

LSIORB Preconstruction Traffic Data Report

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LSIORB Preconstruction Traffic Data

As outlined in the LSIORB *First Amended Memorandum Of Agreement* (MOA) dated March 23, 2012, the Bi-State Management Team (BSMT) agreed to conduct pre- and post- construction traffic monitoring studies to assess the extent to which the Louisville-Southern Indiana Ohio River Bridges (LSIORB) Project has caused changes in traffic patterns relative to select historic areas. Similar commitments were included in the June 2012 *Revised Record of Decision* (ROD) relative to environmental justice populations. This report provides a summary of traffic data collected in 2013; it will form the basis for comparison once post-construction traffic data is available.

1. Traffic Monitoring Plan: Purpose & Methodology

As part of the supplemental NEPA analysis conducted for the LSIORB project, analysts identified five sub-areas beyond the original Area of Potential Effect that have the potential to experience indirect effects from traffic diversion. These sub-areas, shown in **Figure 1.1**, cover surface streets and neighborhoods in Jeffersonville, Clarksville/SR 62, New Albany, downtown Louisville, and River Road. To be able to quantify changes in traffic patterns, the BSMT committed to monitoring traffic before and after construction of the LSIORB project within each of these subareas. The same comparative analysis also applies to environmental justice populations, as documented in the 2012 ROD.

In the MOA, the BSMT agreed to consult with the Bi-State Historic Consultation Team (BSHCT) and Historic Preservation Advisory Teams (HPATs) regarding the results of this analysis, in accordance with the six provisions defined in the First Amended MOA. The information will also be shared with the local communities to consider traffic changes as they relate to potential impacts on environmental justice neighborhoods.

The six MOA provisions are provided below along with a more detailed description of how each will be accomplished.

1. *The BSMT shall be responsible for preparing a plan for carrying out the traffic monitoring studies required by this stipulation. The BSMT shall prepare this traffic monitoring plan in consultation with the BSHCT and HPATs. The BSMT shall finalize the traffic monitoring plan within six months after issuance of the Record of Decision. Once approved by the BSMT, the final traffic monitoring plan shall be made publicly available on the project website and shall remain available on the project website until the requirements of this stipulation have been fulfilled.*

The following document will serve as the traffic monitoring plan.

