



Ohio DOT - Traffic Operations
1606 West Broad Street

Columbus, Ohio, United States 43223
+16144667170 D06trafficcunts@dot.ohio.gov

Count Name: PIC-316-13.13 (Main St)
Site Code:
Start Date: 07/31/2018
Page No: 1

Turning Movement Data

Start Time	Southbound Approach					Westbound Approach					Eastbound Approach					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	5	1	0	0	6	2	10	0	0	12	5	7	0	0	12	30
7:15 AM	9	2	0	0	11	0	4	0	0	4	6	12	0	0	18	33
7:30 AM	14	0	0	0	14	3	10	0	0	13	12	12	0	0	24	51
7:45 AM	13	1	0	0	14	4	11	0	0	15	7	8	0	0	15	44
Hourly Total	41	4	0	0	45	9	35	0	0	44	30	39	0	0	69	158
8:00 AM	15	0	0	0	15	1	5	0	1	6	14	12	0	0	26	47
8:15 AM	24	1	0	0	25	3	7	0	1	10	9	15	0	0	24	59
8:30 AM	11	1	0	0	12	1	10	0	0	11	11	13	0	0	24	47
8:45 AM	18	1	0	0	19	2	7	0	0	9	8	10	0	1	18	46
Hourly Total	68	3	0	0	71	7	29	0	2	36	42	50	0	1	92	199
9:00 AM	12	4	0	0	16	3	12	0	0	15	2	11	0	0	13	44
9:15 AM	12	1	0	0	13	1	5	0	0	6	5	7	0	0	12	31
9:30 AM	11	1	0	0	12	1	12	0	0	13	11	14	0	0	25	50
9:45 AM	13	1	0	0	14	3	13	0	0	16	12	13	0	0	25	55
Hourly Total	48	7	0	0	55	8	42	0	0	50	30	45	0	0	75	180
10:00 AM	16	2	0	0	18	2	9	0	0	11	13	13	0	0	26	55
10:15 AM	15	2	0	0	17	4	10	0	0	14	3	13	0	0	16	47
10:30 AM	14	4	0	0	18	2	8	0	0	10	13	12	0	0	25	53
10:45 AM	18	1	0	1	19	2	7	0	0	9	8	7	0	0	15	43
Hourly Total	63	9	0	1	72	10	34	0	0	44	37	45	0	0	82	198
11:00 AM	22	2	0	0	24	2	13	0	1	15	15	12	0	0	27	66
11:15 AM	18	1	0	0	19	1	11	0	0	12	16	13	0	0	29	60
11:30 AM	17	3	0	2	20	1	13	0	0	14	12	16	0	0	28	62
11:45 AM	21	1	0	0	22	2	13	0	0	15	18	13	0	0	31	68
Hourly Total	78	7	0	2	85	6	50	0	1	56	61	54	0	0	115	256
12:00 PM	22	2	0	0	24	5	14	0	0	19	9	18	0	0	27	70
12:15 PM	24	2	0	0	26	3	22	0	0	25	20	16	1	0	37	88
12:30 PM	18	6	0	0	24	2	12	0	0	14	15	12	0	0	27	65
12:45 PM	15	4	0	0	19	4	10	0	0	14	7	16	0	0	23	56
Hourly Total	79	14	0	0	93	14	58	0	0	72	51	62	1	0	114	279
1:00 PM	15	3	0	0	18	3	9	0	0	12	8	9	0	0	17	47
1:15 PM	12	1	0	0	13	2	6	0	0	8	18	15	0	0	33	54
1:30 PM	31	4	0	2	35	3	9	0	0	12	14	11	0	0	25	72
1:45 PM	18	3	0	0	21	2	4	0	0	6	16	12	0	0	28	55
Hourly Total	76	11	0	2	87	10	28	0	0	38	56	47	0	0	103	228
2:00 PM	18	4	0	3	22	1	15	0	0	16	8	20	0	0	28	66
2:15 PM	20	5	0	0	25	1	16	0	0	17	14	23	0	1	37	79
2:30 PM	23	3	0	0	26	1	12	0	1	13	16	21	0	0	37	76

ODOT Traffic Study

Exhibit 3 Continued

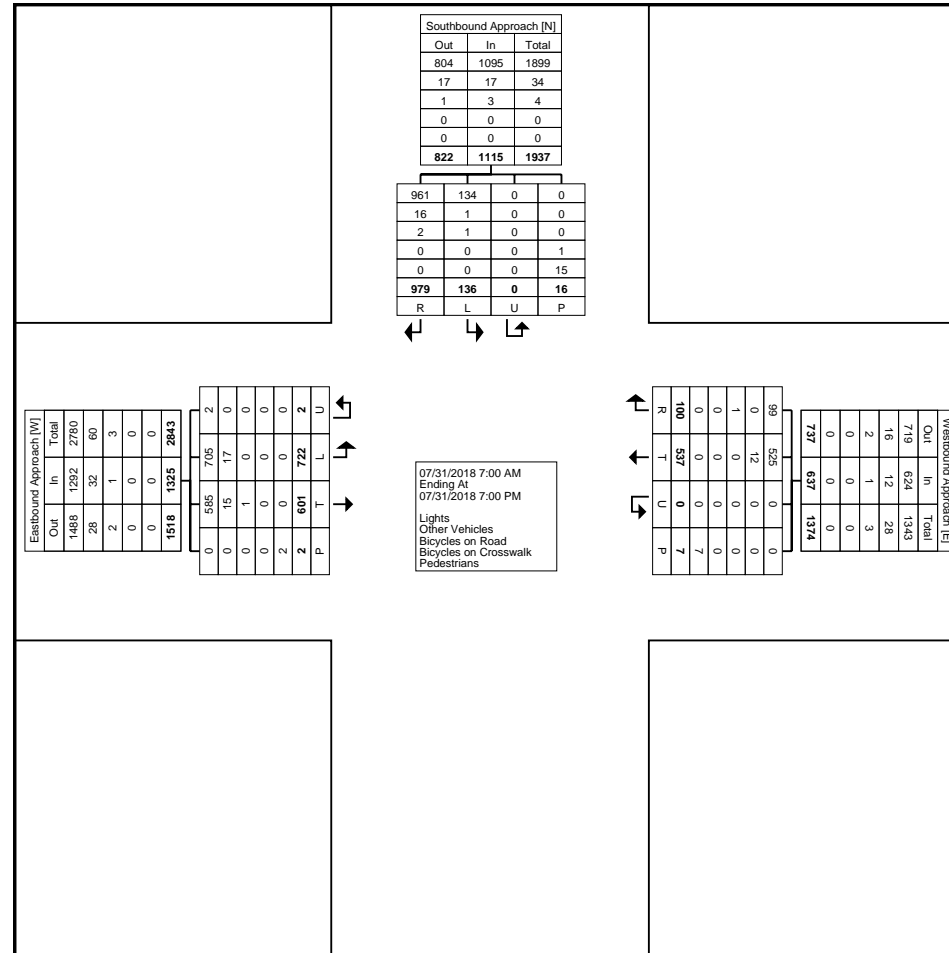
2:45 PM	10	1	0	0	11	0	14	0	0	14	11	14	0	0	25	50
Hourly Total	71	13	0	3	84	3	57	0	1	60	49	78	0	1	127	271
3:00 PM	24	2	0	0	26	1	13	0	1	14	8	11	0	0	19	59
3:15 PM	28	3	0	0	31	2	14	0	0	16	16	17	0	0	33	80
3:30 PM	28	0	0	0	28	2	13	0	1	15	15	23	0	0	38	81
3:45 PM	29	8	0	1	37	1	17	0	0	18	19	17	0	0	36	91
Hourly Total	109	13	0	1	122	6	57	0	2	63	58	68	0	0	126	311
4:00 PM	23	3	0	0	26	4	12	0	1	16	14	14	1	0	29	71
4:15 PM	30	10	0	0	40	0	2	0	0	2	11	9	0	0	20	62
4:30 PM	28	5	0	0	33	0	10	0	0	10	12	22	0	0	34	77
4:45 PM	25	3	0	0	28	2	10	0	0	12	12	34	0	0	46	86
Hourly Total	106	21	0	0	127	6	34	0	1	40	49	79	1	0	129	296
5:00 PM	36	5	0	0	41	5	29	0	0	34	21	17	0	0	38	113
5:15 PM	44	10	0	0	54	2	22	0	0	24	26	20	0	0	46	124
5:30 PM	30	2	0	0	32	2	9	0	0	11	21	23	0	0	44	87
5:45 PM	29	4	0	0	33	2	17	0	0	19	15	28	0	0	43	95
Hourly Total	139	21	0	0	160	11	77	0	0	88	83	88	0	0	171	419
6:00 PM	26	3	0	0	29	1	7	0	0	8	17	20	0	0	37	74
6:15 PM	29	3	0	0	32	5	11	0	0	16	11	13	0	0	24	72
6:30 PM	22	3	0	7	25	1	10	0	0	11	11	9	0	0	20	56
6:45 PM	24	4	0	0	28	3	8	0	0	11	16	25	0	0	41	80
Hourly Total	101	13	0	7	114	10	36	0	0	46	55	67	0	0	122	282
Grand Total	979	136	0	16	1115	100	537	0	7	637	601	722	2	2	1325	3077
Approach %	87.8	12.2	0.0	-	-	15.7	84.3	0.0	-	-	45.4	54.5	0.2	-	-	-
Total %	31.8	4.4	0.0	-	36.2	3.2	17.5	0.0	-	20.7	19.5	23.5	0.1	-	43.1	-
Lights	961	134	0	-	1095	99	525	0	-	624	585	705	2	-	1292	3011
% Lights	98.2	98.5	-	-	98.2	99.0	97.8	-	-	98.0	97.3	97.6	100.0	-	97.5	97.9
Other Vehicles	16	1	0	-	17	0	12	0	-	12	15	17	0	-	32	61
% Other Vehicles	1.6	0.7	-	-	1.5	0.0	2.2	-	-	1.9	2.5	2.4	0.0	-	2.4	2.0
Bicycles on Road	2	1	0	-	3	1	0	0	-	1	1	0	0	-	1	5
% Bicycles on Road	0.2	0.7	-	-	0.3	1.0	0.0	-	-	0.2	0.2	0.0	0.0	-	0.1	0.2
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	6.3	-	-	-	-	0.0	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	15	-	-	-	-	7	-	-	-	-	2	-	-
% Pedestrians	-	-	-	93.8	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Turning Movement Data Plot



Ohio DOT - Traffic Operations
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Count Name: PIC-316-13.13 (Main St)
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Turning Movement Peak Hour Data (11:00 AM)

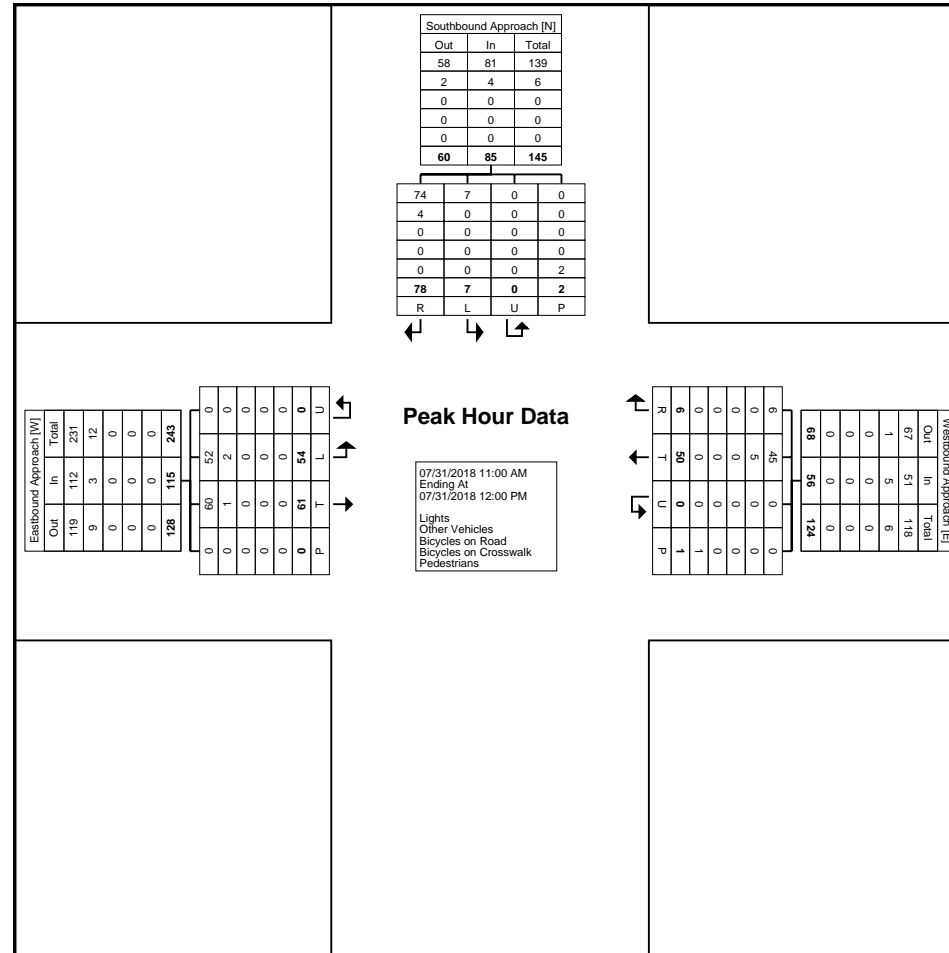
Start Time	Southbound Approach					Westbound Approach					Eastbound Approach					Int. Total
	Southbound					Westbound					Eastbound					
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	22	2	0	0	24	2	13	0	1	15	15	12	0	0	27	66
11:15 AM	18	1	0	0	19	1	11	0	0	12	16	13	0	0	29	60
11:30 AM	17	3	0	2	20	1	13	0	0	14	12	16	0	0	28	62
11:45 AM	21	1	0	0	22	2	13	0	0	15	18	13	0	0	31	68
Total	78	7	0	2	85	6	50	0	1	56	61	54	0	0	115	256
Approach %	91.8	8.2	0.0	-	-	10.7	89.3	0.0	-	-	53.0	47.0	0.0	-	-	-
Total %	30.5	2.7	0.0	-	33.2	2.3	19.5	0.0	-	21.9	23.8	21.1	0.0	-	44.9	-
PHF	0.886	0.583	0.000	-	0.885	0.750	0.962	0.000	-	0.933	0.847	0.844	0.000	-	0.927	0.941
Lights	74	7	0	-	81	6	45	0	-	51	60	52	0	-	112	244
% Lights	94.9	100.0	-	-	95.3	100.0	90.0	-	-	91.1	98.4	96.3	-	-	97.4	95.3
Other Vehicles	4	0	0	-	4	0	5	0	-	5	1	2	0	-	3	12
% Other Vehicles	5.1	0.0	-	-	4.7	0.0	10.0	-	-	8.9	1.6	3.7	-	-	2.6	4.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	2	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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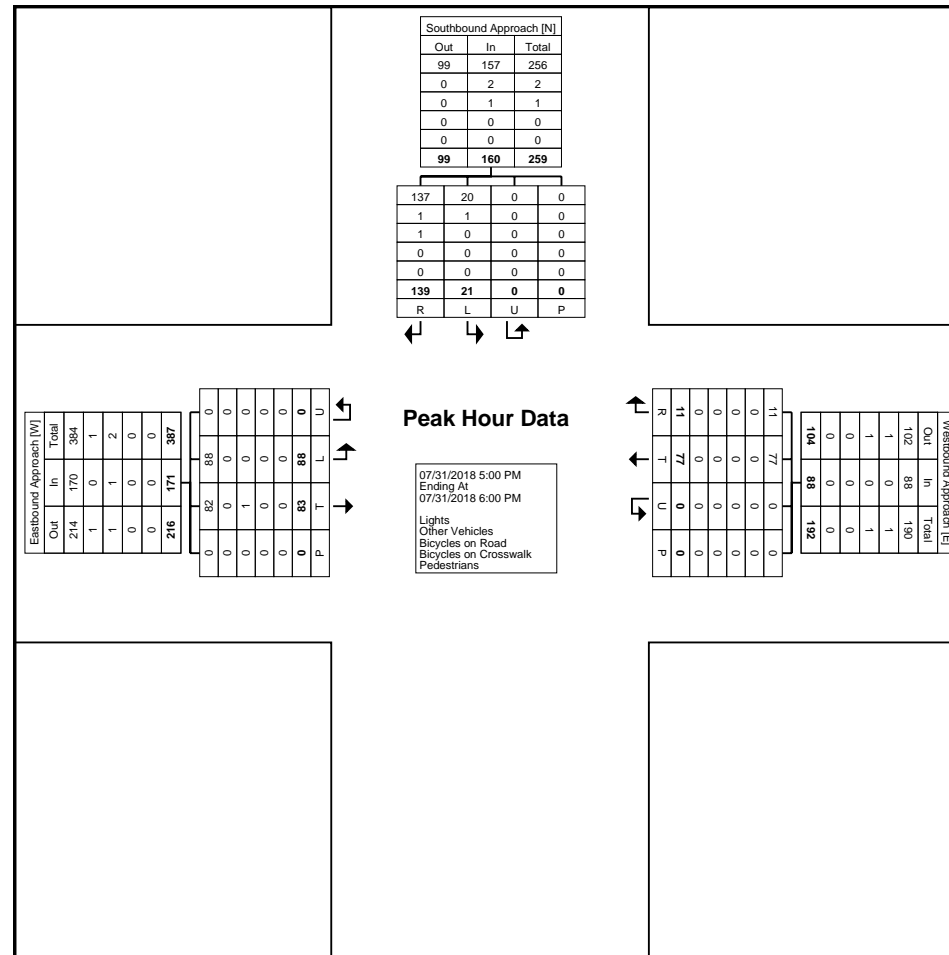
Turning Movement Peak Hour Data Plot (11:00 AM)



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

ODOT Traffic Study



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1606 West Broad Street

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Exhibit 3 Continued

Count Name: PIC-316-13.13 (Main St)
Site Code:
Start Date: 07/31/2018
Page No: 8

Ohio Department of Transportation

District 6
 Planning & Engineering
 Study Name : SR 316-Main and Long Signal Warrants
 Study Date : 07/31/18
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: Main St

Number of Lanes: 1
 Approach Speed: 25
 Total Approach Volume: 1,323

Westbound: Main St

Number of Lanes: 1
 Approach Speed: 25
 Total Approach Volume: 637

Minor Street Approaches

Southbound: Long St

Number of Lanes: 1
 Total Approach Volume: 1,115

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume Not Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic Not Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants Not Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay Not Satisfied	
Total approach volumes and delays on minor street do not exceed minimums for any hour.	
Warrant 3B - Peak Hour Volumes Not Satisfied	
Volumes do not exceed minimums for any hour.	
Warrant 4 - Pedestrian Volumes	Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
Warrant 5 - School Crossing	Not Satisfied
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).	
Warrant 6 - Coordinated Signal System	Not Satisfied
No adjacent coordinated signals are present	
Warrant 7 - Crash Experience	Not Satisfied
Number of accidents (1) is less than minimum (5). Volume minimums are not met.	
Warrant 8 - Roadway Network	Not Satisfied
Major Route conditions not met. No volume requirement met.	

