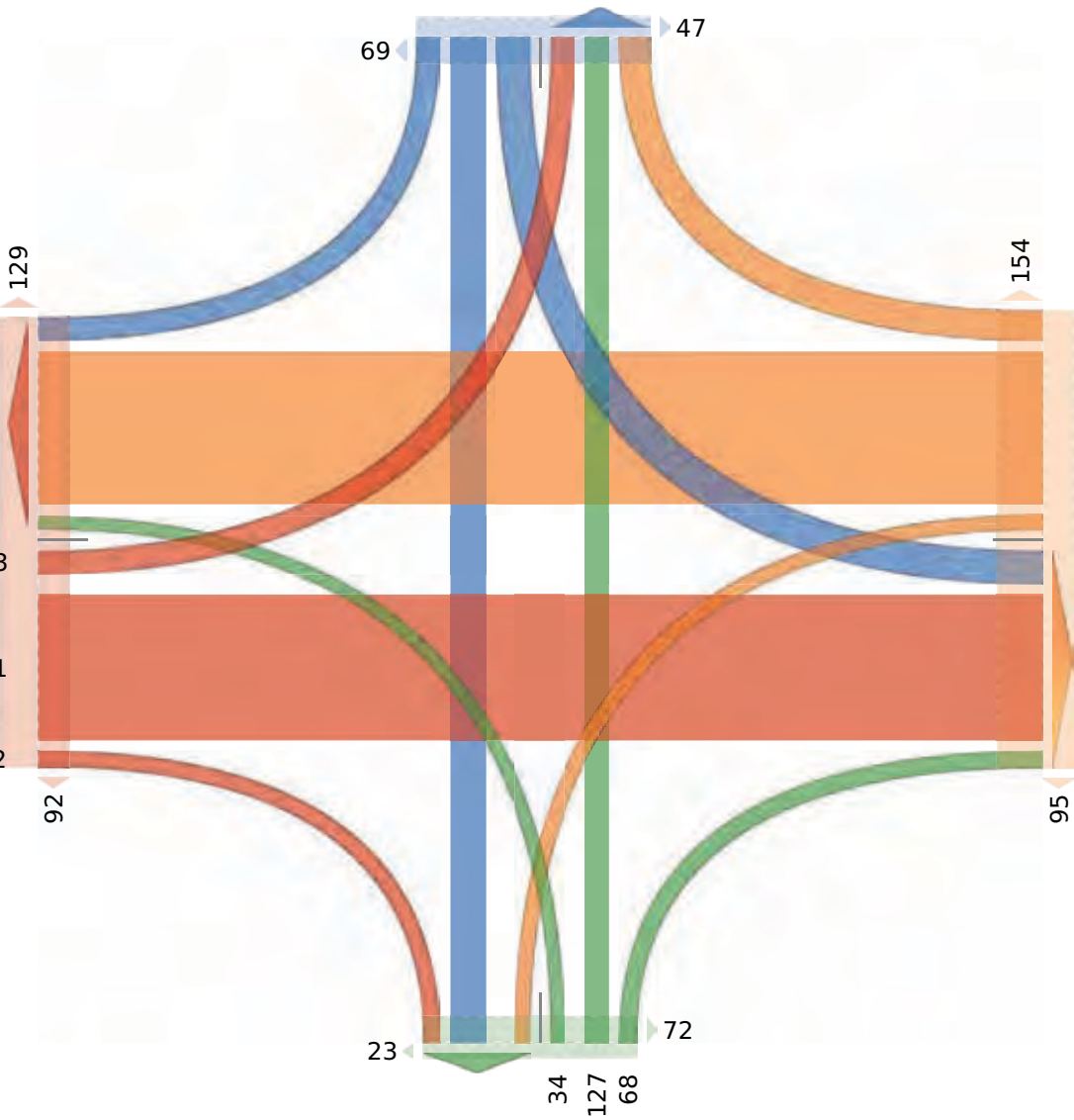
[N] Schantz Ave SB

Total: 994

In: 560 Out: 434

122 226 212

69 47



[W] Patterson Rd EB

Total: 2784
In: 1376 Out: 1408

Out: 1471 In: 1487

Total: 2958

[E] Patterson Rd WB

Out: 339 In: 229

Total: 568

[S] Schantz Ave NB

Schantz/Patterson - TMC

Tue Sep 20, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Schantz Ave SB Southbound						Patterson Rd WB Westbound						Schantz Ave NB Northbound						Patterson Rd EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-20 7:45AM	4	15	5	0	24	5	5	59	3	0	67	20	4	4	0	0	8	0	0	24	0	0	24	8	123
8:00AM	2	48	3	0	53	18	5	46	4	0	55	14	8	11	2	0	21	9	12	24	6	0	42	17	171
8:15AM	8	1	5	0	14	3	6	67	0	0	73	8	2	5	3	0	10	4	3	31	3	0	37	8	134
8:30AM	4	1	4	0	9	0	4	44	0	0	48	2	2	2	1	0	5	2	0	30	6	0	36	3	98
Total	18	65	17	0	100	26	20	216	7	0	243	44	16	22	6	0	44	15	15	109	15	0	139	36	526
% Approach	18.0%	65.0%	17.0%	0%	-	-	8.2%	88.9%	2.9%	0%	-	-	36.4%	50.0%	13.6%	0%	-	-	10.8%	78.4%	10.8%	0%	-	-	-
% Total	3.4%	12.4%	3.2%	0%	19.0%	-	3.8%	41.1%	1.3%	0%	46.2%	-	3.0%	4.2%	1.1%	0%	8.4%	-	2.9%	20.7%	2.9%	0%	26.4%	-	-
PHF	0.563	0.339	0.850	-	0.472	-	0.833	0.806	0.438	-	0.832	-	0.500	0.500	0.500	-	0.524	-	0.313	0.879	0.625	-	0.827	-	0.769
Lights	18	65	17	0	100	-	20	214	7	0	241	-	16	21	6	0	43	-	14	101	15	0	130	-	514
% Lights	100%	100%	100%	0%	100%	-	100%	99.1%	100%	0%	99.2%	-	100%	95.5%	100%	0%	97.7%	-	93.3%	92.7%	100%	0%	93.5%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.8%	0%	0%	2.2%	-	0.6%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	1	5	0	0	6	-	9
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	0%	4.5%	0%	0%	2.3%	-	6.7%	4.6%	0%	0%	4.3%	-	1.7%
Pedestrians	-	-	-	-	-	23	-	-	-	-	-	39	-	-	-	-	-	11	-	-	-	-	-	31	
% Pedestrians	-	-	-	-	-	88.5%	-	-	-	-	-	88.6%	-	-	-	-	-	73.3%	-	-	-	-	-	86.1%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	11.5%	-	-	-	-	-	11.4%	-	-	-	-	-	26.7%	-	-	-	-	-	13.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Patterson - TMC

Tue Sep 20, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

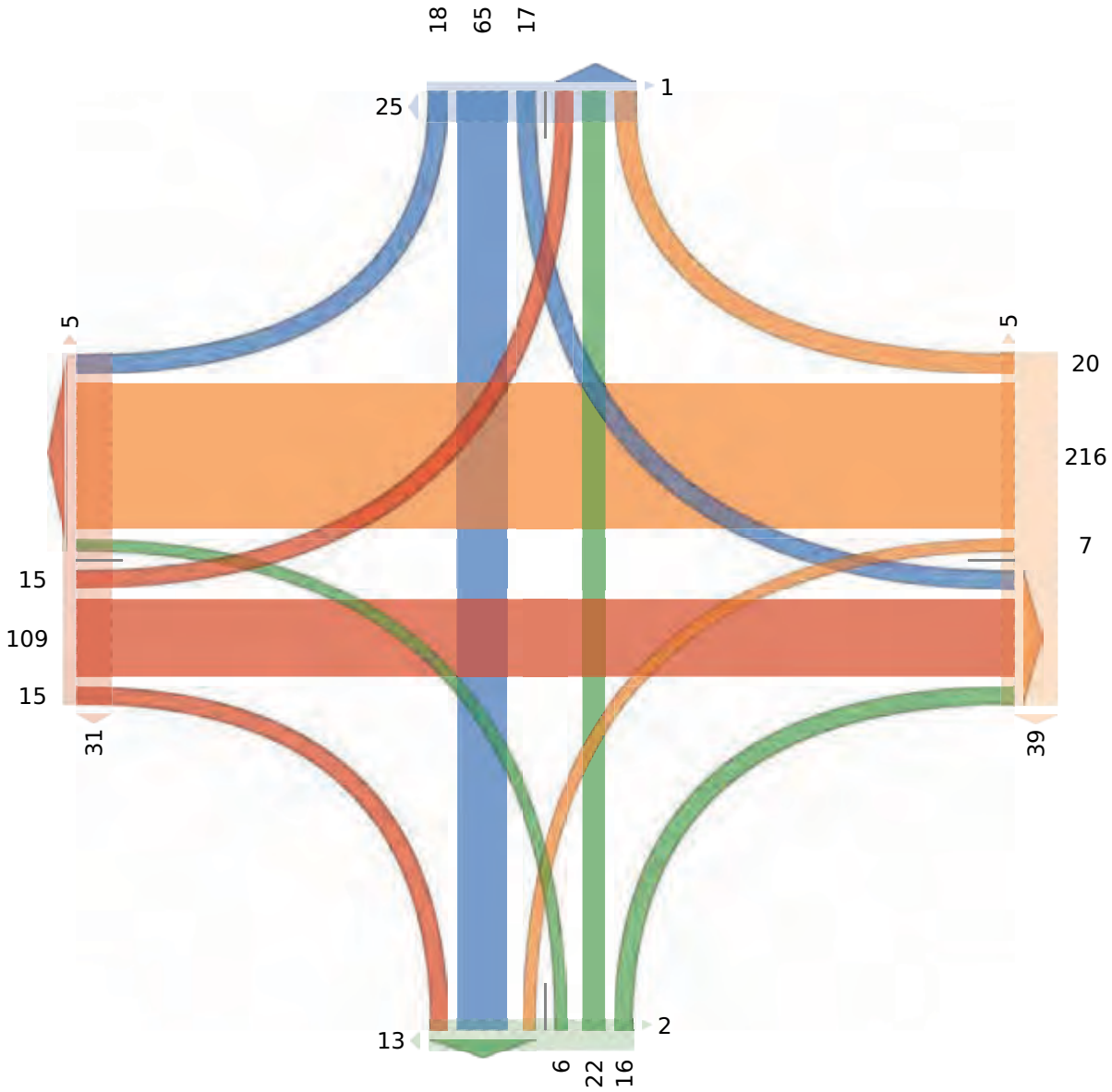
[N] Schantz Ave SB

Total: 157

In: 100 Out: 57

[W] Patterson Rd EB

Total: 379
In: 139 Out: 240



[E] Patterson Rd WB
Total: 385
In: 243 Out: 142

[S] Schantz Ave NB
Total: 131
In: 44 Out: 87

Schantz/Patterson - TMC

Tue Sep 20, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Schantz Ave SB Southbound						Patterson Rd WB Westbound						Schantz Ave NB Northbound						Patterson Rd EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-20 12:00PM	3	1	10	0	14	0	2	42	1	0	45	3	0	2	1	0	3	1	1	29	6	0	36	1	98
12:15PM	3	1	4	0	8	1	3	37	1	0	41	2	2	1	1	0	4	0	3	31	0	0	34	1	87
12:30PM	5	11	5	0	21	3	8	42	3	0	53	12	2	3	4	0	9	0	4	36	2	0	42	7	125
12:45PM	6	9	4	0	19	2	4	43	0	0	47	1	2	3	1	0	6	1	3	48	2	0	53	1	125
Total	17	22	23	0	62	6	17	164	5	0	186	18	6	9	7	0	22	2	11	144	10	0	165	10	435
% Approach	27.4%	35.5%	37.1%	0%	-	-	9.1%	88.2%	2.7%	0%	-	-	27.3%	40.9%	31.8%	0%	-	-	6.7%	87.3%	6.1%	0%	-	-	-
% Total	3.9%	5.1%	5.3%	0%	14.3%	-	3.9%	37.7%	1.1%	0%	42.8%	-	1.4%	2.1%	1.6%	0%	5.1%	-	2.5%	33.1%	2.3%	0%	37.9%	-	-
PHF	0.708	0.500	0.575	-	0.738	-	0.531	0.953	0.417	-	0.877	-	0.750	0.750	0.438	-	0.611	-	0.688	0.750	0.417	-	0.778	-	0.870
Lights	16	22	23	0	61	-	17	160	5	0	182	-	6	9	7	0	22	-	11	141	10	0	162	-	427
% Lights	94.1%	100%	100%	0%	98.4%	-	100%	97.6%	100%	0%	97.8%	-	100%	100%	100%	0%	100%	-	100%	97.9%	100%	0%	98.2%	-	98.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	4	0	0	4	-	0	0	0	0	0	-	0	3	0	0	3	-	8
% Buses and Single-Unit Trucks	5.9%	0%	0%	0%	1.6%	-	0%	2.4%	0%	0%	2.2%	-	0%	0%	0%	0%	0%	-	0%	2.1%	0%	0%	1.8%	-	1.8%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	16	-	-	-	-	-	1	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-	-	-	-	-	50.0%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	-	-	50.0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Patterson - TMC

Tue Sep 20, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Schantz Ave SB

Total: 98

In: 62 Out: 36

17 22 23

4 2

[W] Patterson Rd EB

Total: 353
In: 165 Out: 188

10

144

11

7

1

7 9 6

Out: 38 In: 22

Total: 60

[S] Schantz Ave NB

17

164

5

Out: 173 In: 186

Total: 359

[E] Patterson Rd WB

15

Schantz/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Schantz Ave SB Southbound						Patterson Rd WB Westbound						Schantz Ave NB Northbound						Patterson Rd EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-20 4:45PM	4	6	12	0	22	2	4	35	0	0	39	6	3	2	0	0	5	0	1	55	4	0	60	18	126
5:00PM	5	8	17	0	30	2	5	55	2	0	62	3	1	2	0	0	3	1	4	77	3	0	84	0	179
5:15PM	3	9	18	0	30	3	8	42	1	0	51	23	2	6	1	0	9	3	2	65	9	0	76	2	166
5:30PM	3	11	8	0	22	2	12	36	2	0	50	14	2	5	2	0	9	0	3	46	4	0	53	5	134
Total	15	34	55	0	104	9	29	168	5	0	202	46	8	15	3	0	26	4	10	243	20	0	273	25	605
% Approach	14.4%	32.7%	52.9%	0%	-	-	14.4%	83.2%	2.5%	0%	-	-	30.8%	57.7%	11.5%	0%	-	-	3.7%	89.0%	7.3%	0%	-	-	-
% Total	2.5%	5.6%	9.1%	0%	17.2%	-	4.8%	27.8%	0.8%	0%	33.4%	-	1.3%	2.5%	0.5%	0%	4.3%	-	1.7%	40.2%	3.3%	0%	45.1%	-	-
PHF	0.750	0.773	0.764	-	0.867	-	0.604	0.764	0.625	-	0.815	-	0.667	0.625	0.375	-	0.722	-	0.625	0.789	0.556	-	0.813	-	0.845
Lights	14	34	55	0	103	-	29	164	5	0	198	-	8	15	3	0	26	-	9	241	19	0	269	-	596
% Lights	93.3%	100%	100%	0%	99.0%	-	100%	97.6%	100%	0%	98.0%	-	100%	100%	100%	0%	100%	-	90.0%	99.2%	95.0%	0%	98.5%	-	98.5%
Articulated Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	1	0	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	1	2	1	0	4	-	8
% Buses and Single-Unit Trucks	6.7%	0%	0%	0%	1.0%	-	0%	1.8%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	10.0%	0.8%	5.0%	0%	1.5%	-	1.3%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	38	-	-	-	-	-	3	-	-	-	-	-	19	-
% Pedestrians	-	-	-	-	-	88.9%	-	-	-	-	-	82.6%	-	-	-	-	-	75.0%	-	-	-	-	-	76.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	6	-
% Bicycles on Crosswalk	-	-	-	-	-	11.1%	-	-	-	-	-	17.4%	-	-	-	-	-	25.0%	-	-	-	-	-	24.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Schantz/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994427, Location: 39.725198, -84.170025, Site Code: Schantz/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Schantz Ave SB

Total: 168

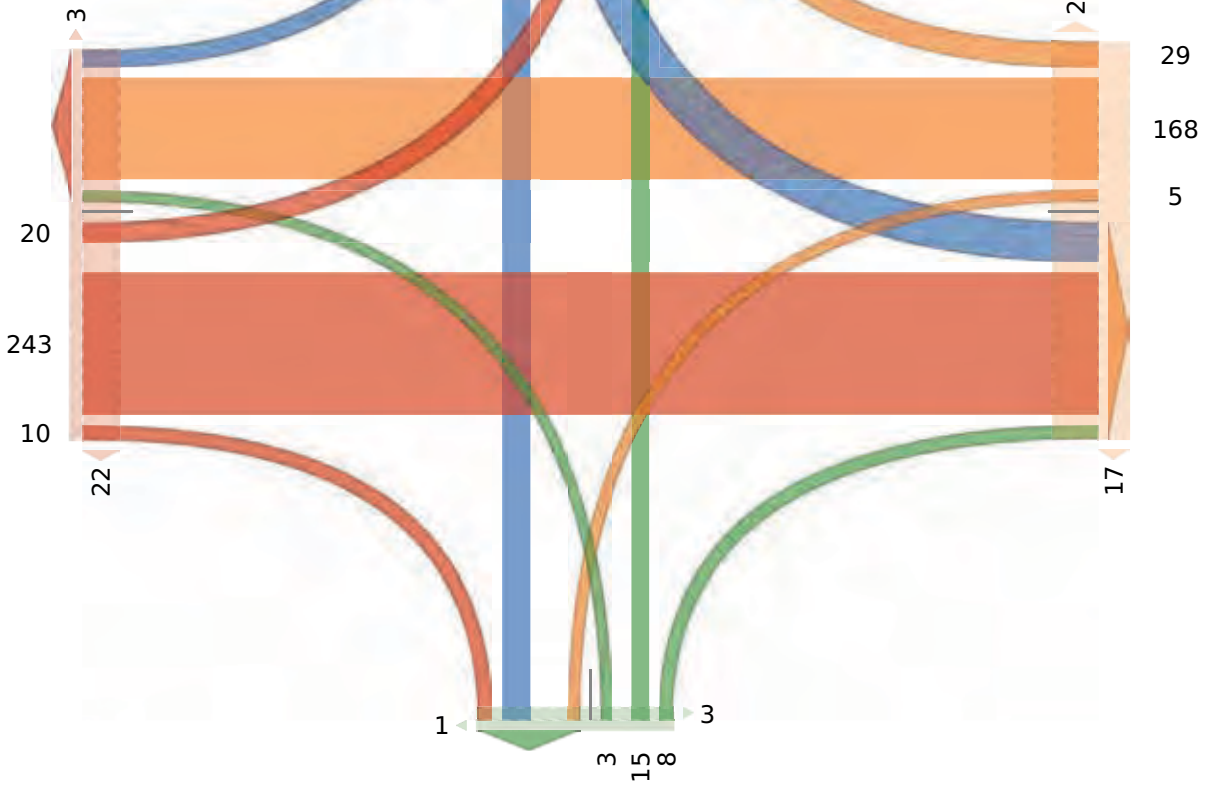
In: 104 Out: 64

15 34 55

8 1

[W] Patterson Rd EB

Total: 459
In: 273 Out: 186



Out: 49 In: 26
Total: 75

[S] Schantz Ave NB

Out: 306 In: 202
Total: 508
[E] Patterson Rd WB

Shafor/Patterson - TMC

Tue Sep 20, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Patterson Rd WB Westbound						Shafor Blvd NB Northbound						Patterson Rd EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-20 7:00AM	0	2	2	0	4	0	3	20	2	0	25	0	6	3	0	0	9	1	0	9	0	0	9	1	47
7:15AM	1	4	3	0	8	0	10	45	3	0	58	0	2	10	0	0	12	0	3	22	1	0	26	0	104
7:30AM	1	9	4	0	14	0	5	53	2	0	60	0	7	7	2	0	16	0	0	24	0	0	24	0	114
7:45AM	1	8	3	0	12	0	13	65	4	0	82	1	8	7	2	0	17	0	0	30	1	0	31	12	142
Hourly Total	3	23	12	0	38	0	31	183	11	0	225	1	23	27	4	0	54	1	3	85	2	0	90	13	407
8:00AM	4	16	7	0	27	0	2	50	4	0	56	0	1	19	7	0	27	0	1	28	6	0	35	1	145
8:15AM	7	5	2	0	14	2	2	56	4	0	62	2	2	10	6	0	18	0	2	34	1	0	37	1	131
8:30AM	1	2	6	0	9	0	3	45	1	0	49	3	3	11	3	0	17	0	2	32	2	0	36	5	111
8:45AM	6	3	5	0	14	1	2	49	3	0	54	0	0	12	2	0	14	1	1	24	2	0	27	5	109
Hourly Total	18	26	20	0	64	3	9	200	12	0	221	5	6	52	18	0	76	1	6	118	11	0	135	12	496
11:00AM	0	9	4	0	13	1	5	30	4	0	39	1	0	7	1	0	8	0	1	19	0	0	20	2	80
11:15AM	0	5	3	0	8	0	3	31	4	0	38	2	3	8	2	0	13	0	1	30	2	0	33	0	92
11:30AM	4	7	5	0	16	0	8	28	1	0	37	1	2	14	5	0	21	1	2	28	5	0	35	0	109
11:45AM	3	7	5	0	15	0	7	37	6	0	50	1	4	10	3	0	17	0	4	35	2	0	41	0	123
Hourly Total	7	28	17	0	52	1	23	126	15	0	164	5	9	39	11	0	59	1	8	112	9	0	129	2	404
12:00PM	0	8	5	1	14	0	3	41	3	0	47	1	7	7	2	0	16	1	3	34	3	0	40	0	117
12:15PM	3	7	8	0	18	2	6	38	4	0	48	0	3	11	0	0	14	0	3	33	1	0	37	3	117
12:30PM	7	16	6	0	29	2	3	42	1	0	46	4	3	12	7	0	22	0	3	35	2	0	40	3	137
12:45PM	1	16	5	0	22	1	2	41	2	0	45	1	2	12	3	0	17	0	3	50	4	0	57	4	141
Hourly Total	11	47	24	1	83	5	14	162	10	0	186	6	15	42	12	0	69	1	12	152	10	0	174	10	512
2:00PM	1	10	8	1	20	0	1	49	3	0	53	0	0	7	0	0	7	0	0	44	1	0	45	2	125
2:15PM	1	6	5	0	12	0	0	33	7	0	40	1	0	8	2	0	10	0	0	37	3	0	40	1	102
2:30PM	0	9	2	0	11	1	0	42	2	0	44	0	0	11	4	0	15	0	2	36	2	0	40	2	110
2:45PM	7	8	2	0	17	1	0	43	3	0	46	0	1	9	4	0	14	0	2	28	2	0	32	4	109
Hourly Total	9	33	17	1	60	2	1	167	15	0	183	1	1	35	10	0	46	0	4	145	8	0	157	9	446
3:00PM	4	15	3	1	23	0	4	47	3	0	54	0	11	10	3	0	24	0	3	35	1	0	39	1	140
3:15PM	1	6	4	0	11	3	2	36	7	0	45	4	6	29	7	0	42	0	5	52	5	0	62	2	160
3:30PM	6	14	7	0	27	2	4	45	5	0	54	3	6	12	2	0	20	0	5	52	1	0	58	4	159
3:45PM	1	6	6	0	13	1	3	36	2	0	41	0	3	11	4	0	18	1	2	77	3	0	82	2	154
Hourly Total	12	41	20	1	74	6	13	164	17	0	194	7	26	62	16	0	104	1	15	216	10	0	241	9	613
4:00PM	2	17	16	0	35	4	0	38	8	0	46	2	1	10	2	0	13	0	5	64	4	0	73	3	167
4:15PM	2	8	9	0	19	3	0	33	6	0	39	7	3	13	2	0	18	1	4	57	1	0	62	6	138
4:30PM	1	11	7	0	19	1	1	41	8	0	50	1	3	12	2	0	17	2	0	59	3	0	62	5	148
4:45PM	1	12	12	0	25	4	1	33	7	0	41	0	2	16	3	0	21	1	5	62	2	0	69	4	156
Hourly Total	6	48	44	0	98	12	2	145	29	0	176	10	9	51	9	0	69	4	14	242	10	0	266	18	609
5:00PM	3	7	7	0	17	1	12	54	6	0	72	2	1	12	6	0	19	1	4	88	4	0	96	0	204
5:15PM	2	11	6	0	19	1	8	46	4	0	58	4	1	17	4	0	22	0	5	79	1	0	85	8	184
5:30PM	2	10	9	0	21	3	5	45	5	0	55	7	2	13	1	0	16	0	1	56	1	0	58	9	150
5:45PM	0	6	6	0	12	19	4	36	7	0	47	0	0	17	2	0	19	0	1	38	1	0	40	10	118
Hourly Total	7	34	28	0	69	24	29	181	22	0	232	13	4	59	13	0	76	1	11	261	7	0	279	27	656
Total	73	280	182	3	538	53	122	1328	131	0	1581	48	93	367	93	0	553	10	73	1331	67	0	1471	100	4143
% Approach	13.6%	52.0%	33.8%	0.6%	-	-	7.7%	84.0%	8.3%	0%	-	-	16.8%	66.4%	16.8%	0%	-	-	5.0%	90.5%	4.6%	0%	-	-	-
% Total	1.8%	6.8%	4.4%	0.1%	13.0%	-	2.9%	32.1%	3.2%	0%	38.2%	-	2.2%	8.9%	2.2%	0%	13.3%	-	1.8%	32.1%	1.6%	0%	35.5%	-	-
Lights	69	260	180	3	512	-	121	1307	130	0	1558	-	93	359	92	0	544	-	72	1301	64	0	1437	-	4051
% Lights	94.5%	92.9%	98.9%	100%	95.2%	-	99.2%	98.4%	99.2%	0%	98.5%	-	100%	97.8%	98.9%	0%	98.4%	-	98.6%	97.7%	95.5%	0%	97.7%	-	97.8%
Articulated Trucks	0	0	2	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	5
% Articulated Trucks	0%	0%	1.1%	0%	0.4%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
Buses and Single-Unit Trucks	4	20	0	0	24	-	1	19	1	0	21	-	0	8	1	0	9	-	1	29	3	0	33	-	87
% Buses and Single-Unit Trucks	5.5%	7.1%	0%	0%	4.5%	-	0.8%	1.4%	0.8%	0%	1.3%	-	0%	2.2%	1.1%	0%	1.6%	-	1.4%	2.2%	4.5%	0%	2.2%	-	2.1%
Pedestrians	-	-	-	-	-	49	-	-	-	-	-	39	-	-	-	-	-	7	-	-	-	-	-	-	89
% Pedestrians	-	-	-	-	-	92.5%	-	-	-	-	-	81.3%	-	-	-	-	-	70.0%	-	-	-	-	-	-	89.0%
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	-	11
% Bicycles on Crosswalk	-	-	-	-	-	7.5%	-	-	-	-	-	18.8%	-	-	-	-	-	30.0%	-	-	-	-	-	-	11.0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Patterson - TMC

Tue Sep 20, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 1097

In: 538 Out: 559

73
280
182
3

38

15

50

22

122

1328

131

[W] Patterson Rd EB

Total: 2965
In: 1471 Out: 1494

67

1331

73

50

26

In: 1581
Out: 1606

[E] Patterson Rd WB

Total: 3187

4

6

93

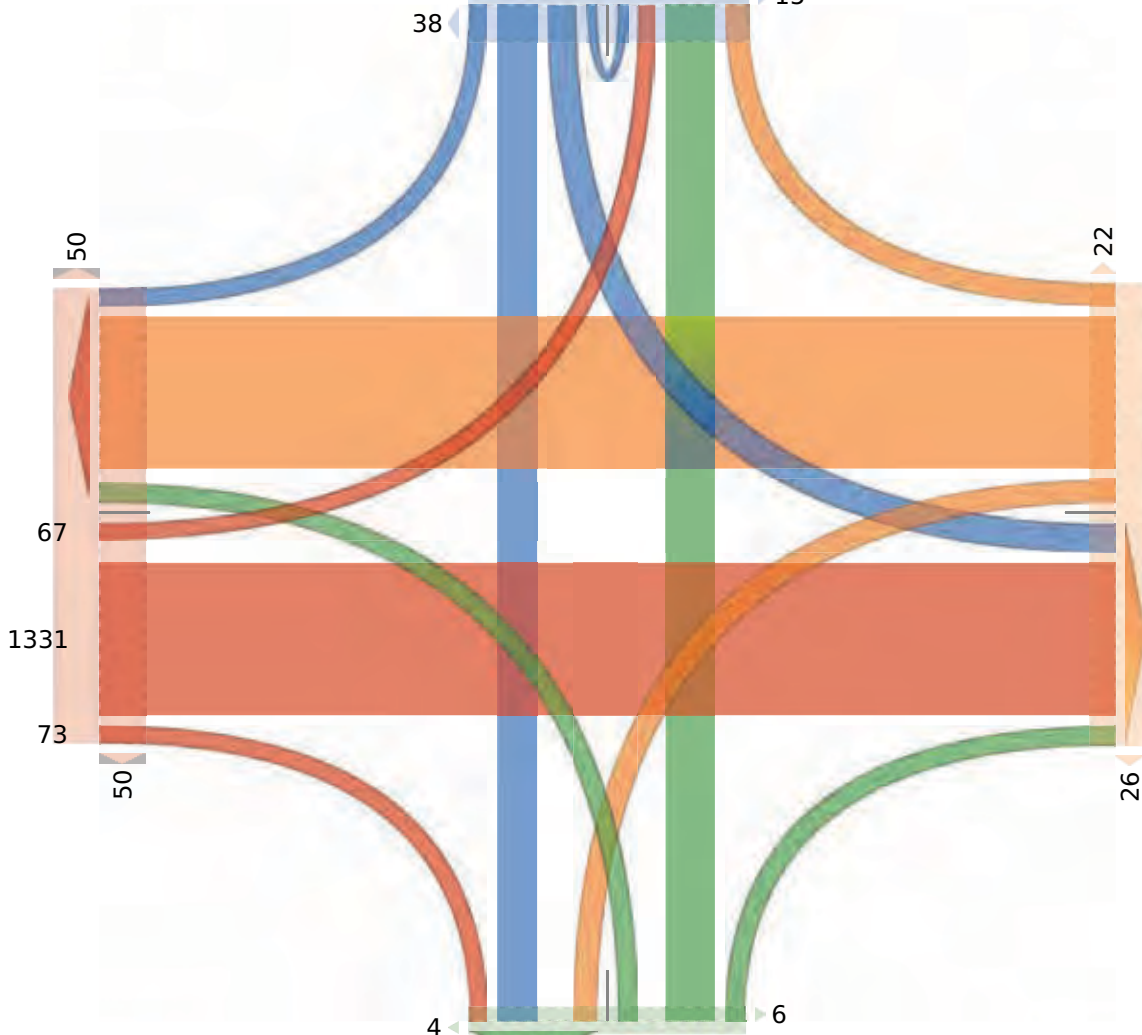
367

93

Out: 484 In: 553

Total: 1037

[S] Shafor Blvd NB



Shafor/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Patterson Rd WB Westbound						Shafor Blvd NB Northbound						Patterson Rd EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-20 7:30AM	1	9	4	0	14	0	5	53	2	0	60	0	7	7	2	0	16	0	0	24	0	0	24	0	114
7:45AM	1	8	3	0	12	0	13	65	4	0	82	1	8	7	2	0	17	0	0	30	1	0	31	12	142
8:00AM	4	16	7	0	27	0	2	50	4	0	56	0	1	19	7	0	27	0	1	28	6	0	35	1	145
8:15AM	7	5	2	0	14	2	2	56	4	0	62	2	2	10	6	0	18	0	2	34	1	0	37	1	131
Total	13	38	16	0	67	2	22	224	14	0	260	3	18	43	17	0	78	0	3	116	8	0	127	14	532
% Approach	19.4%	56.7%	23.9%	0%	-	-	8.5%	86.2%	5.4%	0%	-	-	23.1%	55.1%	21.8%	0%	-	-	2.4%	91.3%	6.3%	0%	-	-	-
% Total	2.4%	7.1%	3.0%	0%	12.6%	-	4.1%	42.1%	2.6%	0%	48.9%	-	3.4%	8.1%	3.2%	0%	14.7%	-	0.6%	21.8%	1.5%	0%	23.9%	-	-
PHF	0.464	0.594	0.571	-	0.620	-	0.423	0.862	0.875	-	0.793	-	0.563	0.566	0.607	-	0.722	-	0.375	0.853	0.333	-	0.858	-	0.917
Lights	13	34	16	0	63	-	22	222	14	0	258	-	18	43	17	0	78	-	2	113	8	0	123	-	522
% Lights	100%	89.5%	100%	0%	94.0%	-	100%	99.1%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	66.7%	97.4%	100%	0%	96.9%	-	98.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	0.2%
Buses and Single-Unit Trucks	0	4	0	0	4	-	0	2	0	0	2	-	0	0	0	0	0	-	1	2	0	0	3	-	9
% Buses and Single-Unit Trucks	0%	10.5%	0%	0%	6.0%	-	0%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	33.3%	1.7%	0%	0%	2.4%	-	1.7%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	92.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	7.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 140

In: 67 Out: 73

13 38 16

2

[W] Patterson Rd EB

Total: 381

In: 127

Out: 254

10
8
116
3
4

22
224
14

Out: 150 In: 260

Total: 410

[E] Patterson Rd WB

17 43 18

Out: 55 In: 78

Total: 133

[S] Shafor Blvd NB

Shafor/Patterson - TMC

Tue Sep 20, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Patterson Rd WB Westbound						Shafor Blvd NB Northbound						Patterson Rd EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-20 12:00PM	0	8	5	1	14	0	3	41	3	0	47	1	7	7	2	0	16	1	3	34	3	0	40	0	117
12:15PM	3	7	8	0	18	2	6	38	4	0	48	0	3	11	0	0	14	0	3	33	1	0	37	3	117
12:30PM	7	16	6	0	29	2	3	42	1	0	46	4	3	12	7	0	22	0	3	35	2	0	40	3	137
12:45PM	1	16	5	0	22	1	2	41	2	0	45	1	2	12	3	0	17	0	3	50	4	0	57	4	141
Total	11	47	24	1	83	5	14	162	10	0	186	6	15	42	12	0	69	1	12	152	10	0	174	10	512
% Approach	13.3%	56.6%	28.9%	1.2%	-	-	7.5%	87.1%	5.4%	0%	-	-	21.7%	60.9%	17.4%	0%	-	-	6.9%	87.4%	5.7%	0%	-	-	-
% Total	2.1%	9.2%	4.7%	0.2%	16.2%	-	2.7%	31.6%	2.0%	0%	36.3%	-	2.9%	8.2%	2.3%	0%	13.5%	-	2.3%	29.7%	2.0%	0%	34.0%	-	-
PHF	0.393	0.734	0.750	0.250	0.716	-	0.583	0.964	0.625	-	0.969	-	0.536	0.875	0.429	-	0.784	-	1.000	0.760	0.625	-	0.763	-	0.908
Lights	10	41	23	1	75	-	13	160	9	0	182	-	15	41	12	0	68	-	12	150	10	0	172	-	497
% Lights	90.9%	87.2%	95.8%	100%	90.4%	-	92.9%	98.8%	90.0%	0%	97.8%	-	100%	97.6%	100%	0%	98.6%	-	100%	98.7%	100%	0%	98.9%	-	97.1%
Articulated Trucks	0	0	1	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Articulated Trucks	0%	0%	4.2%	0%	1.2%	-	0%	1.2%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Buses and Single-Unit Trucks	1	6	0	0	7	-	1	0	1	0	2	-	0	1	0	0	1	-	0	2	0	0	2	-	12
% Buses and Single-Unit Trucks	9.1%	12.8%	0%	0%	8.4%	-	7.1%	0%	10.0%	0%	1.1%	-	0%	2.4%	0%	0%	1.4%	-	0%	1.3%	0%	0%	1.1%	-	2.3%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-	-	-	-	-	80.0%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	20.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Patterson - TMC