Ohio Department of Transportation

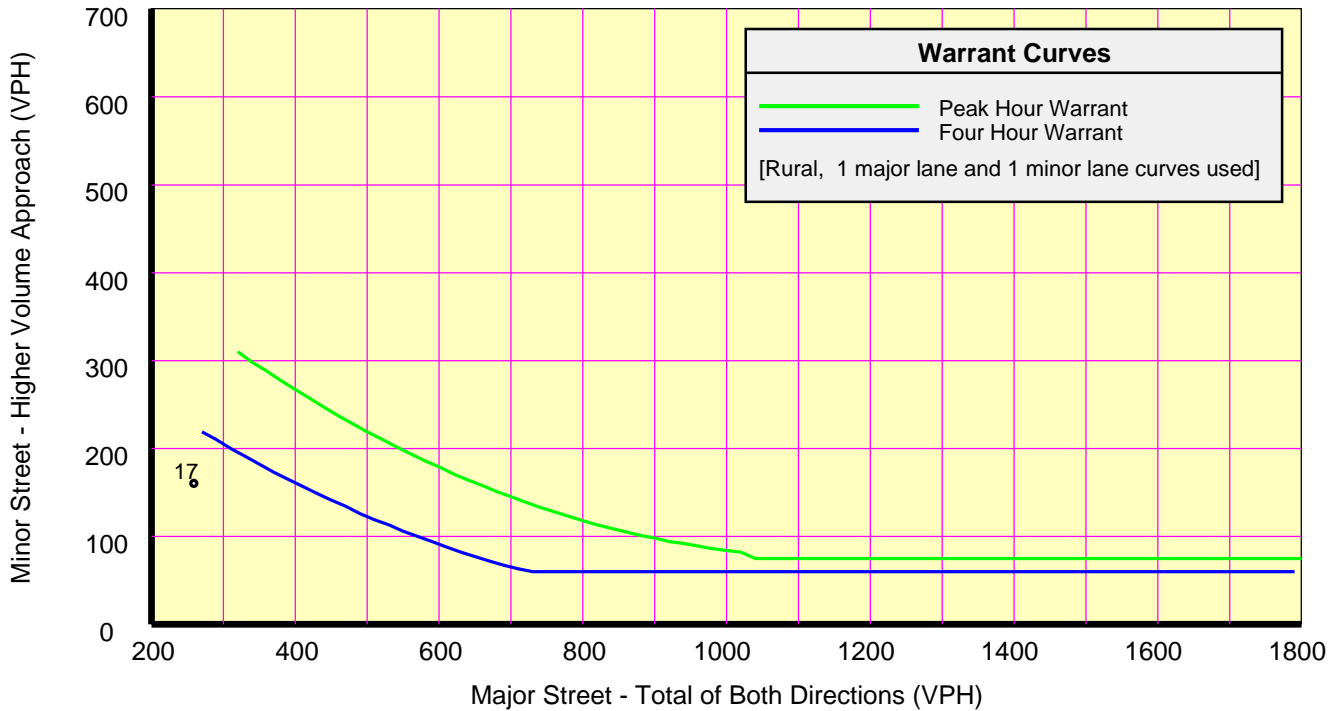
District 6
 Planning & Engineering

Study Name : SR 316-Main and Long Signal Warrants

Study Date : 07/31/18

Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
07:00	113	45	SB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
08:00	128	71	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
09:00	125	55	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
10:00	126	72	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
11:00	171	85	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-Yes	Minor
12:00	185	93	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-Yes	Minor
13:00	141	87	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-Yes	Minor
14:00	187	84	SB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-Yes	Minor
15:00	189	122	SB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
16:00	168	127	SB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
17:00	259	160	SB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
18:00	168	114	SB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
19:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
20:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
21:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---



Station	Direction	Volume	Speed
1	North	120	45 mi/h
1	South	110	45 mi/h
2	North	130	45 mi/h
2	South	120	45 mi/h
3	North	140	45 mi/h
3	South	130	45 mi/h
4	North	150	45 mi/h
4	South	140	45 mi/h
5	North	160	45 mi/h
5	South	150	45 mi/h
6	North	170	45 mi/h
6	South	160	45 mi/h
7	North	180	45 mi/h
7	South	170	45 mi/h
8	North	190	45 mi/h
8	South	180	45 mi/h
9	North	200	45 mi/h
9	South	190	45 mi/h
10	North	210	45 mi/h
10	South	200	45 mi/h
11	North	220	45 mi/h
11	South	210	45 mi/h
12	North	230	45 mi/h
12	South	220	45 mi/h
13	North	240	45 mi/h
13	South	230	45 mi/h
14	North	250	45 mi/h
14	South	240	45 mi/h
15	North	260	45 mi/h
15	South	250	45 mi/h
16	North	270	45 mi/h
16	South	260	45 mi/h
17	North	280	45 mi/h
17	South	270	45 mi/h
18	North	290	45 mi/h
18	South	280	45 mi/h
19	North	300	45 mi/h
19	South	290	45 mi/h
20	North	310	45 mi/h
20	South	300	45 mi/h
21	North	320	45 mi/h
21	South	310	45 mi/h
22	North	330	45 mi/h
22	South	320	45 mi/h
23	North	340	45 mi/h
23	South	330	45 mi/h
24	North	350	45 mi/h
24	South	340	45 mi/h
25	North	360	45 mi/h
25	South	350	45 mi/h
26	North	370	45 mi/h
26	South	360	45 mi/h
27	North	380	45 mi/h
27	South	370	45 mi/h
28	North	390	45 mi/h
28	South	380	45 mi/h
29	North	400	45 mi/h
29	South	390	45 mi/h
30	North	410	45 mi/h
30	South	400	45 mi/h
31	North	420	45 mi/h
31	South	410	45 mi/h
32	North	430	45 mi/h
32	South	420	45 mi/h
33	North	440	45 mi/h
33	South	430	45 mi/h
34	North	450	45 mi/h
34	South	440	45 mi/h
35	North	460	45 mi/h
35	South	450	45 mi/h
36	North	470	45 mi/h
36	South	460	45 mi/h
37	North	480	45 mi/h
37	South	470	45 mi/h
38	North	490	45 mi/h
38	South	480	45 mi/h
39	North	500	45 mi/h
39	South	490	45 mi/h
40	North	510	45 mi/h
40	South	500	45 mi/h
41	North	520	45 mi/h
41	South	510	45 mi/h
42	North	530	45 mi/h
42	South	520	45 mi/h
43	North	540	45 mi/h
43	South	530	45 mi/h
44	North	550	45 mi/h
44	South	540	45 mi/h
45	North	560	45 mi/h
45	South	550	45 mi/h
46	North	570	45 mi/h
46	South	560	45 mi/h
47	North	580	45 mi/h
47	South	570	45 mi/h
48	North	590	45 mi/h
48	South	580	45 mi/h
49	North	600	45 mi/h
49	South	590	45 mi/h
50	North	610	45 mi/h
50	South	600	45 mi/h
51	North	620	45 mi/h
51	South	610	45 mi/h
52	North	630	45 mi/h
52	South	620	45 mi/h
53	North	640	45 mi/h
53	South	630	45 mi/h
54	North	650	45 mi/h
54	South	640	45 mi/h
55	North	660	45 mi/h
55	South	650	45 mi/h
56	North	670	45 mi/h
56	South	660	45 mi/h
57	North	680	45 mi/h
57	South	670	45 mi/h
58	North	690	45 mi/h
58	South	680	45 mi/h
59	North	700	45 mi/h
59	South	690	45 mi/h
60	North	710	45 mi/h
60	South	700	45 mi/h
61	North	720	45 mi/h
61	South	710	45 mi/h
62	North	730	45 mi/h
62	South	720	45 mi/h
63	North	740	45 mi/h
63	South	730	45 mi/h
64	North	750	45 mi/h
64	South	740	45 mi/h
65	North	760	45 mi/h
65	South	750	45 mi/h
66	North	770	45 mi/h
66	South	760	45 mi/h
67	North	780	45 mi/h
67	South	770	45 mi/h
68	North	790	45 mi/h
68	South	780	45 mi/h
69	North	800	45 mi/h
69	South	790	45 mi/h
70	North	810	45 mi/h
70	South	800	45 mi/h
71	North	820	45 mi/h
71	South	810	45 mi/h
72	North	830	45 mi/h
72	South	820	45 mi/h
73	North	840	45 mi/h
73	South	830	45 mi/h
74	North	850	45 mi/h
74	South	840	45 mi/h
75	North	860	45 mi/h
75	South	850	45 mi/h
76	North	870	45 mi/h
76	South	860	45 mi/h
77	North	880	45 mi/h
77	South	870	45 mi/h
78	North	890	45 mi/h
78	South	880	45 mi/h
79	North	900	45 mi/h
79	South	890	45 mi/h
80	North	910	45 mi/h
80	South	900	45 mi/h
81	North	920	45 mi/h
81	South	910	45 mi/h
82	North	930	45 mi/h
82	South	920	45 mi/h
83	North	940	45 mi/h
83	South	930	45 mi/h
84	North	950	45 mi/h
84	South	940	45 mi/h
85	North	960	45 mi/h
85	South	950	45 mi/h
86	North	970	45 mi/h
86	South	960	45 mi/h
87	North	980	45 mi/h
87	South	970	45 mi/h
88	North	990	45 mi/h
88	South	980	45 mi/h
89	North	1000	45 mi/h
89	South	990	45 mi/h
90	North	1010	45 mi/h
90	South	1000	45 mi/h
91	North	1020	45 mi/h
91	South	1010	45 mi/h
92	North	1030	45 mi/h
92	South	1020	45 mi/h
93	North	1040	45 mi/h
93	South	1030	45 mi/h
94	North	1050	45 mi/h
94	South	1040	45 mi/h
95	North	1060	45 mi/h
95	South	1050	45 mi/h
96	North	1070	45 mi/h
96	South	1060	45 mi/h
97	North	1080	45 mi/h
97	South	1070	45 mi/h
98	North	1090	45 mi/h
98	South	1080	45 mi/h
99	North	1100	45 mi/h
99	South	1090	45 mi/h
100	North	1110	45 mi/h
100	South	1100	45 mi/h



Type 'Heading' Here

	Number
Total	2

CRASH_SEVERITY	Number	%
Property Damage Crash	2	100.0%
Grand Total	2	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2015	1	50.0%
2017	1	50.0%
Grand Total	2	100.0%

DAY_OF_WEEK	Number	%
Tuesday	1	50.0%
Monday	1	50.0%
Grand Total	2	100.0%

HOUR_OF_DAY	Number	%
06	1	50.0%
19	1	50.0%
Grand Total	2	100.0%

TYPE_OF_CRASH	Number	%
Sideswipe - Passing	1	50.0%
Rear End	1	50.0%
Grand Total	2	100.0%

Type 'Heading' Here

WEATHER_CONDITION	Number	%
Clear	2	100.0%
Grand Total	2	100.0%

ROAD_CONDITION	Number	%
Dry	2	100.0%
Grand Total	2	100.0%

LIGHT_CONDITION	Number	%
Daylight	2	100.0%
Grand Total	2	100.0%

NUMBER_OF_VEHICLES	Number	%	
	2	1	50.0%
	3	1	50.0%
Grand Total	2	100.0%	

LOCATION	Number	%
T-Intersection	1	50.0%
Railroad Grade Crossing	1	50.0%
Grand Total	2	100.0%

CRASH_MONTH_NBR	Number	%	
	9	1	50.0%
	12	1	50.0%
Grand Total	2	100.0%	

ROAD_CONTOUR	Number	%
Straight Grade	1	50.0%
Straight Level	1	50.0%
Grand Total	2	100.0%

SPECIAL_AREA	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

ANIMAL_TYPE	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

Type 'Heading' Here

ACTION1	Number	%
Straight Ahead	2	100.0%
Grand Total	2	100.0%

CONTRIBUTING_FACTOR1	Number	%
Failure To Control	1	50.0%
Followed To Closely/ACDA	1	50.0%
Grand Total	2	100.0%

	Number	%
Total	2	100.0%

TRAFFIC_CONTROL1	Number	%
Railroad Gates	1	50.0%
No Controls	1	50.0%
Grand Total	2	100.0%

DRIVER_ALCOHOL1	Number	%
No	2	100.0%
Grand Total	2	100.0%

DRIVER_DRUGS1	Number	%
No	2	100.0%
Grand Total	2	100.0%

Type 'Heading' Here

DIRECTION_FROM1	Number	%
North	1	50.0%
West	1	50.0%
Grand Total	2	100.0%

DIRECTION_TO1	Number	%
South	1	50.0%
East	1	50.0%
Grand Total	2	100.0%

POSTED_SPEED1	Number	%
	1	50.0%
25	1	50.0%
Grand Total	2	100.0%

ESTIMATED_SPEED1	Number	%
	10	50.0%
0	1	50.0%
Grand Total	2	100.0%

VEHICLE_TYPE1	Number	%
Compact	1	50.0%
Sport Utility Vehicle	1	50.0%
Grand Total	2	100.0%

VEHICLE_TYPE2	Number	%
Compact	1	50.0%
Full Size	1	50.0%
Grand Total	2	100.0%

Type 'Heading' Here

ACTION2	Number	%
Parked	1	50.0%
Slowing Or Stopped In Traffic	1	50.0%
Grand Total	2	100.0%

CONTRIBUTING_FACTOR2	Number	%
None-Motorist	2	100.0%
Grand Total	2	100.0%

DIRECTION_FROM2	Number	%
Unknown	1	50.0%
West	1	50.0%
Grand Total	2	100.0%

DIRECTION_TO2	Number	%
Unknown	1	50.0%
East	1	50.0%
Grand Total	2	100.0%

DRIVER_ALCOHOL2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

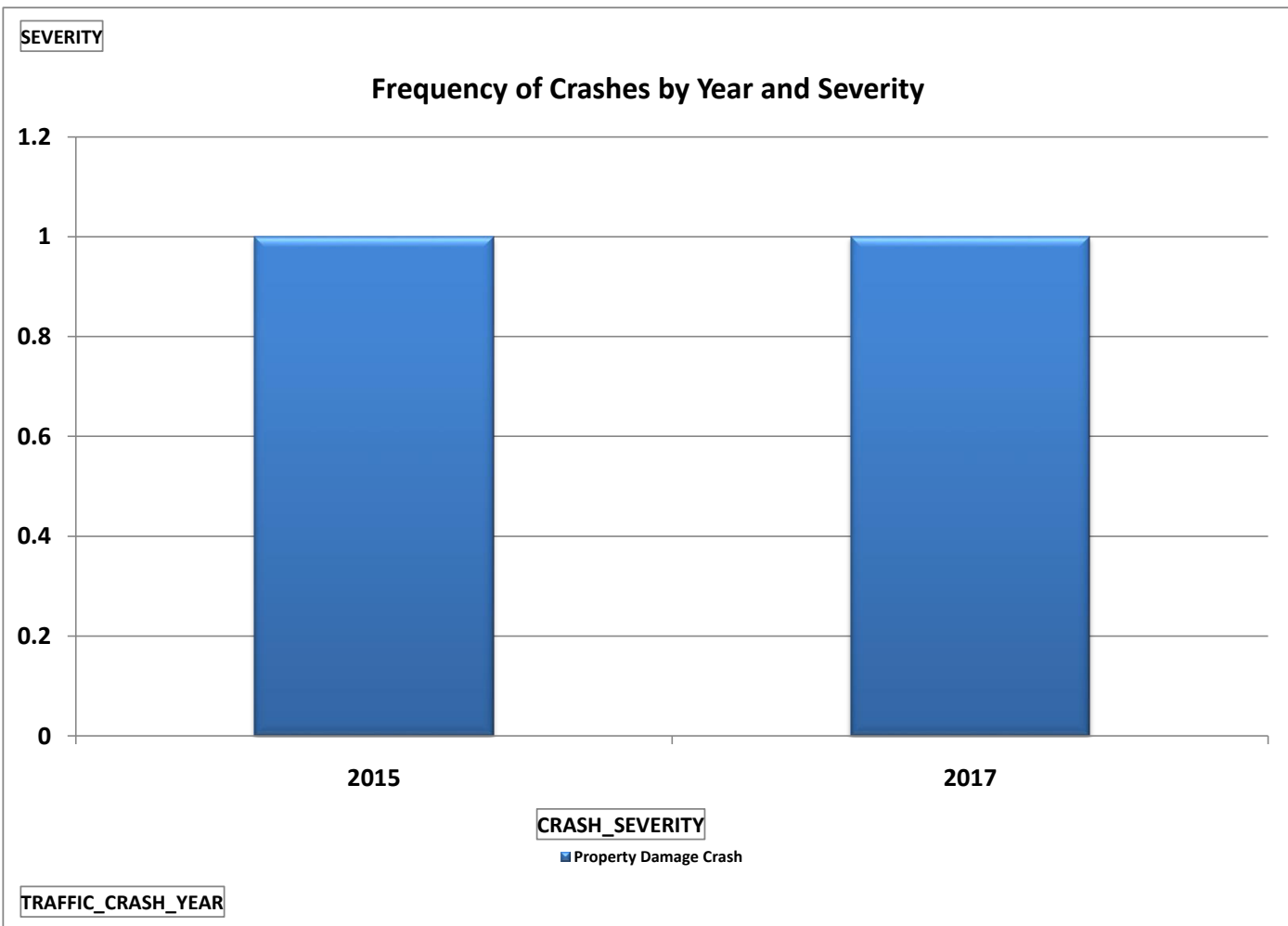
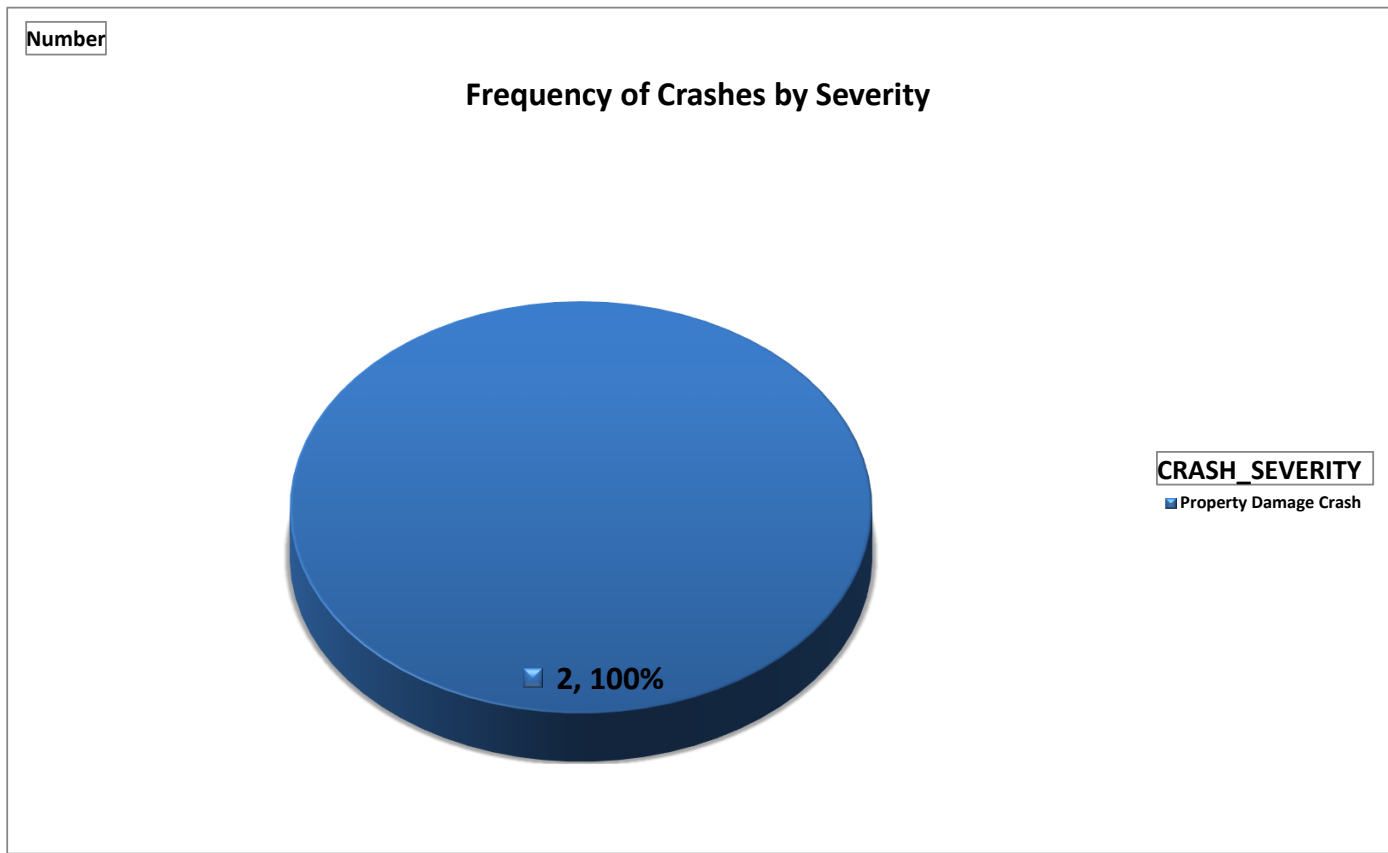
DRIVER_DRUGS2	Number	%
(blank)	2	100.0%
Grand Total	2	100.0%

Type 'Heading' Here

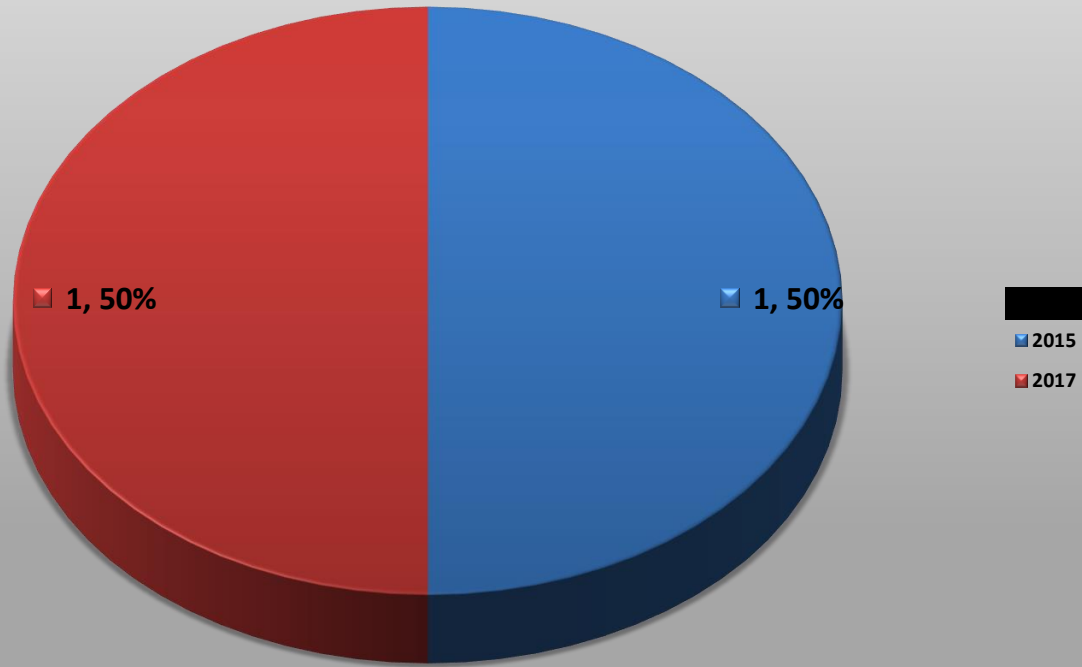
SEVERITY	CRASH_SEVERITY
TRAFFIC_CRASH_YEAR	Property Damage Crash
2015	1
2017	1
Grand Total	2

TRAFFIC_CRASH_YEAR	Fatalities	Incapacitating Injuries
2015	0	0
2017	0	0
Grand Total	0	0

TRAFFIC_CRASH_YEAR	INJ_TYPE2_SERIOUS_VISIBLE	INJ_TYPE3_MINOR_VISIBLE	INJ_TYPE4_NO_VISIBLE
2015	0	0	0
2017	0	0	0
Grand Total	0	0	0



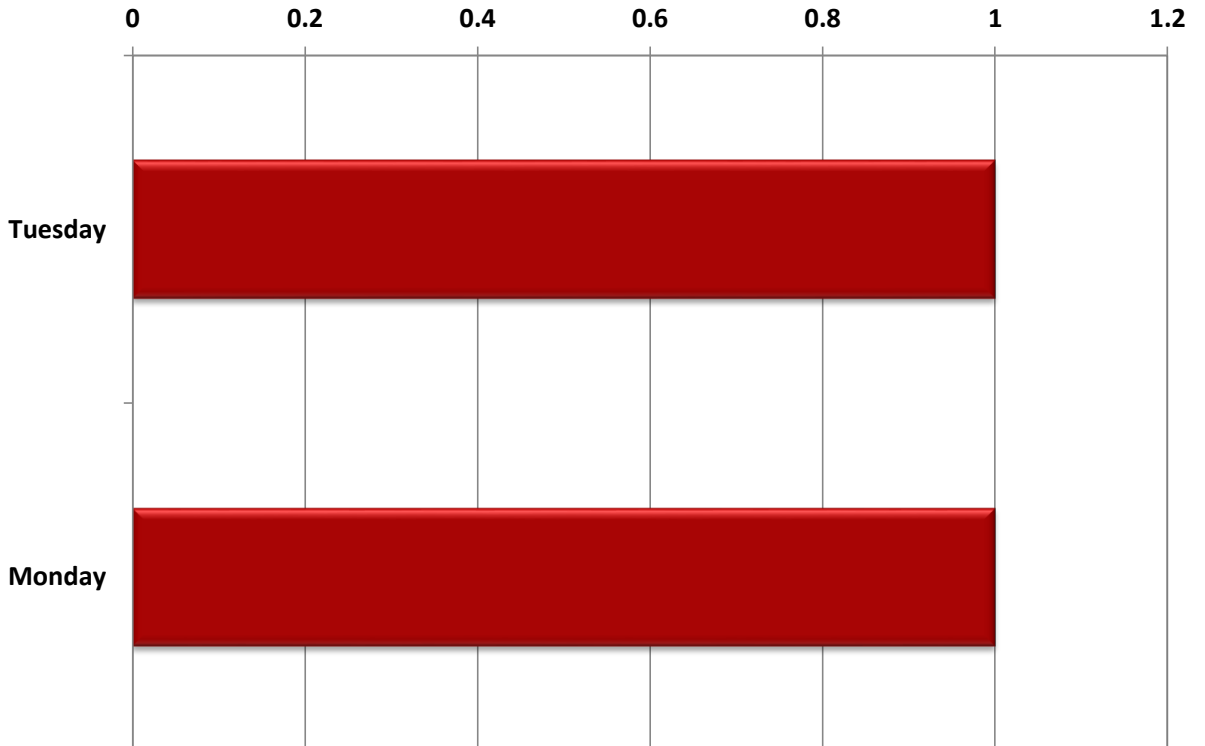
Frequency of Crashes by Year



Frequency of Crashes by Day of the Week

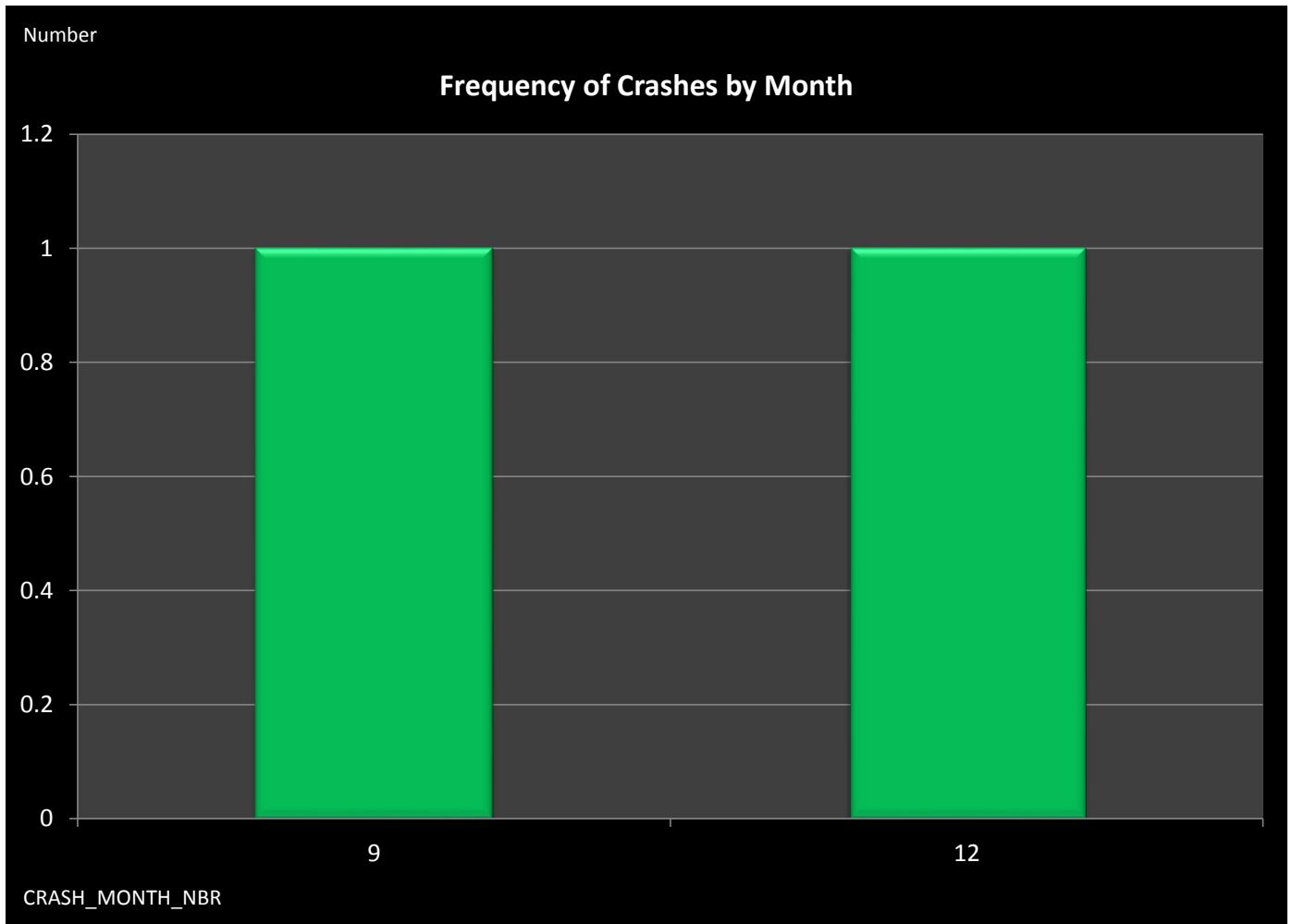
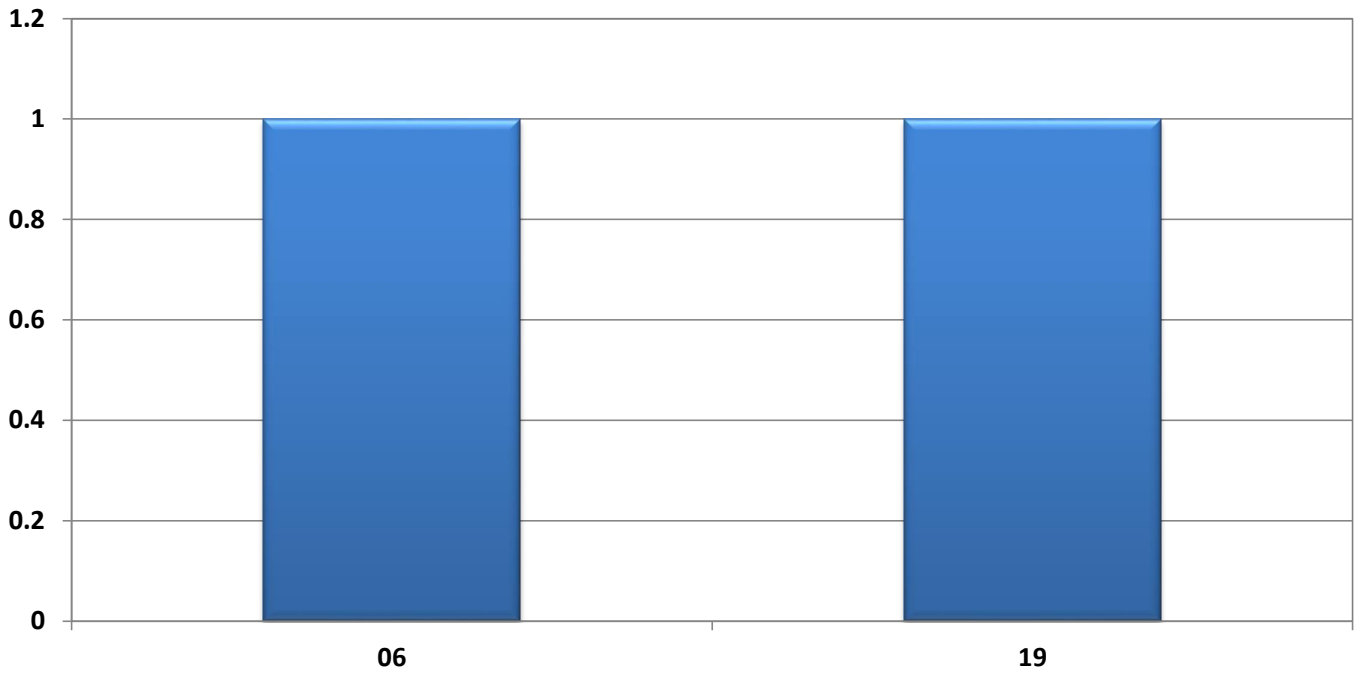
Number