Tue Sep 20, 2022

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 150

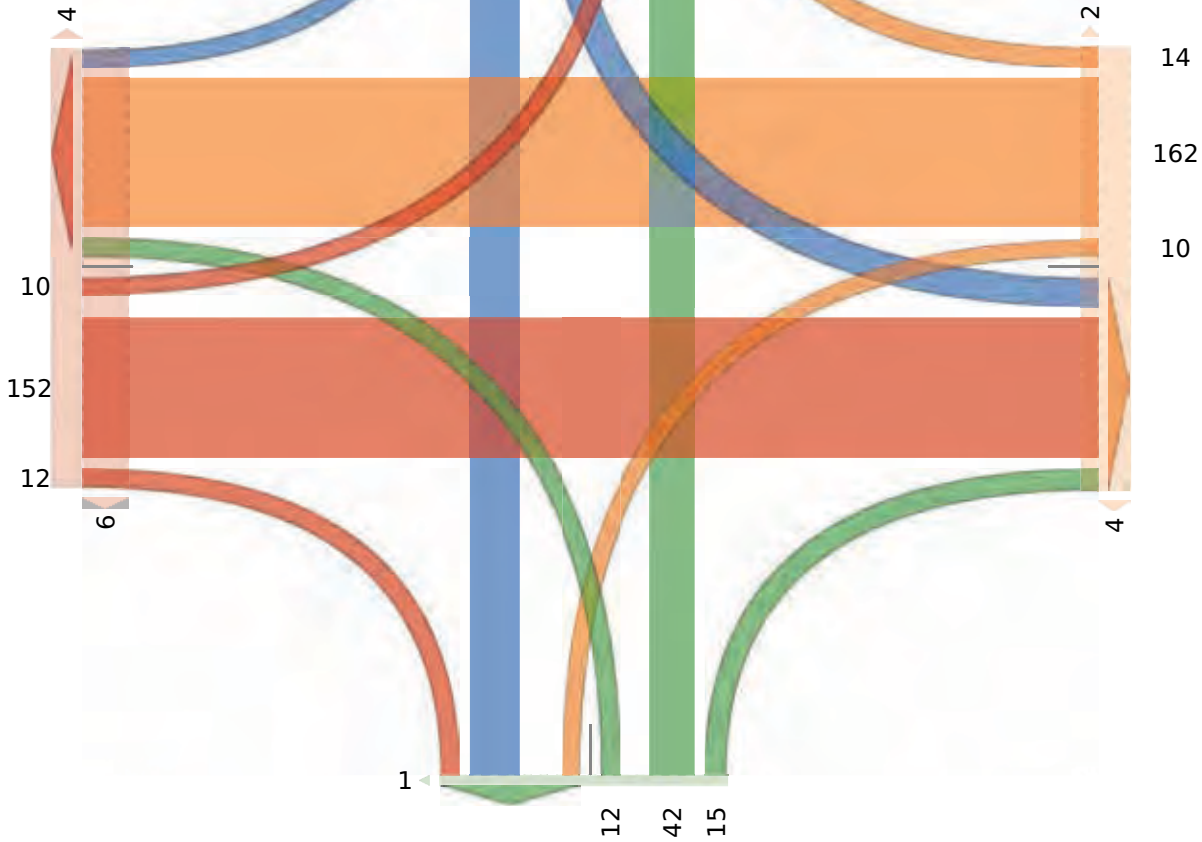
In: 83 Out: 67

11 47 24 1



[W] Patterson Rd EB

Total: 359
In: 174 Out: 185



Out: 191 In: 186
Total: 377
[E] Patterson Rd WB

Out: 69 In: 69
Total: 138
[S] Shafor Blvd NB

Shafor/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Patterson Rd WB Westbound						Shafor Blvd NB Northbound						Patterson Rd EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-20 4:45PM	1	12	12	0	25	4	1	33	7	0	41	0	2	16	3	0	21	1	5	62	2	0	69	4	156
5:00PM	3	7	7	0	17	1	12	54	6	0	72	2	1	12	6	0	19	1	4	88	4	0	96	0	204
5:15PM	2	11	6	0	19	1	8	46	4	0	58	4	1	17	4	0	22	0	5	79	1	0	85	8	184
5:30PM	2	10	9	0	21	3	5	45	5	0	55	7	2	13	1	0	16	0	1	56	1	0	58	9	150
Total	8	40	34	0	82	9	26	178	22	0	226	13	6	58	14	0	78	2	15	285	8	0	308	21	694
% Approach	9.8%	48.8%	41.5%	0%	-	-	11.5%	78.8%	9.7%	0%	-	-	7.7%	74.4%	17.9%	0%	-	-	4.9%	92.5%	2.6%	0%	-	-	-
% Total	1.2%	5.8%	4.9%	0%	11.8%	-	3.7%	25.6%	3.2%	0%	32.6%	-	0.9%	8.4%	2.0%	0%	11.2%	-	2.2%	41.1%	1.2%	0%	44.4%	-	-
PHF	0.667	0.833	0.708	-	0.820	-	0.542	0.824	0.786	-	0.785	-	0.750	0.853	0.583	-	0.886	-	0.750	0.810	0.500	-	0.802	-	0.850
Lights	8	40	34	0	82	-	26	177	22	0	225	-	6	58	13	0	77	-	15	283	8	0	306	-	690
% Lights	100%	100%	100%	0%	100%	-	100%	99.4%	100%	0%	99.6%	-	100%	100%	92.9%	0%	98.7%	-	100%	99.3%	100%	0%	99.4%	-	99.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	0	2	0	0	2	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.4%	-	0%	0%	7.1%	0%	1.3%	-	0%	0.7%	0%	0%	0.6%	-	0.6%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	19	
% Pedestrians	-	-	-	-	-	88.9%	-	-	-	-	-	53.8%	-	-	-	-	-	100%	-	-	-	-	-	90.5%	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	11.1%	-	-	-	-	-	46.2%	-	-	-	-	-	0%	-	-	-	-	-	9.5%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Patterson - TMC

Tue Sep 20, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990948, Location: 39.725065, -84.167631, Site Code: Shafor/Patterson

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 174

In: 82 Out: 92

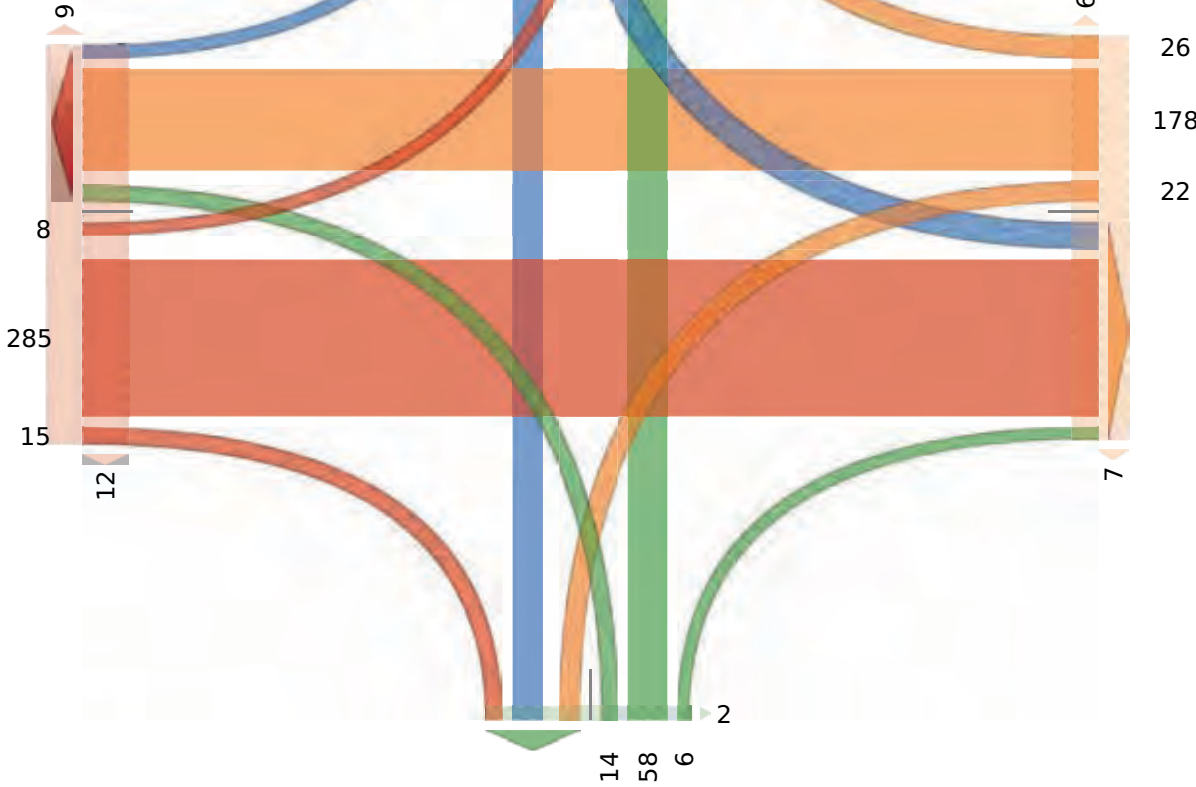
8 40 34

8

1

[W] Patterson Rd EB

Total: 508
In: 308 Out: 200



[E] Patterson Rd WB

Total: 551
In: 226 Out: 325

[S] Shafor Blvd NB

Total: 155
In: 78 Out: 77

Shafor/Aberdeen - TMC

Thu Sep 22, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Aberdeen Ave WB Westbound						Shafor Blvd NB Northbound						Aberdeen Ave EB Eastbound						Int	
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*		
2022-09-22 7:00AM	0	5	0	0	5	1	0	1	0	0	1	4	0	1	0	0	1	0	0	0	0	0	0	0	3	7
7:15AM	0	6	0	0	6	0	0	3	0	0	3	4	0	14	0	0	14	2	0	0	0	0	0	0	2	23
7:30AM	1	8	0	0	9	1	0	2	0	0	2	1	0	6	1	0	7	4	0	2	0	0	2	5	5	20
7:45AM	2	19	0	0	21	0	1	2	2	0	5	9	1	17	2	0	20	5	0	1	2	0	3	14	14	49
Hourly Total	3	38	0	0	41	2	1	8	2	0	11	18	1	38	3	0	42	11	0	3	2	0	5	24	24	99
8:00AM	3	36	0	0	39	5	3	2	1	0	6	10	0	28	0	0	28	6	2	3	2	0	7	24	24	80
8:15AM	0	40	0	0	40	33	2	5	0	0	7	24	4	13	1	0	18	80	3	20	0	0	23	122	122	88
8:30AM	1	13	0	0	14	1	1	2	0	0	3	6	1	15	1	0	17	7	1	2	0	0	3	5	5	37
8:45AM	0	12	0	0	12	2	0	2	2	0	4	2	2	24	0	0	26	1	2	0	6	0	8	6	6	50
Hourly Total	4	101	0	0	105	41	6	11	3	0	20	42	7	80	2	0	89	94	8	25	8	0	41	157	157	255
11:00AM	1	8	0	0	9	0	0	0	0	0	0	3	0	12	0	0	12	0	3	2	1	0	6	3	3	27
11:15AM	0	20	0	1	21	5	0	1	0	0	1	3	0	20	0	0	20	8	7	3	0	0	10	7	7	52
11:30AM	0	25	0	0	25	4	1	1	1	0	3	3	3	23	1	0	27	1	1	2	0	0	3	19	19	58
11:45AM	0	16	1	0	17	0	1	0	0	0	1	2	1	15	0	0	16	1	2	1	0	0	3	8	8	37
Hourly Total	1	69	1	1	72	9	2	2	1	0	5	11	4	70	1	0	75	10	13	8	1	0	22	37	37	174
12:00PM	0	17	0	0	17	0	0	1	1	0	2	9	4	17	1	0	22	7	2	0	0	0	2	12	12	43
12:15PM	2	15	0	0	17	1	2	1	0	0	3	4	1	11	1	0	13	1	2	0	2	0	4	16	16	37
12:30PM	0	16	0	0	16	0	3	0	0	0	3	4	1	28	0	1	30	3	2	2	1	0	5	18	18	54
12:45PM	1	21	1	0	23	2	2	3	0	0	5	4	0	20	1	0	21	2	1	2	0	0	3	3	3	52
Hourly Total	3	69	1	0	73	3	7	5	1	0	13	21	6	76	3	1	86	13	7	4	3	0	14	49	49	186
2:00PM	2	11	0	0	13	0	1	0	0	0	1	2	0	14	2	0	16	1	1	0	0	0	1	1	1	31
2:15PM	1	7	0	0	8	0	0	2	1	0	3	1	0	12	1	0	13	2	2	0	0	0	2	4	4	26
2:30PM	0	18	0	0	18	0	0	1	0	0	1	1	2	17	2	0	21	1	2	2	2	0	6	4	4	46
2:45PM	1	14	0	1	16	4	1	0	2	0	3	1	1	20	2	0	23	3	2	2	0	0	4	12	12	46
Hourly Total	4	50	0	1	55	4	2	3	3	0	8	5	3	63	7	0	73	7	7	4	2	0	13	21	21	149
3:00PM	3	22	0	0	25	22	1	1	1	0	3	19	2	41	0	0	43	78	1	15	2	0	18	97	97	89
3:15PM	1	38	0	0	39	4	2	1	0	0	3	4	1	34	2	0	37	16	2	2	1	0	5	55	55	84
3:30PM	2	33	0	0	35	4	0	3	0	0	3	1	1	19	1	0	21	12	3	4	5	0	12	20	20	71
3:45PM	0	30	0	0	30	0	0	2	2	0	4	3	4	18	1	0	23	1	0	1	1	0	2	4	4	59
Hourly Total	6	123	0	0	129	30	3	7	3	0	13	27	8	112	4	0	124	107	6	22	9	0	37	176	176	303
4:00PM	3	29	0	0	32	2	0	1	1	0	2	10	2	24	1	0	27	0	6	4	1	0	11	0	0	72
4:15PM	2	22	1	0	25	1	0	4	2	0	6	6	0	33	1	0	34	4	3	2	1	0	6	16	16	71
4:30PM	1	23	0	0	24	0	2	3	0	0	5	4	0	26	2	0	28	0	3	3	0	0	6	7	7	63
4:45PM	0	27	1	0	28	0	0	0	2	0	2	3	2	32	1	0	35	3	2	1	3	0	6	15	15	71
Hourly Total	6	101	2	0	109	3	2	8	5	0	15	23	4	115	5	0	124	7	14	10	5	0	29	38	38	277
5:00PM	2	29	0	0	31	3	0	1	0	0	1	4	1	33	1	0	35	3	6	3	1	0	10	9	9	77
5:15PM	3	32	2	0	37	3	0	2	0	0	2	5	1	26	1	0	28	0	4	3	2	0	9	8	8	76
5:30PM	7	21	0	0	28	5	1	2	2	0	5	2	0	36	0	0	36	3	7	3	2	0	12	15	15	81
5:45PM	2	23	1	1	27	3	1	4	0	0	5	6	0	26	1	0	27	2	4	2	2	0	8	10	10	67
Hourly Total	14	105	3	1	123	14	2	9	2	0	13	17	2	121	3	0	126	8	21	11	7	0	39	42	42	301
Total	41	656	7	3	707	106	25	53	20	0	98	164	35	675	28	1	739	257	76	87	37	0	200	544	544	1744
% Approach	5.8%	92.8%	1.0%	0.4%	-	-	25.5%	54.1%	20.4%	0%	-	-	4.7%	91.3%	3.8%	0.1%	-	-	38.0%	43.5%	18.5%	0%	-	-	-	-
% Total	2.4%	37.6%	0.4%	0.2%	40.5%	-	1.4%	3.0%	1.1%	0%	5.6%	-	2.0%	38.7%	1.6%	0.1%	42.4%	-	4.4%	5.0%	2.1%	0%	11.5%	-	-	-
Lights	40	636	7	3	686	-	25	53	20	0	98	-	35	661	28	1	725	-	75	85	37	0	197	-	1706	-
% Lights	97.6%	97.0%	100%	100%	97.0%	-	100%	100%	100%	0%	100%	-	100%	97.9%	100%	100%	98.1%	-	98.7%	97.7%	100%	0%	98.5%	-	97.8%	-
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	2	-
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%	-
Buses and Single-Unit Trucks	1	20	0	0	21	-	0	0	0	0	0	-	0	12	0	0	12	-	1	2	0	0	3	-	36	-
% Buses and Single-Unit Trucks	2.4%	3.0%	0%	0%	3.0%	-	0%	0%	0%	0%	0%	-	0%	1.8%	0%	0%	1.6%	-	1.3%	2.3%	0%	0%	1.5%	-	2.1%	-
Pedestrians	-	-	-	-	-	101	-	-	-	-	-	146	-	-	-	-	-	232	-	-	-	-	-	504	-	-
% Pedestrians	-	-	-	-	-	95.3%	-	-	-	-	-	89.0%	-	-	-	-	-	90.3%	-	-	-	-	-	92.6%	-	-
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	-	18	-	-	-	-	-	25	-	-	-	-	-	40	-	-
% Bicycles on Crosswalk	-	-	-	-	-	4.7%	-	-	-	-	-	11.0%	-	-	-	-	-	9.7%	-	-	-	-	-	7.4%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Aberdeen - TMC

Thu Sep 22, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

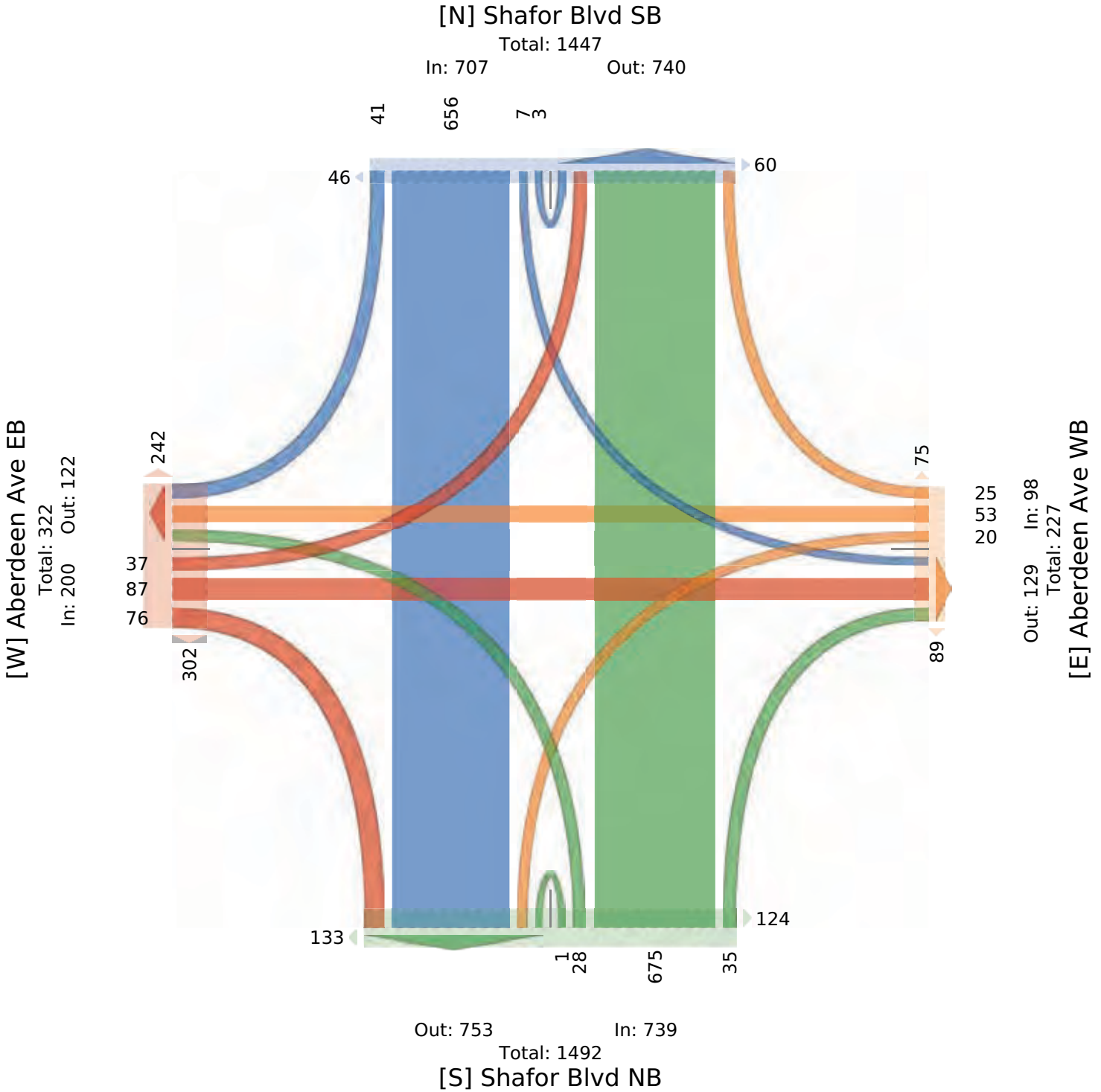
All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Aberdeen - TMC

Thu Sep 22, 2022

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Aberdeen Ave WB Westbound						Shafor Blvd NB Northbound						Aberdeen Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-22 8:00AM	3	36	0	0	39	5	3	2	1	0	6	10	0	28	0	0	28	6	2	3	2	0	7	24	80
8:15AM	0	40	0	0	40	33	2	5	0	0	7	24	4	13	1	0	18	80	3	20	0	0	23	122	88
8:30AM	1	13	0	0	14	1	1	2	0	0	3	6	1	15	1	0	17	7	1	2	0	0	3	5	37
8:45AM	0	12	0	0	12	2	0	2	2	0	4	2	2	24	0	0	26	1	2	0	6	0	8	6	50
Total	4	101	0	0	105	41	6	11	3	0	20	42	7	80	2	0	89	94	8	25	8	0	41	157	255
% Approach	3.8%	96.2%	0%	0%	-	-	30.0%	55.0%	15.0%	0%	-	-	7.9%	89.9%	2.2%	0%	-	-	19.5%	61.0%	19.5%	0%	-	-	-
% Total	1.6%	39.6%	0%	0%	41.2%	-	2.4%	4.3%	1.2%	0%	7.8%	-	2.7%	31.4%	0.8%	0%	34.9%	-	3.1%	9.8%	3.1%	0%	16.1%	-	-
PHF	0.333	0.631	-	-	0.656	-	0.500	0.550	0.375	-	0.714	-	0.438	0.714	0.500	-	0.795	-	0.667	0.313	0.333	-	0.446	-	0.724
Lights	4	97	0	0	101	-	6	11	3	0	20	-	7	79	2	0	88	-	8	24	8	0	40	-	249
% Lights	100%	96.0%	0%	0%	96.2%	-	100%	100%	100%	0%	100%	-	100%	98.8%	100%	0%	98.9%	-	100%	96.0%	100%	0%	97.6%	-	97.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	6
% Buses and Single-Unit Trucks	0%	4.0%	0%	0%	3.8%	-	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.1%	-	0%	4.0%	0%	0%	2.4%	-	2.4%
Pedestrians	-	-	-	-	-	40	-	-	-	-	-	39	-	-	-	-	-	87	-	-	-	-	-	151	
% Pedestrians	-	-	-	-	-	97.6%	-	-	-	-	-	92.9%	-	-	-	-	-	92.6%	-	-	-	-	-	96.2%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	2.4%	-	-	-	-	-	7.1%	-	-	-	-	-	7.4%	-	-	-	-	-	3.8%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Aberdeen - TMC

Thu Sep 22, 2022

AM Peak (8 AM - 9 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

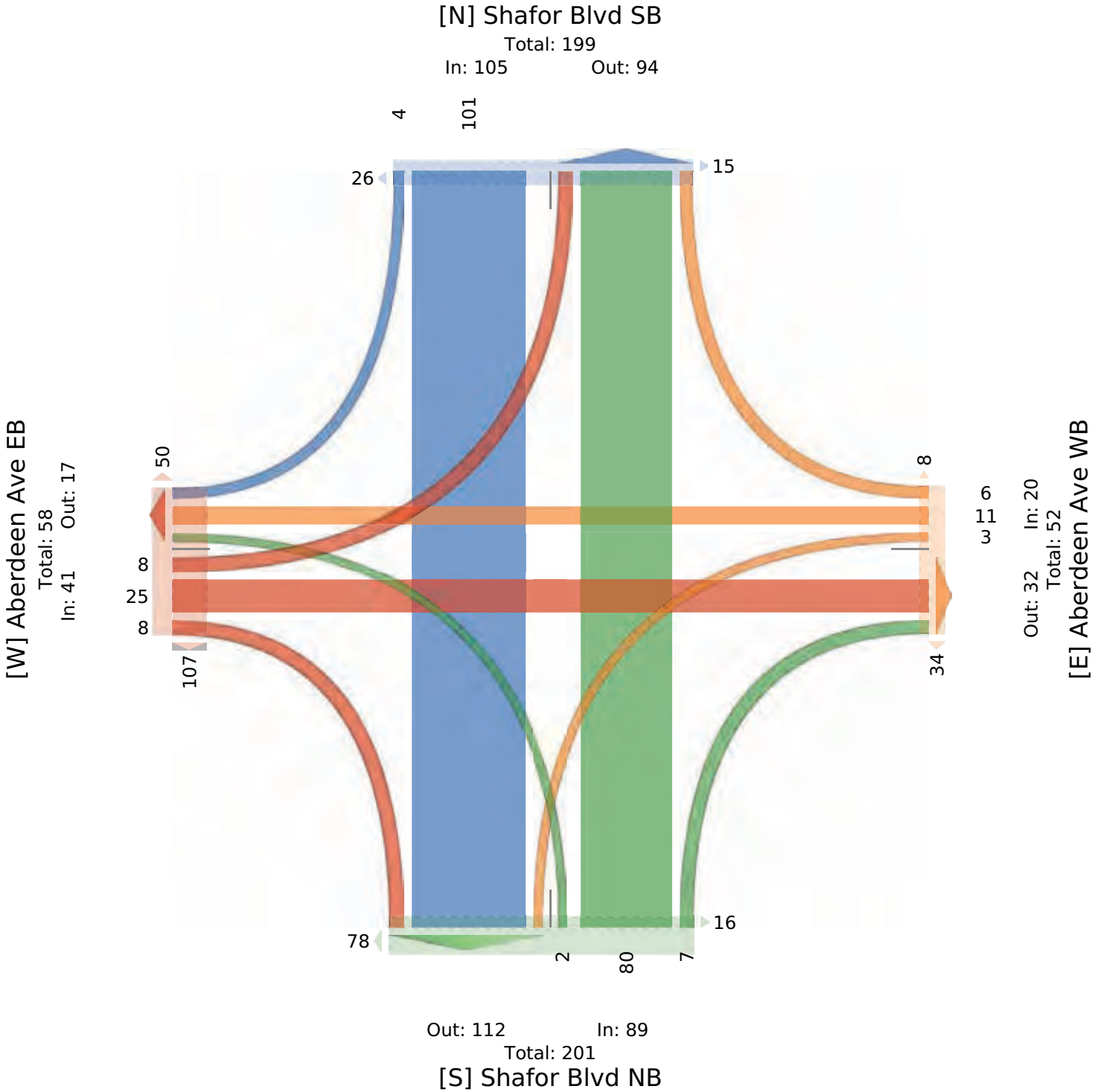
All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Aberdeen - TMC

Thu Sep 22, 2022

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound							Aberdeen Ave WB Westbound							Shafor Blvd NB Northbound							Aberdeen Ave EB Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int				
2022-09-22 11:15AM	0	20	0	1	21	5	0	1	0	0	1	3	0	20	0	0	20	8	7	3	0	0	10	7	52				
11:30AM	0	25	0	0	25	4	1	1	1	0	3	3	3	23	1	0	27	1	1	2	0	0	3	19	58				
11:45AM	0	16	1	0	17	0	1	0	0	0	1	2	1	15	0	0	16	1	2	1	0	0	3	8	37				
12:00PM	0	17	0	0	17	0	0	1	1	0	2	9	4	17	1	0	22	7	2	0	0	0	2	12	43				
Total	0	78	1	1	80	9	2	3	2	0	7	17	8	75	2	0	85	17	12	6	0	0	18	46	190				
% Approach	0%	97.5%	1.3%	1.3%	-	-	28.6%	42.9%	28.6%	0%	-	-	9.4%	88.2%	2.4%	0%	-	-	66.7%	33.3%	0%	0%	-	-	-				
% Total	0%	41.1%	0.5%	0.5%	42.1%	-	1.1%	1.6%	1.1%	0%	3.7%	-	4.2%	39.5%	1.1%	0%	44.7%	-	6.3%	3.2%	0%	0%	9.5%	-	-				
PHF	-	0.780	0.250	0.250	0.800	-	0.500	0.750	0.500	-	0.583	-	0.500	0.815	0.500	-	0.787	-	0.429	0.500	-	-	0.450	-	0.819				
Lights	0	77	1	1	79	-	2	3	2	0	7	-	8	71	2	0	81	-	11	6	0	0	17	-	184				
% Lights	0%	98.7%	100%	100%	98.8%	-	100%	100%	100%	0%	100%	-	100%	94.7%	100%	0%	95.3%	-	91.7%	100%	0%	0%	94.4%	-	96.8%				
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	4	0	0	4	-	1	0	0	0	1	-	6				
% Buses and Single-Unit Trucks	0%	1.3%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	5.3%	0%	0%	4.7%	-	8.3%	0%	0%	0%	5.6%	-	3.2%				
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17	-	-	-	-	-	41	-				
% Pedestrians	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	89.1%	-				
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-				
% Bicycles on Crosswalk	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	10.9%	-				

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Aberdeen - TMC

Thu Sep 22, 2022

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

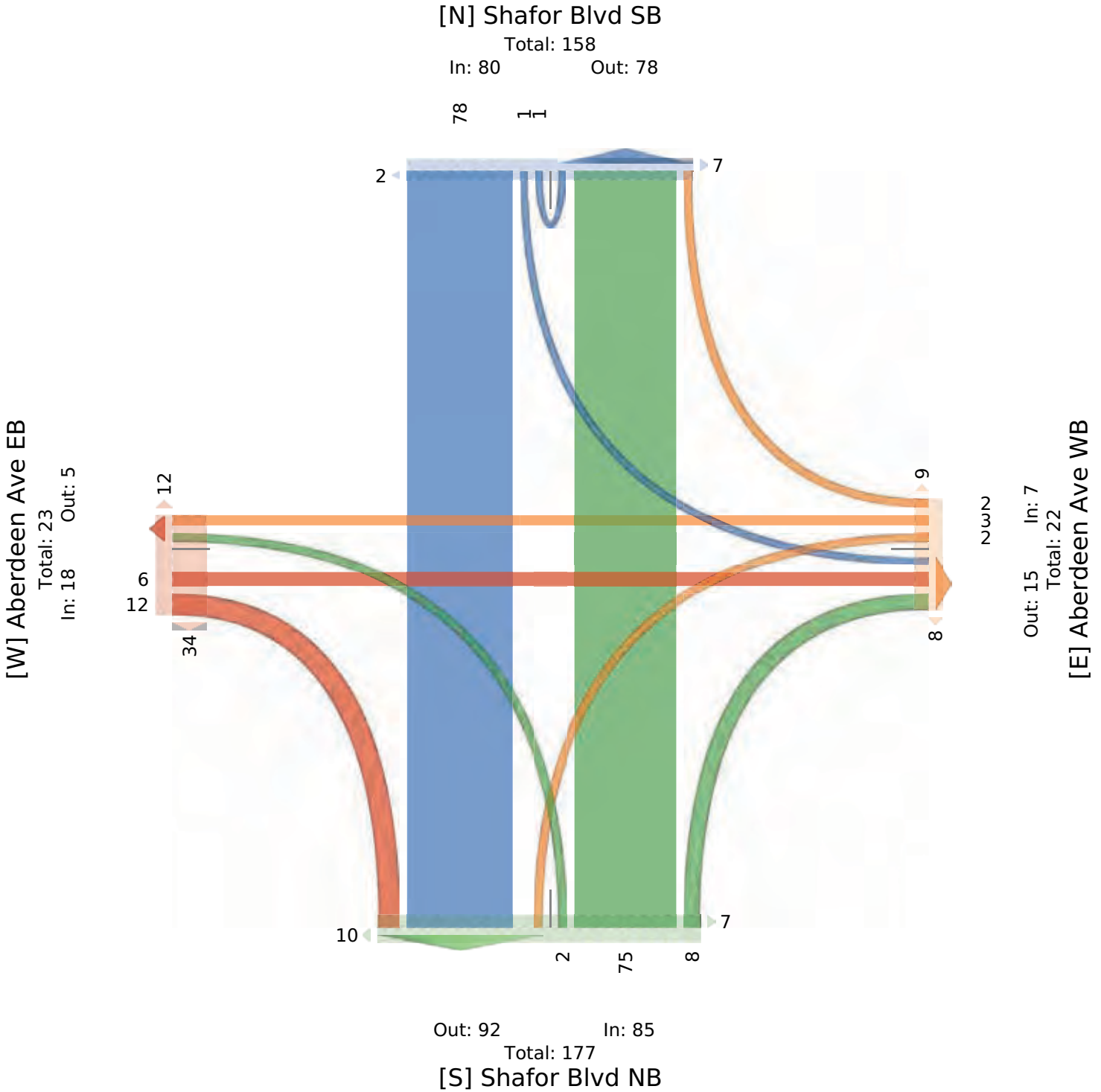
All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Aberdeen - TMC

Thu Sep 22, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Aberdeen Ave WB Westbound						Shafor Blvd NB Northbound						Aberdeen Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-22 4:45PM	0	27	1	0	28	0	0	0	2	0	2	3	2	32	1	0	35	3	2	1	3	0	6	15	71
5:00PM	2	29	0	0	31	3	0	1	0	0	1	4	1	33	1	0	35	3	6	3	1	0	10	9	77
5:15PM	3	32	2	0	37	3	0	2	0	0	2	5	1	26	1	0	28	0	4	3	2	0	9	8	76
5:30PM	7	21	0	0	28	5	1	2	2	0	5	2	0	36	0	0	36	3	7	3	2	0	12	15	81
Total	12	109	3	0	124	11	1	5	4	0	10	14	4	127	3	0	134	9	19	10	8	0	37	47	305
% Approach	9.7%	87.9%	2.4%	0%	-	-	10.0%	50.0%	40.0%	0%	-	-	3.0%	94.8%	2.2%	0%	-	-	51.4%	27.0%	21.6%	0%	-	-	-
% Total	3.9%	35.7%	1.0%	0%	40.7%	-	0.3%	1.6%	1.3%	0%	3.3%	-	1.3%	41.6%	1.0%	0%	43.9%	-	6.2%	3.3%	2.6%	0%	12.1%	-	-
PHF	0.429	0.852	0.375	-	0.838	-	0.250	0.625	0.500	-	0.500	-	0.500	0.882	0.750	-	0.931	-	0.679	0.833	0.667	-	0.771	-	0.941
Lights	12	108	3	0	123	-	1	5	4	0	10	-	4	127	3	0	134	-	19	10	8	0	37	-	304
% Lights	100%	99.1%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	8	-	-	-	-	-	41	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	78.6%	-	-	-	-	-	88.9%	-	-	-	-	-	87.2%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	21.4%	-	-	-	-	-	11.1%	-	-	-	-	-	12.8%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Aberdeen - TMC