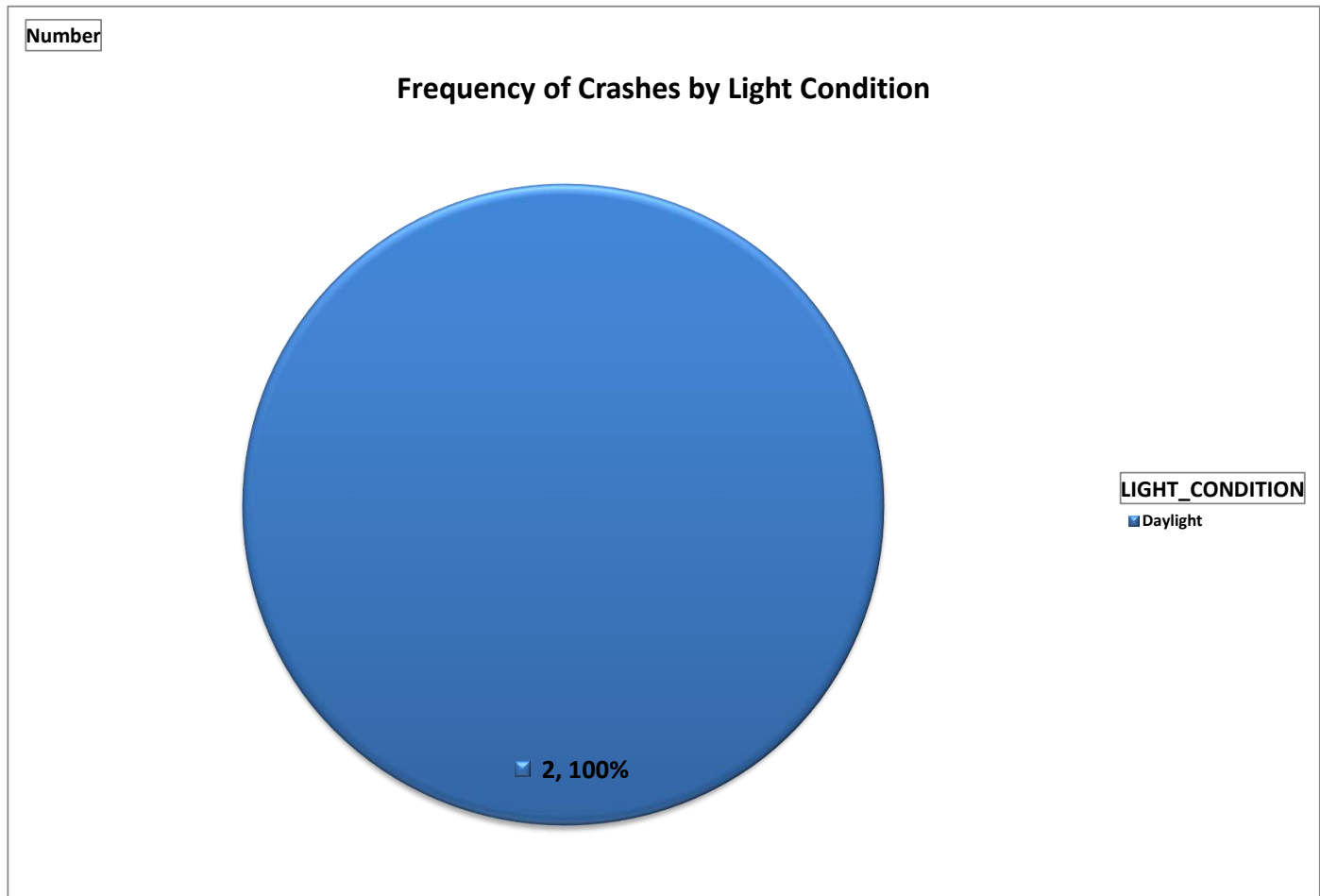
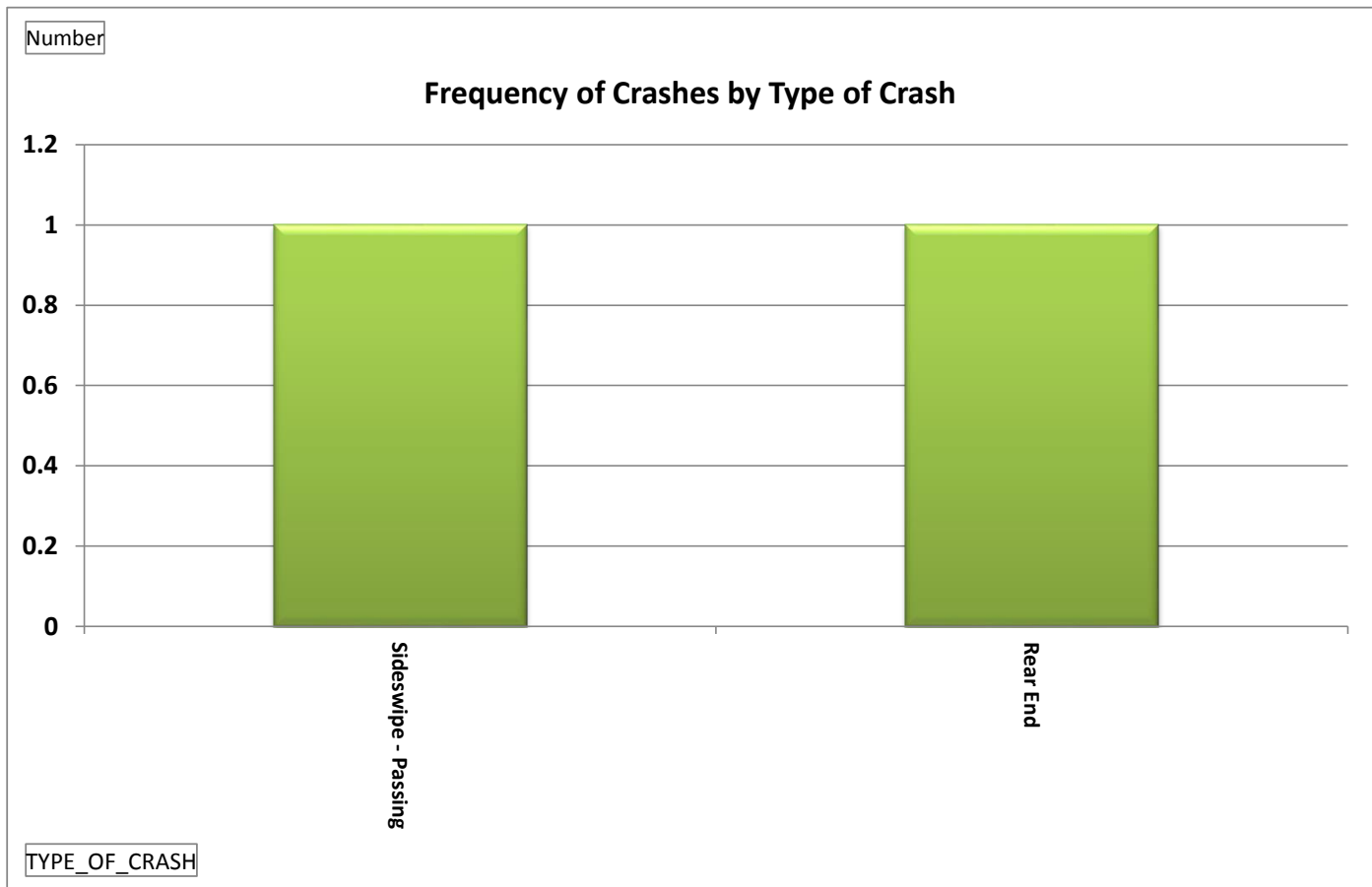
DAY_OF_WEEK

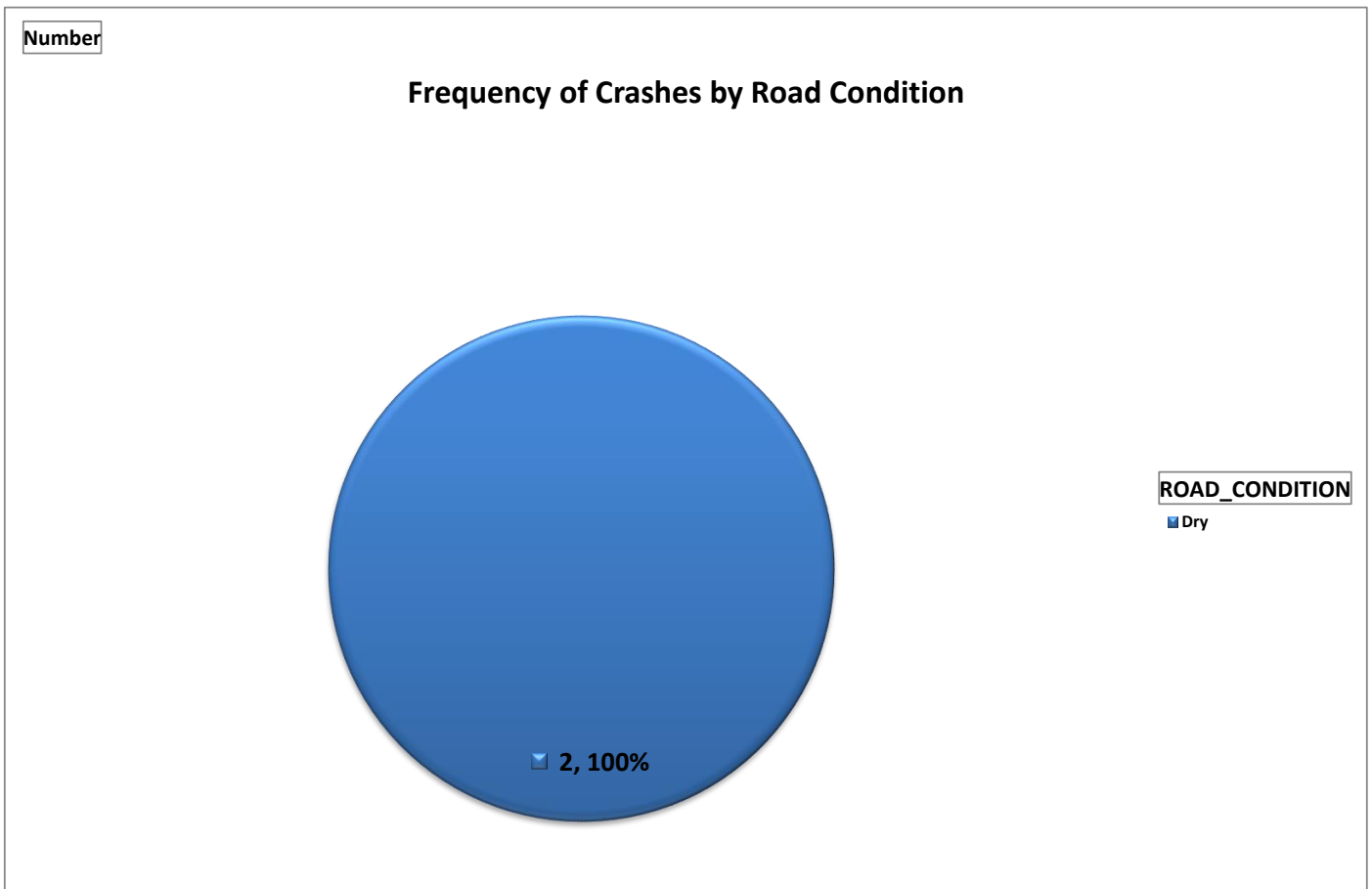
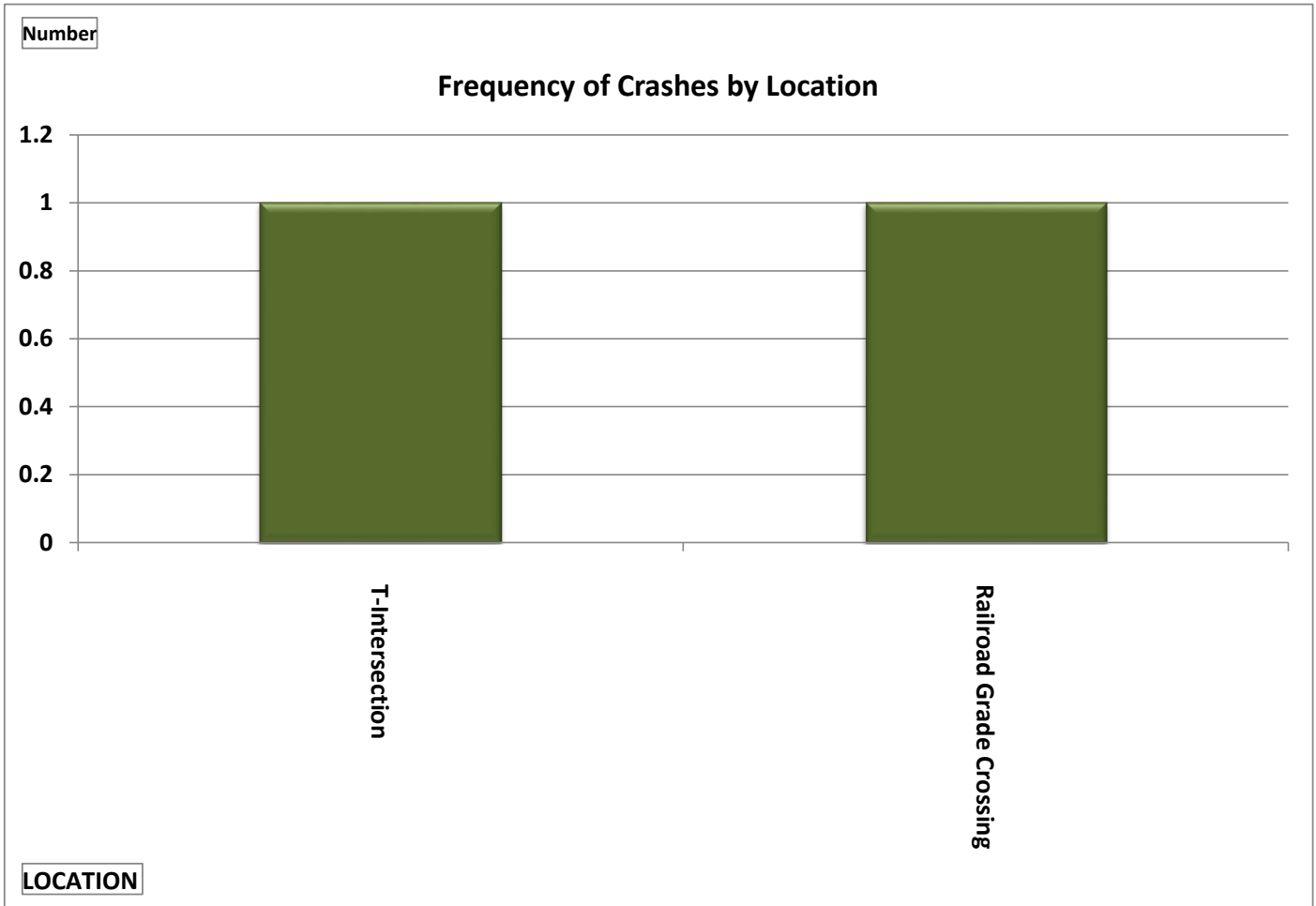


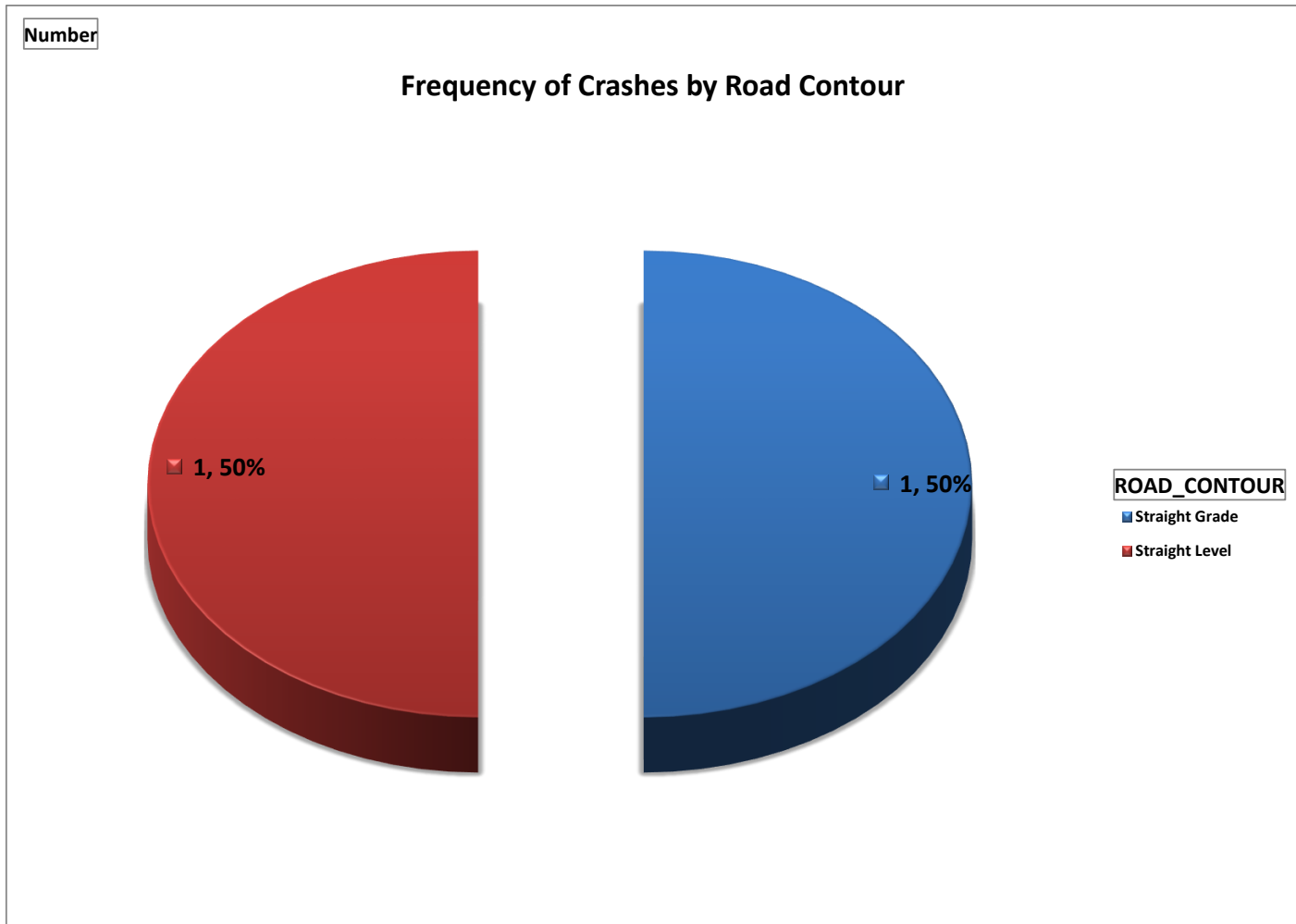
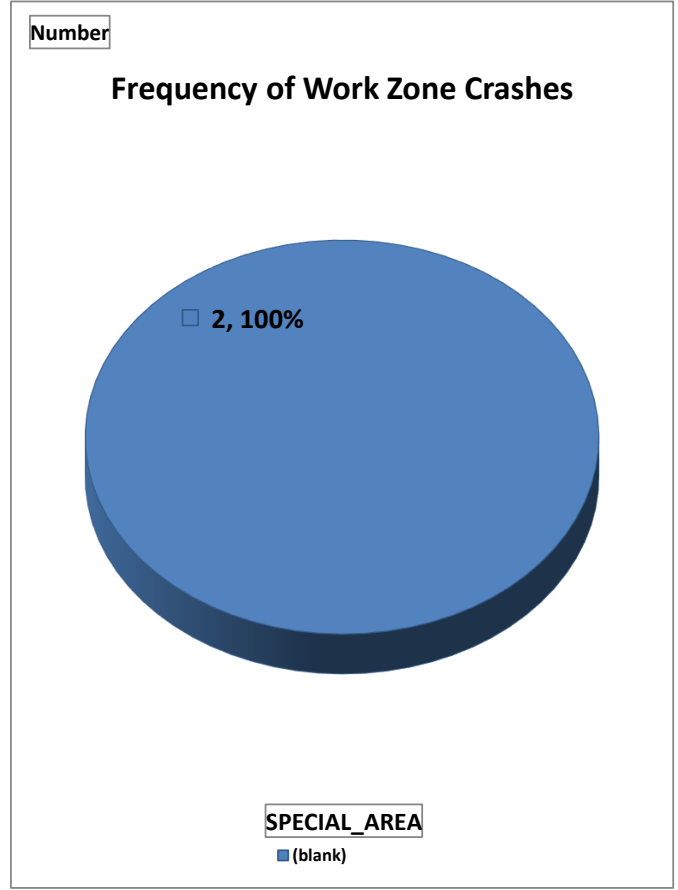
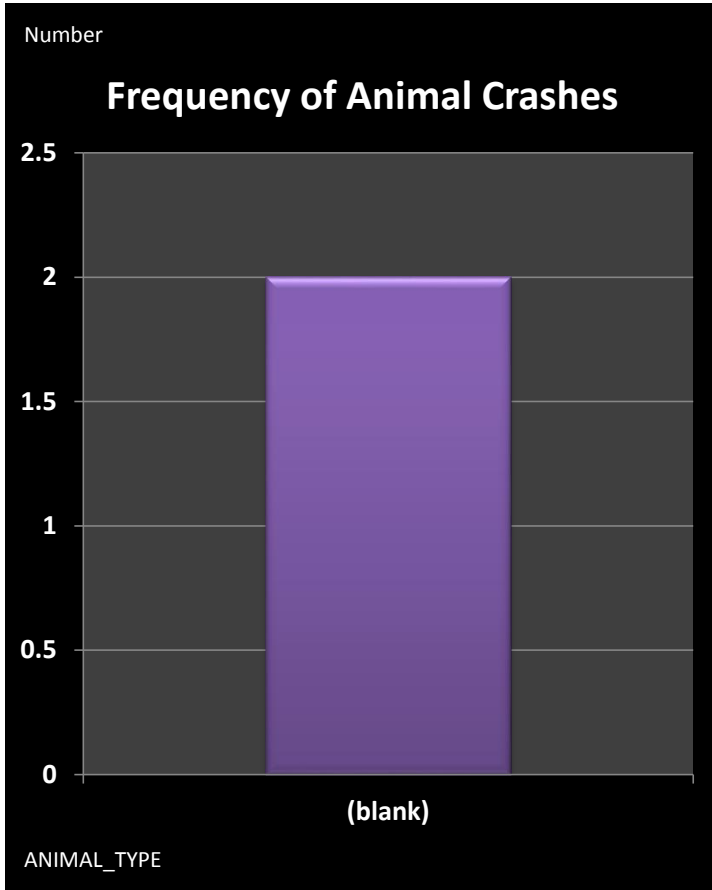


Frequency of Crashes by Hour



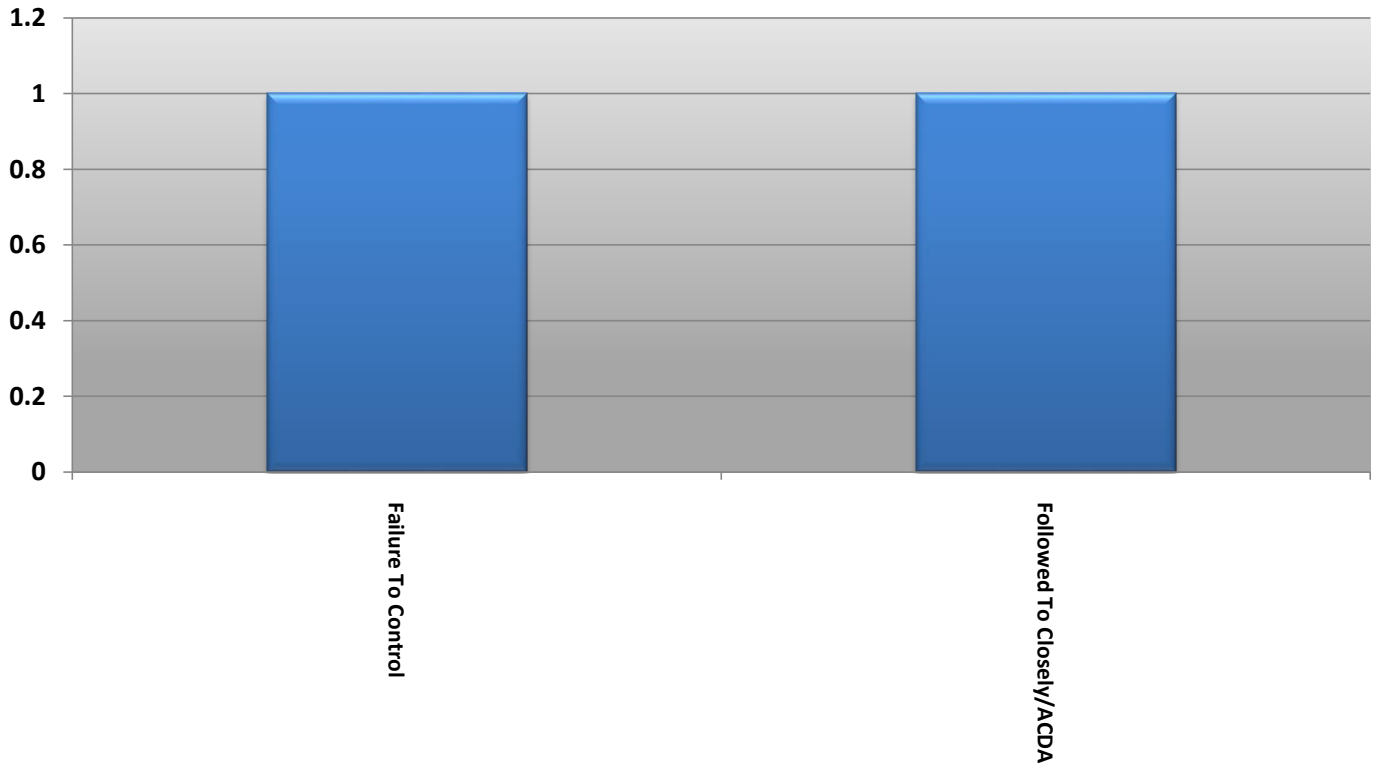






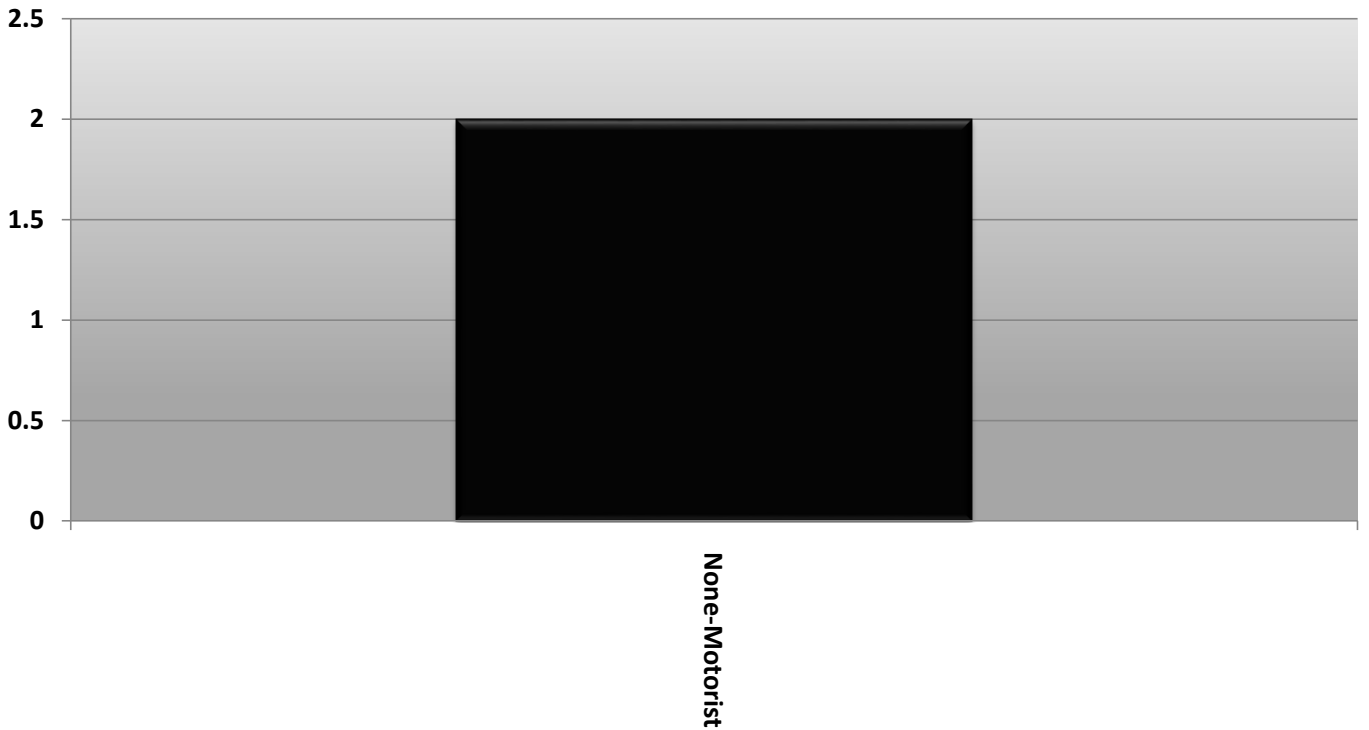


Frequency of Crashes by Contributing Factor 1

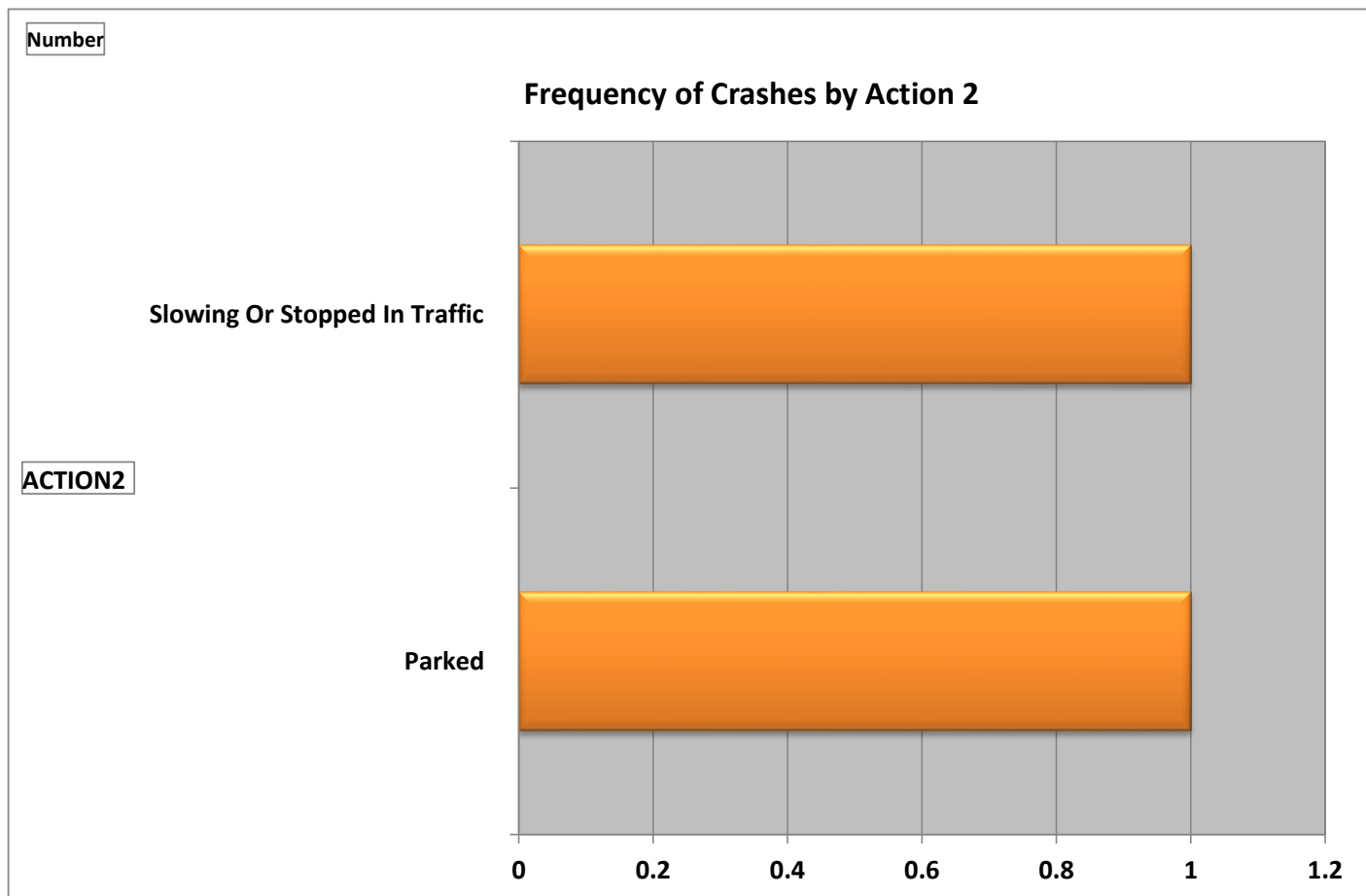
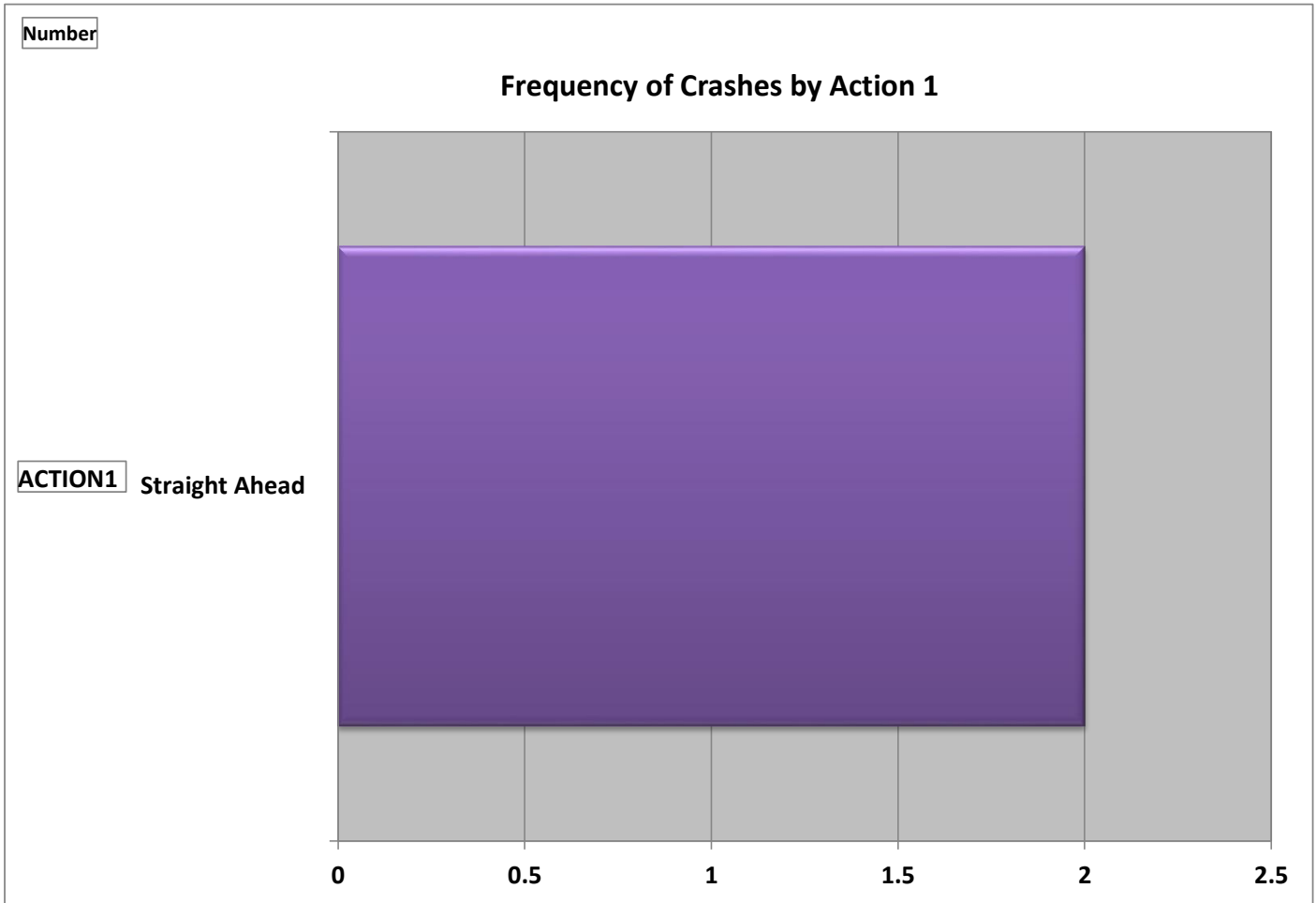