Thu Sep 22, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

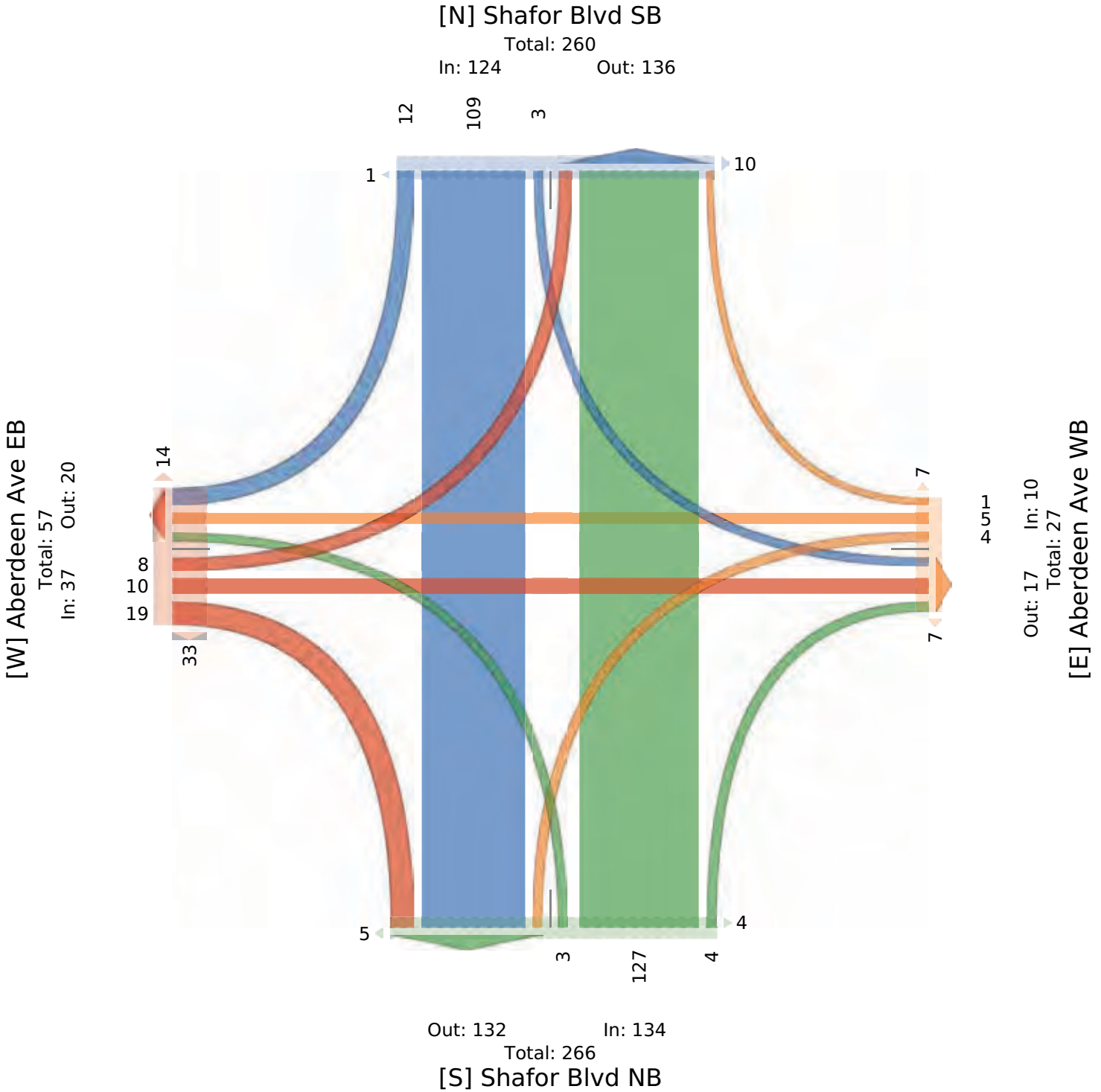
All Movements

ID: 990944, Location: 39.715897, -84.168517, Site Code: Shafor/Aberdeen

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Telford - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Telford Ave WB Westbound						Shafor Blvd NB Northbound						Telford Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-27 7:00AM	0	4	0	0	4	0	0	1	0	0	1	1	0	5	1	0	6	0	0	0	1	0	1	4	12
7:15AM	0	8	0	0	8	0	0	1	0	0	1	5	0	7	0	0	7	0	0	0	0	0	0	4	16
7:30AM	1	10	0	0	11	2	0	3	0	0	3	3	0	4	0	0	4	0	0	0	3	0	3	3	21
7:45AM	3	18	0	0	21	4	0	4	1	0	5	10	0	22	1	0	23	1	0	0	1	0	1	7	50
Hourly Total	4	40	0	0	44	6	0	9	1	0	10	19	0	38	2	0	40	1	0	0	5	0	5	18	99
8:00AM	2	31	0	0	33	23	0	9	0	0	9	18	0	25	0	0	25	4	0	0	2	0	2	15	69
8:15AM	2	41	1	0	44	126	2	9	3	0	14	42	4	24	0	0	28	71	1	1	0	0	2	141	88
8:30AM	0	16	0	0	16	18	1	3	2	0	6	10	1	14	0	0	15	3	1	3	1	0	5	30	42
8:45AM	1	12	0	3	16	2	1	2	2	0	5	4	2	8	1	1	12	2	0	0	0	0	0	27	33
Hourly Total	5	100	1	3	109	169	4	23	7	0	34	74	7	71	1	1	80	80	2	4	3	0	9	213	232
11:00AM	1	8	1	0	10	1	0	2	3	0	5	2	1	16	2	1	20	0	0	1	0	0	1	5	36
11:15AM	5	9	0	0	14	20	0	4	0	0	4	10	1	26	2	0	29	6	3	0	0	0	3	29	50
11:30AM	6	27	0	0	33	18	1	1	0	0	2	12	4	25	1	0	30	6	2	0	3	0	5	27	70
11:45AM	2	15	0	0	17	1	0	1	0	0	1	4	2	15	0	0	17	0	0	0	0	0	0	4	35
Hourly Total	14	59	1	0	74	40	1	8	3	0	12	28	8	82	5	1	96	12	5	1	3	0	9	65	191
12:00PM	0	19	0	0	19	2	2	0	1	0	3	1	0	10	0	0	10	0	1	1	0	0	2	2	34
12:15PM	1	27	2	0	30	3	2	1	0	0	3	2	2	13	0	0	15	1	1	0	1	0	2	10	50
12:30PM	3	17	0	0	20	16	1	3	2	0	6	19	0	24	0	0	24	5	0	0	2	0	2	13	52
12:45PM	1	9	1	0	11	2	0	3	1	0	4	4	0	17	2	0	19	0	1	0	1	0	2	4	36
Hourly Total	5	72	3	0	80	23	5	7	4	0	16	26	2	64	2	0	68	6	3	1	4	0	8	29	172
2:00PM	0	5	1	0	6	0	0	1	0	0	1	2	2	14	1	0	17	1	0	0	0	0	0	1	24
2:15PM	1	8	0	0	9	2	1	2	2	0	5	5	0	17	0	0	17	0	1	2	2	0	5	5	36
2:30PM	2	12	0	0	14	2	1	5	1	0	7	0	0	9	0	0	9	0	1	2	1	0	4	7	34
2:45PM	4	16	0	0	20	13	1	5	0	0	6	6	0	17	1	0	18	3	1	2	1	0	4	11	48
Hourly Total	7	41	1	0	49	17	3	13	3	0	19	13	2	57	2	0	61	4	3	6	4	0	13	24	142
3:00PM	1	11	1	0	13	76	2	9	1	0	12	20	2	24	0	0	26	50	2	0	1	0	3	134	54
3:15PM	2	37	0	1	40	27	0	3	0	0	3	12	2	27	2	0	31	24	0	4	1	0	5	93	79
3:30PM	4	34	0	0	38	1	0	1	1	0	2	7	1	17	2	0	20	17	2	3	1	0	6	31	66
3:45PM	0	20	0	0	20	4	0	2	0	0	2	9	1	19	1	0	21	1	1	2	0	0	3	3	46
Hourly Total	7	102	1	1	111	108	2	15	2	0	19	48	6	87	5	0	98	92	5	9	3	0	17	261	245
4:00PM	1	16	1	0	18	3	0	2	0	0	2	2	2	24	0	0	26	2	1	3	0	0	4	7	50
4:15PM	4	20	0	0	24	8	0	0	0	0	0	9	2	23	1	0	26	4	0	2	2	0	4	22	54
4:30PM	3	24	0	0	27	10	0	2	0	0	2	9	0	23	1	0	24	8	0	3	1	0	4	17	57
4:45PM	4	16	1	0	21	1	1	3	1	0	5	4	3	27	2	1	33	2	0	3	2	0	5	18	64
Hourly Total	12	76	2	0	90	22	1	7	1	0	9	24	7	97	4	1	109	16	1	11	5	0	17	64	225
5:00PM	9	17	0	0	26	1	0	3	0	0	3	4	3	29	1	0	33	1	1	1	2	0	4	10	66
5:15PM	12	19	3	0	34	6	0	6	1	0	7	10	2	31	3	0	36	8	0	3	0	0	3	15	80
5:30PM	6	25	0	0	31	4	0	2	0	0	2	3	3	24	4	0	31	0	0	1	2	0	3	6	67
5:45PM	2	27	0	0	29	2	2	3	1	0	6	6	2	27	0	1	30	0	1	1	1	0	3	12	68
Hourly Total	29	88	3	0	120	13	2	14	2	0	18	23	10	111	8	1	130	9	2	6	5	0	13	43	281
Total	83	578	12	4	677	398	18	96	23	0	137	255	42	607	29	4	682	220	21	38	32	0	91	717	1587
% Approach	12.3%	85.4%	1.8%	0.6%	-	-	13.1%	70.1%	16.8%	0%	-	-	6.2%	89.0%	4.3%	0.6%	-	-	23.1%	41.8%	35.2%	0%	-	-	-
% Total	5.2%	36.4%	0.8%	0.3%	42.7%	-	1.1%	6.0%	1.4%	0%	8.6%	-	2.6%	38.2%	1.8%	0.3%	43.0%	-	1.3%	2.4%	2.0%	0%	5.7%	-	-
Lights	82	559	12	4	657	-	18	95	22	0	135	-	42	594	28	3	667	-	21	38	32	0	91	-	1550
% Lights	98.8%	96.7%	100%	100%	97.0%	-	100%	99.0%	95.7%	0%	98.5%	-	100%	97.9%	96.6%	75.0%	97.8%	-	100%	100%	100%	0%	100%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	19	0	0	20	-	0	1	1	0	2	-	0	13	1	1	15	-	0	0	0	0	0	-	37
% Buses and Single-Unit Trucks	1.2%	3.3%	0%	0%	3.0%	-	0%	1.0%	4.3%	0%	1.5%	-	0%	2.1%	3.4%	25.0%	2.2%	-	0%	0%	0%	0%	0%	-	2.3%
Pedestrians	-	-	-	-	-	349	-	-	-	-	-	220	-	-	-	-	-	205	-	-	-	-	-	674	-
% Pedestrians	-	-	-	-	-	87.7%	-	-	-	-	-	86.3%	-	-	-	-	-	93.2%	-	-	-	-	-	94.0%	-
Bicycles on Crosswalk	-	-	-	-	-	49	-	-	-	-	-	35	-	-	-	-	-	15	-	-	-	-	-	43	-
% Bicycles on Crosswalk	-	-	-	-	-	12.3%	-	-	-	-	-	13.7%	-	-	-	-	-	6.8%	-	-	-	-	-	6.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Telford - TMC

Tue Sep 27, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

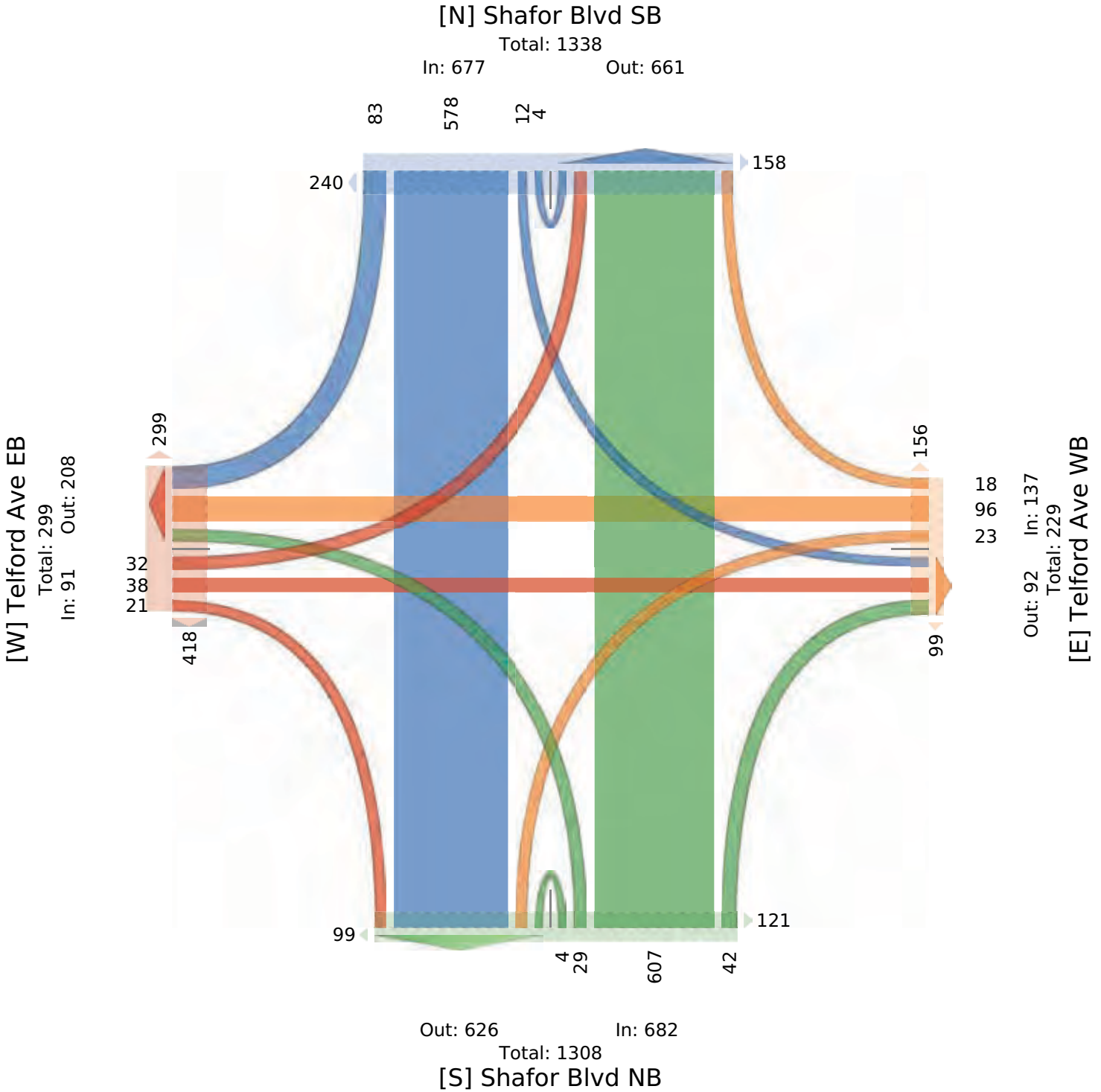
All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Telford - TMC

Tue Sep 27, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Telford Ave WB Westbound						Shafor Blvd NB Northbound						Telford Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-27 7:45AM	3	18	0	0	21	4	0	4	1	0	5	10	0	22	1	0	23	1	0	0	1	0	1	7	50
8:00AM	2	31	0	0	33	23	0	9	0	0	9	18	0	25	0	0	25	4	0	0	2	0	2	15	69
8:15AM	2	41	1	0	44	126	2	9	3	0	14	42	4	24	0	0	28	71	1	1	0	0	2	141	88
8:30AM	0	16	0	0	16	18	1	3	2	0	6	10	1	14	0	0	15	3	1	3	1	0	5	30	42
Total	7	106	1	0	114	171	3	25	6	0	34	80	5	85	1	0	91	79	2	4	4	0	10	193	249
% Approach	6.1%	93.0%	0.9%	0%	-	-	8.8%	73.5%	17.6%	0%	-	-	5.5%	93.4%	1.1%	0%	-	-	20.0%	40.0%	40.0%	0%	-	-	-
% Total	2.8%	42.6%	0.4%	0%	45.8%	-	1.2%	10.0%	2.4%	0%	13.7%	-	2.0%	34.1%	0.4%	0%	36.5%	-	0.8%	1.6%	1.6%	0%	4.0%	-	-
PHF	0.583	0.646	0.250	-	0.648	-	0.375	0.694	0.500	-	0.607	-	0.313	0.850	0.250	-	0.813	-	0.500	0.333	0.500	-	0.500	-	0.707
Lights	7	101	1	0	109	-	3	25	6	0	34	-	5	80	1	0	86	-	2	4	4	0	10	-	239
% Lights	100%	95.3%	100%	0%	95.6%	-	100%	100%	100%	0%	100%	-	100%	94.1%	100%	0%	94.5%	-	100%	100%	100%	0%	100%	-	96.0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	5	0	0	5	-	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	10
% Buses and Single-Unit Trucks	0%	4.7%	0%	0%	4.4%	-	0%	0%	0%	0%	0%	-	0%	5.9%	0%	0%	5.5%	-	0%	0%	0%	0%	0%	-	4.0%
Pedestrians	-	-	-	-	-	152	-	-	-	-	-	63	-	-	-	-	-	75	-	-	-	-	-	184	
% Pedestrians	-	-	-	-	-	88.9%	-	-	-	-	-	78.8%	-	-	-	-	-	94.9%	-	-	-	-	-	95.3%	-
Bicycles on Crosswalk	-	-	-	-	-	19	-	-	-	-	-	17	-	-	-	-	-	4	-	-	-	-	-	9	
% Bicycles on Crosswalk	-	-	-	-	-	11.1%	-	-	-	-	-	21.3%	-	-	-	-	-	5.1%	-	-	-	-	-	4.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Telford - TMC

Tue Sep 27, 2022

AM Peak (7:45 AM - 8:45 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

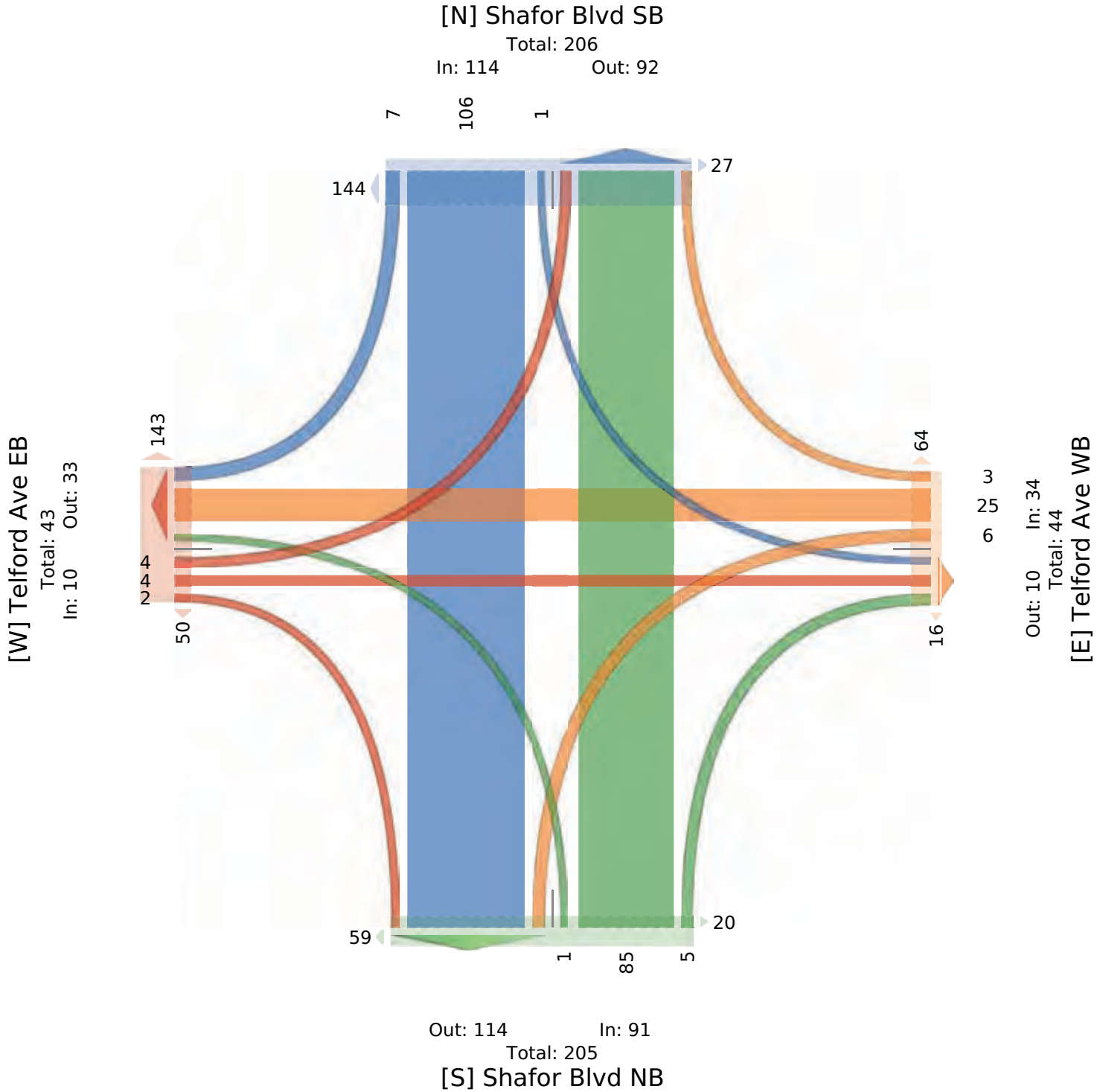
All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US



Shafor/Telford - TMC

Tue Sep 27, 2022

Midday Peak (11 AM - 12 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Telford Ave WB Westbound						Shafor Blvd NB Northbound						Telford Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-09-27 11:00AM	1	8	1	0	10	1	0	2	3	0	5	2	1	16	2	1	20	0	0	1	0	0	1	5	36
11:15AM	5	9	0	0	14	20	0	4	0	0	4	10	1	26	2	0	29	6	3	0	0	0	3	29	50
11:30AM	6	27	0	0	33	18	1	1	0	0	2	12	4	25	1	0	30	6	2	0	3	0	5	27	70
11:45AM	2	15	0	0	17	1	0	1	0	0	1	4	2	15	0	0	17	0	0	0	0	0	0	4	35
Total	14	59	1	0	74	40	1	8	3	0	12	28	8	82	5	1	96	12	5	1	3	0	9	65	191
% Approach	18.9%	79.7%	1.4%	0%	-	-	8.3%	66.7%	25.0%	0%	-	-	8.3%	85.4%	5.2%	1.0%	-	-	55.6%	11.1%	33.3%	0%	-	-	-
% Total	7.3%	30.9%	0.5%	0%	38.7%	-	0.5%	4.2%	1.6%	0%	6.3%	-	4.2%	42.9%	2.6%	0.5%	50.3%	-	2.6%	0.5%	1.6%	0%	4.7%	-	-
PHF	0.583	0.546	0.250	-	0.561	-	0.250	0.500	0.250	-	0.600	-	0.500	0.788	0.625	0.250	0.800	-	0.417	0.250	0.250	-	0.450	-	0.682
Lights	13	57	1	0	71	-	1	8	3	0	12	-	8	79	5	1	93	-	5	1	3	0	9	-	185
% Lights	92.9%	96.6%	100%	0%	95.9%	-	100%	100%	100%	0%	100%	-	100%	96.3%	100%	100%	96.9%	-	100%	100%	100%	0%	100%	-	96.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	2	0	0	3	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	6
% Buses and Single-Unit Trucks	7.1%	3.4%	0%	0%	4.1%	-	0%	0%	0%	0%	0%	-	0%	3.7%	0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	3.1%
Pedestrians	-	-	-	-	-	38	-	-	-	-	-	26	-	-	-	-	-	11	-	-	-	-	-	59	-
% Pedestrians	-	-	-	-	-	95.0%	-	-	-	-	-	92.9%	-	-	-	-	-	91.7%	-	-	-	-	-	90.8%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	-
% Bicycles on Crosswalk	-	-	-	-	-	5.0%	-	-	-	-	-	7.1%	-	-	-	-	-	8.3%	-	-	-	-	-	9.2%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Telford - TMC

Tue Sep 27, 2022

Midday Peak (11 AM - 12 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 160

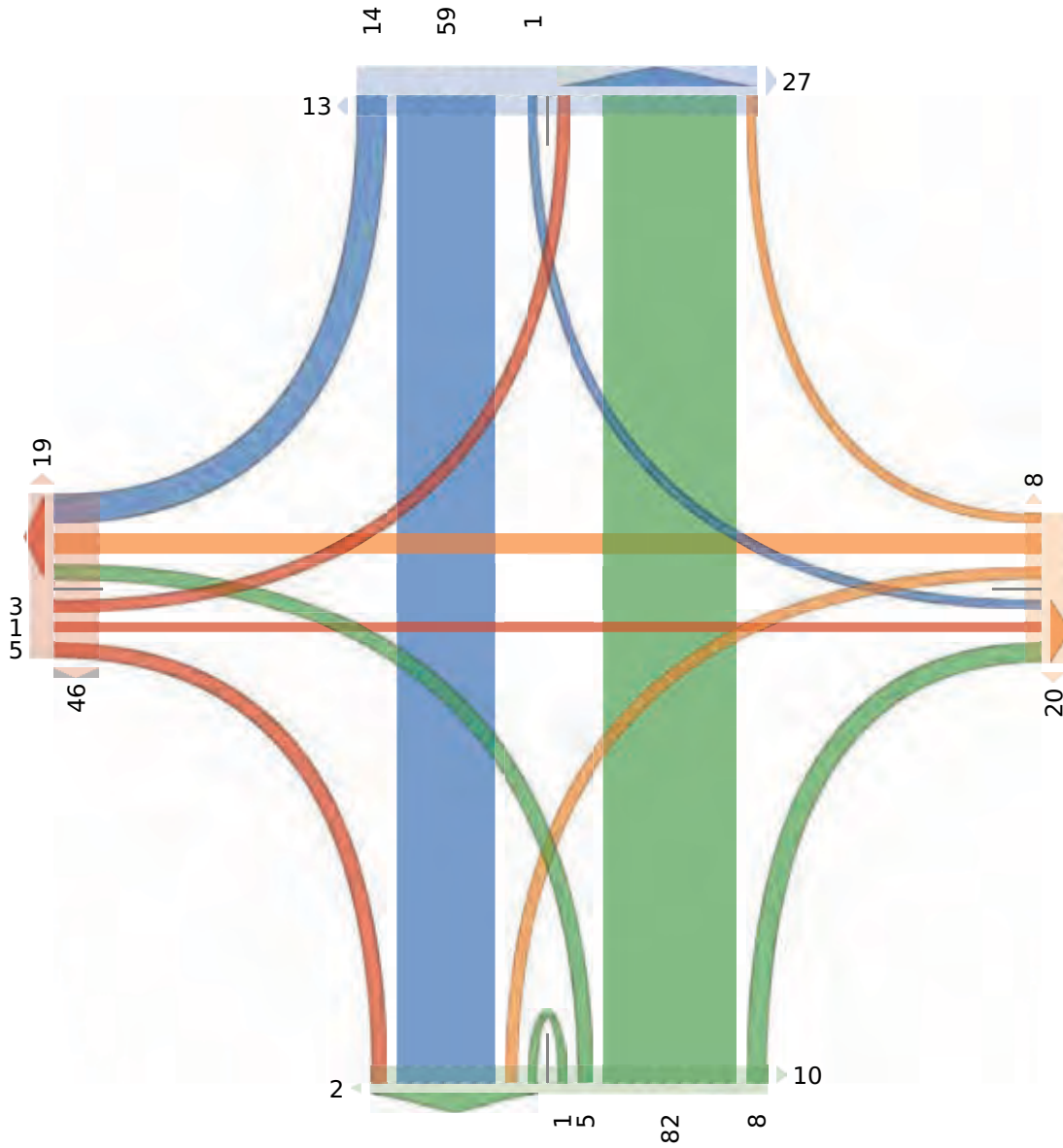
In: 74

Out: 86

[W] Telford Ave EB

Total: 36

In: 9 Out: 27



Out: 68

In: 96

Total: 164

[S] Shafor Blvd NB

Shafor/Telford - TMC

Tue Sep 27, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Shafor Blvd SB Southbound						Telford Ave WB Westbound						Shafor Blvd NB Northbound						Telford Ave EB Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-09-27 5:00PM	9	17	0	0	26	1	0	3	0	0	3	4	3	29	1	0	33	1	1	1	2	0	4	10	66
5:15PM	12	19	3	0	34	6	0	6	1	0	7	10	2	31	3	0	36	8	0	3	0	0	3	15	80
5:30PM	6	25	0	0	31	4	0	2	0	0	2	3	3	24	4	0	31	0	0	1	2	0	3	6	67
5:45PM	2	27	0	0	29	2	2	3	1	0	6	6	2	27	0	1	30	0	1	1	1	0	3	12	68
Total	29	88	3	0	120	13	2	14	2	0	18	23	10	111	8	1	130	9	2	6	5	0	13	43	281
% Approach	24.2%	73.3%	2.5%	0%	-	-	11.1%	77.8%	11.1%	0%	-	-	7.7%	85.4%	6.2%	0.8%	-	-	15.4%	46.2%	38.5%	0%	-	-	-
% Total	10.3%	31.3%	1.1%	0%	42.7%	-	0.7%	5.0%	0.7%	0%	6.4%	-	3.6%	39.5%	2.8%	0.4%	46.3%	-	0.7%	2.1%	1.8%	0%	4.6%	-	-
PHF	0.604	0.815	0.250	-	0.882	-	0.250	0.583	0.500	-	0.643	-	0.833	0.895	0.500	0.250	0.903	-	0.500	0.500	0.625	-	0.813	-	0.878
Lights	29	88	3	0	120	-	2	14	1	0	17	-	10	109	8	0	127	-	2	6	5	0	13	-	277
% Lights	100%	100%	100%	0%	100%	-	100%	100%	50.0%	0%	94.4%	-	100%	98.2%	100%	0%	97.7%	-	100%	100%	100%	0%	100%	-	98.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	2	0	1	3	-	0	0	0	0	0	-	4
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	50.0%	0%	5.6%	-	0%	1.8%	0%	100%	2.3%	-	0%	0%	0%	0%	0%	-	1.4%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	6	-	-	-	-	-	37	
% Pedestrians	-	-	-	-	-	76.9%	-	-	-	-	-	73.9%	-	-	-	-	-	66.7%	-	-	-	-	-	86.0%	
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	3	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	23.1%	-	-	-	-	-	26.1%	-	-	-	-	-	33.3%	-	-	-	-	-	14.0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Shafor/Telford - TMC

Tue Sep 27, 2022

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

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 994423, Location: 39.71497, -84.168624, Site Code: Shafor/Telford