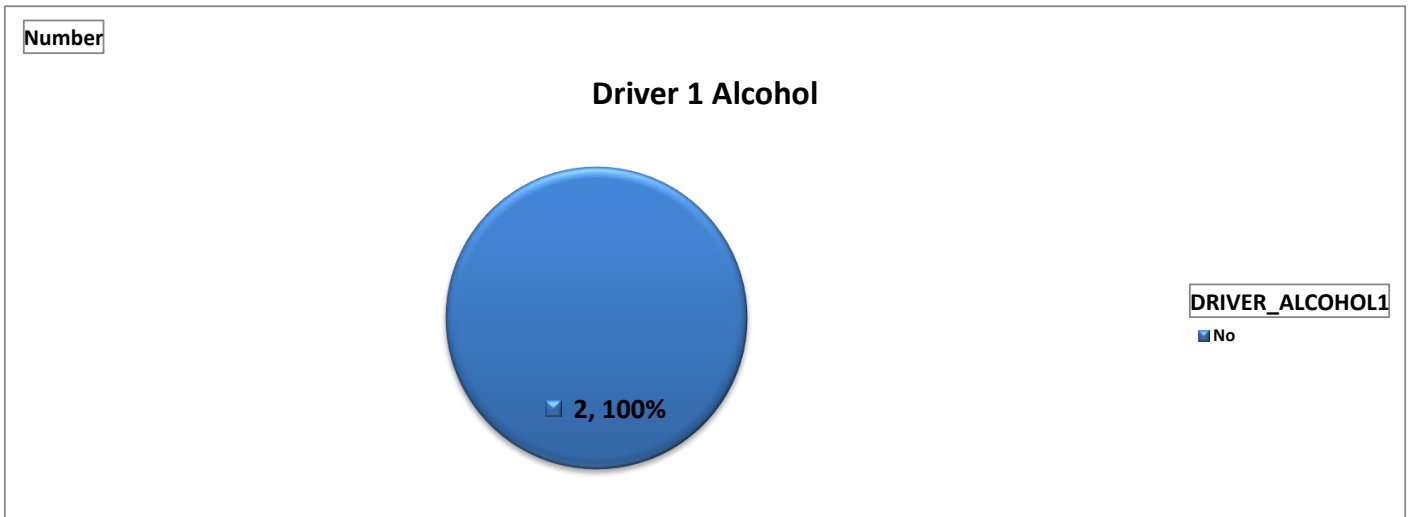
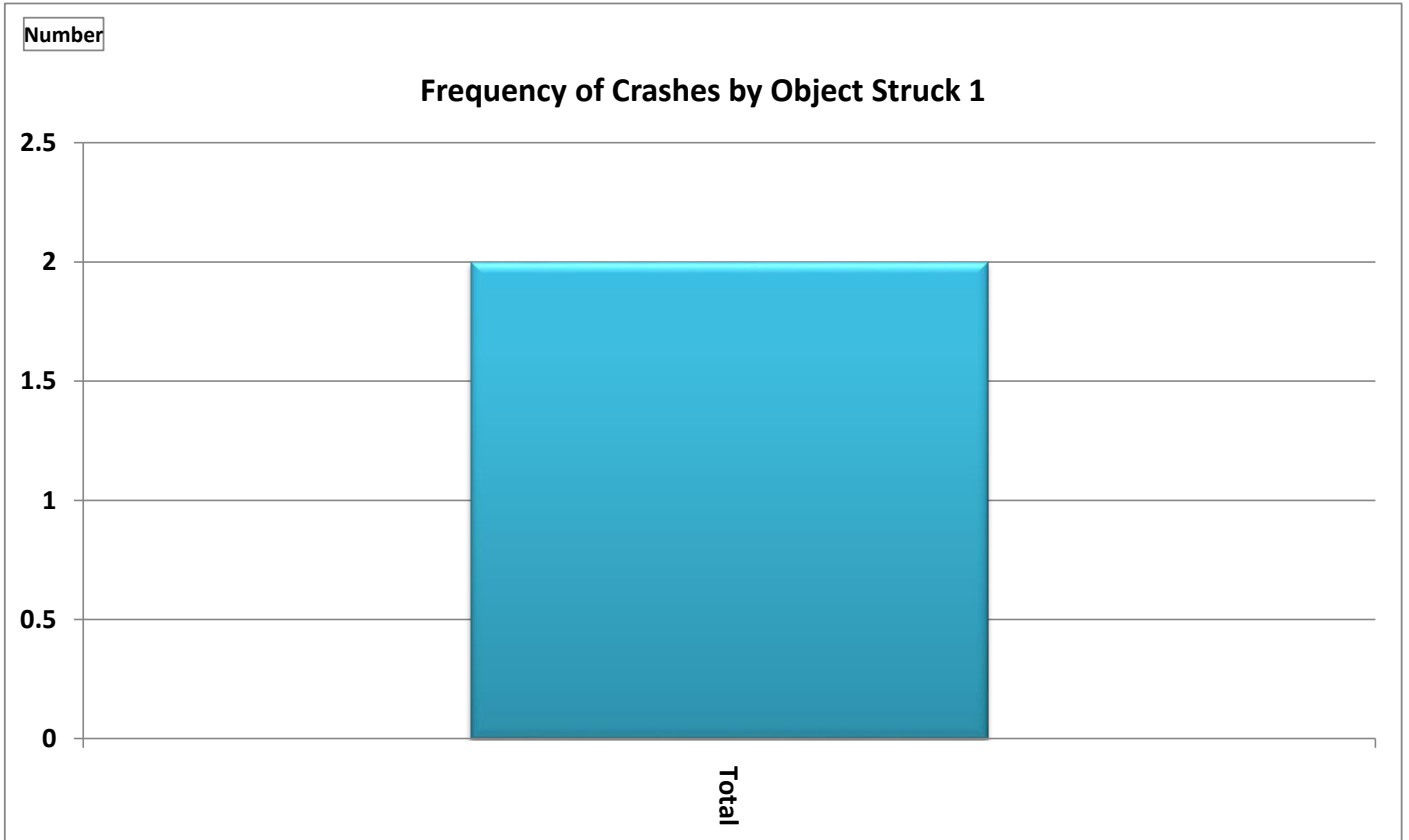
Number