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Shafor Blvd SB

Total: 238

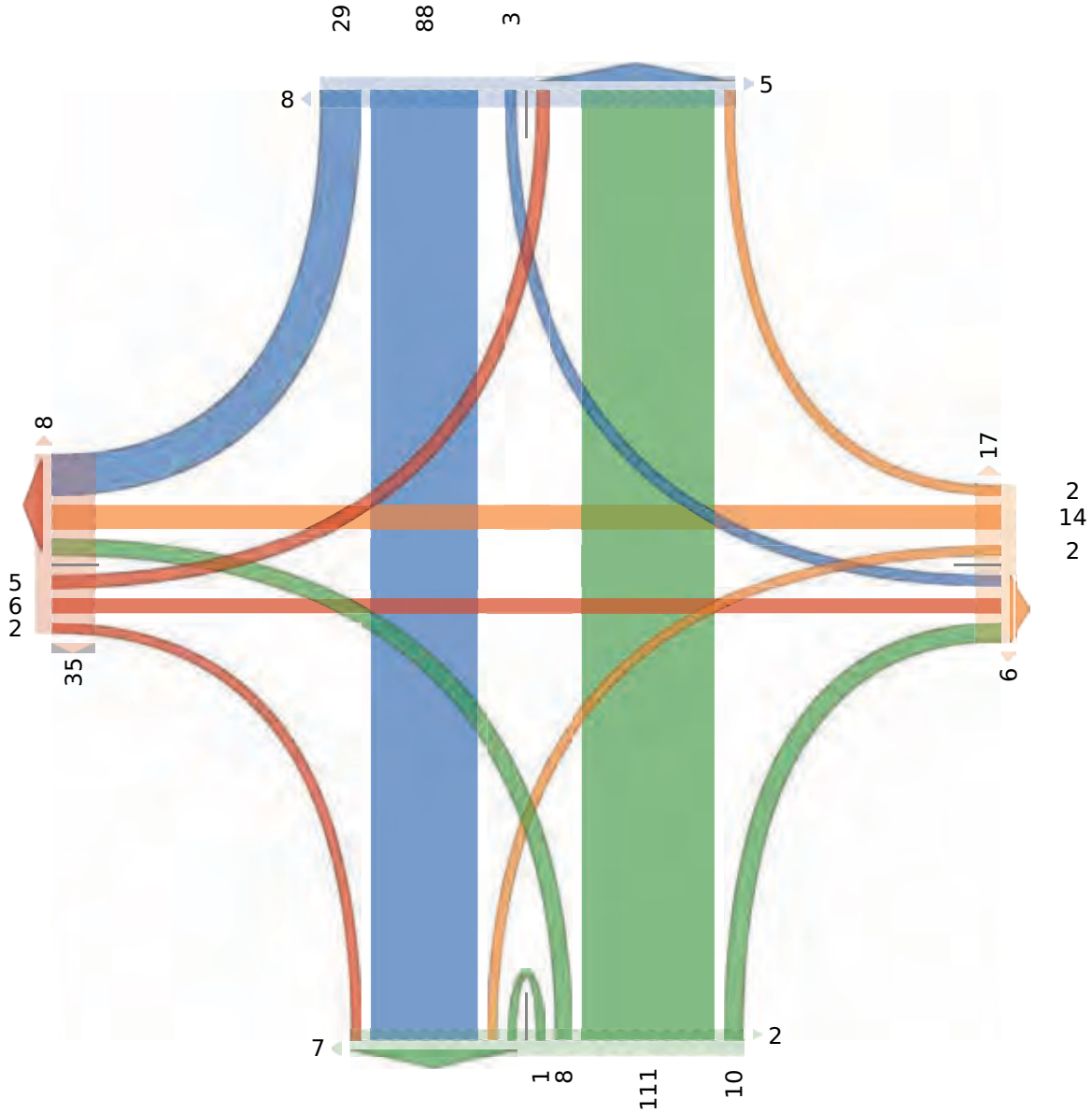
In: 120

Out: 118

[W] Telford Ave EB

Total: 64

In: 13 Out: 51



Out: 93

In: 130

Total: 223

[S] Shafor Blvd NB

Out: 19 In: 18

Total: 37

[E] Telford Ave WB

Harmon/Dixon - TMC

Wed Oct 12, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Harmon Ave SB Southbound						Dixon Ave WB Westbound						Harmon Ave NB Northbound						Dixon Ave EB Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2022-10-12 7:00AM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	2	1	0	1	0	0	1	0	4
7:15AM	0	0	2	0	2	2	1	1	0	0	2	0	0	3	0	0	3	0	1	0	0	0	1	0	8
7:30AM	0	0	0	0	0	0	1	2	0	0	3	0	0	2	1	0	3	0	0	1	0	0	1	0	7
7:45AM	1	1	0	0	2	6	2	1	0	0	3	3	1	5	1	0	7	2	0	2	0	0	2	2	14
Hourly Total	1	1	2	0	4	8	5	4	0	0	9	3	1	11	3	0	15	3	1	4	0	0	5	2	33
8:00AM	1	5	0	0	6	31	3	7	1	0	11	3	0	9	2	0	11	1	1	3	0	0	4	17	32
8:15AM	4	56	1	0	61	77	4	37	2	0	43	29	2	11	12	0	25	1	0	0	0	0	0	35	129
8:30AM	1	2	2	0	5	10	2	3	3	0	8	4	6	1	0	0	7	0	0	1	0	0	1	2	21
8:45AM	1	3	2	0	6	0	0	4	0	0	4	3	3	2	1	0	6	1	1	1	0	0	2	1	18
Hourly Total	7	66	5	0	78	118	9	51	6	0	66	39	11	23	15	0	49	3	2	5	0	0	7	55	200
11:00AM	0	1	1	0	2	0	0	3	0	0	3	1	1	1	1	0	3	0	0	0	0	0	0	0	8
11:15AM	0	3	2	0	5	2	0	1	0	0	1	0	4	4	2	0	10	1	1	2	0	0	3	0	19
11:30AM	3	5	1	0	9	13	0	7	0	0	7	0	0	1	1	0	2	0	1	4	1	0	6	14	24
11:45AM	1	3	0	0	4	3	2	2	2	0	6	0	2	3	2	0	7	0	1	0	0	0	1	3	18
Hourly Total	4	12	4	0	20	18	2	13	2	0	17	1	7	9	6	0	22	1	3	6	1	0	10	17	69
12:00PM	1	1	0	0	2	2	0	2	1	0	3	0	2	1	3	0	6	0	1	0	0	0	1	1	12
12:15PM	0	3	0	0	3	3	1	8	1	0	10	3	1	3	0	0	4	0	0	1	1	0	2	2	19
12:30PM	2	2	2	0	6	15	2	4	1	0	7	6	0	2	2	0	4	0	0	2	1	0	3	6	20
12:45PM	1	4	0	0	5	7	0	3	0	0	3	0	0	2	1	0	3	0	0	1	0	0	1	2	12
Hourly Total	4	10	2	0	16	27	3	17	3	0	23	9	3	8	6	0	17	0	1	4	2	0	7	11	63
2:00PM	0	2	2	0	4	1	1	2	1	0	4	0	1	0	1	0	2	0	1	4	0	0	5	0	15
2:15PM	1	2	0	0	3	0	0	4	0	0	4	2	0	1	1	0	2	0	1	4	0	0	5	1	14
2:30PM	0	0	1	0	1	2	1	6	2	0	9	0	1	4	2	0	7	0	0	1	1	0	2	0	19
2:45PM	0	1	0	0	1	5	7	8	2	0	17	0	5	3	1	0	9	0	1	0	0	0	1	3	28
Hourly Total	1	5	3	0	9	8	9	20	5	0	34	2	7	8	5	0	20	0	3	9	1	0	13	4	76
3:00PM	2	5	1	0	8	72	3	16	1	0	20	15	6	5	3	0	14	0	0	2	0	1	3	38	45
3:15PM	2	10	0	0	12	67	0	6	0	1	7	27	5	3	7	0	15	1	1	1	0	0	2	29	36
3:30PM	0	5	0	0	5	6	0	2	1	0	3	7	1	2	3	0	6	0	1	1	2	0	4	4	18
3:45PM	0	2	0	0	2	1	1	4	0	0	5	0	0	2	2	0	4	2	1	4	2	0	7	3	18
Hourly Total	4	22	1	0	27	146	4	28	2	1	35	49	12	12	15	0	39	3	3	8	4	1	16	74	117
4:00PM	1	2	0	0	3	11	2	7	1	0	10	6	1	4	0	0	5	0	3	2	1	0	6	2	24
4:15PM	3	7	1	0	11	5	3	4	1	0	8	5	1	2	1	0	4	0	1	3	0	0	4	5	27
4:30PM	0	3	1	0	4	1	0	2	0	0	2	0	1	4	1	0	6	0	1	3	2	0	6	1	18
4:45PM	0	2	0	0	2	1	1	3	1	0	5	1	2	3	4	0	9	0	3	2	0	0	5	0	21
Hourly Total	4	14	2	0	20	18	6	16	3	0	25	12	5	13	6	0	24	0	8	10	3	0	21	8	90
5:00PM	0	4	3	0	7	2	3	7	1	0	11	3	2	2	0	0	4	0	0	3	1	0	4	2	26
5:15PM	1	3	0	0	4	3	0	5	4	0	9	2	2	2	3	0	7	0	2	5	0	0	7	0	27
5:30PM	0	3	0	0	3	2	0	6	0	0	6	1	1	1	4	0	6	0	1	2	0	0	3	4	18
5:45PM	2	1	0	0	3	3	1	3	0	0	4	2	1	1	2	0	4	0	0	4	0	0	4	1	15
Hourly Total	3	11	3	0	17	10	4	21	5	0	30	8	6	6	9	0	21	0	3	14	1	0	18	7	86
Total	28	141	22	0	191	353	42	170	26	1	239	123	52	90	65	0	207	10	24	60	12	1	97	178	734
% Approach	14.7%	73.8%	11.5%	0%	-	-	17.6%	71.1%	10.9%	0.4%	-	-	25.1%	43.5%	31.4%	0%	-	-	24.7%	61.9%	12.4%	1.0%	-	-	-
% Total	3.8%	19.2%	3.0%	0%	26.0%	-	5.7%	23.2%	3.5%	0.1%	32.6%	-	7.1%	12.3%	8.9%	0%	28.2%	-	3.3%	8.2%	1.6%	0.1%	13.2%	-	-
Lights	27	135	20	0	182	-	41	169	24	1	235	-	52	87	64	0	203	-	24	60	12	1	97	-	717
% Lights	96.4%	95.7%	90.9%	0%	95.3%	-	97.6%	99.4%	92.3%	100%	98.3%	-	100%	96.7%	98.5%	0%	98.1%	-	100%	100%	100%	100%	100%	-	97.7%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	3.6%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	6	2	0	8	-	1	1	2	0	4	-	0	3	1	0	4	-	0	0	0	0	0	-	16
% Buses and Single-Unit Trucks	0%	4.3%	9.1%	0%	4.2%	-	2.4%	0.6%	7.7%	0%	1.7%	-	0%	3.3%	1.5%	0%	1.9%	-	0%	0%	0%	0%	0%	-	2.2%
Pedestrians	-	-	-	-	-	320	-	-	-	-	-	119	-	-	-	-	-	9	-	-	-	-	-	169	-
% Pedestrians	-	-	-	-	-	90.7%	-	-	-	-	-	96.7%	-	-	-	-	-	90.0%	-	-	-	-	-	94.9%	-
Bicycles on Crosswalk	-	-	-	-	-	33	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	9	-
% Bicycles on Crosswalk	-	-	-	-	-	9.3%	-	-	-	-	-	3.3%	-	-	-	-	-	10.0%	-	-	-	-	-	5.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harmon/Dixon - TMC

Wed Oct 12, 2022

Full Length (7 AM-9 AM, 11 AM-1 PM, 2 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

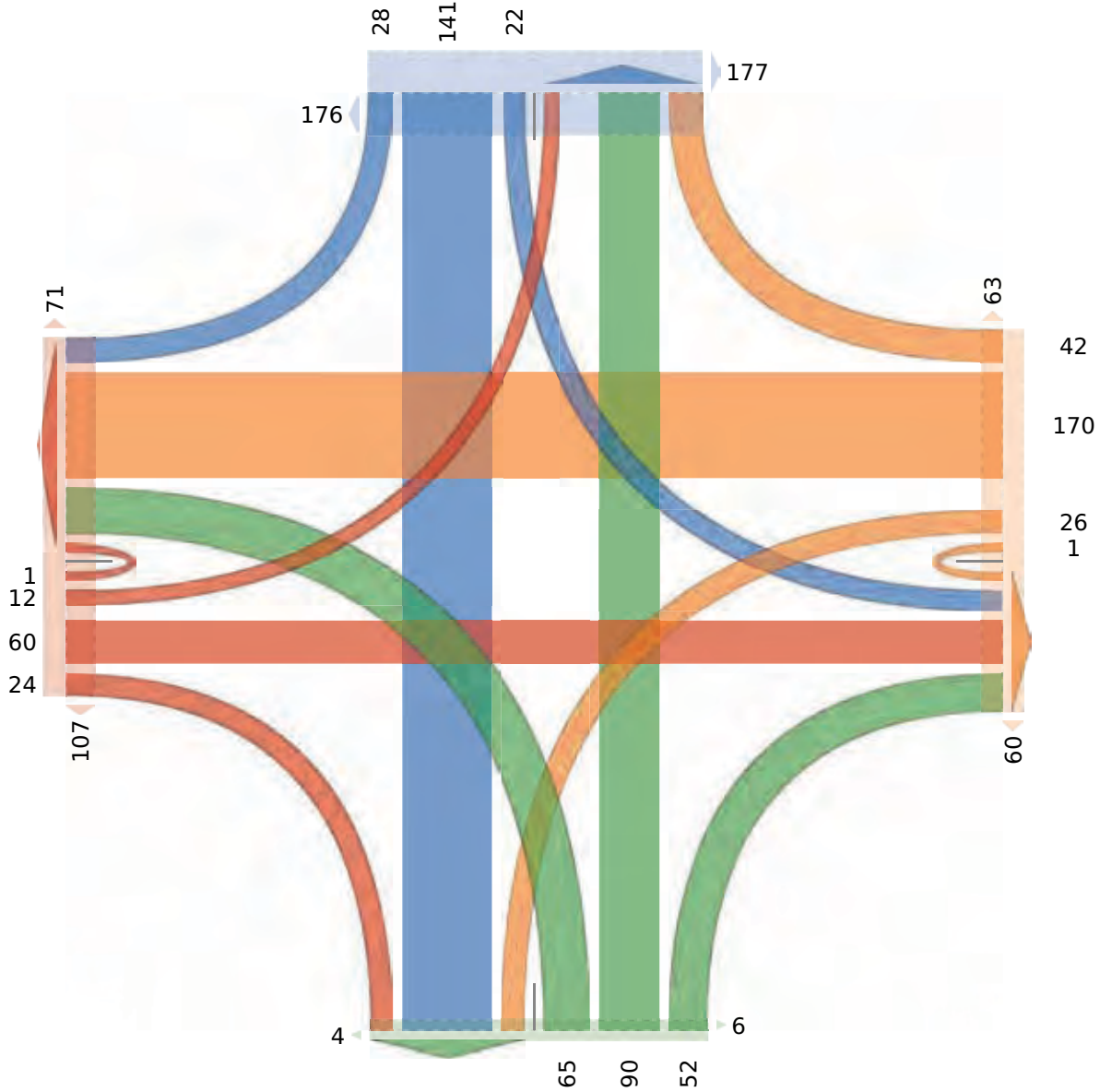
[N] Harmon Ave SB

Total: 335

In: 191

Out: 144

[W] Dixon Ave EB
Total: 361
In: 97
Out: 264



[E] Dixon Ave WB
Total: 374
In: 239
Out: 135

[S] Harmon Ave NB
Total: 398
In: 207
Out: 191

Harmon/Dixon - TMC

Wed Oct 12, 2022

AM Peak (8 AM - 9 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Harmon Ave SB Southbound						Dixon Ave WB Westbound						Harmon Ave NB Northbound						Dixon Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-10-12 8:00AM	1	5	0	0	6	31	3	7	1	0	11	3	0	9	2	0	11	1	1	3	0	0	4	17	32
8:15AM	4	56	1	0	61	77	4	37	2	0	43	29	2	11	12	0	25	1	0	0	0	0	0	35	129
8:30AM	1	2	2	0	5	10	2	3	3	0	8	4	6	1	0	0	7	0	0	1	0	0	1	2	21
8:45AM	1	3	2	0	6	0	0	4	0	0	4	3	3	2	1	0	6	1	1	1	0	0	2	1	18
Total	7	66	5	0	78	118	9	51	6	0	66	39	11	23	15	0	49	3	2	5	0	0	7	55	200
% Approach	9.0%	84.6%	6.4%	0%	-	-	13.6%	77.3%	9.1%	0%	-	-	22.4%	46.9%	30.6%	0%	-	-	28.6%	71.4%	0%	0%	-	-	-
% Total	3.5%	33.0%	2.5%	0%	39.0%	-	4.5%	25.5%	3.0%	0%	33.0%	-	5.5%	11.5%	7.5%	0%	24.5%	-	1.0%	2.5%	0%	0%	3.5%	-	-
PHF	0.438	0.295	0.625	-	0.320	-	0.563	0.345	0.500	-	0.384	-	0.458	0.523	0.313	-	0.490	-	0.500	0.417	-	-	0.438	-	0.388
Lights	6	64	5	0	75	-	9	51	5	0	65	-	11	23	15	0	49	-	2	5	0	0	7	-	196
% Lights	85.7%	97.0%	100%	0%	96.2%	-	100%	100%	83.3%	0%	98.5%	-	100%	100%	100%	0%	100%	-	100%	100%	0%	0%	100%	-	98.0%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	14.3%	0%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
Buses and Single-Unit Trucks	0	2	0	0	2	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses and Single-Unit Trucks	0%	3.0%	0%	0%	2.6%	-	0%	0%	16.7%	0%	1.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.5%
Pedestrians	-	-	-	-	-	106	-	-	-	-	-	39	-	-	-	-	-	3	-	-	-	-	-	53	
% Pedestrians	-	-	-	-	-	89.8%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	96.4%	-
Bicycles on Crosswalk	-	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	10.2%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	3.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harmon/Dixon - TMC

Wed Oct 12, 2022

AM Peak (8 AM - 9 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

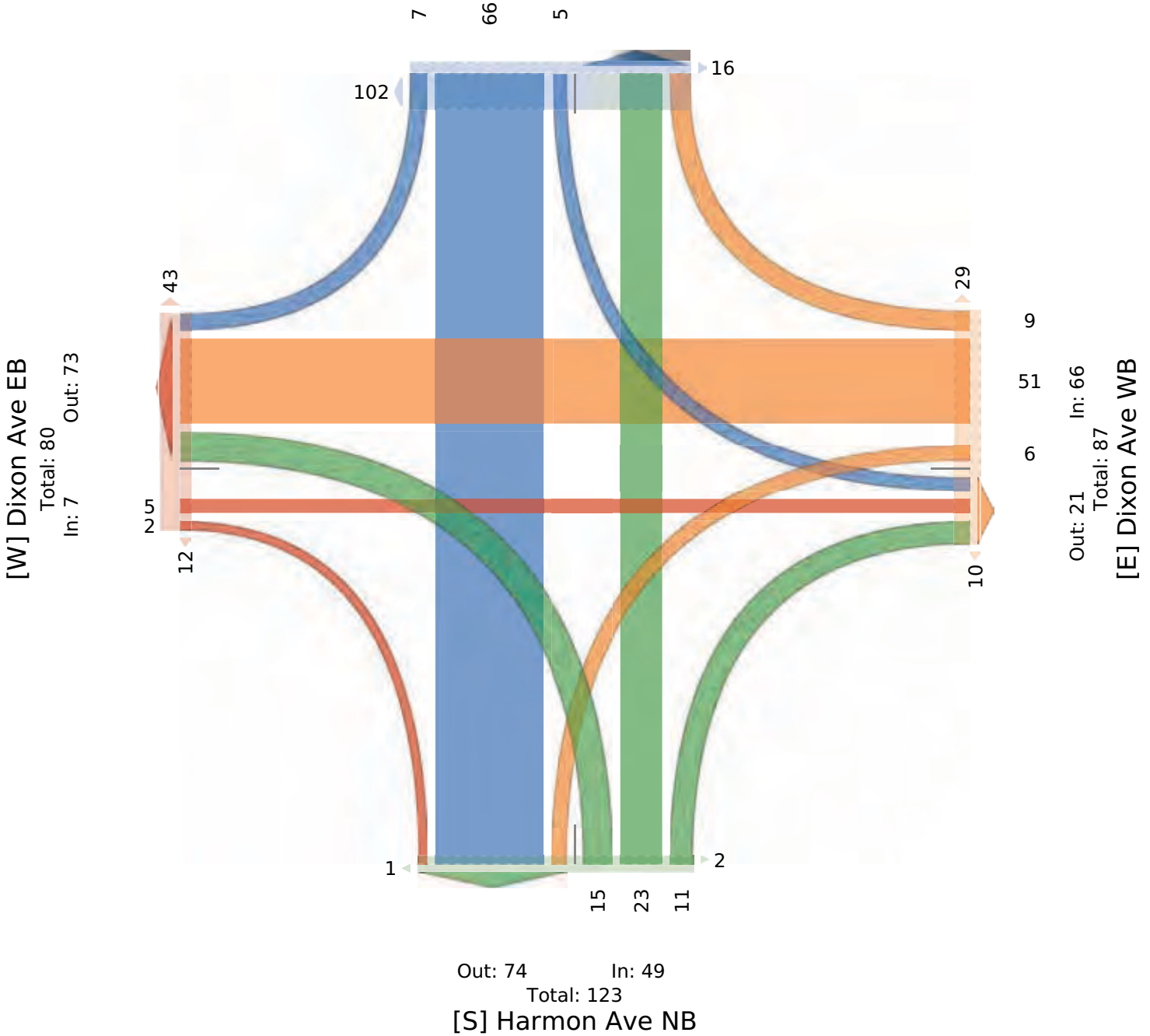
8101 N. High Street, Columbus, OH, 43235, US

[N] Harmon Ave SB

Total: 110

In: 78

Out: 32



Harmon/Dixon - TMC

Wed Oct 12, 2022

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Harmon Ave SB Southbound							Dixon Ave WB Westbound							Harmon Ave NB Northbound							Dixon Ave EB Eastbound							
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int				
2022-10-12 11:15AM	0	3	2	0	5	2	0	1	0	0	1	0	4	4	2	0	10	1	1	2	0	0	3	0	19				
11:30AM	3	5	1	0	9	13	0	7	0	0	7	0	0	1	1	0	2	0	1	4	1	0	6	14	24				
11:45AM	1	3	0	0	4	3	2	2	2	0	6	0	2	3	2	0	7	0	1	0	0	0	1	3	18				
12:00PM	1	1	0	0	2	2	0	2	1	0	3	0	2	1	3	0	6	0	1	0	0	0	1	1	12				
Total	5	12	3	0	20	20	2	12	3	0	17	0	8	9	8	0	25	1	4	6	1	0	11	18	73				
% Approach	25.0%	60.0%	15.0%	0%	-	-	11.8%	70.6%	17.6%	0%	-	-	32.0%	36.0%	32.0%	0%	-	-	36.4%	54.5%	9.1%	0%	-	-	-				
% Total	6.8%	16.4%	4.1%	0%	27.4%	-	2.7%	16.4%	4.1%	0%	23.3%	-	11.0%	12.3%	11.0%	0%	34.2%	-	5.5%	8.2%	1.4%	0%	15.1%	-	-				
PHF	0.417	0.600	0.375	-	0.556	-	0.250	0.429	0.375	-	0.607	-	0.500	0.563	0.667	-	0.625	-	1.000	0.375	0.250	-	0.458	-	0.760				
Lights	5	11	2	0	18	-	2	11	2	0	15	-	8	7	8	0	23	-	4	6	1	0	11	-	67				
% Lights	100%	91.7%	66.7%	0%	90.0%	-	100%	91.7%	66.7%	0%	88.2%	-	100%	77.8%	100%	0%	92.0%	-	100%	100%	100%	0%	100%	-	91.8%				
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0				
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%				
Buses and Single-Unit Trucks	0	1	1	0	2	-	0	1	1	0	2	-	0	2	0	0	2	-	0	0	0	0	0	-	6				
% Buses and Single-Unit Trucks	0%	8.3%	33.3%	0%	10.0%	-	0%	8.3%	33.3%	0%	11.8%	-	0%	22.2%	0%	0%	8.0%	-	0%	0%	0%	0%	0%	-	8.2%				
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	18					
% Pedestrians	-	-	-	-	-	85.0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-				
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0					
% Bicycles on Crosswalk	-	-	-	-	-	15.0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%					

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harmon/Dixon - TMC

Wed Oct 12, 2022

Midday Peak (11:15 AM - 12:15 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Harmon Ave SB

Total: 32

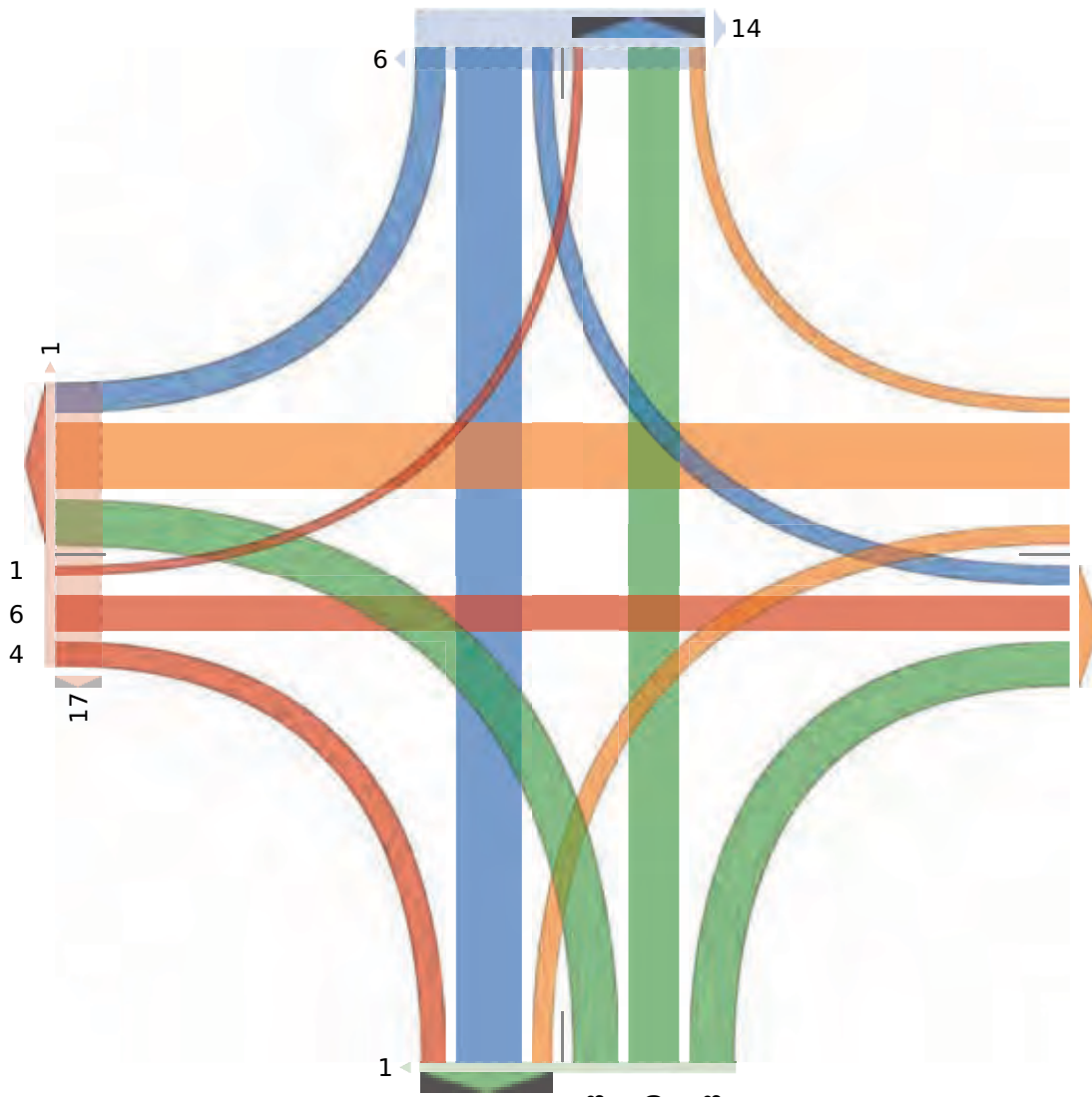
In: 20 Out: 12

5 12 3

6 14

[W] Dixon Ave EB

Total: 36
In: 11 Out: 25



2
12
3
Out: 17 In: 17
Total: 34
[E] Dixon Ave WB

Out: 19 In: 25
Total: 44
[S] Harmon Ave NB

Harmon/Dixon - TMC

Wed Oct 12, 2022

PM Peak (2:30 PM - 3:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT) :

Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

Leg Direction	Harmon Ave SB Southbound						Dixon Ave WB Westbound						Harmon Ave NB Northbound						Dixon Ave EB Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-10-12 2:30PM	0	0	1	0	1	2	1	6	2	0	9	0	1	4	2	0	7	0	0	1	1	0	2	0	19
2:45PM	0	1	0	0	1	5	7	8	2	0	17	0	5	3	1	0	9	0	1	0	0	0	1	3	28
3:00PM	2	5	1	0	8	72	3	16	1	0	20	15	6	5	3	0	14	0	0	2	0	1	3	38	45
3:15PM	2	10	0	0	12	67	0	6	0	1	7	27	5	3	7	0	15	1	1	1	0	0	2	29	36
Total	4	16	2	0	22	146	11	36	5	1	53	42	17	15	13	0	45	1	2	4	1	1	8	70	128
% Approach	18.2%	72.7%	9.1%	0%	-	-	20.8%	67.9%	9.4%	1.9%	-	-	37.8%	33.3%	28.9%	0%	-	-	25.0%	50.0%	12.5%	12.5%	-	-	-
% Total	3.1%	12.5%	1.6%	0%	17.2%	-	8.6%	28.1%	3.9%	0.8%	41.4%	-	13.3%	11.7%	10.2%	0%	35.2%	-	1.6%	3.1%	0.8%	0.8%	6.3%	-	-
PHF	0.500	0.400	0.500	-	0.458	-	0.393	0.563	0.625	0.250	0.663	-	0.708	0.750	0.464	-	0.750	-	0.500	0.500	0.250	0.250	0.667	-	0.711
Lights	4	15	2	0	21	-	11	36	5	1	53	-	17	15	13	0	45	-	2	4	1	1	8	-	127
% Lights	100%	93.8%	100%	0%	95.5%	-	100%	100%	100%	100%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	100%	100%	-	99.2%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses and Single-Unit Trucks	0%	6.3%	0%	0%	4.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.8%
Pedestrians	-	-	-	-	-	135	-	-	-	-	-	42	-	-	-	-	-	0	-	-	-	-	-	66	
% Pedestrians	-	-	-	-	-	92.5%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	94.3%	-
Bicycles on Crosswalk	-	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	7.5%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	5.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Harmon/Dixon - TMC

Wed Oct 12, 2022

PM Peak (2:30 PM - 3:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1000392, Location: 39.724496, -84.175868, Site Code: Harmon/Dixon

Provided by: Crawford Murphy & Tilly Inc. (CMT)

: Columbus OH

8101 N. High Street, Columbus, OH, 43235, US

[N] Harmon Ave SB

Total: 49

In: 22 Out: 27

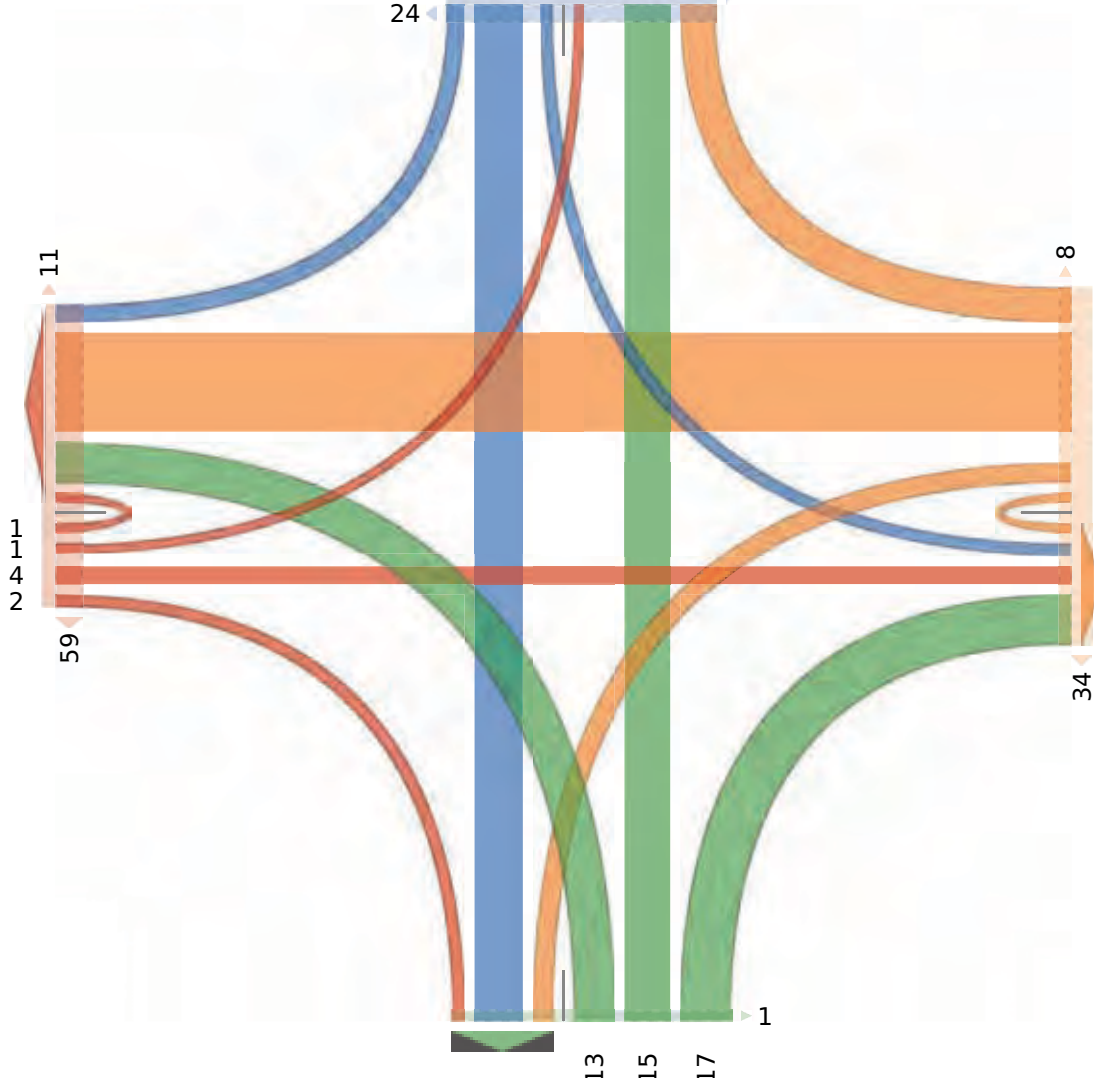
4 16 2

24 122

[W] Dixon Ave EB

Total: 62

In: 8 Out: 54



11

36

15

11

Out: 24 In: 53

Total: 77

[E] Dixon Ave WB

Out: 23

In: 45

Total: 68

[S] Harmon Ave NB

13

15

17

1

TRAFFIC SIGNAL EVALUATION – OAKWOOD, OH

APPENDIX B: SIGNAL INSPECTION FORMS





TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Springhouse 101a River 701 & RHA DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC/25 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	2 nd	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									
					Delay (sec):								

PUSHBUTTONS Provided? YES, Phase(s): 4 + 8 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E	NBL	S	EBL	W
OVL					EBL			
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

only 1 countdown PH
NB on NE corner

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Schwartz + FHA DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: Asc/3 (TS-2) Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PUSHBUTTONS Provided? YES, Phase(s): 4 & Do they conform to O MUTCD 4E.08 ADA requirements? YES NO

Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO

Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.	SSL	N		E	NBL	SB	SSL	W
OVL								
PED				✓				✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: FHA / Oakwood / Threaston DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC/2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1st/2nd NB SB EB WB Detector ϕ 1 ϕ 2 ϕ 3 ϕ 4 ϕ 5 ϕ 6 ϕ 7 ϕ 8
Car Detection: 1st Delay (sec):
2nd

PUSHBUTTONS Provided? YES, Phase(s): 1, 4, 7 Do they conform to OMUTCD 4E.08
Working Properly? YES NO; Issues found: _____ ADA requirements? YES NO

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): 1, 5 NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

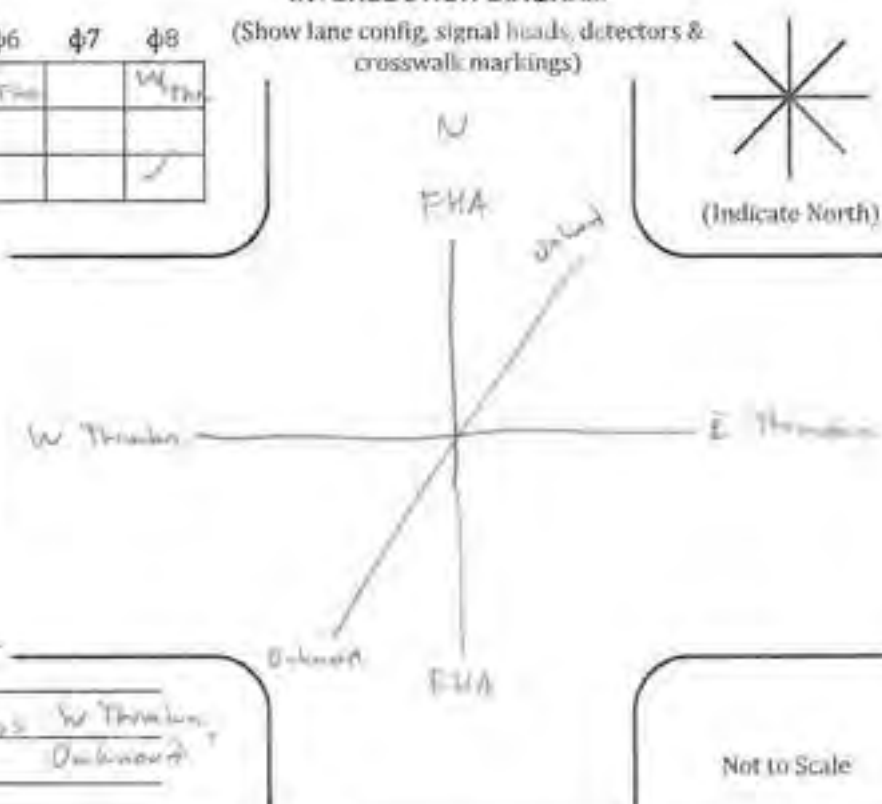
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Dir.	S. Oak	N. Oak		E. Thr.	N. Oak	S. Oak		W. Thr.
OVL								
PED	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- \rightarrow PED. PUSHBUTTON
- \rightarrow 3-SECTION HEAD
- \updownarrow 5-SECTION HEAD
- \updownarrow 3-SECTION HEAD W/ ARROWS
- \rightarrow 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

Countdown Heads for crossing
FHA E Threaston
No Countdown PHs to cross W Threaston
Oakwood?

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Puttason & FHA DATE: 8/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: TSC-2 Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PUSHBUTTONS Provided? YES, Phase(s): 1 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO

Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO

Crosswalk Markings? YES NO

Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO

Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

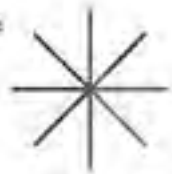
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.	SKL	N				S		W
OVI.	WBL							
PED	✓							

INTERSECTION DIAGRAM

(Show lane config, signal heads detectors & crosswalk markings)



(Indicate North)

LEGEND

<input type="checkbox"/>	CABINET
→	PED. PUSHBUTTON
→→	3-SECTION HEAD
→→→	5-SECTION HEAD
→→→	3-SECTION HEAD W/ ARROWS
→→→→	4-SECTION HEAD W/ ARROWS
	VIDEO DETECTION

See lane plan

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Park + FHA DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASL-2 Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4 Do they conform to OMUTCD 4E-08 ADA requirements? YES NO

Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

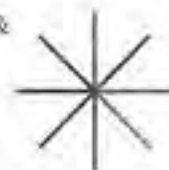
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		
OVL								
PED				✓				

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

see base plan

COMMENTS

No countdown ped heads

over Park

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Harman + FMA DATE: 9/11/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: Asc 2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd Car Detection:	NB	SB	EB	WB	Detector Delay (sec):	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES. Phase(s): 4 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES. Phase(s): _____ NO
Do yellow ball traps exist? YES. Phase(s): _____ NO Offset Reference: _____

TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		
OVL								
PED				✓				

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See lane plan

COMMENTS

See lane plan
Countdown

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Aberdeen/Park & FHA DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC-T Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4/8 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

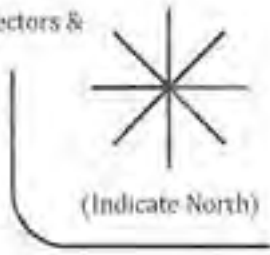
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		W
OVL								
PED				✓				

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

no outdoor PHE for
cross Aberdeen & Park

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Peach Orchard & FHA DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC-3 2100 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1st/2nd NB SB EB WB Detector Delay (sec):
Car Detection: 1st 2nd *Customize*

PUSHBUTTONS Provided? YES, Phase(s): 4 & 7 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO Countdown Ped-Heads? YES NO
Crosswalk Markings? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

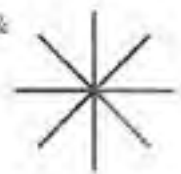
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.	SSL	N		E	<i>W</i>	S		W
OVL								
PED				✓				

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- 5-SECTION HEAD
- 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See site map

COMMENTS

No Countdown PHs
over E leg at Peach Orchard
φ1 is permitted SSL phase

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Orchard & FHA DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ATS-7 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4 Do they conform to 0MUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		<u>W</u>		<u>Perd</u>		<u>S</u>		
OVL								
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See base plan

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: East & VVA DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: RES-2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

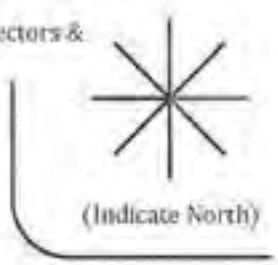
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		W
OVL								
PED								

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See base plan

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Dickwood & Schantz DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: Cobalt Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd Car Detection:	NB	SB	EB	WB	Detector Delay (sec):	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4, 8 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO

Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): 4, 8 NO

Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

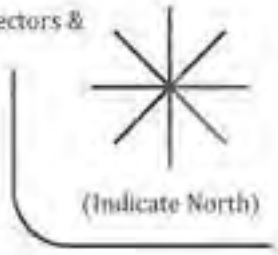
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		W
OVL								
PED				✓				✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

non countdown phs
at 2122 Dickwood Ave

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Schanz + Kramer DATE: 9/15/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASF-3 Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO: Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO: Issues found: _____

Left Turn 1 st /2 nd Car Detection:	NB	SB	EB	WB	Detector Delay (sec):	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
1 st	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): 4, 8 Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO: Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

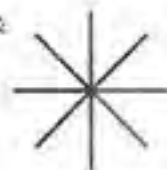
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Dir.		E	SEBL	N		W		S
OVL.								
PED				✓				✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

See base map

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Anderson & Schulte DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC-2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd Car Detection:	NB	SB	EB	WB	Detector Delay (sec):	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES NO Phase(s): _____ Do they conform to O MUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

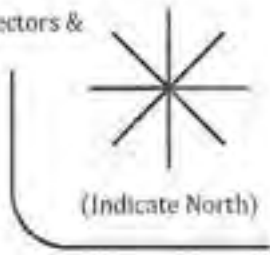
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		E		N		W		S
OVL								
PED		✓		✓		✓		✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Patterson & Stafor

DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASE-2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: ^{loop - per board} Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES NO Phase(s): _____ Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

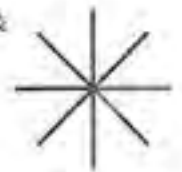
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		E		W		W		S
OVL.								
PED		✓		✓		✓		✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- 5-SECTION HEAD
- 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See flow plan

COMMENTS

Count down PHs for
W. leg only (over Stafor)

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Abbecon & Stolar DATE: 01/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: 149-2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): _____ Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

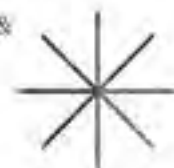
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Dir:		N		E		S		W
OVL								
PED		✓		✓		✓		✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

See base plan

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- 5-SECTION HEAD
- 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Telford & Starke DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: cabut Firmware Version: _____

Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____

Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____

Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Car Detection:	1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Delay (sec):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES, Phase(s): _____ Do they conform to OMUTCD 4E.08 ADA requirements? YES NO

Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO

Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

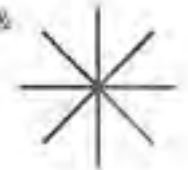
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	ϕ 1	ϕ 2	ϕ 3	ϕ 4	ϕ 5	ϕ 6	ϕ 7	ϕ 8
Dir.		N		E		S		W
OVL								
PED		-		✓		✓		✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



(Indicate North)

LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- 5-SECTION HEAD
- 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

See base plan

COMMENTS

Pre-4 road

Not to Scale



TRAFFIC SIGNAL TIMING INSPECTION FORM

INTERSECTION NAME: Dixon & Holman DATE: 9/14/22

CABINET Type: 332 336 TS-2 TS-1 Mounting: Pole Ground

CONTROLLER Make & Model: ASC-2 Firmware Version: _____
Address: _____ Time Synced? YES NO Ethernet Port? YES NO Master? YES NO

COMMUNICATION Type: Radio Cell Modem Interconnect Other Brand: _____
Working Properly? YES NO; Issues found: _____

DETECTION Type: Radar Video Loops Other Brand: _____
Working Properly? YES NO; Issues found: _____

Left Turn 1 st /2 nd	NB	SB	EB	WB	Detector Delay (sec):	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
1 st	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 nd	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>									

PUSHBUTTONS Provided? YES. Phase(s): _____ Do they conform to OMUTCD 4E.08 ADA requirements? YES NO
Working Properly? YES NO; Issues found: _____

LPI-Ready? Audible Push Buttons? YES NO
Crosswalk Markings? YES NO Countdown Ped-Heads? YES NO

PHASING Is split phasing used? YES, Phase(s): _____ NO
Do yellow ball traps exist? YES, Phase(s): _____ NO Offset Reference: _____

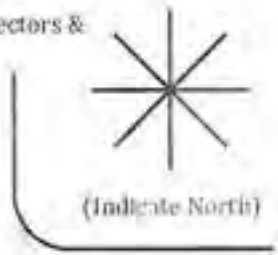
TASKS Take pictures on each approach Take pictures in cabinet (both sides)
 Upload existing field data or populate standard timing sheet

ASSOCIATED PHASES

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
Dir.		N		E		S		W
OVL								
PED		✓		✓		✓		✓

INTERSECTION DIAGRAM

(Show lane config, signal heads, detectors & crosswalk markings)



LEGEND

- CABINET
- PED. PUSHBUTTON
- 3-SECTION HEAD
- ↕ 5-SECTION HEAD
- ↕ 3-SECTION HEAD W/ ARROWS
- 4-SECTION HEAD W/ ARROWS
- VIDEO DETECTION

COMMENTS

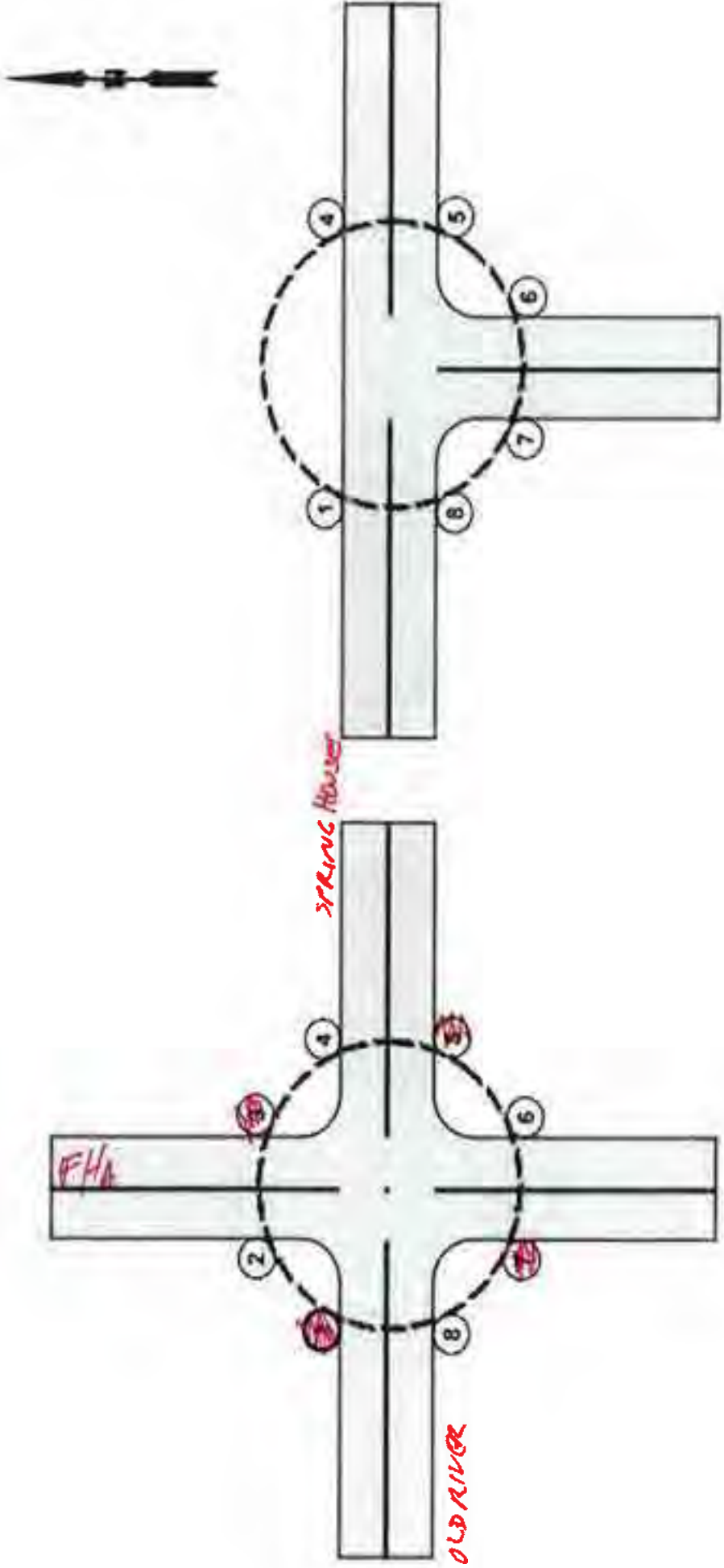
Not to Scale

TRAFFIC SIGNAL EVALUATION – OAKWOOD, OH

APPENDIX C: CURB RAMP INSPECTION FORMS



Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and SPRING HOUSE / OLD RIVER

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and SPRING HOUSE/OLD RIVER

Ramp No: 4

- | | | | |
|-----|--|--|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u>1.75% 2.05% 1.90% 2.05% 1.80% 2.15% 1.45% 1.80% 1.60% 1.70% 1.35% 1.55%</u>
_____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>2.80% 2.65% 2.95%</u>
_____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>3.90% 3.25% 1.05% 0.36% 0.60% 0.47% 0.72% 1.75% 1.45% 1.75% 1.05% 0.35%</u>
_____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMK

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and SPRING HOUSE/OLD RIVER

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A. 1.20% 1.55% 2.50% 2.35% 1.70% 1.95% B. 2.60% 2.20% 4.35% 3.35% 2.95% 2.90%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>0.16% 0.93% 0.81%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>L. 5.50% 5.65% 4.60% 5.10% 3.85% 4.50% R. 0.93% 1.35% 3.00% 2.50% 1.50% 1.35%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>4.05% 3.65% 3.70%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and SPRING HOUSE/OLD RIVER

Ramp No: 8

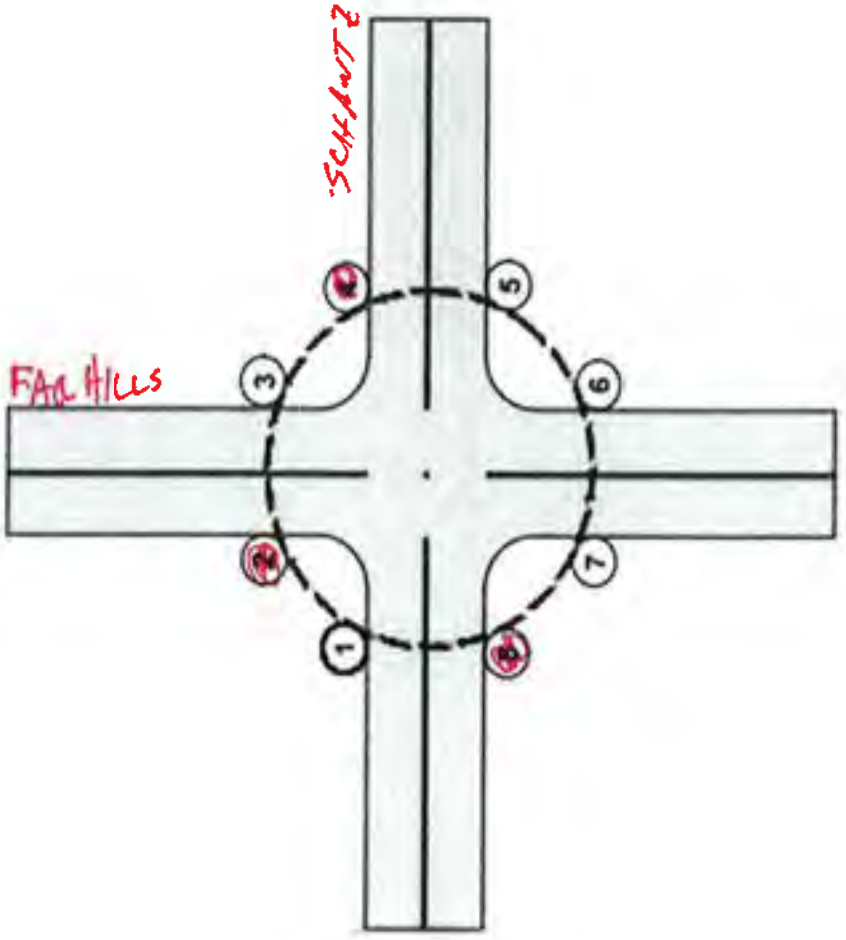
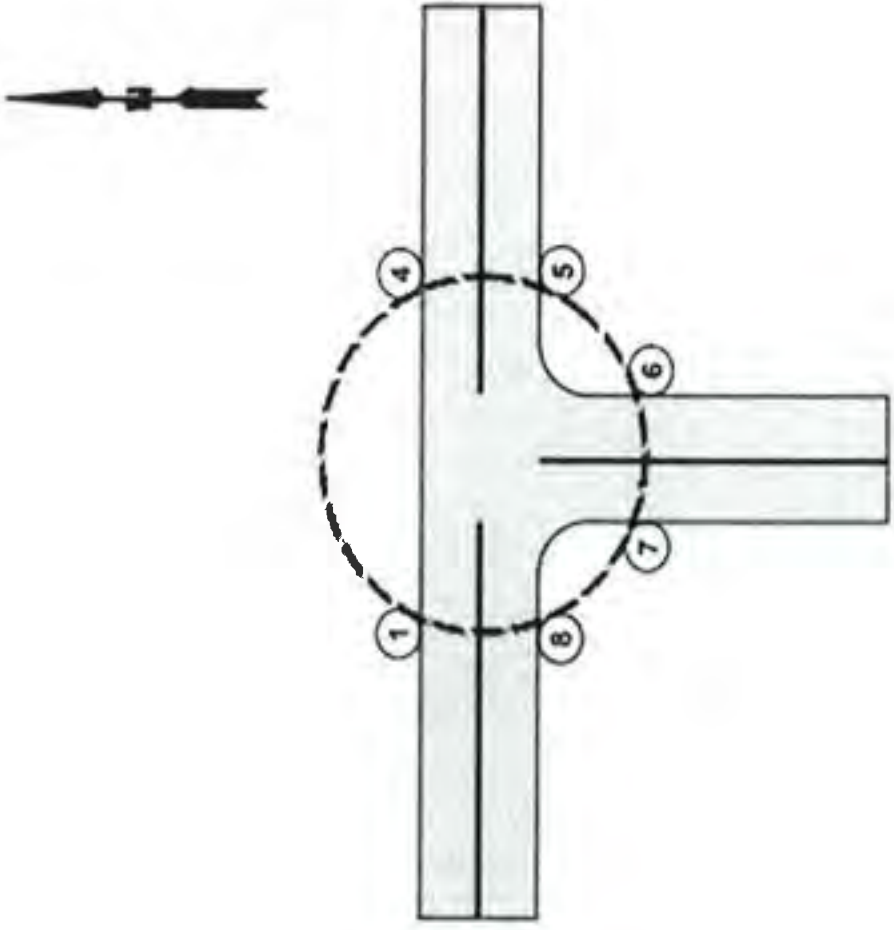
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and SCHANTZ

Ramp No: 1

- | | | | | |
|-----|--|---|--|----------------------------------|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% | 0.68% |
| | <i>A) 2.90% 4.50% 4.50% 3.90% 4.05% 3.90% 3.55% 4.00% 3.85% B) 4.00% 2.05% 1.45% 0.75% 0.52%</i> | | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% | |
| | <i>1.10% 0.67% 0.47%</i> | | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% | |
| | <i>L) 4.60% 4.50% 0.60% 0.21% 1.85% 2.75% R) 2.65% 2.40% 1.65% 0.93% 1.10% 0.75%</i> | | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% | |
| | <i>L) 3.50% 4.20% 4.60% 0.11% 0.48% 0.79% 1.80% 2.30% 2.95% R) 4.85% 4.80% 4.70% 1.40% 1.55%</i> | | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | 1.75%
2.85%
2.95%
2.90% |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO | |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and SCHANTZ

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____ % | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 7/16/22

Intersection of: FHA

and SCHANTZ

Ramp No: 835

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| | <u>A. 0.14% 0.27% 0.03% 0.60% 0.07% 0.44% B) 1.65% 1.10% 1.75% 1.70% 1.80% 1.30%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | |
| | <u>1.55% 3.30% 4.05%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | |
| | <u>0.17% 0.22% 0.88% 0.04% 0.30% 0.24%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and SCHANTE

Ramp No: 06

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and SCHANTZ

Ramp No: 7

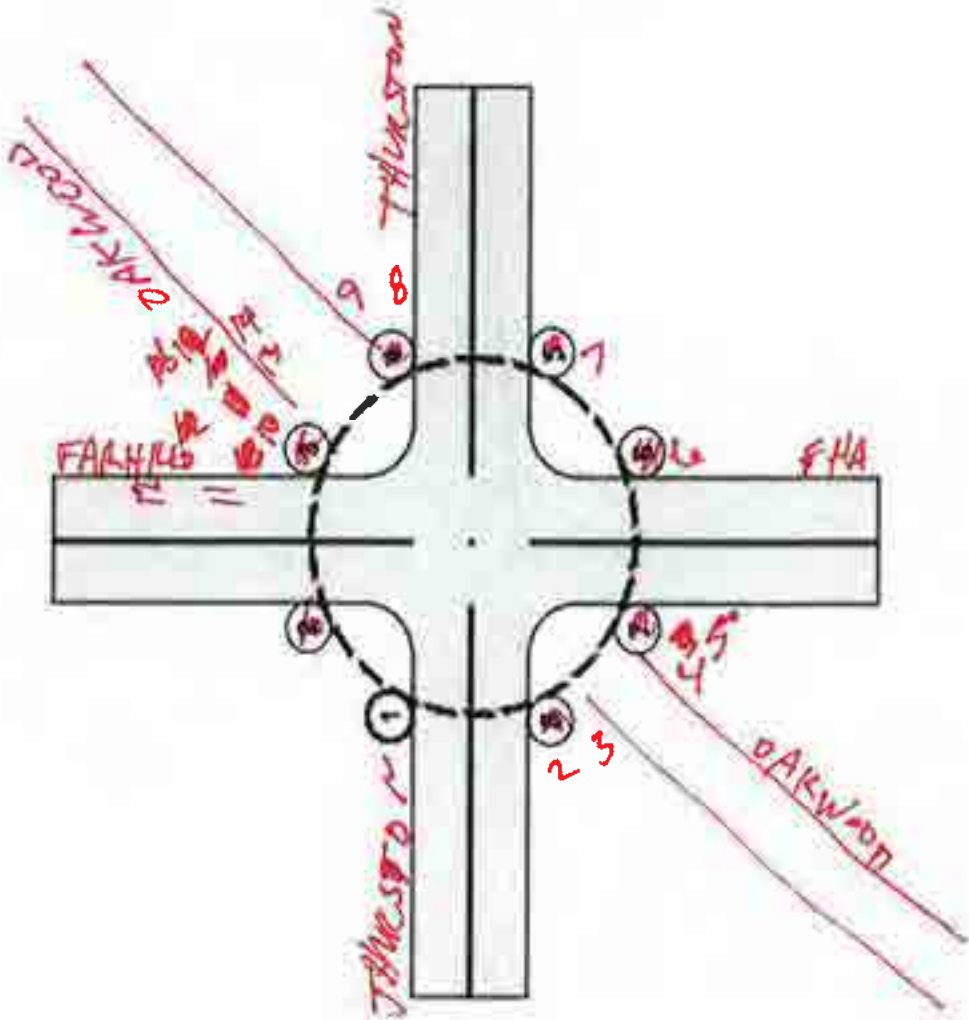
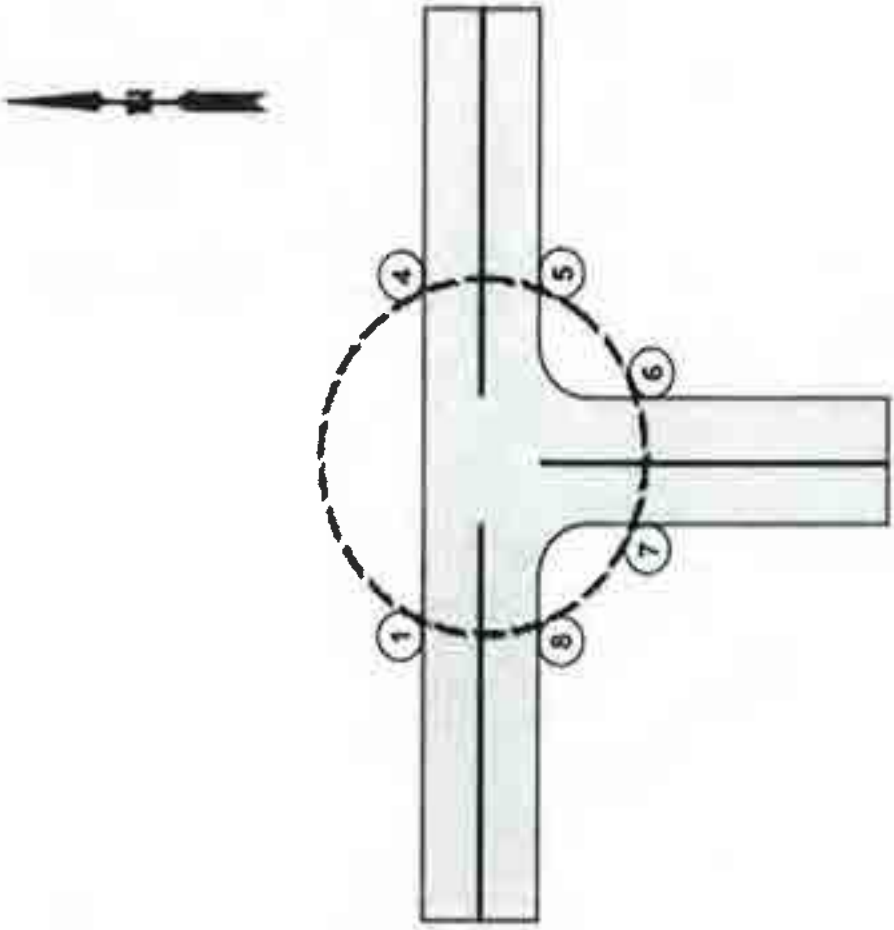
- | | | | |
|---|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A) <u>2.15% 1.50% 0.84% 0.28% 1.55% 1.10%</u> | 4) | Street counter slope at the base of the ramp: max 5.00% | |
| | B) <u>6.20% 0.25% 4.60% 5.45% 5.55% 5.50%</u> | _____ % | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| C) <u>5.55% 7.80% 5.05% 7.30% 5.45% 7.75%</u> | 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | |
| D) <u>1.50% 2.00% 0.58% 0.31% 0.44% 1.05%</u> | R) <u>0.72% 0.26% 1.00% 1.65% 0.16% 0.34%</u> | _____ % | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: _____

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAKWOOD/TARUSTON

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.39% 0.39% 0.17% 0.53% 0.40% 0.53% B) 0.63% 1.35% 1.60% 0.53% 1.50% 0.71%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>3.50% 3.75% 3.30%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| L) | <u>0.47% 1.30% 0.02% 1.50% 1.50% 1.05% R) 0.68% 4.00% 1.75% 2.95% 1.40% 3.40%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>1.8% 1.50% 0.50% 1.50% 0.65% 1.35% 0.28% 0.12% 1.30% 1.30% 0.06% 0.27%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA RTA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and DAKWOOD/THE VISTAN

Ramp No: 2

- | | | | |
|-----|--|--|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u>A) 1.75% 2.35% 1.55% 2.60% 2.40% 1.90% B) 1.15% 1.05% 0.65% 0.97% 0.33% 0.94%</u> | |
| 5) | Ramp's running slope: max 3.33% (1:12) | <u>1.50% 0.81% 1.35% 5.60% 3.90% 4.95% 4.25% 4.65% 3.85%</u> | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>3.10% 2.25% 1.25% 1.10 0.46% 0.83% 1.50</u> | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: AWM RIM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAK WOOD / THURSTON

Ramp No: 3

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft)	A) _____ %	B) _____ %
4)	Street counter slope at the base of the ramp: max 5.00%	<u>A) 2.75%, 3.15%, 1.70%, 1.90%, 1.45%, 2.90%, B) 1.10%, 0.52%, 0.63%, 0.25%, 0.75%, 1.60%</u>	
5)	Ramp's running slope: max 8.33% (1:12)	<u>3.40%, 3.30%, 5.30%</u>	
6)	Ramp's cross slope: max 2.08% (1/4"/ft)	<u>0.37%, 0.55%, 1.50%, 1.35%, 1.00%, 0.65%</u>	
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MVM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and oakwood/THURSTON

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes max 2.08% (1/4"ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | _____ % |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | _____ % |
| 6) | Ramp's cross slope: max 2.08% (1/4"ft) | _____ % | _____ % |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested pending repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MVM RTM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAKWOOD / THRUSTON

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| | <i>A) 0.75% 0.56% 1.30% 1.20% 2.65% 1.20% B) 2.05% 0.60% 1.00% 0.23% 0.96% 1.26%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <i>2.50% 0.78% 1.25%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <i>2.60% 2.10% 4.40% 0.19% 1.75% 5.30% 1.5% 1.90% 5.15%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____ % |
| | <i>0.81% 0.75% 0.55% 1.6% 0.27% 0.37%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA BTA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: F/A

and OAKWOOD/HUNSTON

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: F/A

and OAKWOOD/THURSTON

Ramp No: 7

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
	<u>A) 1.35% 1.75% 1.05% 1.50% 0.85% 1.65% B) 1.00% 1.55% 2.80% 1.45% 1.9% 1.40%</u>		
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<u>1.35% 0.46% 0.27%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<u>1.60% 1.95% 1.05% 0.98% 0.63% 1.20%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		_____%
	<u>2.15% 2.65% 1.35% 1.60% 1.60% 2.40%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM BTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and DARWOOD/THRUSTON

Ramp No: 8

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) ___ %	B) ___ %
4)	Street counter slope at the base of the ramp: max 5.00%		___ %
	<u>3.20% 3.15% 2.30%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		___ %
	<u>3.45% 0.72% 4.80% NA 4.85% 1.30%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		___ %
	<u>4.9% 2.05% 4.8% 3.3% 3.45% NA</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MMM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and oakwood/THURSTON

Ramp No: 9

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: mm

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/15/22

Intersection of: FHA

and ~~DAW~~ OAKWOOD / THURSTON

Ramp No: 10

- | | | | |
|-----|--|--|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u>A) 0.27% 0.31% 0.23% 1.05% 0.51% 0.57% B) 0.49% 1.50% 0.27% 1.60% 0.21% 1.50%</u>
_____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>2.30% 3.60% 3.80%</u>
_____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>L) 0.47% 0.21% 0.21% 0.53% 0.16% 1.75% R) 1.75% 4.05% 3.45%</u>
_____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAKWOOD/THRUSTON

Ramp No: 11

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<u>3.65% 3.45% 3.15%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<u>4.50% 6.10% 5.80% 8.30% 4.65% 5.05% 6.30% 4.90% 5.70%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		_____%
	<u>0.05% 0.65% 0.62% 1.95% 0.60% 1.90%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and DAKWOOD / THURSTON

Ramp No: 12

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A. | <u>1.00% 0.15% 3.20% 0.03% 1.10% 0.11% B) 1.40% 1.95% 0.99% 0.77% 0.97% 0.44%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>3.40% 1.95% 2.55%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| L) | <u>2.30% 6.30% 2.10% 4.00% 3.75% 6.15% R) 2.95% 3.05% 1.60% 2.50% 2.30% 2.60%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| L) | <u>0.63% 1.00% 2.45% 0.12% 1.40% 0.21% R) 1.40% 0.96% 0.93% 1.05% 1.05% 0.91%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAKWOOD/HOUSTON

Ramp No: 13

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"ft)	A) _____%	B) _____%
<i>A) 3.95%, 3.25%, 3.65%, 3.70%, 5.00%, 4.05% B)</i>			
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
<i>2.15%, 3.00%, 1.80%</i>			
5)	Ramp's running slope: max 8.33% (1:12)		_____%
<i>7.05%, 7.60%, 7.95%, 7.10%, 8.05%, 7.85%, 6.25%, 8.15%, 7.90%</i>			
6)	Ramp's cross slope: max 2.08% (1/4"ft)		_____%
<i>0.55%, 1.75%, 0.22%, 0.86%, 0.44%, 0.73%</i>			
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and OAKWOOD/THURSTON

Ramp No: 14

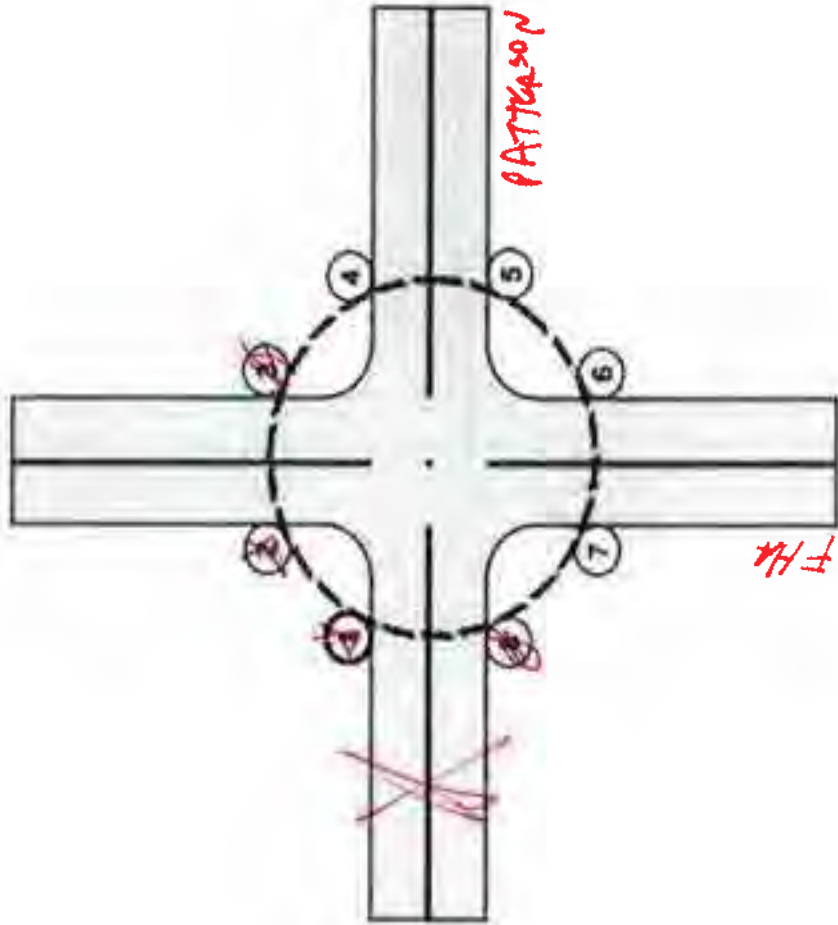
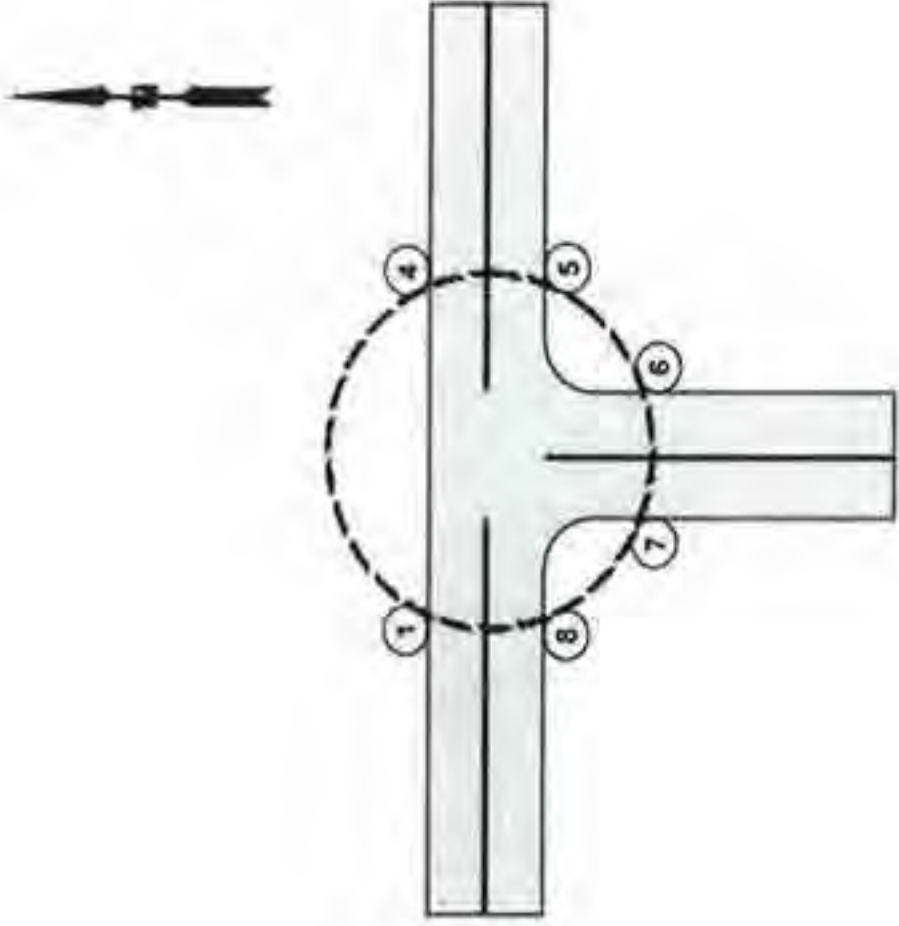
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <u>A) 2.40% 1.65% 1.55% 1.05% 3.00% 1.60% B) 0.26% 0.01% 0.63% 0.78% 0.57%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>3.70% 4.20% 3.40%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>L) 5.75% 0.78% 2.25 R) 3.00% 4.15% 0.61% 1.15% 1.90% 3.35%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____% |
| | <u>L) 3.75% 0.69% 0.75% 1.35% 2.35% 0.23% (R) 4.20% 2.35% 1.00% 0.27% 1.15%</u> | | <u>2.60%</u> |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: NWM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name _____