Frequency of Crashes by Contributing Factor 2



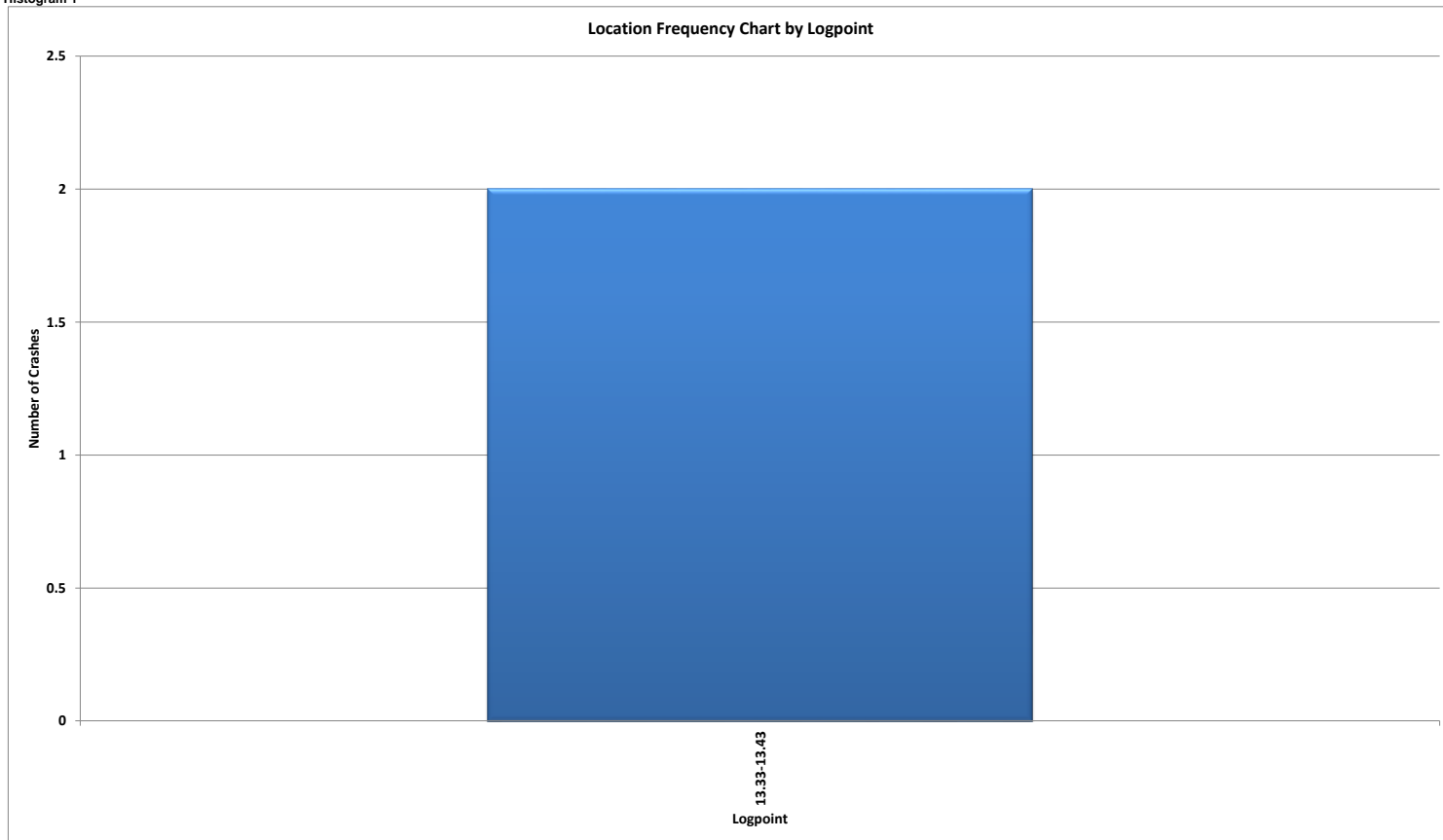
CONTRIBUTING_FACTOR2



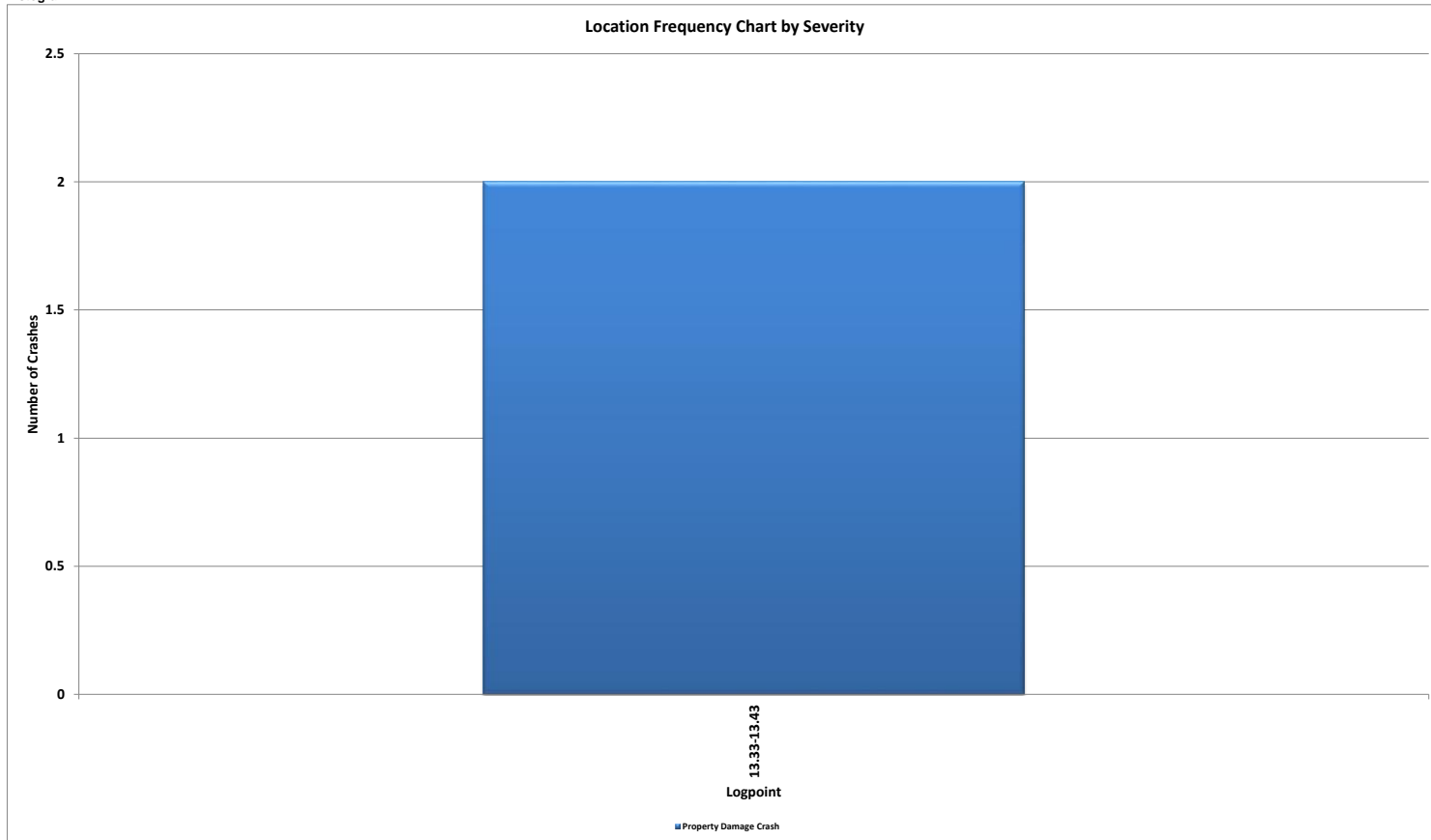


Type 'Heading' Here

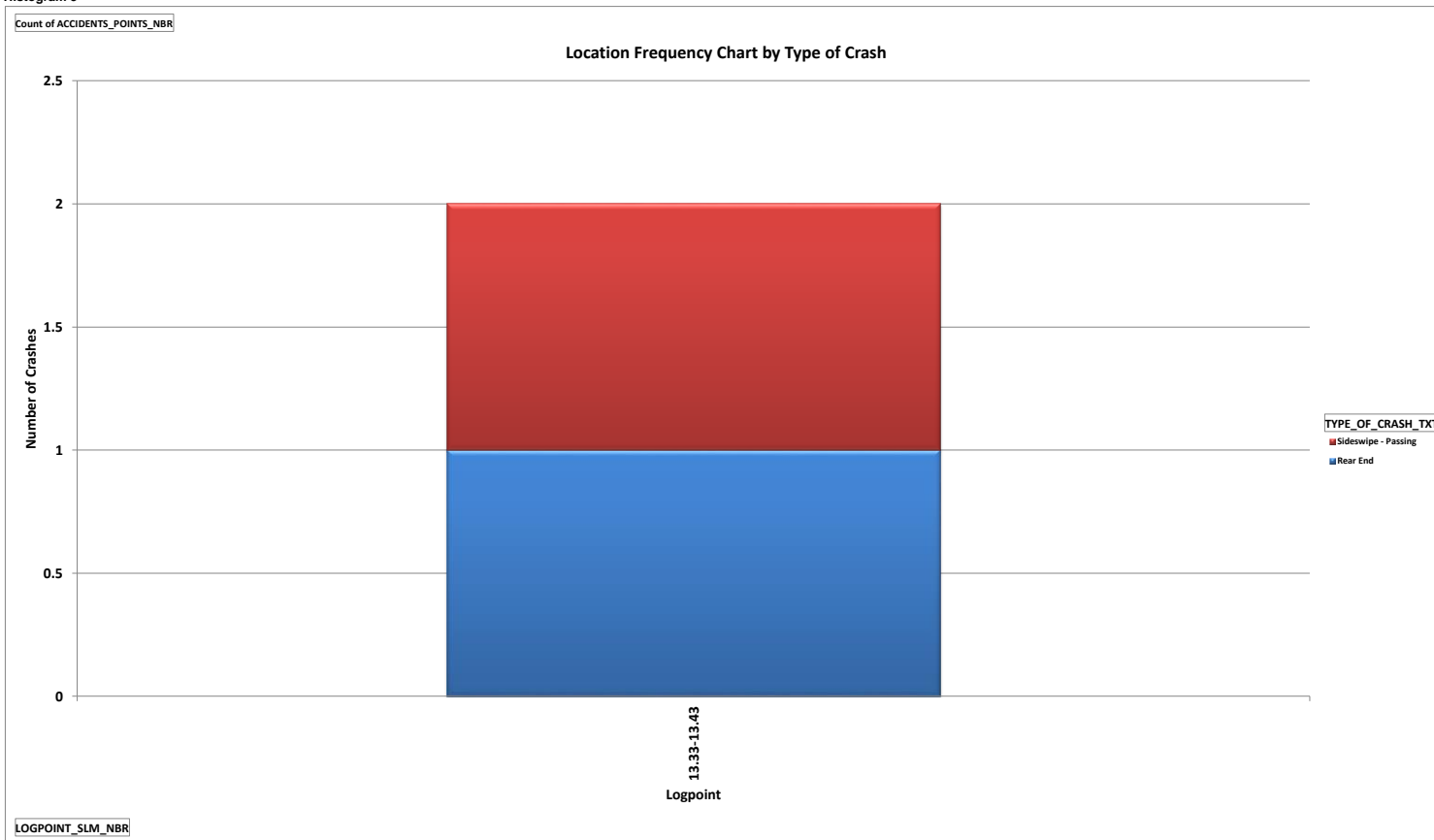
Histogram 1



Type 'Heading' Here
Histogram 2

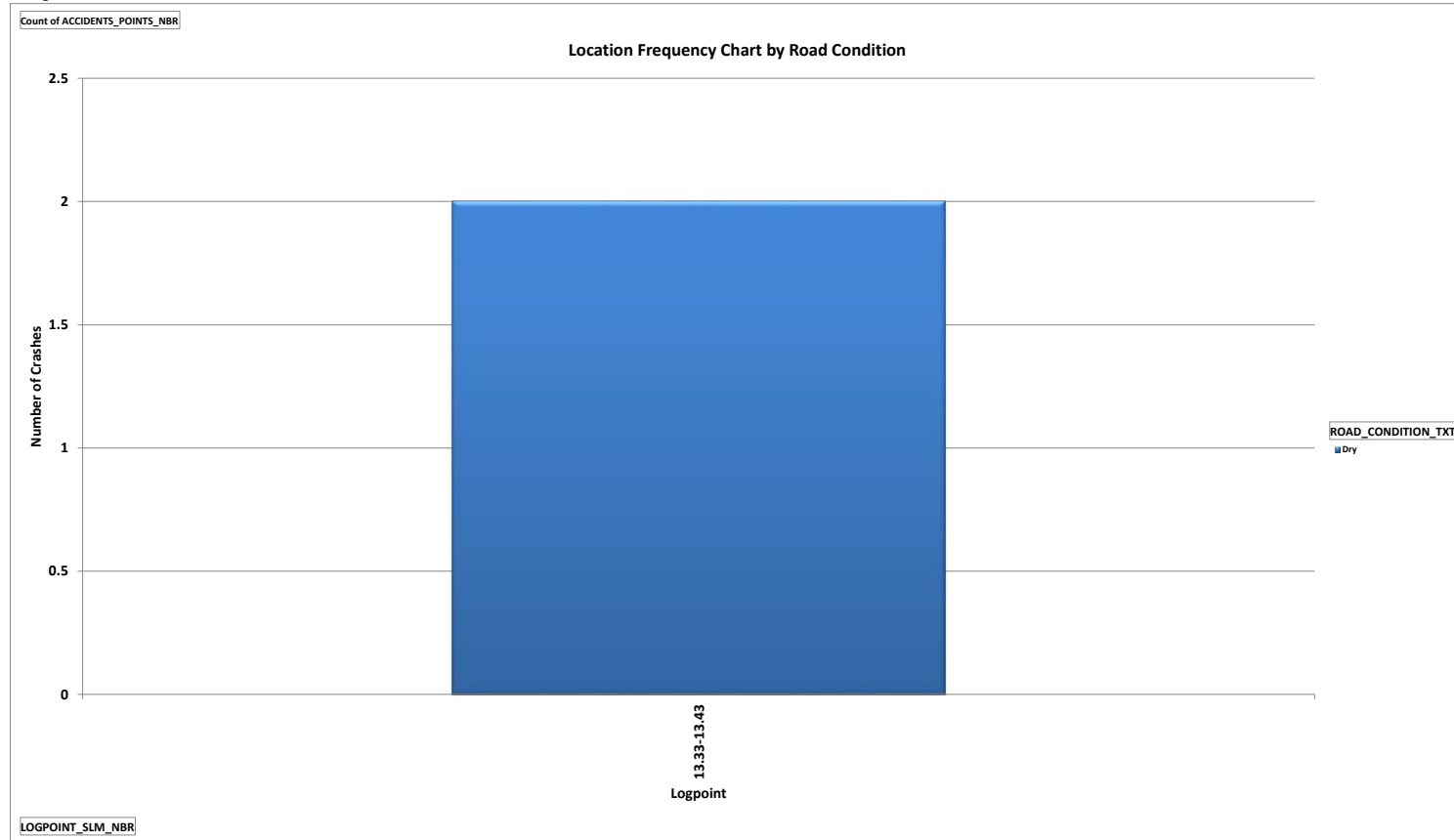


Type 'Heading' Here
Histogram 3

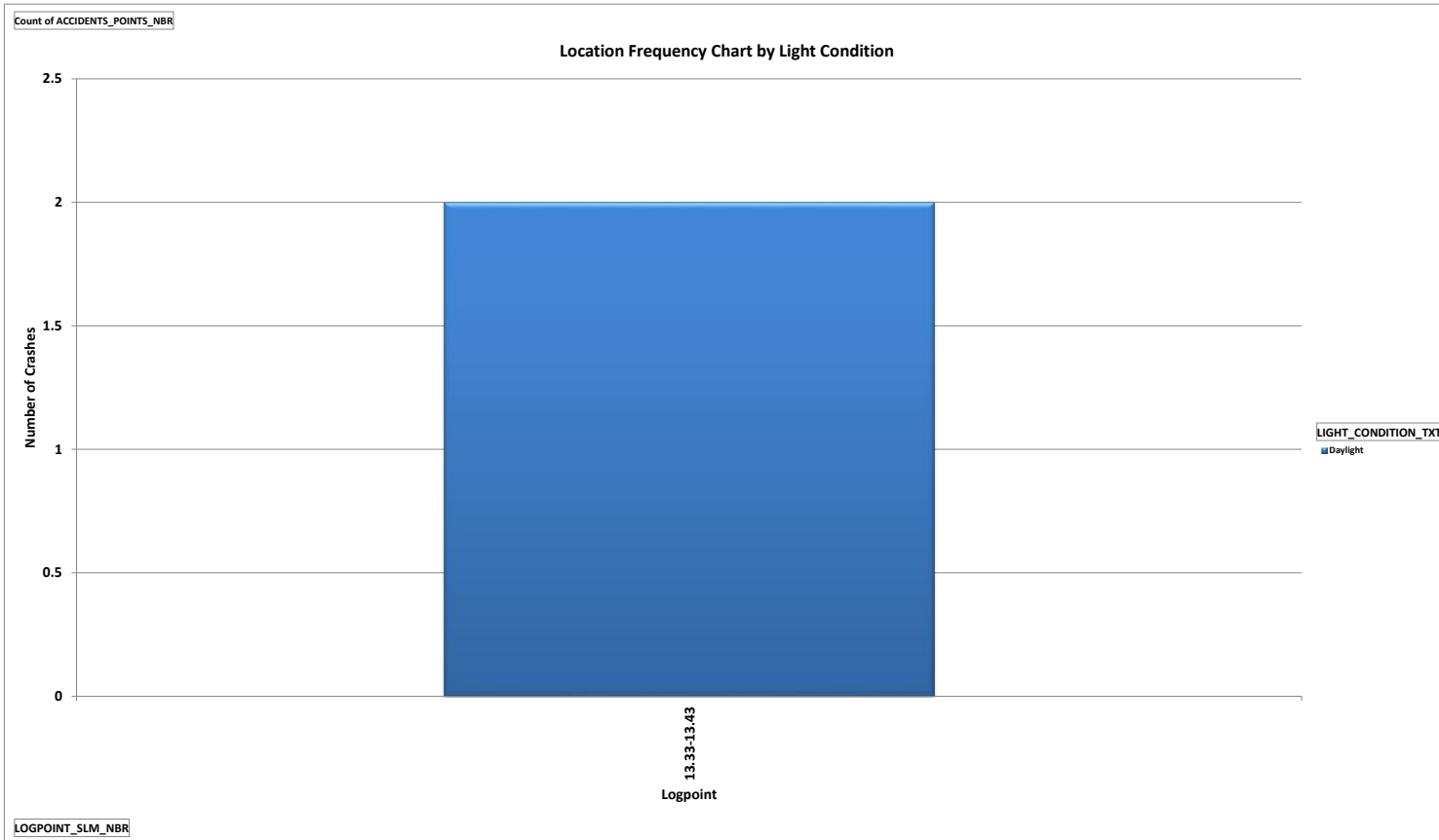


Type 'Heading' Here

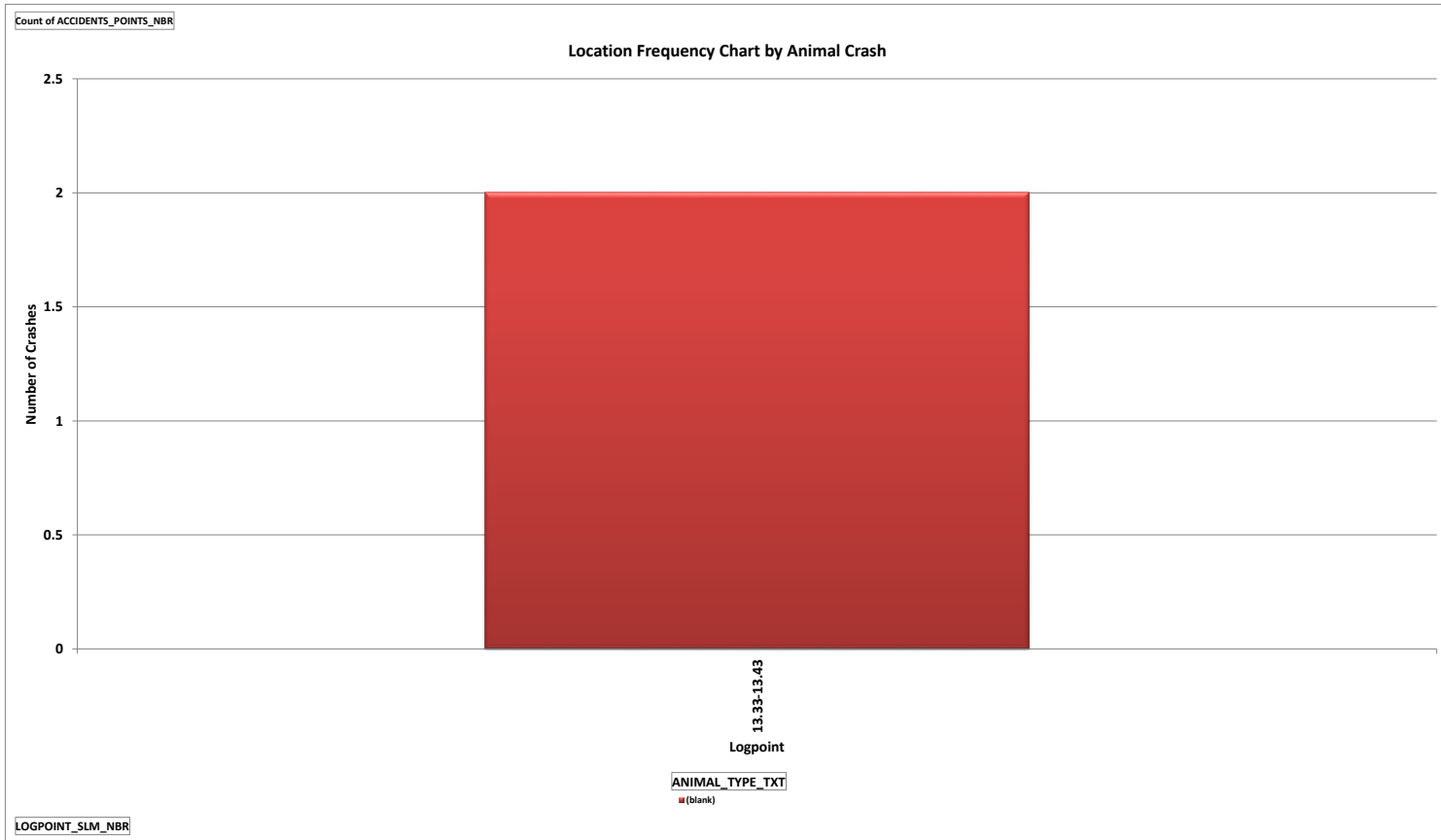
Histogram 4



Type 'Heading' Here
Histogram 5

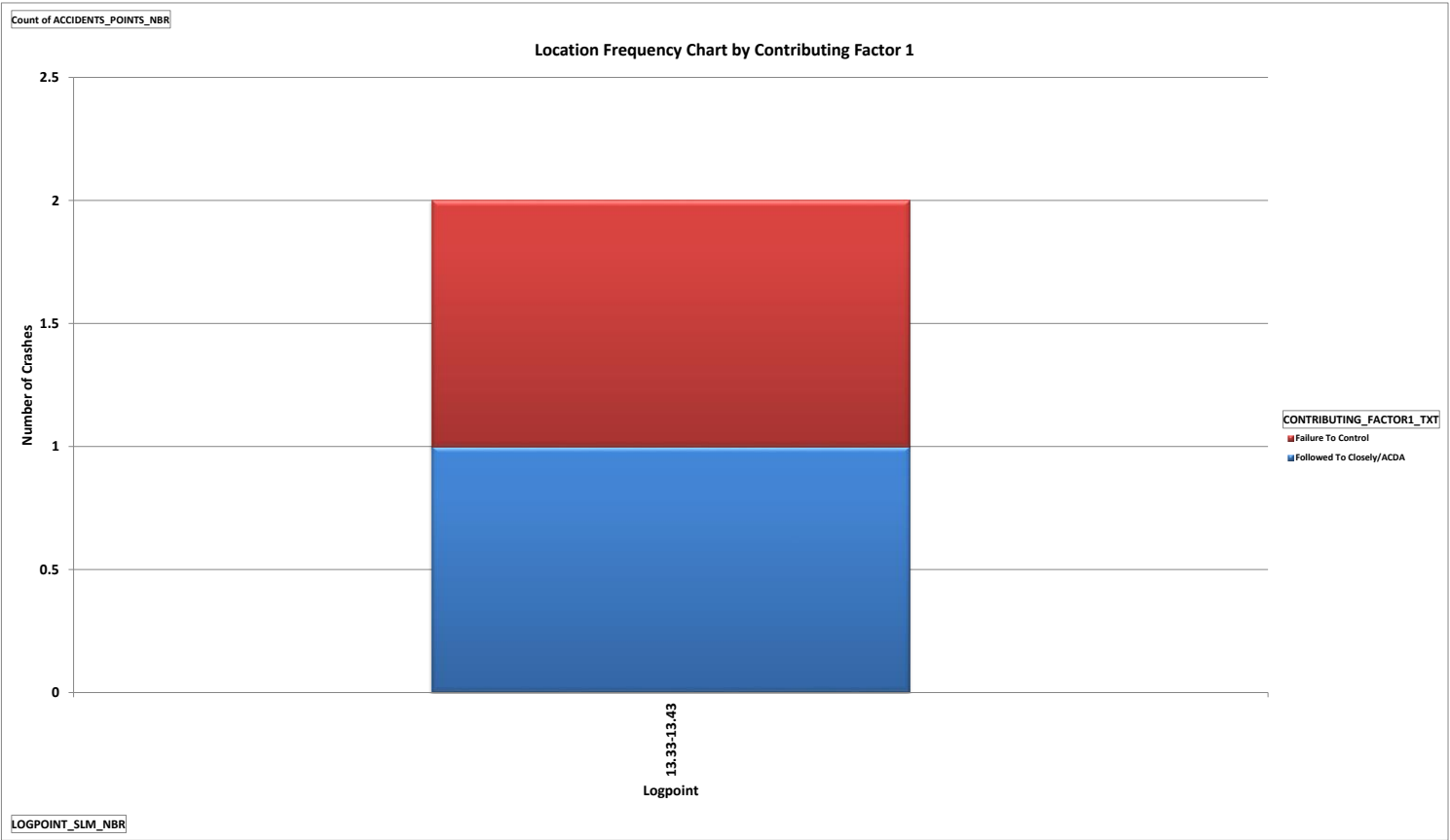


Type 'Heading' Here
Histogram 6

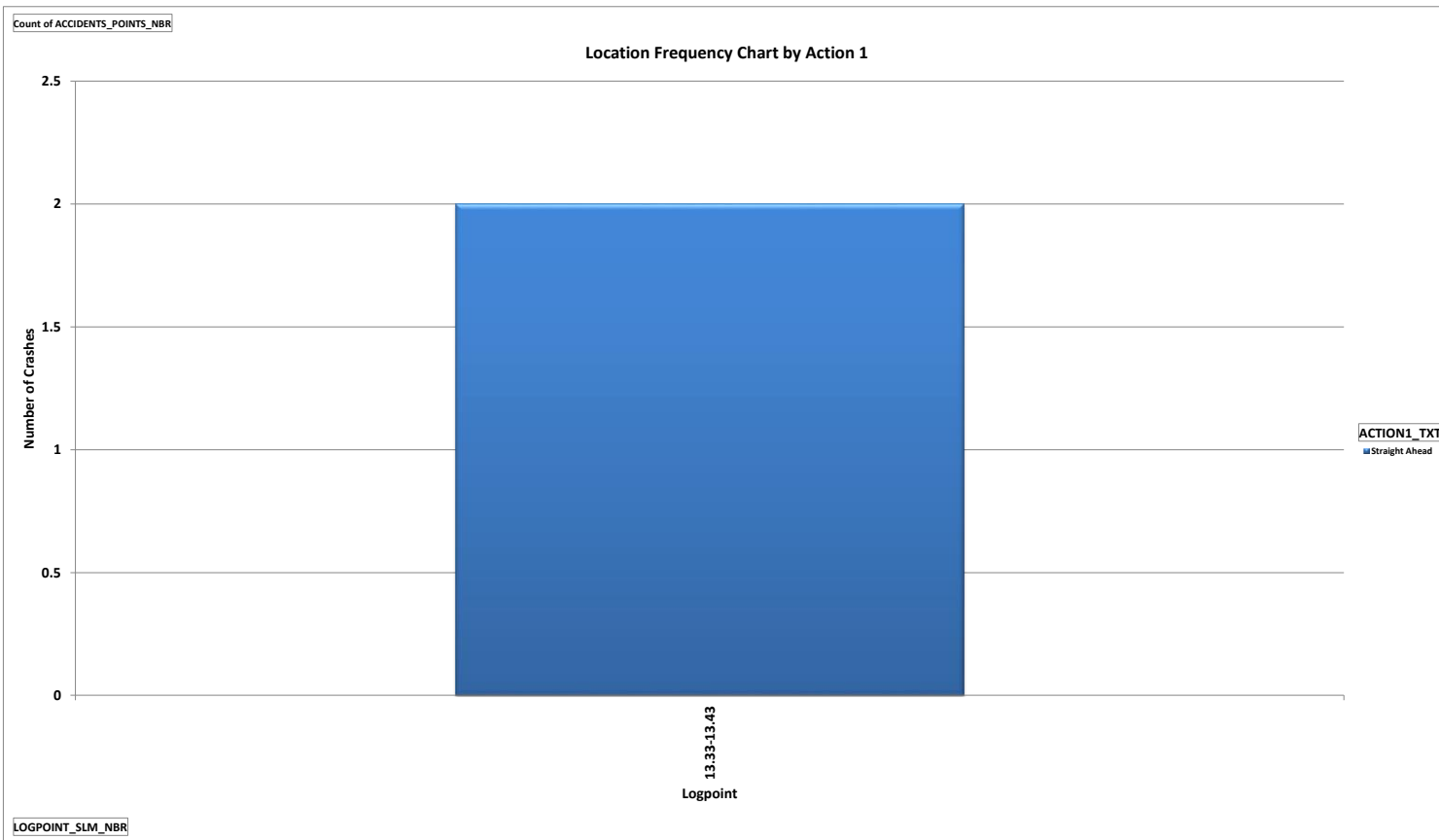


Type 'Heading' Here

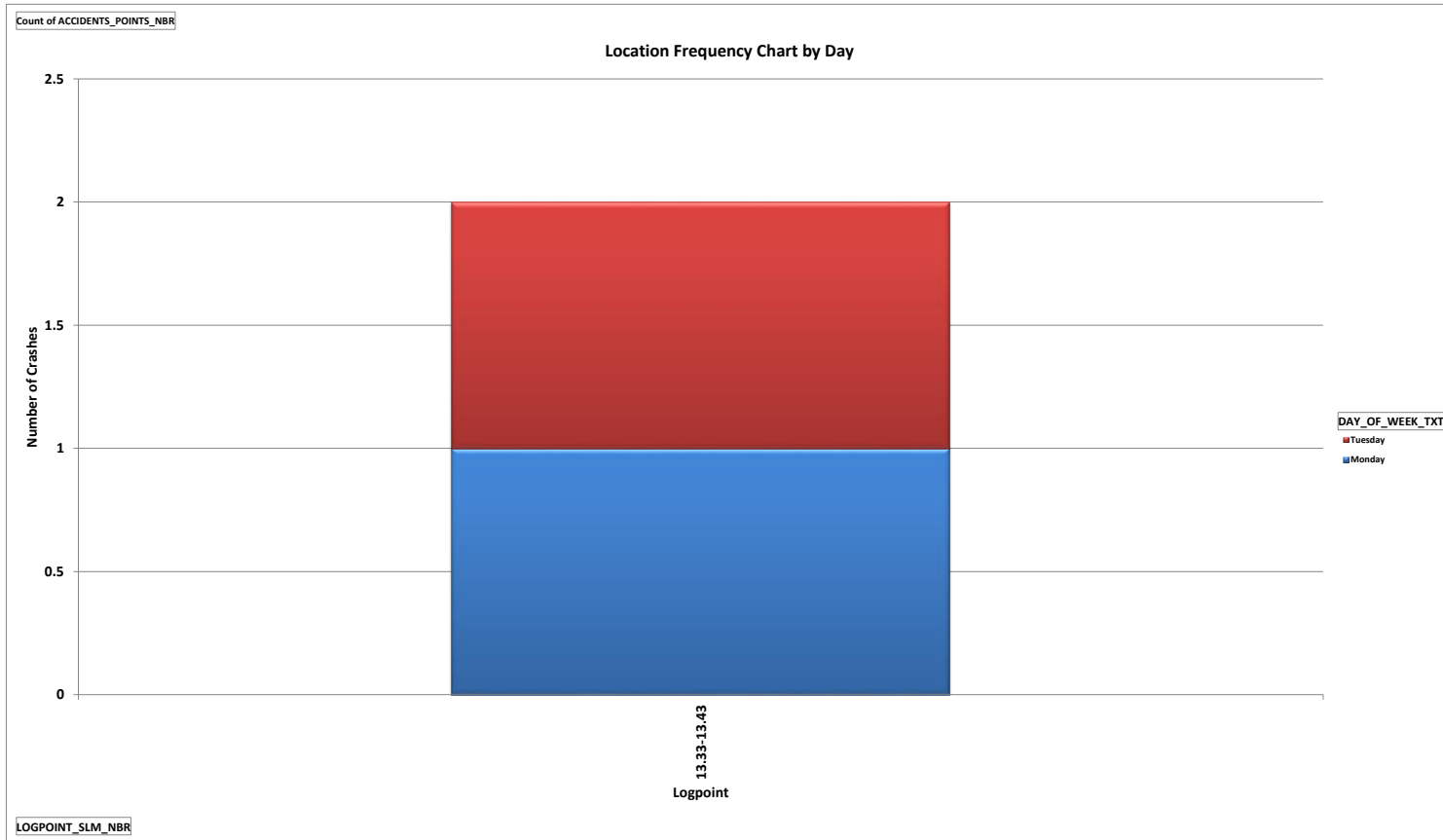
Histogram 7



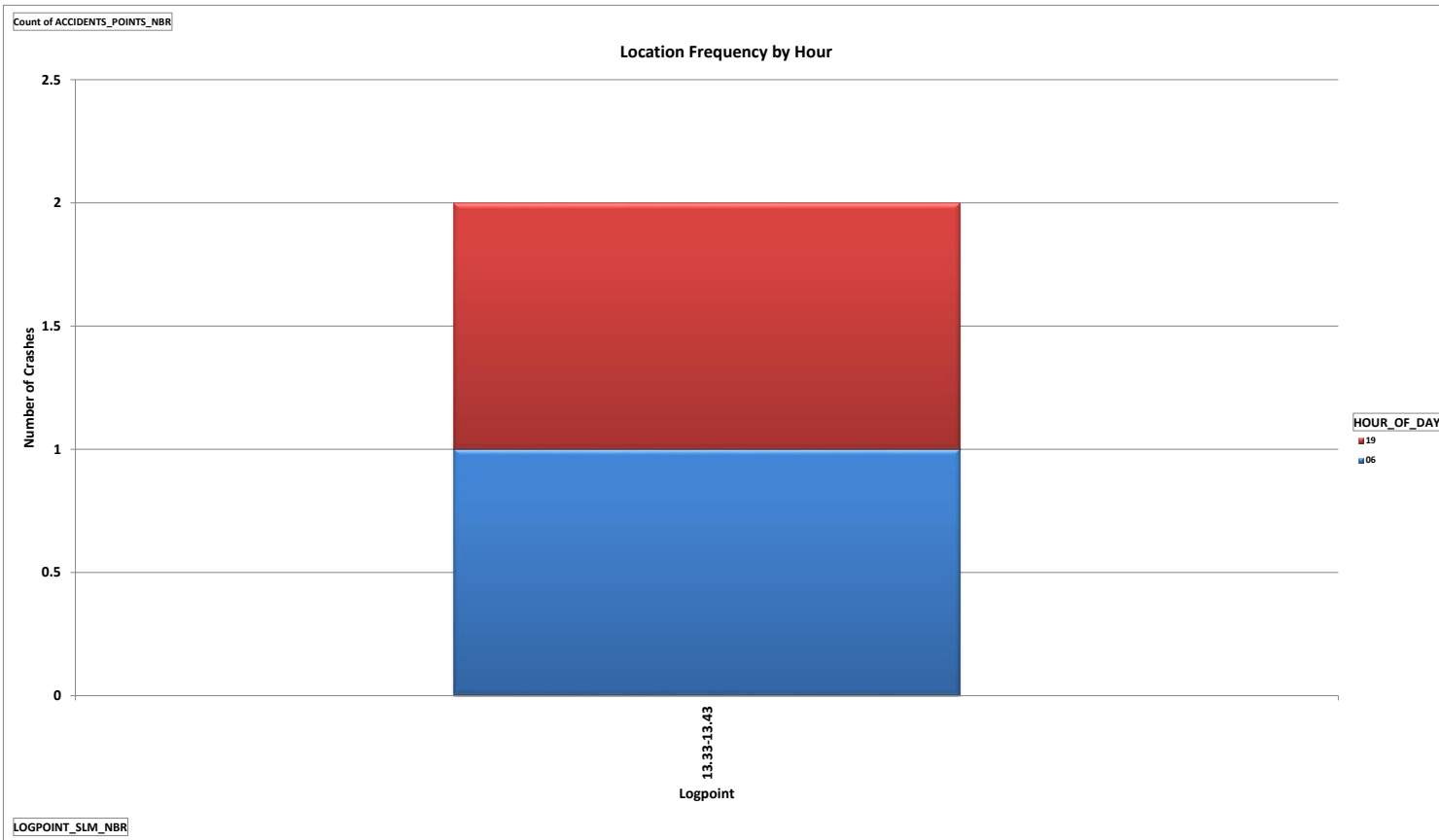
Type 'Heading' Here
Histogram 8



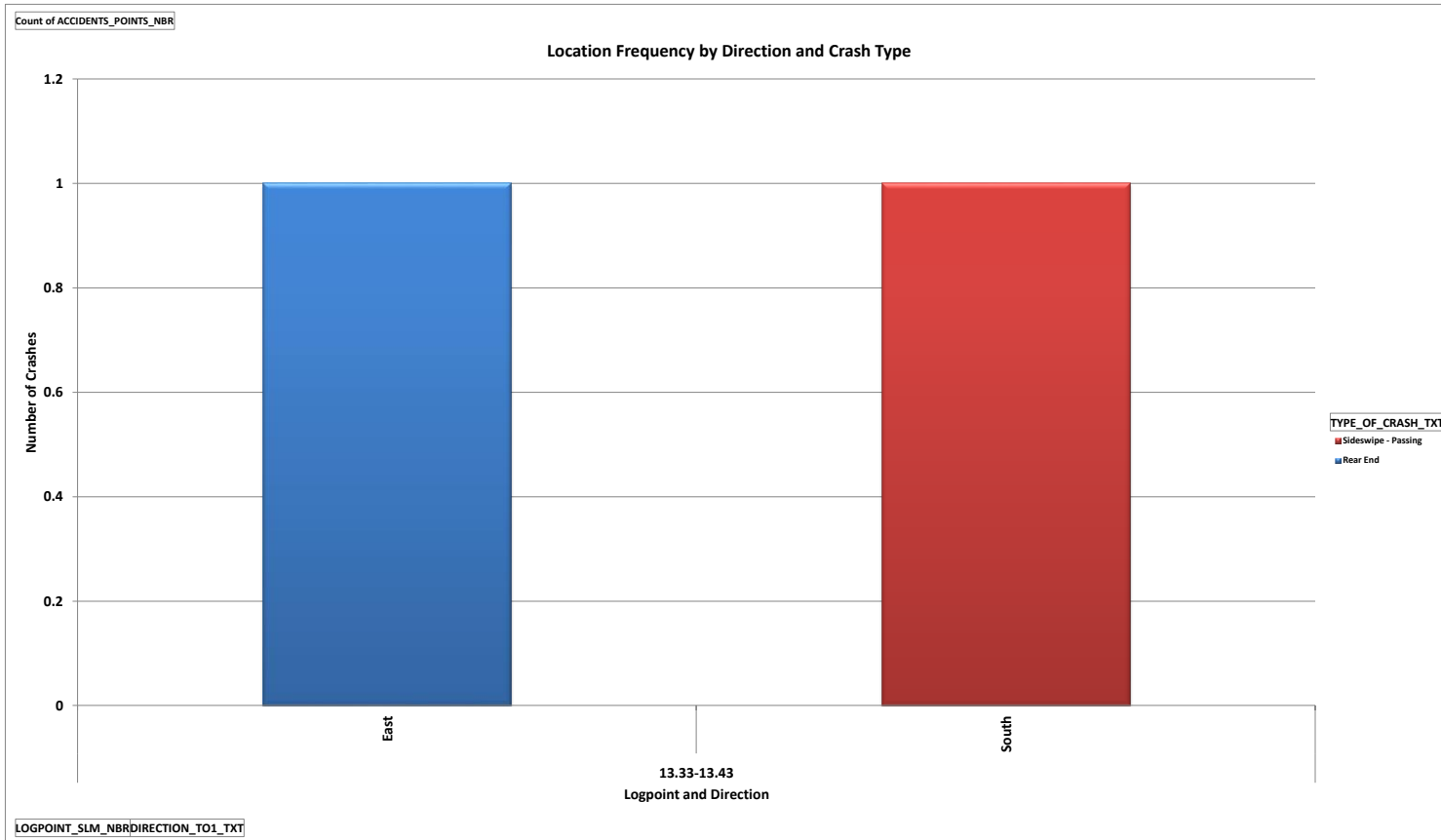
Type 'Heading' Here
Histogram 9



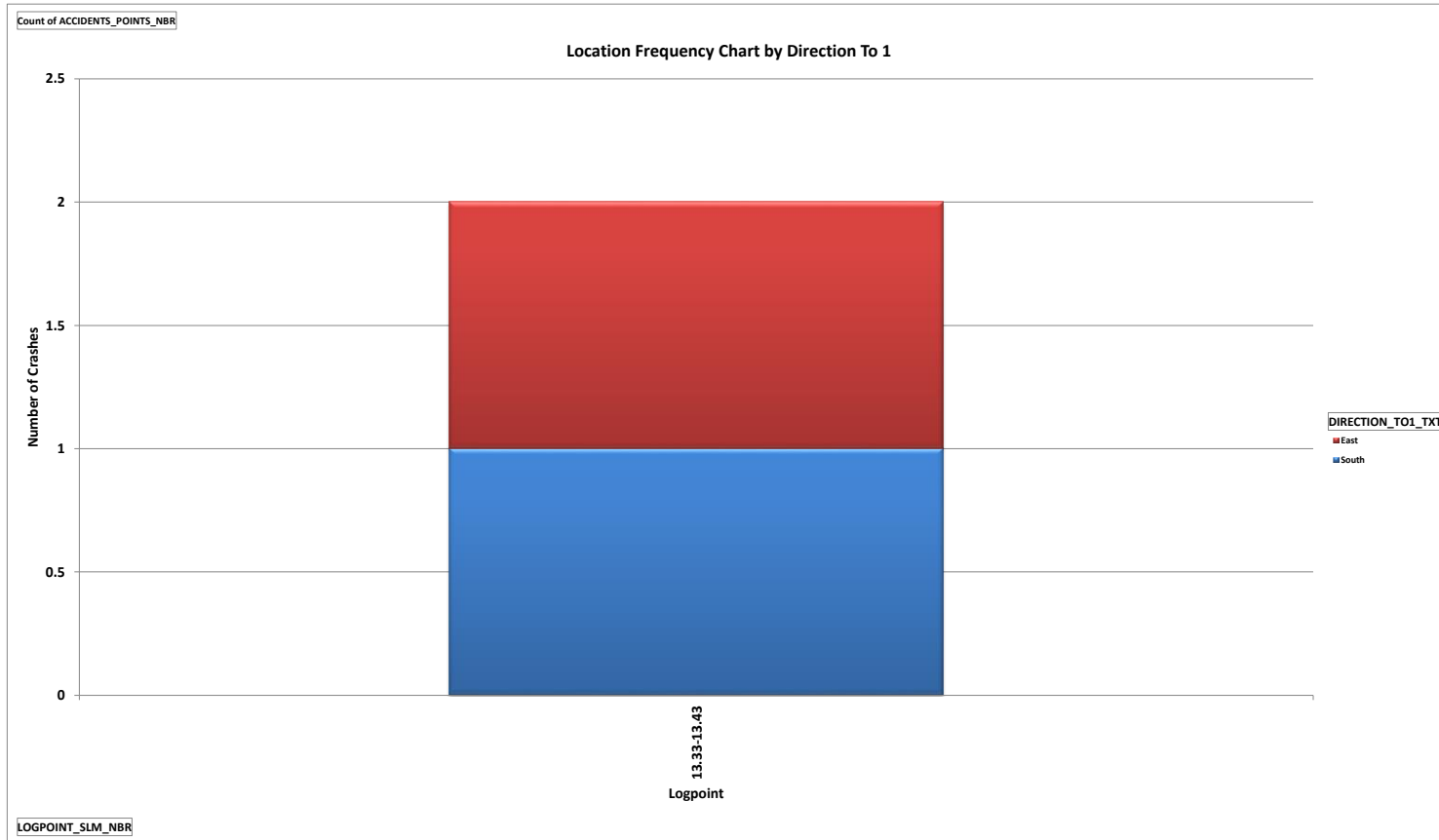
Type 'Heading' Here
Histogram 10



Type 'Heading' Here
Histogram 11



Type 'Heading' Here
Histogram 12



Click to Clear Data

County:	
R1:	
R1 Log:	
R2:	
Crash Year Data:	

Enter Number of Crashes for Intersection:

Enter Number of Years for Crash Data:

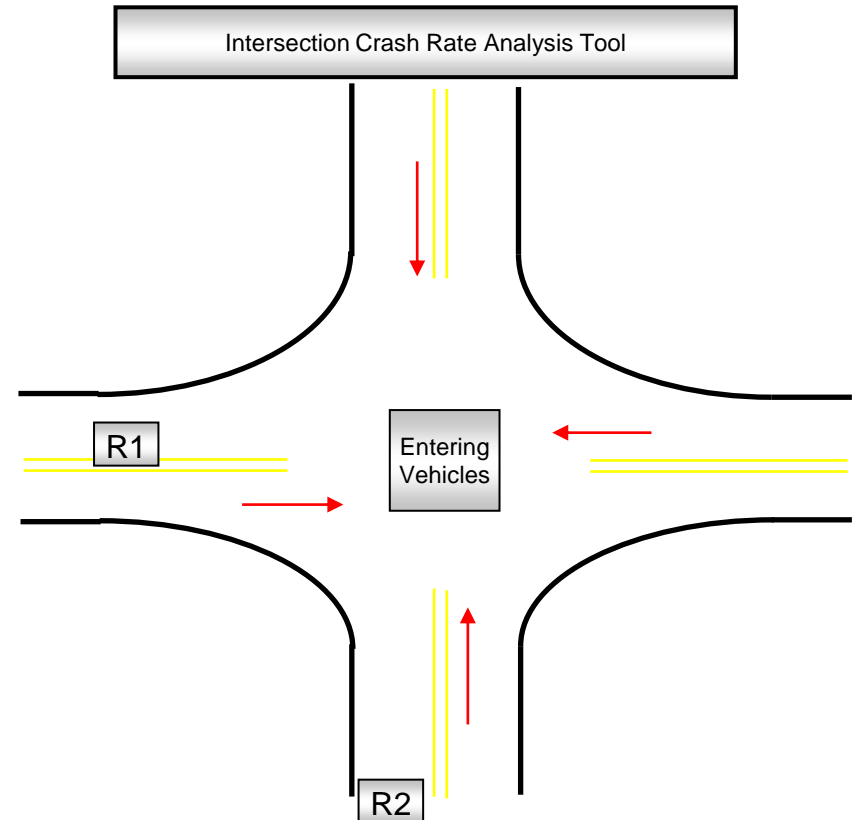
Enter Number of Intersection Entering Vehicles:

Number of Days in Year:

Crash Rate per Million Entering Vehicles (MEV):

365

#DIV/0!



*Statewide crash Rates are only available for sections. Intersections are excluded.

ODOT Traffic Study

Exhibit 3 Continued

Click to Clear Data

County:	
Route:	
BLog:	
ELog:	
Crash Year Data:	

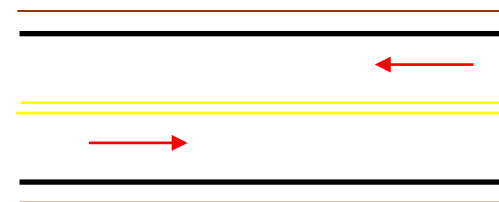
Enter Number of Crashes on Section:
Enter Number of Years for Crash Data:
Enter Average Daily Traffic on Section (ADT):
Enter Length of Section in Miles
Number of Days in Year:

365

Crash Rate per Million Vehicle Miles Traveled (MVMT):

#DIV/0!

Section Crash Rate Analysis Tool



Average Daily Traffic (ADT)

**Click [HERE](#) to
compare Statewide
Averages**