Inspection Date : 9/15/2022

Intersection of : FAA

and PATTERSON

Ramp No: 4

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____% <u>2.20%</u>
4)	Street counter slope at the base of the ramp: max 5.00%	<u>A) 0.21%, 4.45%, 4.85%, 1.95%, 2.40%, 2.40%, 1.75%, 3.45%, 3.95%, B) 2.70%, 4.85%, 0.95%, 3.60%</u> <u>2.45%, 2.15%, 2.45%</u>	
5)	Ramp's running slope: max 8.33% (1:12)	_____%	
6)	Ramp's cross slope: max 2.08% (1/4"/ft)	_____%	
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : M/M

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and PATTERSON

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (1' landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 2.05% 2.50% 1.60% 0.82% 1.00% 1.15% B) 0.65% 1.10% 3.60% 0.95% 2.40% 0.65%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>0.90% 1.40% 1.40%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>L) 7.00% 5.60% 7.05% 5.10% 7.45% 5.80% R) 1.45% 1.40% 1.35% 1.15% 1.15% 0.20%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>0.17% 0.94% 2.35% 0.11%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and PATTERSON

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.19% 3.65% 0.25% 2.20% 1.75% 2.70%</u> | B) | <u>0.35% 1.45% 0.27% 0.82% 0.14% 1.15%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.65% 1.55% 1.50%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| C) | <u>2.70% 1.55% 0.81% 1.55% 2.25% 1.35%</u> | D) | <u>6.95% 5.10% 2.75% 2.85% 4.50% 3.90%</u> |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | <u>0.11% 1.25% 0.32% 0.84% 0.40% 1.05%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and PATTERSON

Ramp No: 7

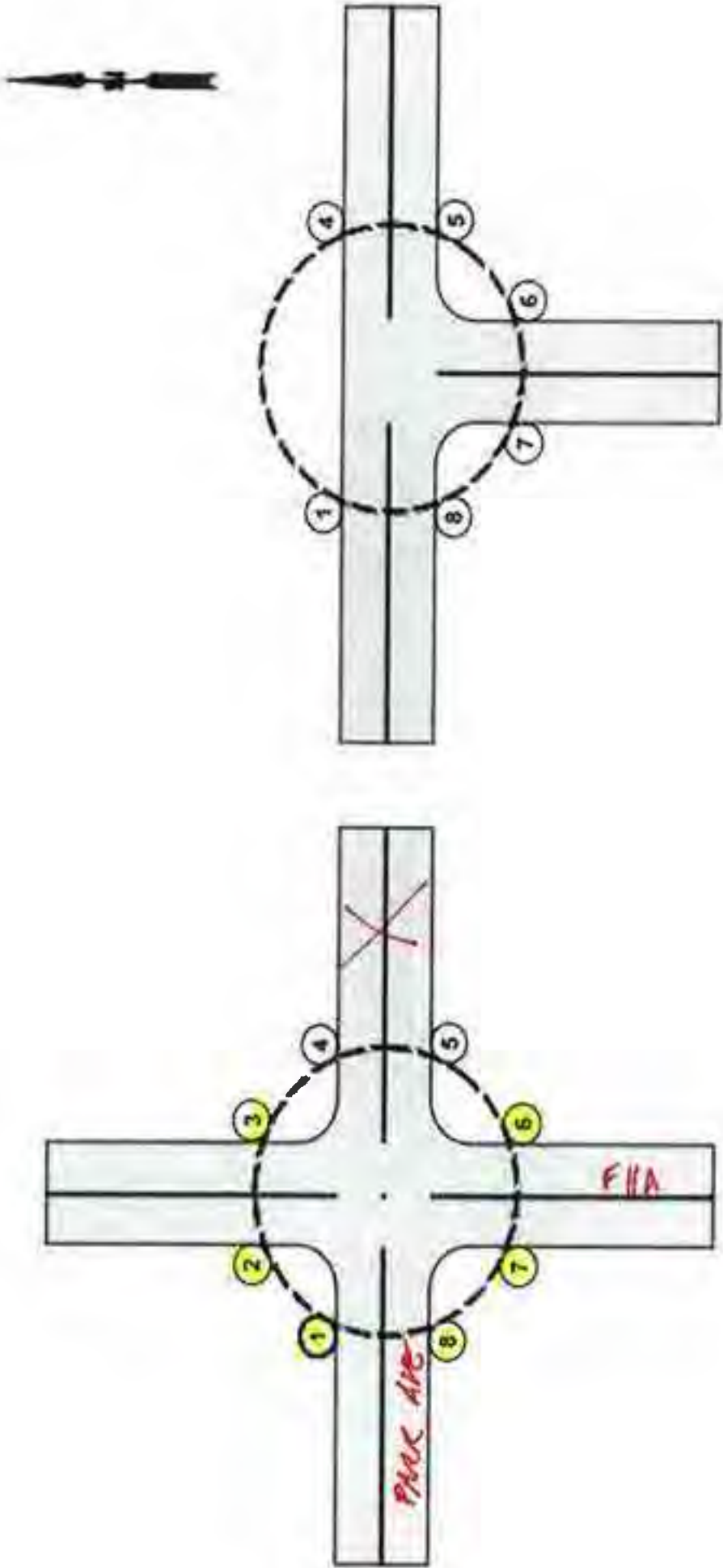
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>1.45% 3.35% 5.00% 3.20% 5.05% 3.20%</u> | B) | <u>1.40% 0.87% 1.35% 0.41% 1.25% 0.00%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| | <u>1.10% 1.30% 1.45%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| A) | <u>3.50% 3.20% 0.27% 0.33% 1.95% 2.45% (B) 2.00% 3.80% 2.80% 2.75% 1.65% 3.00%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| | <u>1.30% 0.39% 0.20% 1.25% 0.05% 1.30%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMW

Inspector Signature: _____

Typ. Ramp ICs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA @ PARK AVE

and _____

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) <u>NA</u> % | B) <u>NA</u> % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____ % |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: _____

Intersection of: FHA

and PARIC AVE

Ramp No: 2

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) <u>NA</u> %	B) <u>NA</u> %
4)	Street counter slope at the base of the ramp: max 5.00%		_____ %
	<u>1.8% 1.8% 1.4%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____ %
	<u>4.1% 5.15% 4.6% 5.05% 3.05% 3.85%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft)		_____ %
	<u>0.6% 2.15% 0.7% 0.31% 0.92% 0.90%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input type="checkbox"/> NO
	<u>NA</u>		
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and PARK AVE

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.)
<u>3.7% 2.15% 2.75%</u> | A) ___% | B) ___% |
| 4) | Street counter slope at the base of the ramp: max 5.00%
<u>1.65% 0.81% 1.00%</u> | | ___% |
| 5) | Ramp's running slope: max 8.33% (1:12)
<u>1.15% 7.85% 0.44%</u> | | ___% |
| 6) | Ramp's cross-slope: max 2.08% (1/4"/ft.)
<u>1.60% 1.35% 1.0% 0.72%</u> | | ___% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMM RSM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and PARK

Ramp No: 6

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) <u>N/A</u> %	B) <u>N/A</u> %
4)	Street counter slope at the base of the ramp: max 5.00%		_____ %
	<i>1.2% 0.53% .11%</i>		
5)	Ramp's running slope: max 8.33% (1:12)		_____ %
	<i>0.08% 5.60% 1.05% 4.30%</i>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft)		_____ %
	<i>0.75% 0.23% 0.06% 0.06% 0.0K 0.30%</i>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: _____

Intersection of: F.H.A

and PARK AVE

Ramp No: 7

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes; max 2.08% (1/4"/ft.)	A) _____%	B) _____%
	<i>1.50% 0.30% 0.21% 1.75% 0.52% 0.79%</i>		
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<i>1.2% 1.3% 1.35%</i>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<i>(L) 4.7% 5.80% 4.75% 3.55% 3.35% 4.2% (R) 1.05% 1.80%</i>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft)		_____%
	<i>(R) 0.63% 0.41% 1.20% 1.10% (L) 1.40% 0.75% 2.15% 0.52%</i>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNA RM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and PARIC AVE

Ramp No: B

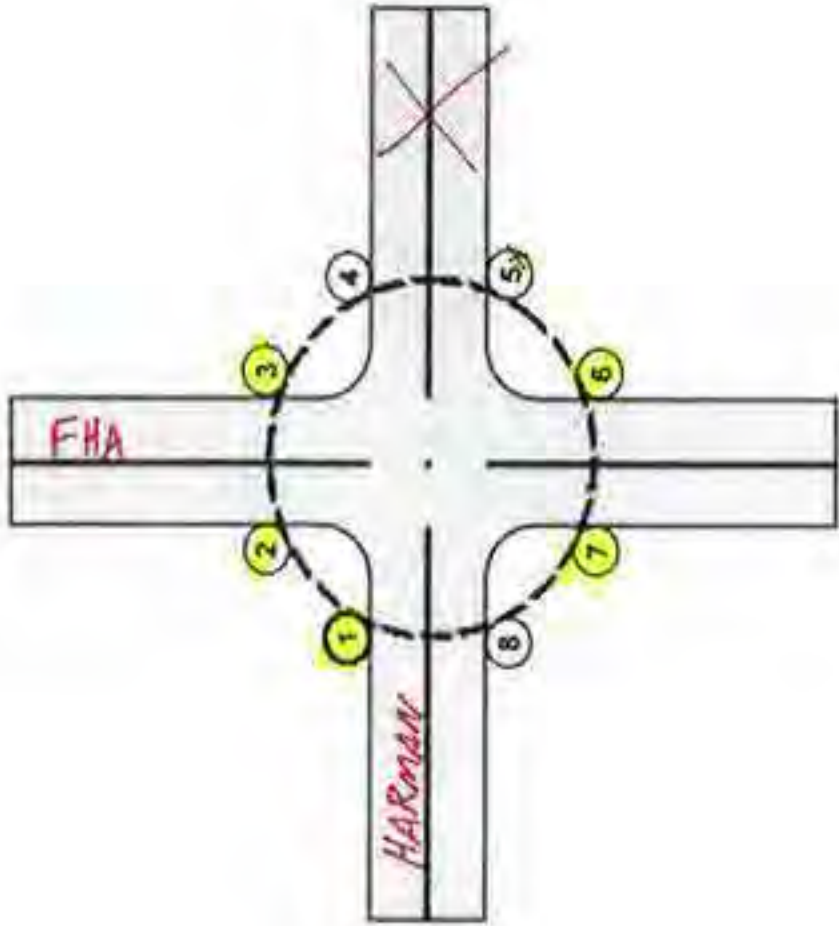
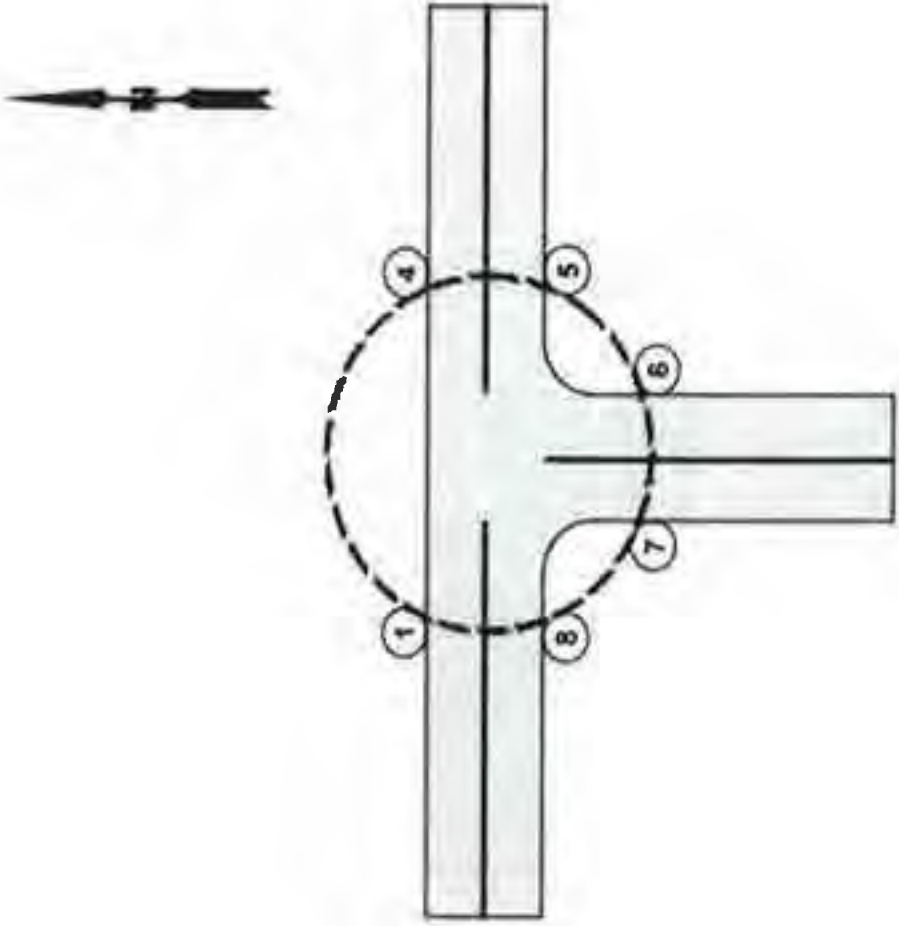
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | <div style="display: flex; justify-content: space-around; font-size: small;"> A) $\frac{2.35}{1.70} = 1.38\%$ B) $\frac{2.15}{1.6} = 1.34\%$ </div> | B) _____% |
| 4) | Street counter slope at the base of the ramps: max 5.00% | <div style="display: flex; justify-content: space-around; font-size: small;"> $\frac{0.67}{1.0} = 0.67\%$ $\frac{0.35}{1.0} = 0.35\%$ </div> | _____% |
| 5) | Ramp's running slope: max 8.33% (1/4") | <div style="display: flex; justify-content: space-around; font-size: small;"> $\frac{0.4}{1.0} = 0.4\%$ $\frac{0.5}{1.0} = 0.5\%$ </div> | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4") | <div style="display: flex; justify-content: space-around; font-size: small;"> $\frac{1.46}{1.0} = 1.46\%$ $\frac{1.65}{1.0} = 1.65\%$ </div> | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | N/A <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: RTM / MNN

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/4/22

Intersection of: FHA

and HARMAN

Ramp No: 1

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
	<i>A 0.42% 0.11% B. 2.10% 2.05%</i>		
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<i>0.08% 0.30% 0.02%</i>		
5)	Ramp slope slope: max 8.33% (1:12)		_____%
	<i>3.35% 1.40% 3.75% 2.35%</i>		
6)	Ramp slope slope: max 2.08% (1/4"/ft)		_____%
	<i>1.10% 1.75% 1.50%</i>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM RTM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and HARMAN

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) <u>2.4</u> % | B) <u>2.7</u> % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | B) <u>0.27</u> % | <u>0.66</u> % |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>0.27</u> % | <u>0.27</u> % |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | <u>0.27</u> % | <u>0.79</u> % |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWm Rjm

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and HARMAN

Ramp No: 3

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____% <u>1.81%</u>
4)	Street counter slope at the base of the ramp: max 5.00%	1.6% <u>1.35%</u> 2.00%	<u>1.6%</u>
5)	Ramp's running slope: max 8.33% (1:12)	<u>5.25%</u> <u>5.20%</u> <u>4.70%</u> <u>4.80%</u> <u>8.85%</u> <u>4.4%</u>	_____%
6)	Ramp's cross slope: max 2.08% (1/4"/ft)	<u>1.2%</u> <u>0.75%</u> <u>1.05%</u> <u>1.20%</u> <u>1.50%</u> <u>0.24%</u>	_____%
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MMM RTA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/14/22

Intersection of: FHA

and HARMAN

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4" ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % <u>0.14%</u> | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____ % | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM RSM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name _____

Inspection Date: 9/14/22

Intersection of: FHA

and HARMAN

Ramp No: 7

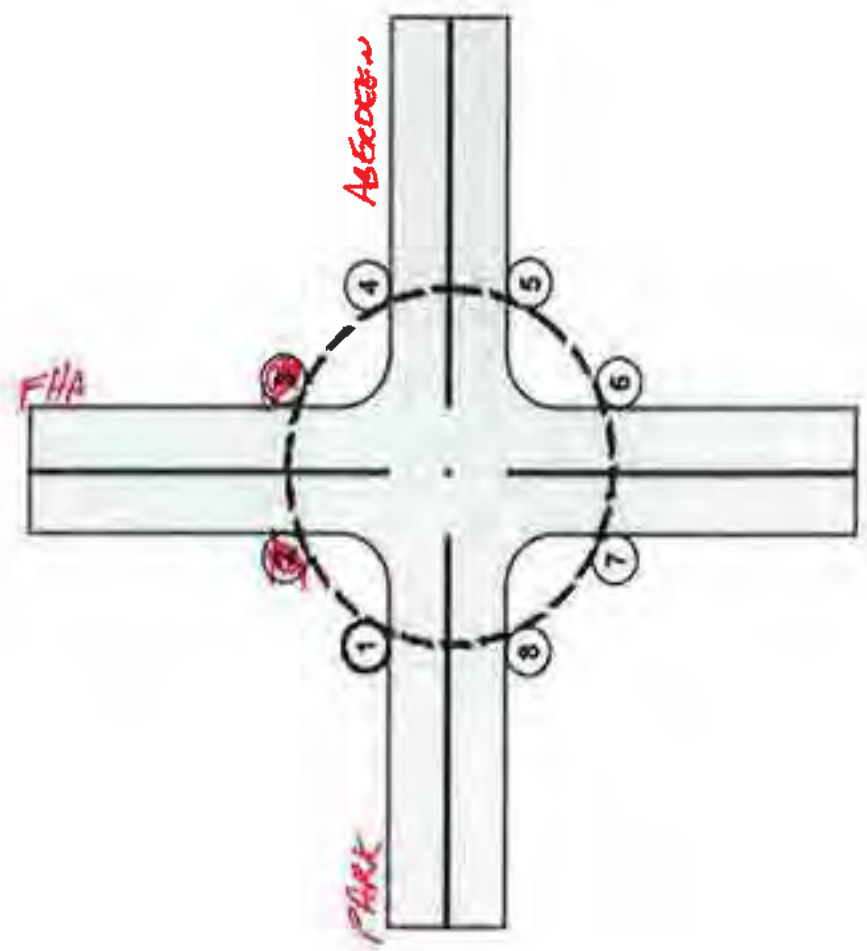
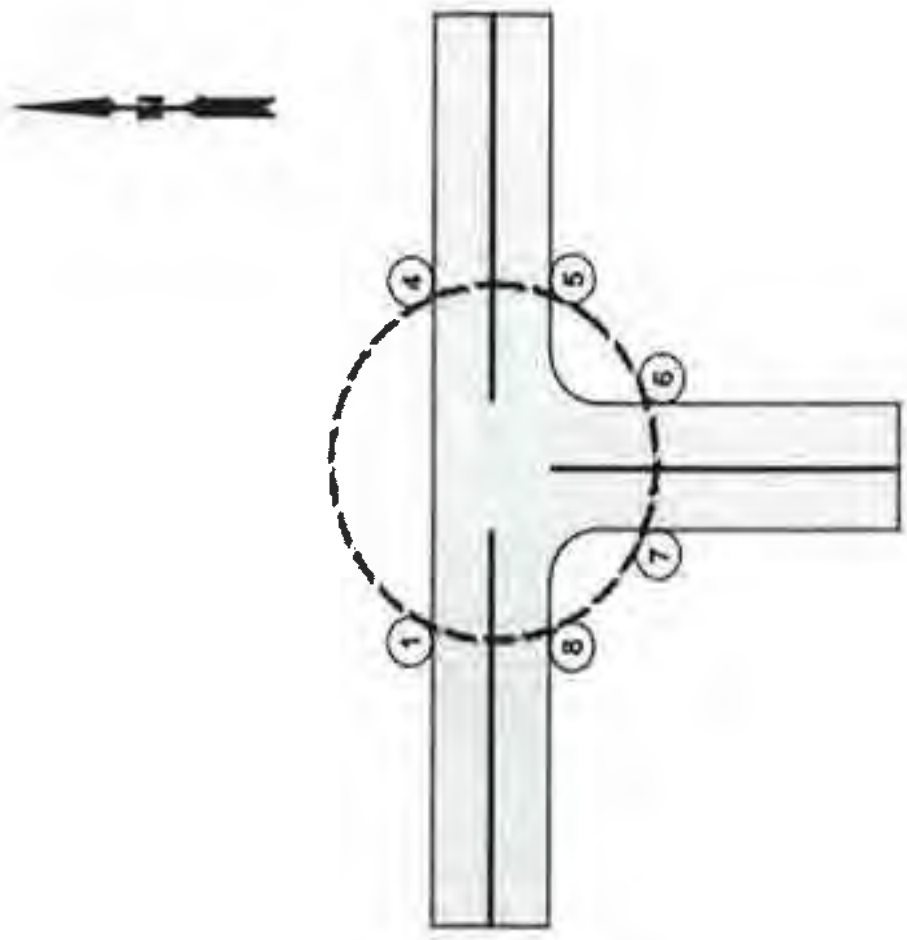
1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft)	A) _____ %	B) _____ %
A. <u>1.95% 1.30%</u> B. <u>0.35% 2.25%</u>			
4)	Street counter slope at the base of the ramp: max 5.00%	_____ %	
<u>0.72% 0.52% 0.45%</u>			
5)	Ramp's running slope: max 8.33% (1:12)	_____ %	
<u>3.60% 1.2% 4.75% 0.27% 5.1% 0.44%</u>			
6)	Ramp's cross slope: max 2.08% (1/4"/ft)	_____ %	
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<u>1.5% 1.6% 2.25% 1.75% 1.7% 1.2%</u>			
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MWM RIM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/16

Intersection of : FHA

and ABERDEEN PARK

Ramp No: 1

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____ %	B) _____ %
4)	Street counter slope at the base of the ramp: max 5.00%		_____ %
	2.25% <u>2.75%</u> <u>2.60%</u> <u>3.25%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____ %
	<u>2.25%</u> <u>3.20%</u> <u>2.10%</u> <u>2.40%</u> <u>2.65%</u> <u>3.00%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		_____ %
	<u>0.58%</u> <u>1.90%</u> <u>0.31%</u> <u>1.20%</u> <u>0.93%</u> <u>1.70%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and ABERDEEN/PARK

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A | <u>0.18% 0.50% 1.15% 1.05% 0.24% 0.72%</u> | B) | <u>0.15% 0.20% 0.05% 1.20% 0.17% 0.78%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | _____ % |
| | <u>1.45% 2.20% 1.75% 1.00% 2.00% 1.20% 1.35%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | _____ % |
| | <u>1.70% 1.70% 1.10% 2.15% 1.20% 1.35%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____ % | _____ % |
| | <u>0.27% 0.53% 0.97% 0.24% 0.73% 0.04%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FIA

and ABERDEEN/PARK

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) ___ % | B) ___ % |
| AD | <u>1.40% 2.35% 2.80% 3.55% 2.80% 1.80%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | ___ % |
| | <u>1.40% 2.20% 1.90%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | ___ % |
| | <u>4.60% 4.10% 5.00% 4.20% 3.65% 3.60% 3.85% 4.10% 4.40%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | ___ % |
| | <u>1.00% 0.12% 0.40% 0.47% 0.64% 0.12%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and ABERDEEN/PARK

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A. | <u>1.40% 2.35% 2.80% 3.55% 2.80% 1.80% B) 0.95% 0.67% 0.84% 1.60% 1.45% 0.78%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <u>1.50% 2.25% 1.40%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <u>3.05% 2.25% 1.30% 1.55% 3.15% 2.20%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____ % |
| | <u>3.85% 2.40% 2.70% 2.75% 2.35% 2.25%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and ABERDEEN / PARK

Ramp No: 7

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: _____

Intersection of: FHA

and BERDEEN PARK

Ramp No: B

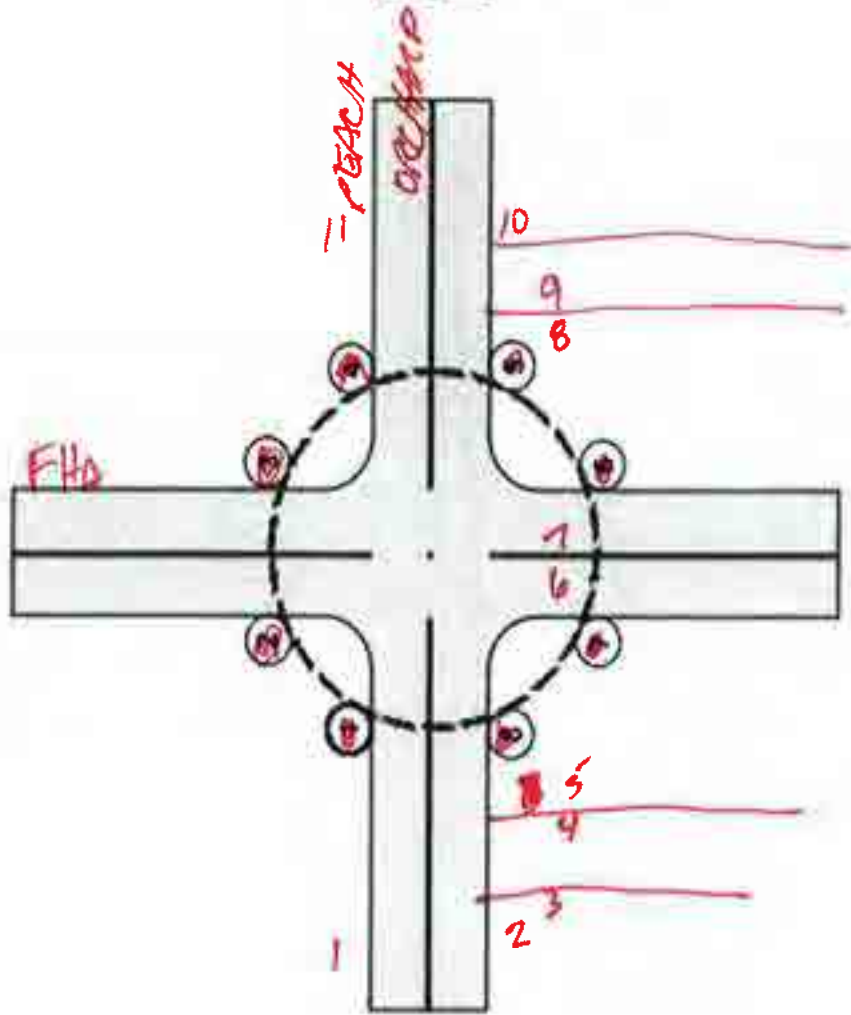
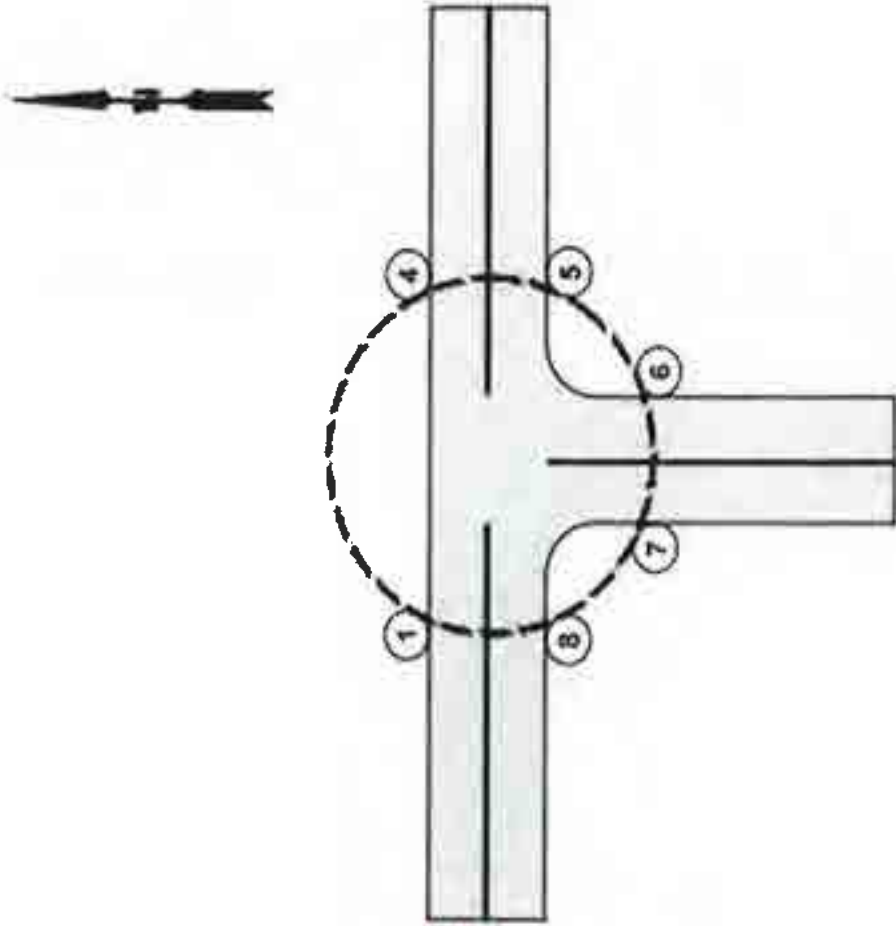
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) ___ % | B) ___ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | A) <u>4.053% 0.12% 0.14% 0.27% 0.28% 0.24%</u> B) <u>1.05% 0.68% 0.88% 0.76%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| | <u>0.34% 0.87% 0.61% 0.36% 0.33% 0.154% 0.49% 0.27%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACHT ORCHARD

Ramp No: 2

- | | | | |
|-----|--|--|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u>A) 1.35% 1.35% 1.95% 0.64% 1.10% 1.05% B) 1.25% 0.57% 0.45% 0.55% 1.25% 0.74%</u> | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>1.05% 0.67% 0.29%</u> | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>6.40% 3.40% 2.90% 2.60% 3.50% 3.20%</u> | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FAA

and PEACH ORCHARD

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | _____ % |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | _____ % |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____ % | _____ % |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH OR CHARD

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: M/M

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 5

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
5)	Ramp's running slope: max 8.33% (1:12)		_____%
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		_____%
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : MM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FAA

and PEACH ORCHARD

Ramp No: 6

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.) 0.27% 0.65% 0.30%	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00% 0.27% 0.65% 0.30%		_____%
5)	Ramp's running slope: max 8.33% (1:12) 0.65% 3.20% 0.68% 2.95% 0.62% 2.86%		_____%
6)	Ramp's cross slope: max 2.08% (1/4"/ft.) 0.27% 1.05% 0.59% 1.00% 0.75% 1.15%		_____%
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 7

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 8

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00% <u>2.25% 2.05% 2.70%</u>		_____%
5)	Ramp's running slope: max 8.33% (1:12) <u>4.35% 2.25% 3.45% 3.45% 3.70% 3.05%</u>		_____%
6)	Ramp's cross slope: max 2.08% (1/4"/ft.) <u>0.27% 0.84% 0.60% 0.86% 0.19% 0.60%</u>		_____%
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/16/22

Intersection of : FHA

and PEACH ORCHARD

Ramp No: 9

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<u>2.10% 2.35% 1.55%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<u>3.55% 3.70% 3.80% 2.75% 4.05% 2.70%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft)		_____%
	<u>1.65% 0.82% 0.81% 0.81% 0.85% 0.51%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : MNm

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 10

- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| L) 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____ % | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: FHA

and PEACH ORCHARD

Ramp No: 11

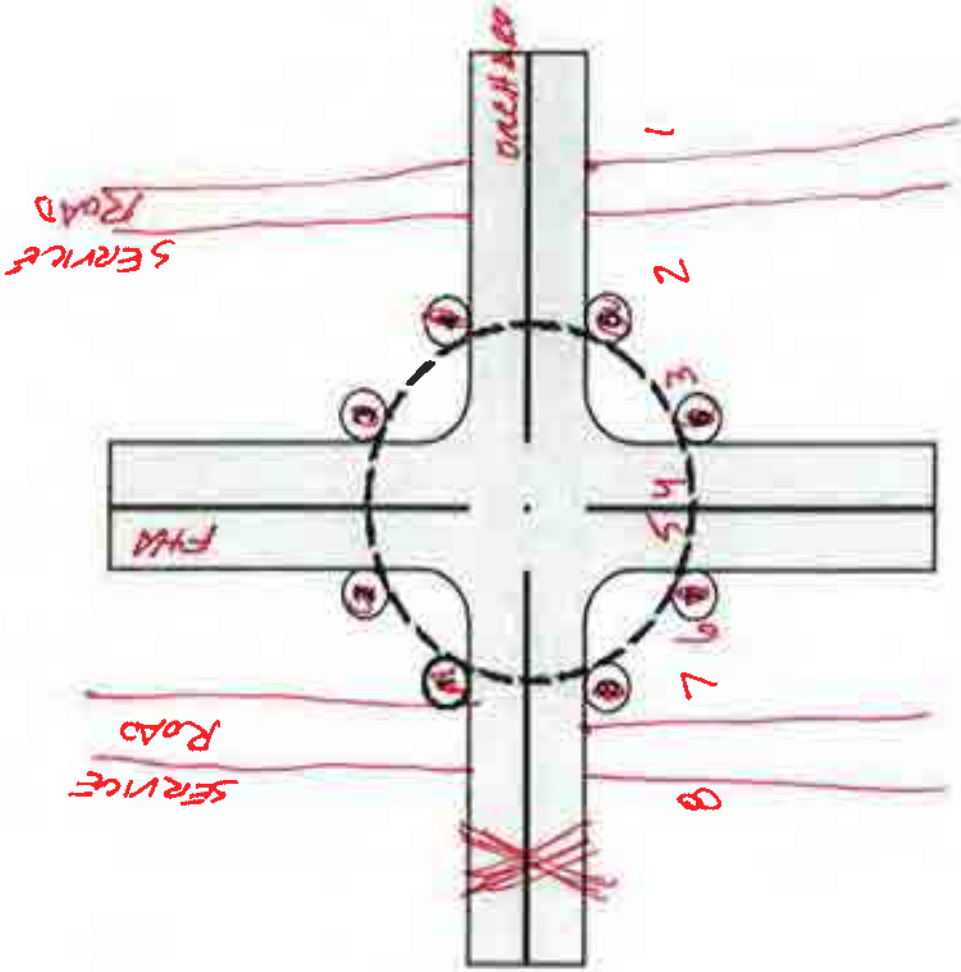
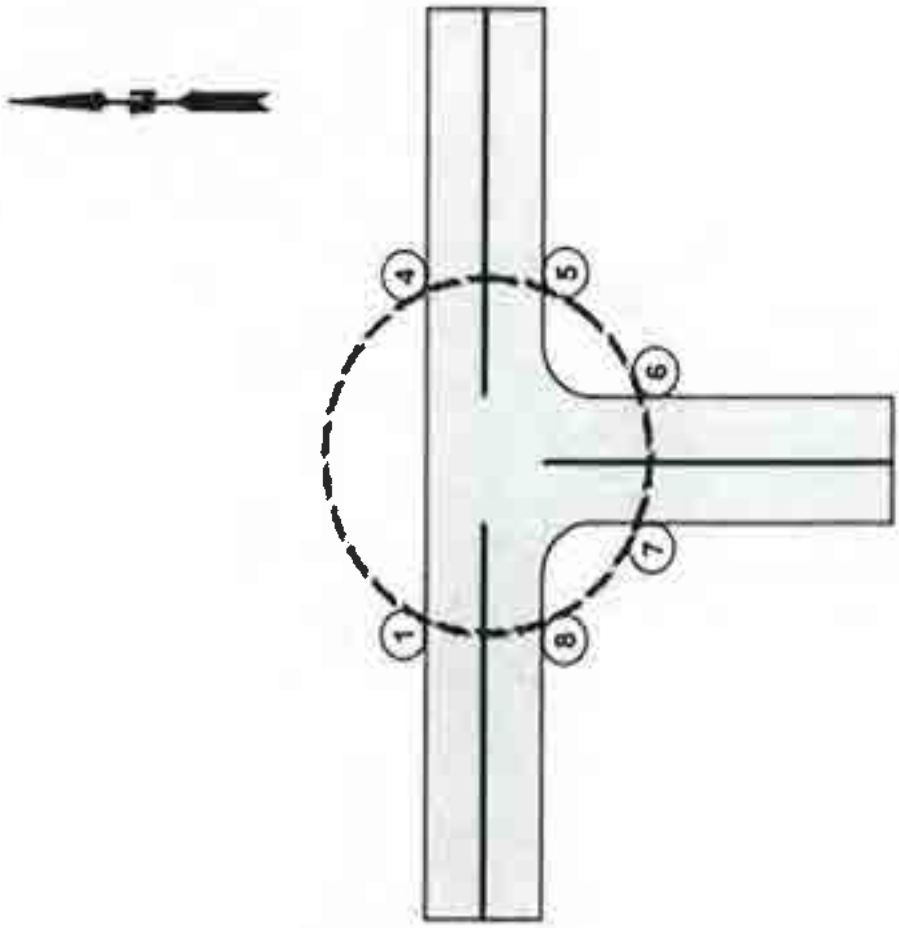
- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| L) 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| L) 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: B

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 2.35%, 2.05%, 2.00%, 2.10%, 1.60%, 1.85%</i> | | |
| 4) | Street counter slope at the base of the ramp; max 5.00% | | _____% |
| | <i>1.20%, 1.35%, 1.20%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>L) 3.40%, 2.15%, 3.15%</i> | | |
| | <i>R) 4.20%, 3.40%, 3.00%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>0.27%, 1.05%, 0.43%, 1.20%</i> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 01

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A. | <u>0.00% 0.27% 1.10% 0.63% 0.62% 0.97%</u> | | |
| B. | <u>3.15% 3.00% 2.50% 2.55% 2.45% 3.20%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>1.15% 1.05% 1.30%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>3.70% 2.15% 0.58% 1.75% 1.90% 2.45% 2.00% 2.40% 2.20%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>1.75% 0.48% 2.25% 0.88% 2.90% 1.75%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A | <u>2.80% 2.00% 3.80% 2.70% 4.25% 2.45%</u> | B) | <u>1.25% 1.60% 0.65% 1.10% 1.45% 1.40%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| | <u>Look 1.50% 1.20% 1.15%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| | <u>5.35% 5.20% 6.65% 4.75% 7.10% 4.35%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| | <u>0.95% 2.25% 1.95% 1.15% 1.70% 1.85%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A, 2.80% / 2.00% / 3.80% / 0.70% / 4.25% / 2.45% / B, 1.25% / 1.60% / 0.65% / 1.10% / 1.45% / 1.40%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>0.18% / 1.05% / 1.05% / 0.96%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>1.50% / 0.47% / 1.90% / 2.55% / 1.85% / 1.15%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>3.80% / 1.85% / 0.27% / 0.27% / 2.45% / 0.01%</i> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>2.10% 1.85% 1.50% 1.55% 1.25% 1.95%</u> | B) | <u>1.60% 1.35% 1.35% 2.30% 1.70% 1.90%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.65% 1.85% 2.30% 2.70% 2.55%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>1.50% 1.85% 2.00%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | <u>1.65% 1.80%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNm

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4" ft) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MWm

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | A) <u>1.60% 1.55% 1.75% 1.40% 1.55% 2.10%</u> B) <u>0.36% 2.45% 2.15% 0.84% 0.90% 1.10%</u> | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>2.30% 1.50% 1.55%</u> _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>1.15% 2.05% 0.93% 1.50%</u> _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWm

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and ORCHARD

Ramp No: 7

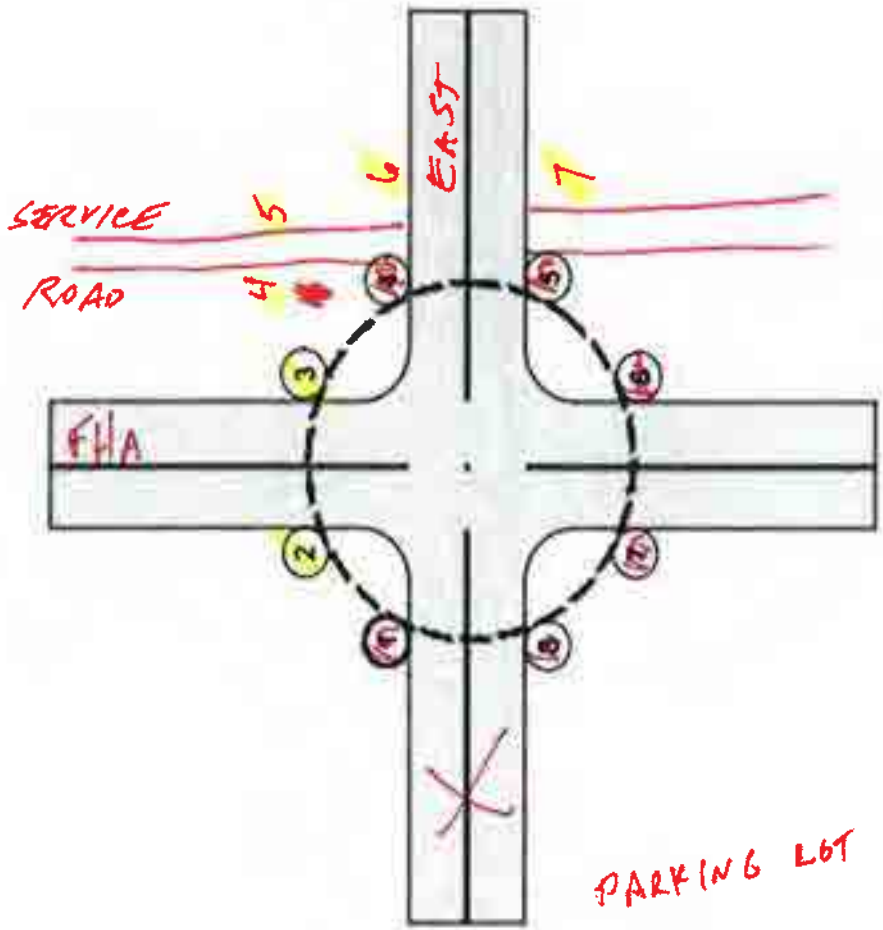
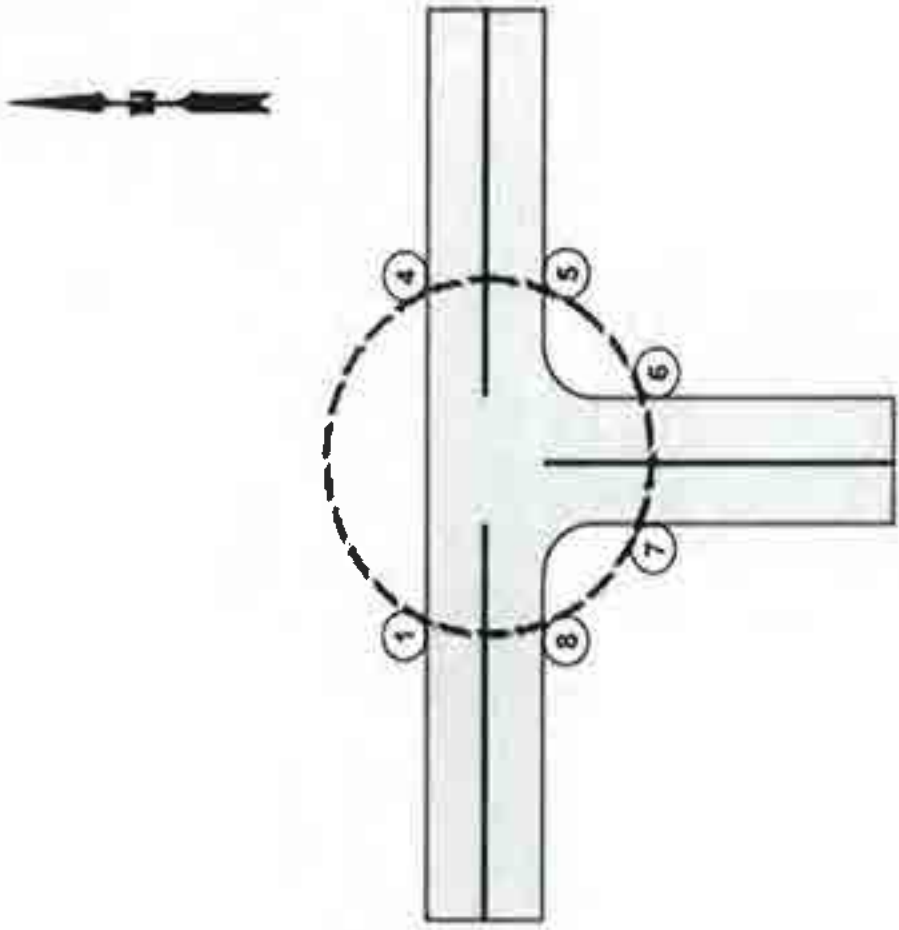
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | A) <u>1.10% 2.45% 0.37% 2.40% 1.75% 2.90%</u> B) <u>0.77% 1.00% 1.50% 0.56% 1.20% 1.10%</u> | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>1.30% 1.45% 1.45%</u> | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | <u>1.30% 8.50% 2.50% 3.75% 1.00% 3.10%</u> | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.30% 0.24% 0.39% 0.78% 0.46% 0.75%</u> | B) | <u>0.06% 1.46% 1.80% 1.25% 1.90% 0.72%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 3.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 6

- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A, 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.55% 0.26% 1.80%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>5.10% 0.25% 0.27% 3.95% 2.15% 0.20% 4.10% 0.52% 0.27%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | <u>0.27% 1.35% 0.27% 0.78% 0.27% 0.82%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: FHA

and EAST

Ramp No: 7

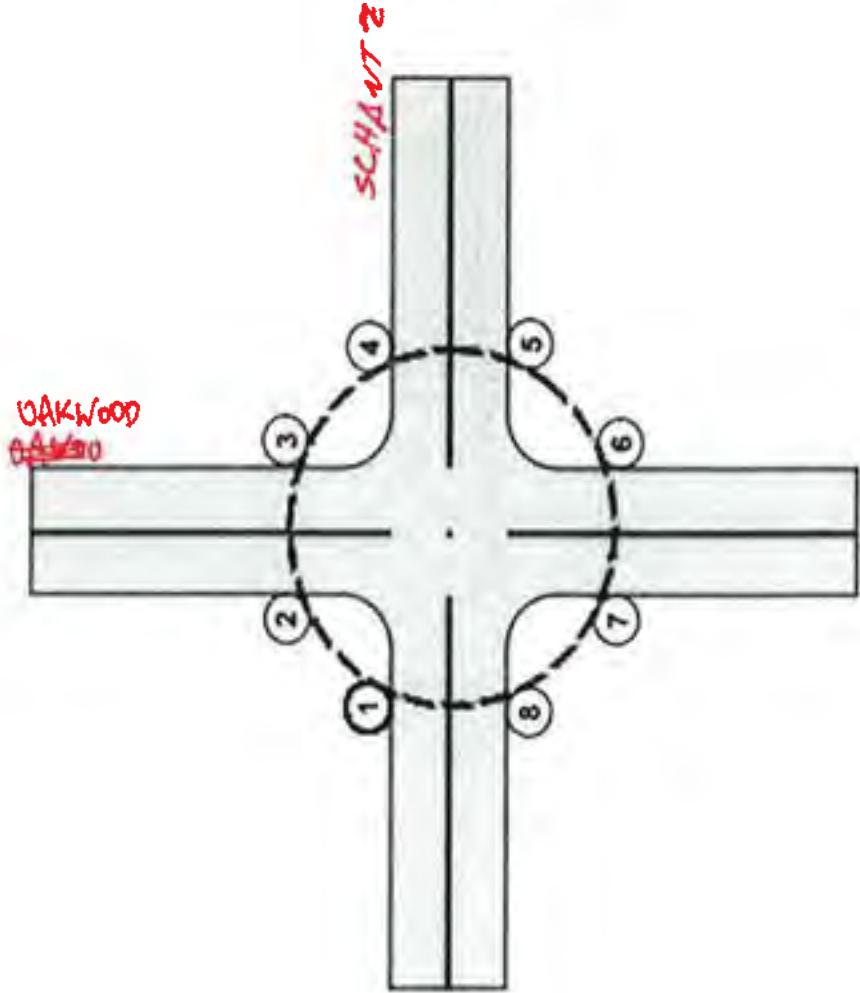
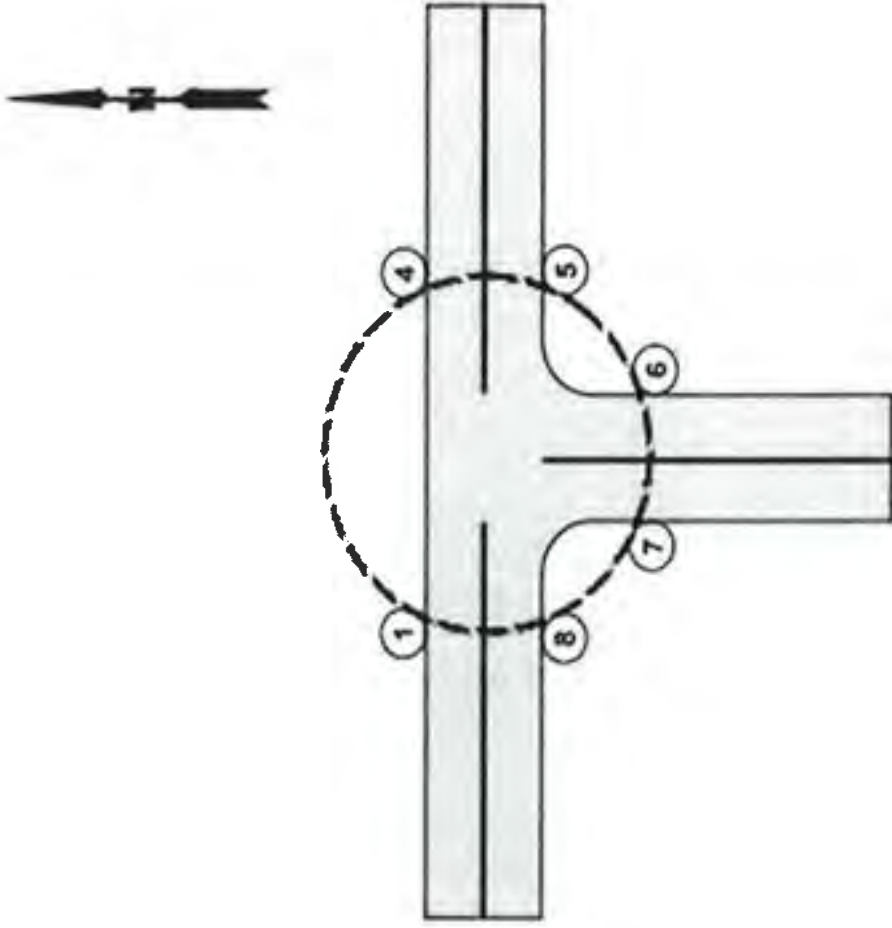
- | | | | | |
|--|-------------------------------------|-----------|-------------------------------------|----|
| 1) Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 2) Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 3) Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% | | |
| A. <u>0.65% 1.55% 1.35% 1.70% 0.20% 1.05%</u> | | | | |
| 4) Street counter slope at the base of the ramp: max 5.00% | | | | |
| <u>0.82% 0.81% 0.18%</u> | | | | |
| 5) Ramp's running slope: max 8.33% (1:12) | | | | |
| <u>4.75% 5.10% 6.10%</u> | | | | |
| 6) Ramp's cross slope: max 2.08% (1/4"/ft.) | | | | |
| <u>0.65% 0.80% 2.00% 0.20%</u> | | | | |
| 7) Is there a detectable warning present? | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 8) Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 9) Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | NO |
| 10) Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 11) Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | NO |
| 12) Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | NO |
| 13) Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |
| 14) Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | NO |
| 15) Are ramps fully compliant? | <input type="checkbox"/> | YES | <input checked="" type="checkbox"/> | NO |
| 16) Photos Attached? | <input checked="" type="checkbox"/> | YES | <input type="checkbox"/> | NO |

Please comment on any failures on second sheet.

Inspector Name: MDM

Inspector Signature: _____

Typ. Ramp ICs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCANTZ

and OAKWOOD

Ramp No: 1

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<u>2.70% 2.80% 2.50%</u>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<u>4.65% 0.27% 3.50% 2.15% 4.00% 0.91%</u>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft.)		_____%
	<u>1.40% 1.10% 3.40% 2.55% 5.25% 5.00%</u>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SC HANDE

and OAKWOOD

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| | <i>A) 2.15% / 0.76% / 0.81% / 0.93% / 1.40% / 1.05% / B) 2.55% / 0.48% / 0.34% / 0.04% / 0.61%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <i>3.35% / 3.45% / 3.05%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <i>2.85% / 4.45% / 3.55%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____ % |
| | <i>2.10% / 1.45% / 1.50% / 2.35%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/16/22

Intersection of: SCHANZ

and OAKWOOD

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>1.45% 1.30% 1.05% 0.56% 0.00% 1.50%</u> | B) | <u>0.54% 0.70% 0.45% 0.50% 0.50% 0.27%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| | <u>1.95% 2.30% 2.45%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| | <u>7.90% 6.65% 6.90% 6.40% 6.40% 6.40% 7.05% 6.30% 6.45%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| | <u>0.57% 0.04% 1.05% 0.03% 1.30% 0.26%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MJM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/16/22

Intersection of: SEITZMUTZ

and AKWOOD

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4" / ft) | A) _____ % | B) _____ % |
| A | 1.45% 1.30% 1.05% 0.55% 0.80% 1.50% | B) 0.54% 0.70% 0.45% 0.50% 0.50% 0.25% | % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | _____ % |
| | <u>4.95% 3.25% 3.60%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | _____ % |
| | <u>3.00% 1.95% 2.05% 2.50% 2.20% 3.00% 2.20% 2.35% 2.8%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4" / ft) | _____ % | _____ % |
| | <u>1.45% 1.50% 2.30% 1.10% 1.35% 1.30%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MMM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCHANTZ

and DAKWOOD

Ramp No: 5

- | | | | |
|--|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 2.70% 3.10% 3.05% 2.50% 2.95% 3.50% | B) 1.50% 0.61% 1.00% 0.25% 1.00% 1.25% | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.70% 1.35% 1.40%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>6.45% 6.30% 5.55% 5.95% 6.00% 6.20% 5.90% 6.10% 5.75%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| | <u>1.10% 1.15% 0.11% 1.90% 1.10% 1.50%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCHEMPP

and DAKWOOD

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| | <i>A. 3.20%, 3.10%, 3.05%, 2.50%, 2.95%, 3.50%, B) 1.50%, 0.61%, 1.00%, 0.25%, 1.00%, 1.25%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <i>0.70%, 1.35%, 0.53%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <i>7.35%, 6.75%, 6.30%, 6.00%, 6.10%, 6.70%, 6.45%, 6.15%, 6.40%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____ % |
| | <i>1.90%, 1.75%, 1.20%, 0.28%, 1.95%, 0.49%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCHANZ

and OAKWOOD

Ramp No: 7

- | | | | |
|----------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 2.20% | 1.0167% 1.50% 1.35% 0.39% 0.96% | B) 2.25% | 2.05% 3.35% 4.30% 3.05% 3.85% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | 2.15% 1.95% 2.45% 0.72% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | 1.70% 1.40% 0.71% 0.38% 0.63% 1.30% 0.96% 0.06% | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | 3.55% 4.65% 4.45% 1.40% 1.95% 1.40% 3.45% | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCHANTZ

and DAKWOODS

Ramp No: 8

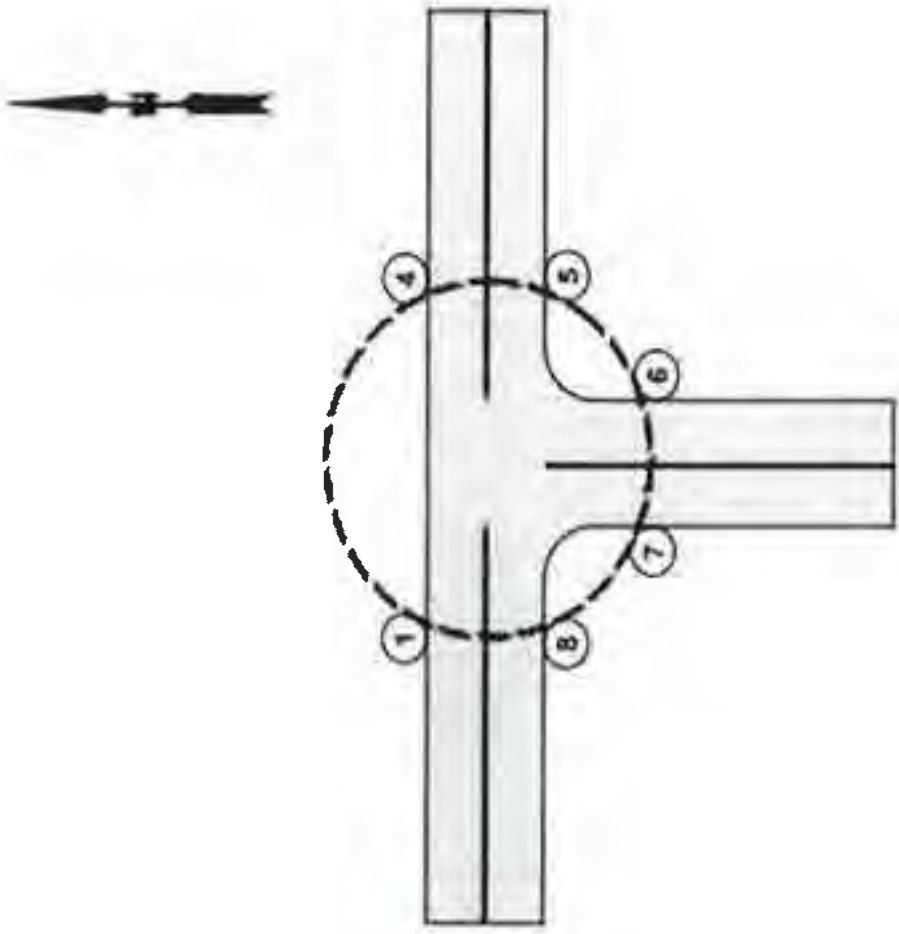
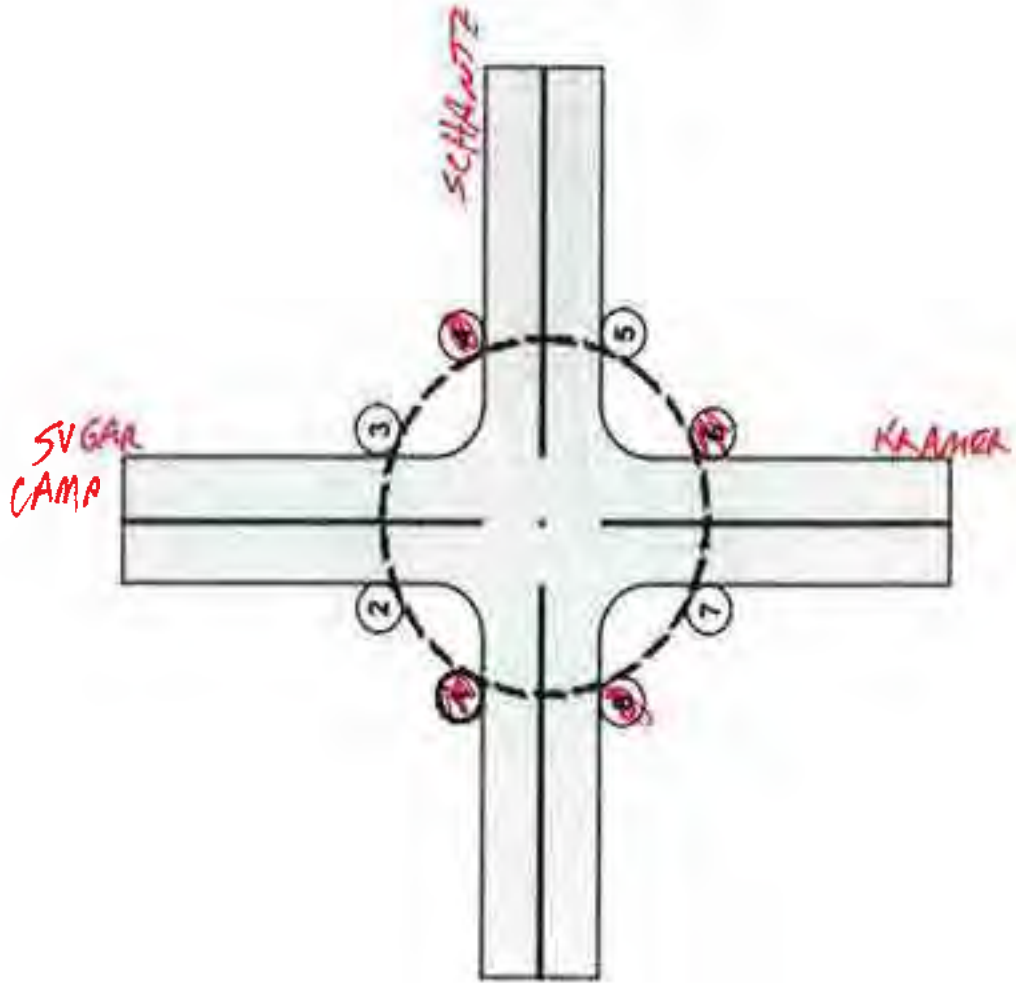
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 2.20%, 0.67%, 1.50%, 1.35%, 0.39%, 0.96% B) 2.25%, 2.05%, 3.35%, 4.30%, 3.05%, 3.85%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>1.00%, 1.25%, 0.34%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>7.30%, 6.70%, 7.05%, 7.35%, 7.20%, 4.45%, 6.75%, 6.65%, 7.30%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>0.86%, 1.15%, 1.65%, 0.11%, 0.60%, 0.71%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Typ. Ramp ILLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SCHANZ

and KRAMER/SUGAR CAMP

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | | |
| A) | 1.30% 0.62% 1.40% 0.96% 0.93% 0.77% 1.50% 0.31% 1.10% 1.15% 1.00% 0.35% | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| | 0.57% 1.00% 0.53% 0.98% 0.23% 0.27% | | |
| 5) | Ramp running slope: max 8.33% (1:12) | | |
| | 1.75% 1.20% 1.40% 0.93% 1.15% 0.73% | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | |
| | 1.10% 0.82% 1.10% 0.50% 0.46% 0.69% 0.64% 1.10% | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SL HANTZ

and KRAMER / SUGAR CAMP

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) <u>R) 1.60% 0.127% 0.15% 0.28% 0.127% (B) 0.37%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| | <u>A) 2.20% 0.94% 1.00% 0.86% 0.91% 1.40% 0.62% 1.05% 1.10%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) <u>R) 2.60% 3.20% 3.70% 4.20% 4.80% 5.26%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | |
| | <u>L) 3.65% 4.40% 4.25% 3.95% 4.10% 4.90% 3.85% 4.20% 4.65%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| | <u>L) 0.61% 0.55% 0.97% 0.96% 0.87% 1.05% (R) 0.47% 0.67% 0.52% 0.27% 1.05% 0.27%</u> | | |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: SE HANTZ

and ~~W KRAMER~~ SUGAR CAMP

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____ % | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | input checked | input checked |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWH

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/16/22

Intersection of: S/HANTZ

and KRAMER/SUGAR CANY

Ramp No. 7

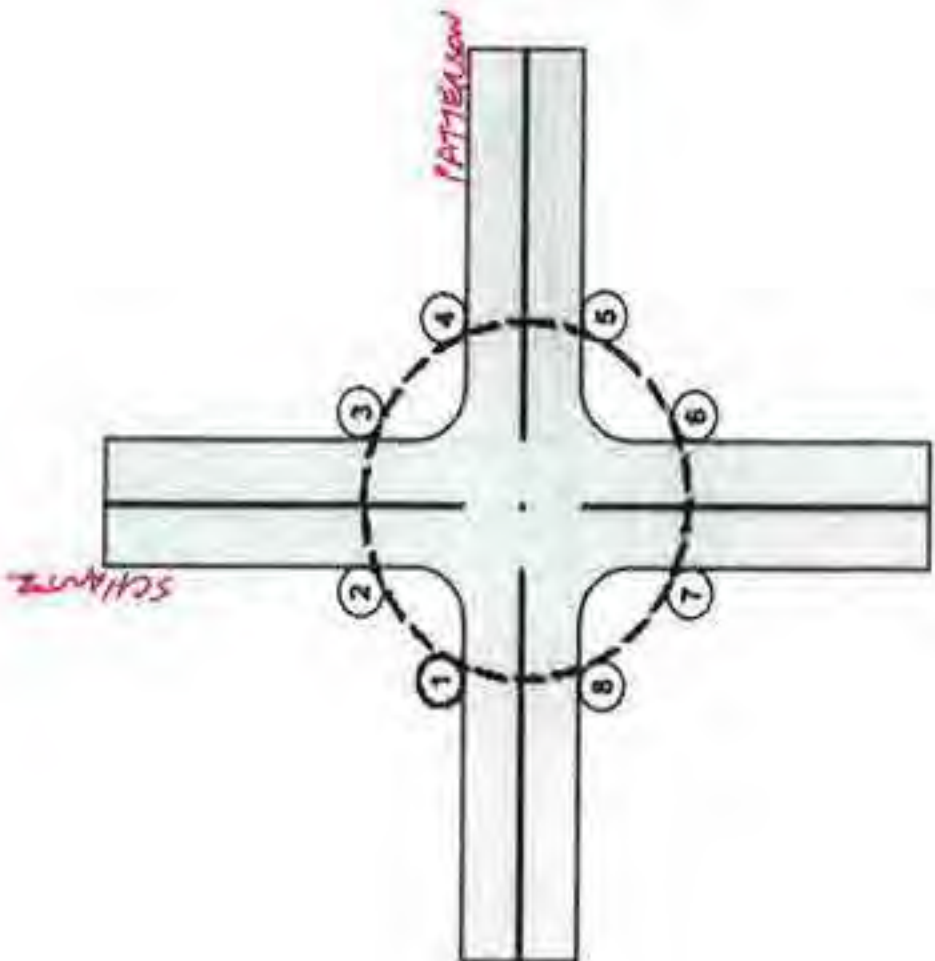
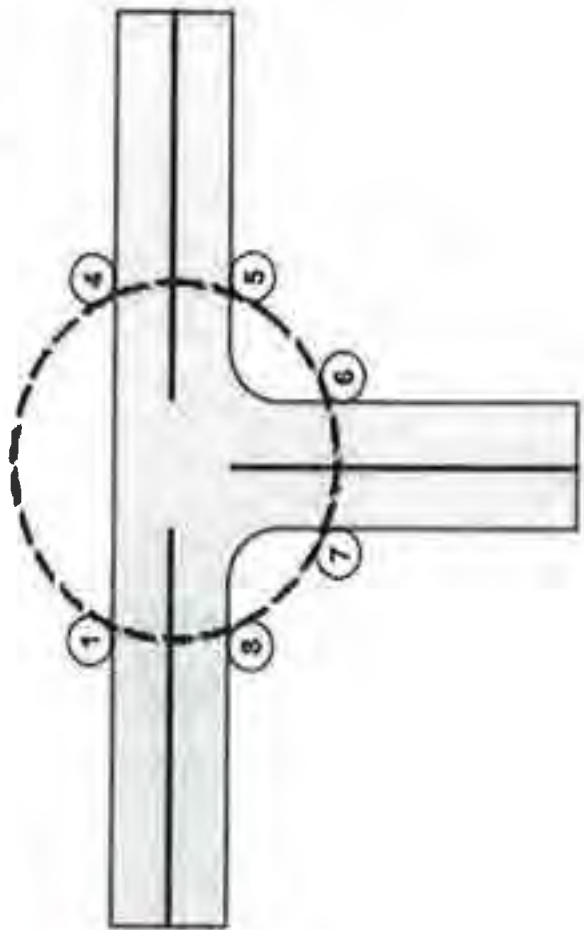
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | YES | <input checked="" type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____ % |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Typ. Ramp ILS



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/19/22

Intersection of : SCHAUTE

and MATTHEWS

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | A) <u>1.35% 0.91% 1.60% 0.84% 1.55% 0.70%</u> B) <u>0.57% 0.48% 0.24% 0.05% 0.14% 0.15%</u> | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>2.30% 2.10% 2.65%</u> _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>1.50% 2.25% 1.60% 0.22% 1.30% 1.20% 2.15% 1.85% 1.60%</u> _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: _____