*Statewide crash rates are only
available for sections.
Intersections are excluded.

Select Location Type:

Freeway

Show RSI Formula

RSI Value = 23,613

2014 Relative Severity Index

User Override	Auto Fill	Crash Type Severity Calc	Crash Type #	Crash Type	Rural Non-Freeway	Urban Non-Freeway	Freeway
	0	\$0	0	Not stated	\$47,469	\$35,589	\$19,151
	0	\$0	1	Head on	\$265,345	\$84,094	\$252,798
	1	\$23,613	2	Rear end	\$28,472	\$19,501	\$23,613
	0	\$0	3	Backing	\$14,032	\$11,254	\$15,691
	0	\$0	4	Sideswipe - meeting	\$59,768	\$32,812	\$60,100
	0	\$0	5	Sideswipe - passing	\$26,601	\$14,671	\$19,299
	0	\$0	6	Angle	\$55,764	\$25,323	\$32,709
	0	\$0	7	Parked Vehicle	\$35,410	\$16,188	\$27,492
	0	\$0	8	Pedestrian	\$215,589	\$119,670	\$341,852
	0	\$0	9	Animal	\$11,748	\$10,845	\$11,463
	0	\$0	10	Train	\$275,022	\$83,117	\$13,862
	0	\$0	11	Pedalcycles	\$138,769	\$68,156	\$75,538
	0	\$0	12	Other non-vehicle	\$111,370	\$15,372	\$14,486
	0	\$0	13	Fixed object	\$43,952	\$34,873	\$30,764
	0	\$0	14	Other object	\$20,740	\$21,209	\$12,978
	0	\$0	15	Falling from or in vehicle	\$1,669,104	\$1,669,104	\$0
	0	\$0	16	Overturning	\$85,223	\$77,399	\$75,502
	0	\$0	17	Other non-collision	\$21,573	\$23,557	\$15,717
	0	\$0	18	Left Turn	\$62,153	\$32,614	\$31,612

0 1 \$23,613

Select Appropriate "Location Type" and Modify the "User Override" Cells in Yellow if Necessary

CRF #	Issue Title	Countermeasure Category	Countermeasure	Section ID	Intersection	Was Pasture	More Recent	Rev of Peak	Publication	Year	Star Quality	Property Damage Only Crashes															Injury / Fatal Crashes															
												CRF	SD	RD	MS	FI	DR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR	OTDR							
1	Provision of Road Safety	Signage	Installation of advance warning signs for intersections - Road	10	Yes	Yes	2009	2009	5	3.00	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50

ODOT Traffic Study

Exhibit 3 Continued