Intersection of: SCHWITZ

and PATTERSON

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 1.35% 0.91% 1.60% 0.84% 1.55% 0.78% B) 0.57% 0.48% 0.24% 0.05% 0.14% 0.15%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>3.70% 4.15% 4.00% 4.8% 5.10% 4.60% 2.90% 4.30% 4.70%
1.10% 1.10% 1.10% 0.84% 1.10%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____% |
| | <i>0.69% 1.70% 1.90% 1.40% 1.55% 0.41%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SUWANTEE

and MATTHEWSON

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>1.35% 0.76% 1.15% 1.10% 1.70% 0.75% B) 0.44% 0.34% 0.03% 0.08% 0.25% 0.06%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>2.15% 1.65% 1.80% 2.00%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>1.95% 2.00% 3.50% 2.65% 2.65% 2.90% 3.75% 2.00% 3.25%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>0.63% 0.15% 0.41% 0.48% 0.11% 0.12%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SCHANTZ

and PATTERSON

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>1.35% 0.76% 1.15% 1.10% 1.70% 0.74%</u> | | |
| B) | <u>0.44% 0.36% 0.33% 0.08% 0.25% 0.06%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>1.50% 1.35% 1.35%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>4.15% 0.29% 0.162% 3.70% 0.68% 1.00% 2.90% 0.46% 1.10%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>0.89% 0.41% 0.41% 1.05% 0.63% 0.73%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: SCHANTZ

and PATTERSON

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____ % | |
| | <i>1.55% 1.65% 1.85%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____ % | |
| | <i>3.95% 2.20% 2.35% 3.95% 2.10% 3.00% 5.60% 2.15% 2.60%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____ % | |
| | <i>1.80% 1.05% 0.63% 0.47% 1.40% 0.35%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MMM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SCHANTZ

and PATTERSON

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 0.78%, 1.75%, 0.25%, 2.50%, 0.61%, 2.05% B) 0.60%, 0.93%, 1.05%, 0.47%, 1.45%, 0.93%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>2.20% 1.75%, 2.35%, 2.80%, 2.25%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>0.82%, 1.10%, 4.90%, 0.19%, 0.79%, 5.40%, 0.16%, 0.70%, 5.35%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>1.20%, 0.41%, 0.36%, 0.27%, 0.08%, 0.71%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MJM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SCHEWANTZ

and PATTERSON

Ramp No: 7

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MMA

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/19/22

Intersection of : SCITANTZ

and PATTERSON

Ramp No: 8

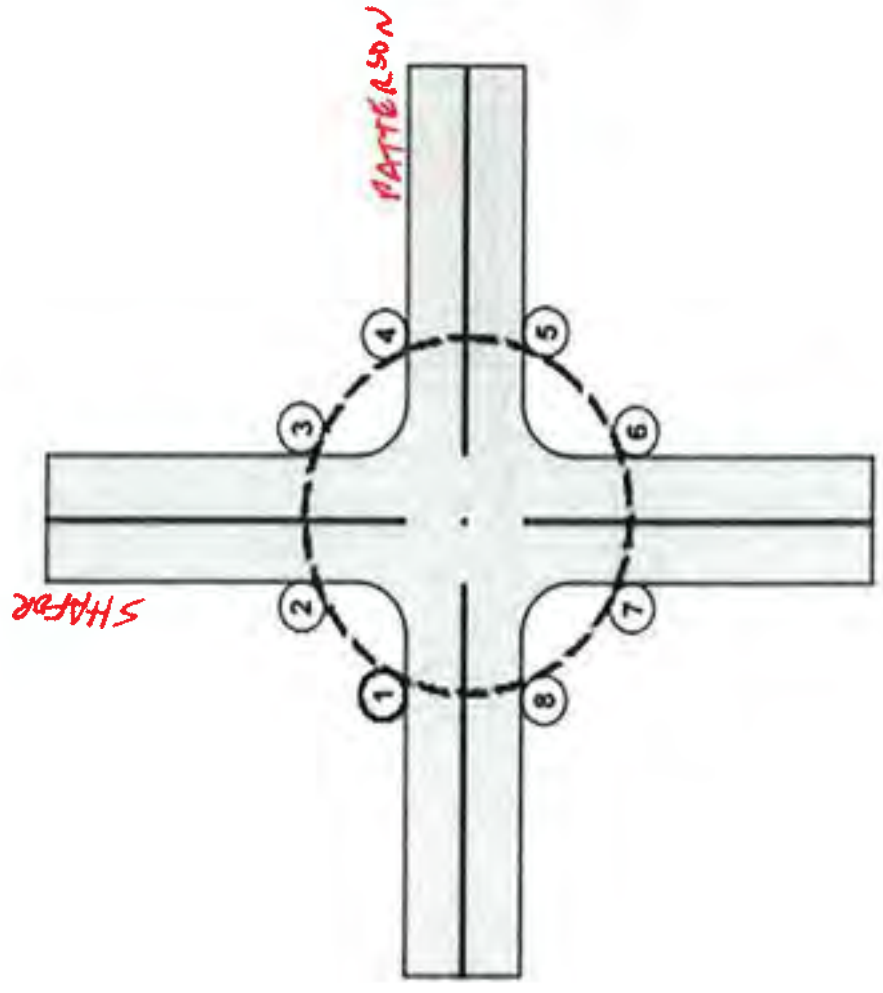
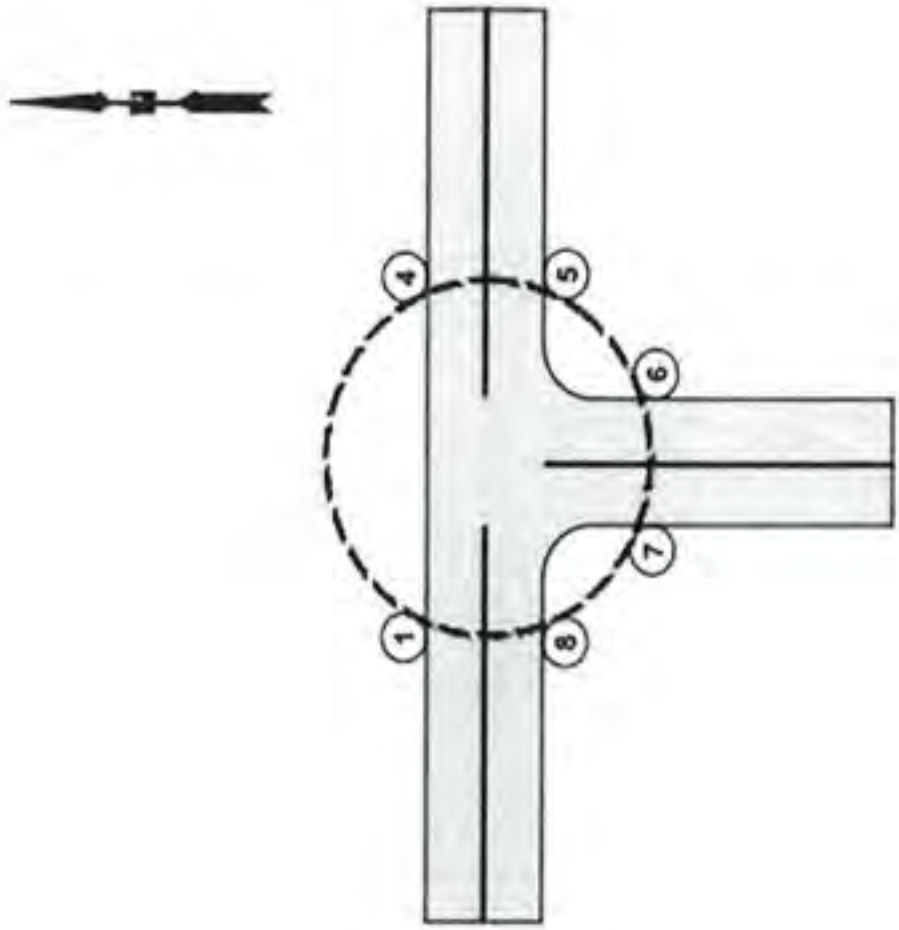
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>1.90% 1.60% 1.15% 1.55% 1.70% 2.10%</u> | B) | <u>0.37% 1.20% 1.05% 0.00% 0.50% 0.39%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>2.70% 2.55% 1.95% 2.10%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>1.45% 2.95% 2.20% 0.92% 1.45% 1.80% 1.15% 2.75% 1.75% 2.35%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | <u>1.80% 0.24% 2.00% 1.30% 2.10% 0.26%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : mm

Inspector Signature : _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and PATTERSON

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u>A) 0.67%, 1.95%, 1.60%, 2.40%, 0.85%, 1.85%, B) 0.27%, 1.25%, 0.30%, 0.01%, 1.10%, 0.32%</u>
_____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u>1.05%, 1.50%, 1.15%</u>
_____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | <u>3.85%, 3.10%, 3.05%, 2.70%, 3.35%, 2.05%, 3.70%, 2.60%, 2.75%</u>
_____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SITAFOR

and PATTERSON

Ramp No. 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| | <u>1.10% 0.65% 0.10% 1.45%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | |
| | <u>1.10% 2.40% 2.35% 2.40% 1.45% 1.55% 1.65% 1.55% 1.95%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | |
| | <u>1.00% 0.18% 1.80% 0.30% 2.55% 0.31%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and PATTERSON

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 1.00% 0.52% 0.06% 0.66% 0.84% 0.91% B) 0.27% 1.50% 1.05% 1.60% 1.95% 1.50%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>1.30% 1.00% 1.30%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>1.70% 3.05% 2.55% 0.09% 2.70% 2.80% 0.79% 0.27% 0.20% 1.00% 1.00%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>1.00% 0.27% 2.00% 0.09% 1.10% 0.18% 1.45%</i> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/19/22

Intersection of: STAFOR

and PATTERSON

Ramp No. : 04

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00%	<u>A) 1.00%, 0.52%, 0.06%, 0.66%, 0.84%, 0.91%, B) 0.27%, 1.50%, 1.05%, 1.60%, 1.95%, 1.50%</u>	
5)	Ramp's running slope: max 8.33% (1:12)	<u>1.15%, 0.55%, 0.93%</u>	
6)	Ramp's cross slope: max 2.08% (1/4"/ft)	<u>3.85%, 5.60%, 5.55%, 4.10%, 5.25%, 5.00%, 3.85%, 5.20%, 4.90%</u>	
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name : mm

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and MATTHEWSON

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) <u> </u> % | B) <u> </u> % |
| 4) | Street counter slope at the base of the ramp: max 5.00% | <u> </u> % | |
| 5) | Ramp's running slope: max 8.33% (1:12) | <u> </u> % | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | <u> </u> % | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ATTERSON

Ramp No: 6

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
	<i>A) 0.96%, 0.27%, 1.10%, 0.47%, 1.20%, 0.16% B) 0.44%, 0.40%, 0.21%, 0.29%, 0.20%, 0.41%</i>		
4)	Street counter slope at the base of the ramp: max 5.00%		_____%
	<i>1.25%, 1.30%, 1.20%</i>		
5)	Ramp's running slope: max 8.33% (1:12)		_____%
	<i>2.85%, 2.85%, 3.25%, 2.95%, 3.40%, 2.75%</i>		
6)	Ramp's cross slope: max 2.08% (1/4"/ft)		_____%
	<i>0.00%, 0.29%, 0.85%, 0.85%, 0.32%, 0.20%</i>		
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4" (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MVM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/11/12

Intersection of : SHAFER

and PATTERSON

Ramp No: 8

- | | | | |
|--|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 0.69% 1.15% 0.44% 0.72% 0.73% 1.00% | | B) 0.27% 0.11% 0.36% 0.01% 0.03% 0.11% | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>2.35% 1.80% 2.40%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>3.70% 2.00% 1.50% 3.10% 1.95% 0.59% 3.15% 1.70% 1.60%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>1.05% 0.86% 1.00% 0.25% 0.93% 0.41%</u> | | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MWM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and PATTERSON

Ramp No: 7

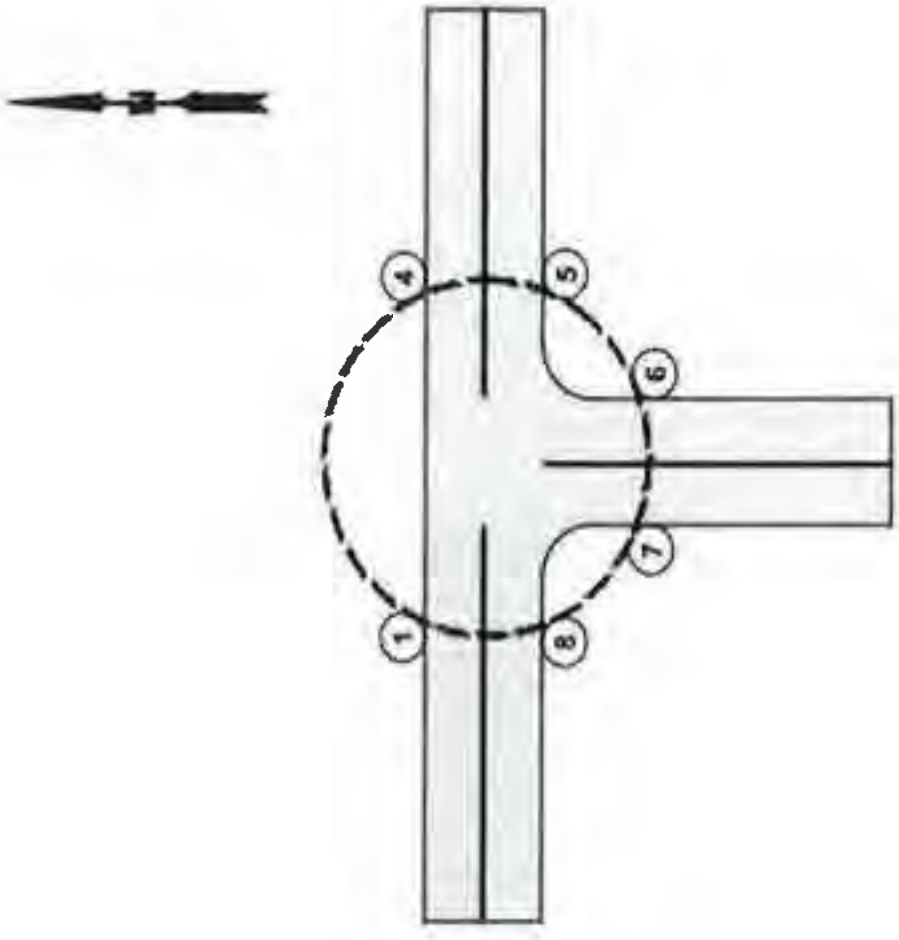
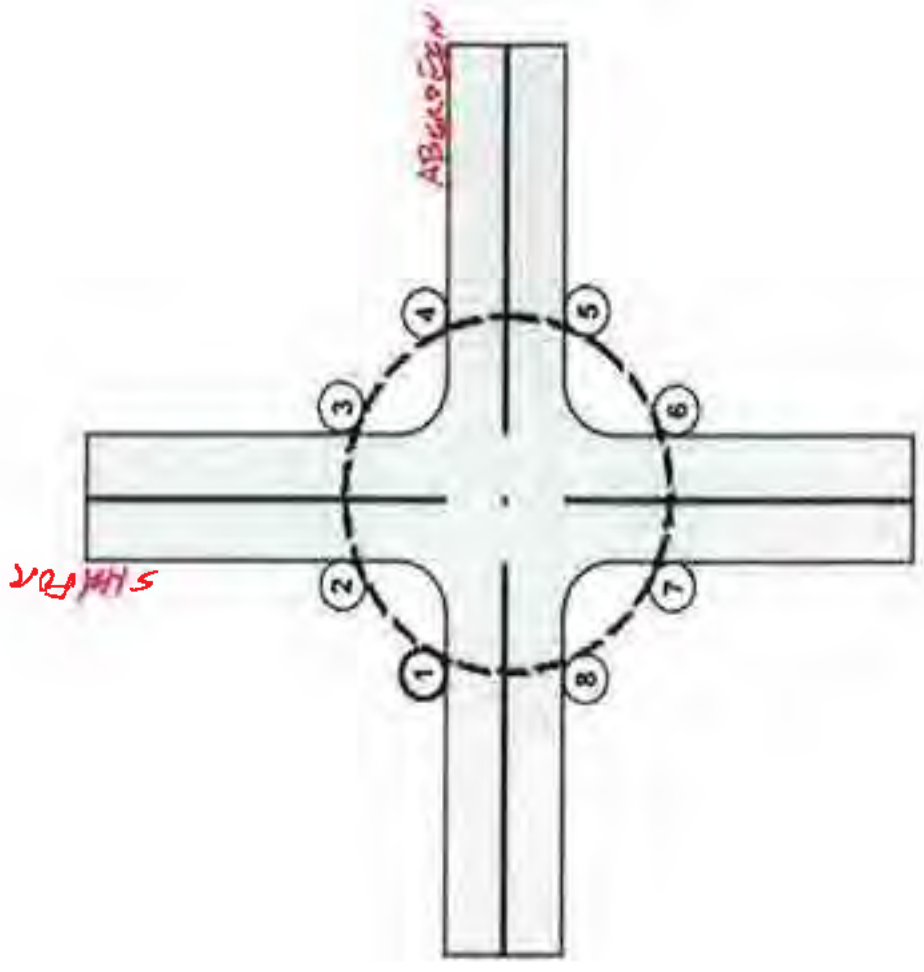
- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.68% 1.15% 0.44% 0.72% 0.73% 1.00%</u> | B) | <u>0.27% 0.11% 0.36% 0.01% 0.03% 0.11%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | _____% |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MM

Inspector Signature : _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/15/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A) | <u>0.43% 1.65% 1.55% 2.15% 1.10% 2.90%</u> | | |
| B) | <u>0.14% 0.59% 1.50% 0.100% 0.99% 1.80%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <u>4.45% 4.85% 3.85%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <u>4.25% 4.65% 4.50% 4.75% 4.10% 5.15%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____ % |
| | <u>0.57% 0.98% 0.15% 0.98%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 8/18/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 3

1)	Is a 4' wide pedestrian access route (PAR) maintained?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
2)	Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5')	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
3)	Landing slopes: max 2.08% (1/4"/ft.)	A) _____%	B) _____%
4)	Street counter slope at the base of the ramp: max 5.00% <u>1.05% 1.80% 1.35%</u>		_____%
5)	Ramp's running slope: max 8.33% (1:12)		_____%
6)	Ramp's cross slope: max 2.08% (1/4"/ft.) <u>0.50% 0.00% 0.94% 0.24% 0.44% 0.21%</u>		_____%
7)	Is there a detectable warning present?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
8)	Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
9)	Is the detectable warning mat placed less than 8" behind the face of curb and curb joint?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
10)	Are 95% of the truncated domes in the detectable warning mat intact?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
11)	Is the detectable warning mat properly oriented? (perpendicular to the running slope)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12)	Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
13)	Are there any vertical discontinuities greater than 1/4"? (lips / offsets)	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
14)	Are short flares only used adjacent to non-walkable areas?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
15)	Are ramps fully compliant?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO
16)	Photos Attached?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO

Please comment on any failures on second sheet.

Inspector Name: MNA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 9

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft) | A) _____% | B) _____% |
| A) | <u>0.28%, 0.51%, 0.27%, 0.98%, 0.24%, 0.63%</u> | | |
| B) | <u>0.75%, 1.05%, 0.72%, 0.82%, 0.76%, 0.81%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>0.26%, 0.53%, 0.47%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>3.10%, 4.40%, 3.35%, 4.15%, 3.45%, 4.40%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>0.80%, 0.63%, 1.70%, 0.30%, 1.65%, 0.86%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 5

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 6

- | | | | |
|---|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 1.80% 2.40% 1.50% 0.92% 1.40% 2.35% B) 0.08% 0.18% 0.18% 0.83% 0.26% 0.08% | 4) | Street counter slope at the base of the ramp: max 5.00% | |
| | 5) | Ramp's running slope: max 8.33% (1:12) | |
| | 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | |
| | 7) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: 7

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.20% 0.58% 0.12% 0.35% 1.35% 0.44%</u> | B) | <u>0.50% 0.21% 1.25% 0.09% 0.26% 0.30%</u> |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | _____% |
| | <u>0.60% 1.15% 1.10%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | _____% |
| | <u>4.10% 3.25% 3.60% 3.95% 2.25% 3.70%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | _____% |
| | <u>2.00% 1.05% 1.55% 0.30% 1.90% 0.29%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and ABERDEEN

Ramp No: B

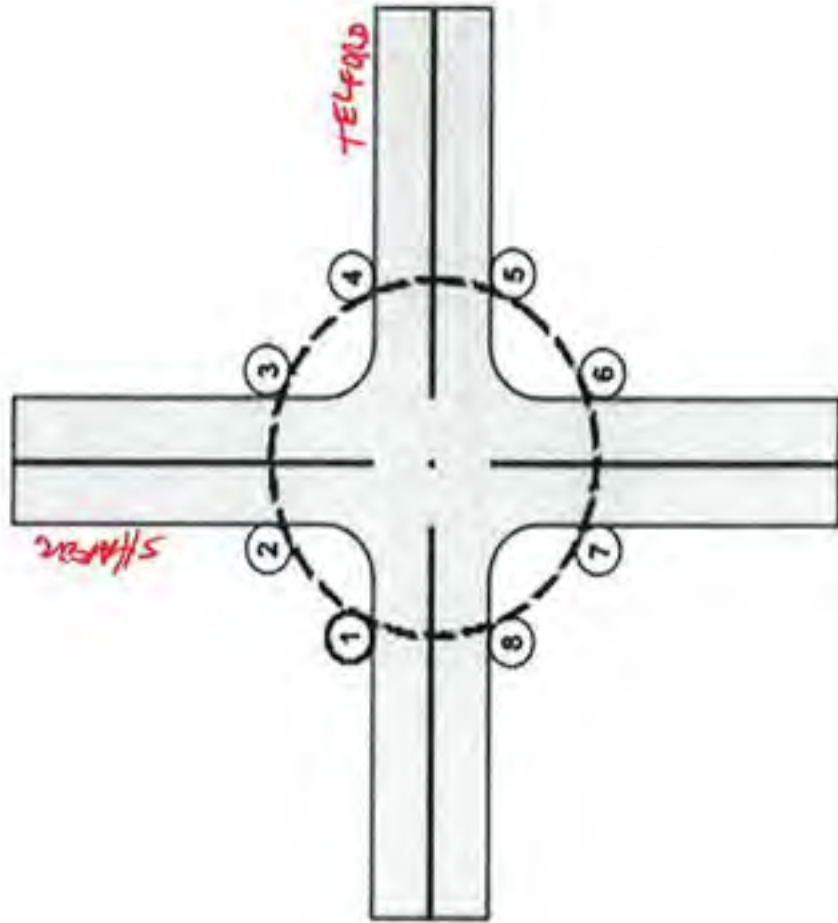
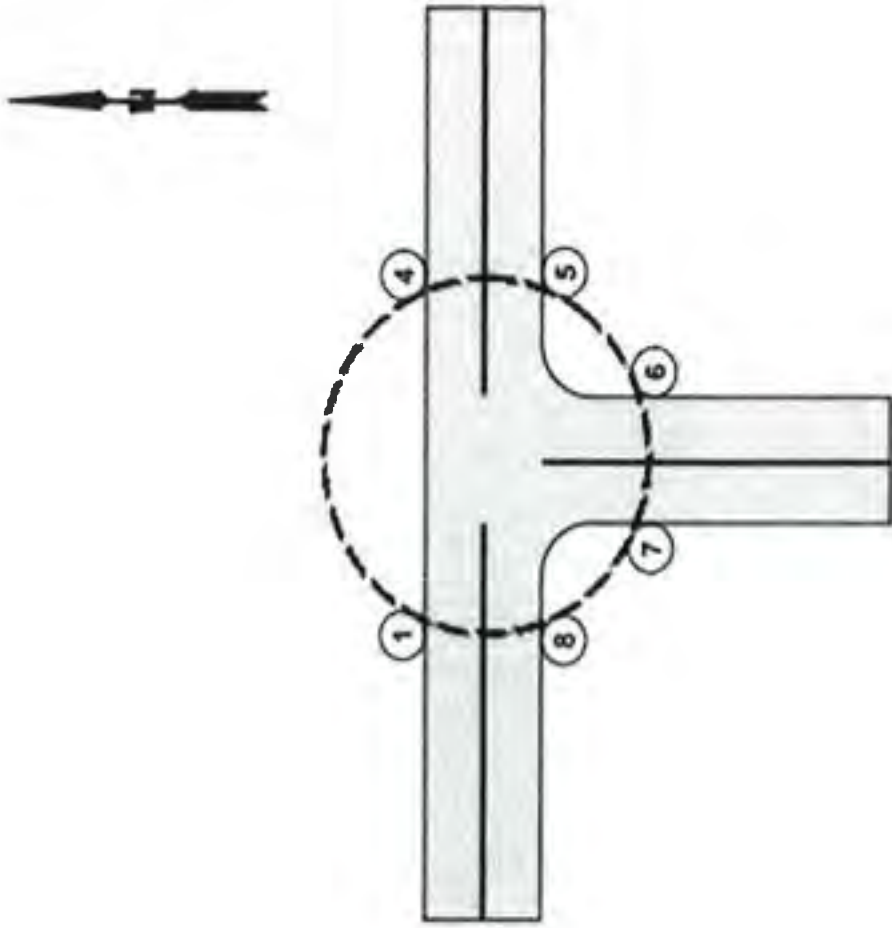
- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.25% 1.65% 1.10%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>5.05% 3.85% 5.90% 3.35% 4.95% 3.60%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| | <u>1.30% 0.72% 1.70% 0.68%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and TELFORD

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFFER

and ~~PA~~ TELFORD

Ramp No: 2

- | | | | |
|--|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A. 0.18% 0.29% 0.27% 0.61% 0.01% 0.24% | 4) | B) 0.38% 0.98% 0.81% 0.31% 0.76% 0.73% | |
| | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | 1.30% 1.00% 1.35% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | 4.40% 4.20% 4.75% 4.95% 4.30% 4.65% | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | 0.66% 0.70% 0.78% 0.31% | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFOX

and TELFORD

Ramp No: 3

- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | <u>1.10% 1.25% 1.15%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | <u>1.05% 1.65% 2.10% 3.60% 1.90% 2.50%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| | <u>0.11% 0.65% 2.40% 2.10% 1.40% 1.25%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and TELFORD

Ramp No: 4

- | | | | |
|-------|--|--|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) ___% | B) ___% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | 1.15% 0.53% 0.22% 0.03% B) 1.20% 1.05% 2.10% 1.90% 0.69% 2.45% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | 1.45% 3.55% 1.55% 2.90% 3.25% 3.20% 1.40% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | 1.40% 0.79% 0.22% 2.05% 1.65% 1.25% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and TELFORD

Ramp No: 5

- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| B) 4) | _____% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SILVER

and TELFORD

Ramp No: 6

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MJM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SHAFER

and TELFORD

Ramp No: 7

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| | A) 0.14% 0.12% 1.05% 0.27% 0.60% 0.12% B) 0.66% 0.36% 0.22% 0.39% 0.12% 0.00% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| | 0.09% 0.52% 0.27%
4.20% 3.65% 3.60% 3.85% 4.10% 4.00% | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | _____% | |
| | 1.70% 0.28% 0.65% 1.30% 0.65% 1.05% 0.71% | | |
| 7) | Is there a detectable warning present? | YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: SITAFOR

and TELFORD

Ramp No: 8

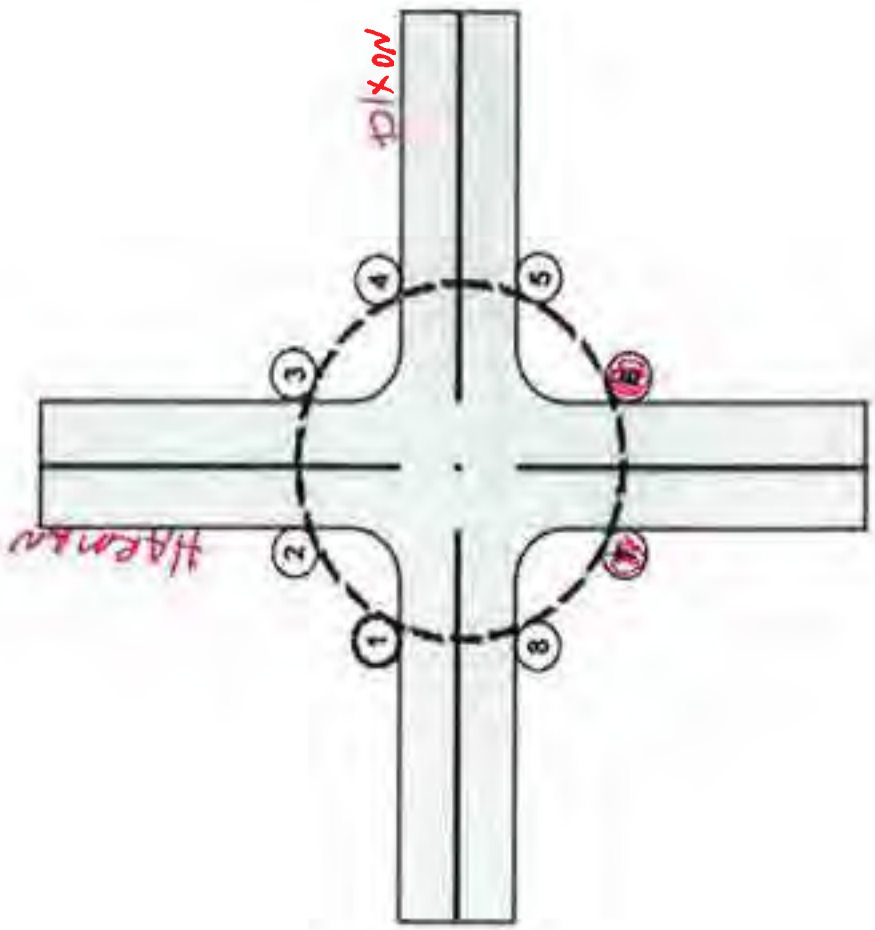
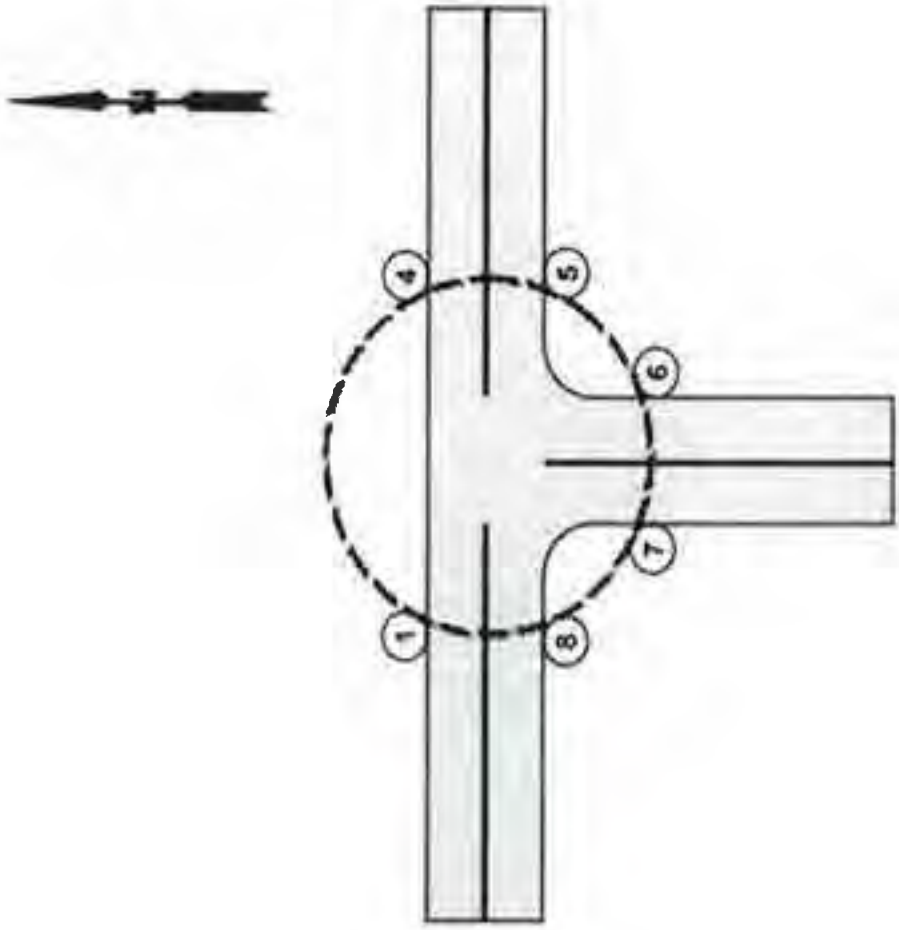
- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | _____% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | _____% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | _____% | |
| 7) | Is there a detectable warning present? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MM

Inspector Signature: _____

Typ. Ramp ICLs



Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: Dixon

and Haenke

Ramp No: 8

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| | <i>A) 0.85%, 1.15%, 1.10%, 0.69%, 1.15%, 1.35%. B) 1.40%, 1.00%, 0.54%, 1.80%, 1.50%, 0.87%</i> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <i>1.40%, 0.168%, 0.39%</i> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <i>0.65%, 4.45%, 4.40%, 5.95%, 5.40%, 3.30%, 5.35%, 5.20%, 4.40%</i> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <i>2.30%, 2.00%, 0.30%</i> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MNM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: Dixon

and Herman

Ramp No: 1

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: Dixon

and HARMAN

Ramp No: 2

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4' x 5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____ % | B) _____ % |
| A) | <u>2.35% 1.50% 1.30% 0.75% 1.30% 1.05% B) 1.60% 2.55% 2.50% 2.05% 2.45% 2.45%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____ % |
| | <u>2.40% 2.25% 1.80%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____ % |
| | <u>3.80% 3.05% 3.65%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____ % |
| | <u>0.23% 2.05% 1.10% 2.50% 0.59% 1.45%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MVA

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: Dixon

and HARMAN

Ramp No: 3

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A.) | <u>0.58% 1.70% 0.48% 0.82% 0.46% 1.30%</u> | | |
| B.) | <u>0.97% 0.15% 1.05% 0.87% 0.29% 0.59%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>0.09% 0.30% 0.14%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>4.95% 6.70% 4.65% 4.50% 4.80% 5.80%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft.) | | _____% |
| | <u>1.50% 0.46% 0.98%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: Mdm

Inspector Signature: _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date : 9/19/22

Intersection of : Dixon

and HARMON

Ramp No: 4

- | | | | |
|-----|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft.) | A) _____% | B) _____% |
| A) | <u>0.25% 0.93% 0.25% 1.20% 0.11% 0.51%</u> | | |
| B) | <u>2.95% 2.20% 3.75% 3.10% 3.50% 3.20%</u> | | |
| 4) | Street counter slope at the base of the ramp: max 5.00% | | _____% |
| | <u>0.82% 0.26% 0.39%</u> | | |
| 5) | Ramp's running slope: max 8.33% (1:12) | | _____% |
| | <u>9.20% 9.40% 11.00% 10.40% 9.35% 10.05%</u> | | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | | _____% |
| | <u>3.95% 3.80% 3.60%</u> | | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6" (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4" (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name : MNM

Inspector Signature : _____

Curb Ramp Compliance Checklist

Reference: Standard Drawing 2319 (03/30/2018)-Curb Ramps

Project Name: _____

Inspection Date: 9/19/22

Intersection of: DIXON

and HARMAN

Ramp No: 5

- | | | | |
|-------|--|---|--|
| 1) | Is a 4' wide pedestrian access route (PAR) maintained? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 2) | Is there a minimum 4' x 4' landing adjacent to each ramp (P landing 4'x5') | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 3) | Landing slopes: max 2.08% (1/4"/ft) | A) _____% | B) _____% |
| A) 4) | Street counter slope at the base of the ramp: max 5.00% | 0.58% 0.33% 0.27% 0.90% 0.76% 0.60% 0.03% 1.05% 0.22% 1.05% 0.02% 0.82% | |
| 5) | Ramp's running slope: max 8.33% (1:12) | 5.25% 5.60% 3.70% 3.70% 4.85% 4.25% | |
| 6) | Ramp's cross slope: max 2.08% (1/4"/ft) | 0.9% 2.25% 2.25% 2.15% | |
| 7) | Is there a detectable warning present? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 8) | Is the maximum distance of concrete between the DW and edge of concrete or flares less than 6"? (if greater, comment distance) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 9) | Is the detectable warning mat placed less than 8" behind the face of curb and curb joint? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 10) | Are 95% of the truncated domes in the detectable warning mat intact? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 11) | Is the detectable warning mat properly oriented? (perpendicular to the running slope) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 12) | Is gutter line at the curb ramps draining properly and not holding water? (Look for evidence of sediment and make comments about the cause and suggested ponding repair) | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 13) | Are there any vertical discontinuities greater than 1/4"? (lips / offsets) | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 14) | Are short flares only used adjacent to non-walkable areas? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |
| 15) | Are ramps fully compliant? | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |
| 16) | Photos Attached? | <input checked="" type="checkbox"/> YES | <input type="checkbox"/> NO |

Please comment on any failures on second sheet.

Inspector Name: MWM

Inspector Signature: _____