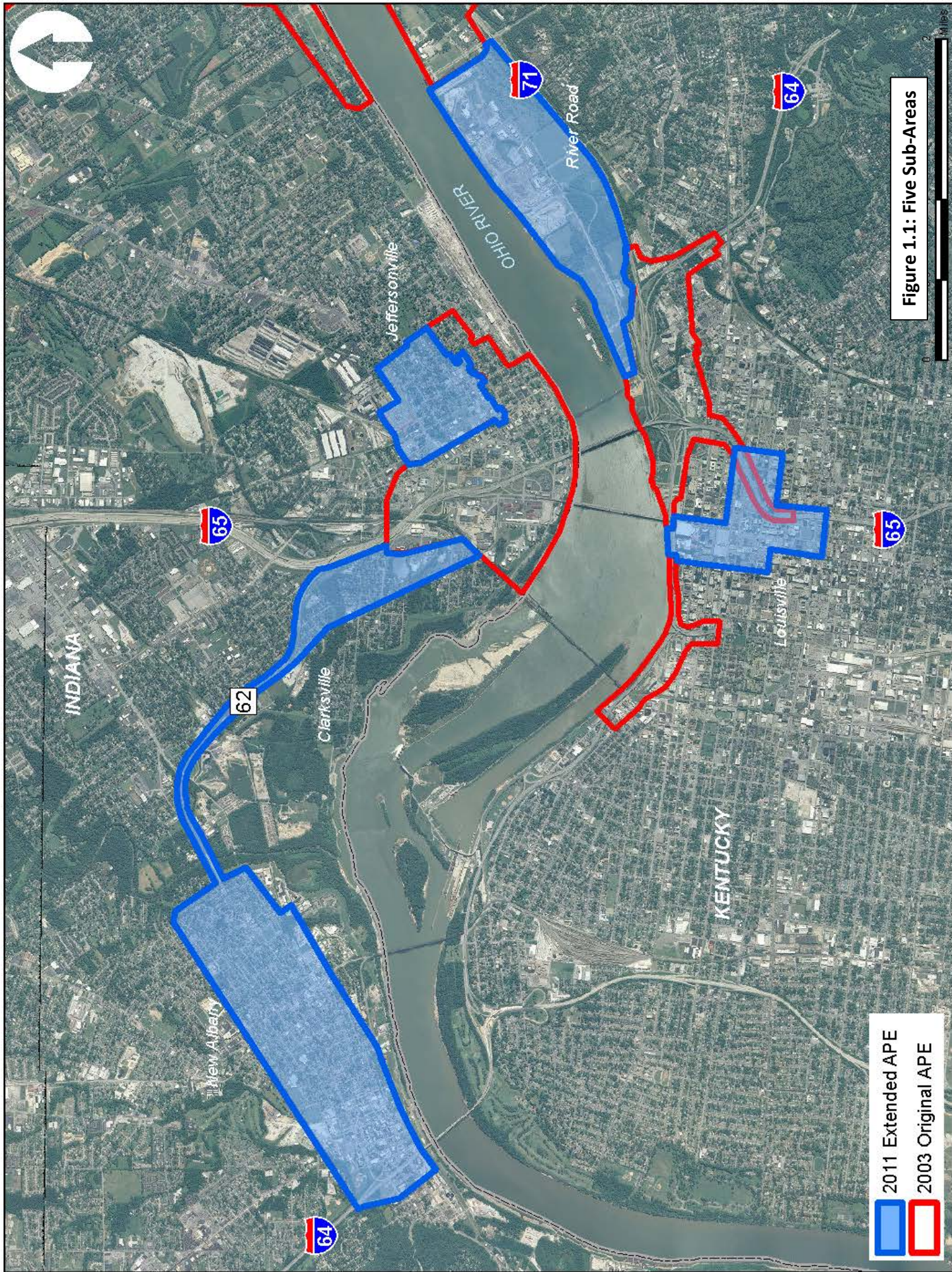


Figure 1.1: Five Sub-Areas

2. *The traffic monitoring plan shall address:*

- a. *the timing of pre-construction and post-construction traffic monitoring, subject to paragraph 3 of this stipulation;*
- b. *the locations at which the monitoring will occur;*
- c. *the methods for conducting the monitoring;*
- d. *the process for providing the BSHCT and HPATs with an opportunity to review and comment on the results of the pre-construction and post-construction monitoring studies; and*
- e. *identification of the measured difference in traffic volume that will be considered an indicator of significant change between the pre-construction and post-construction conditions.*

Traffic data collection activities were conducted in Summer and Fall 2013, following approval of the methodology by the BSMT. Count locations are shown in **Figure 1.2** and discussed further below.

Shown as blue dots on **Figure 1.2**, the counts are at interstate ramps and mainline locations and the majority of these locations were also collected in 2010. Five regional counts were collected to provide a baseline for growth. These locations were chosen because they are not expected to be directly impacted by the LSIORB project (**Figure 1.2** inset map).

The interstate counts were collected using mechanical tubes or radar detection. Both are capable of categorizing results between car, light truck, and heavy truck. Where appropriate, the following grouping was used to summarize the data and is consistent with previous data collection:

- FHWA Class group one through three will be classified as a car;
- FHWA Class group four through seven will be classified as a light truck; and
- FHWA Class group eight through 13 will be classified as a heavy truck.

The second set of counts included turning movement counts collected for 24 hours using video technology (illustrated by red dots on **Figure 1.2**). This method was used on the urban streets and also included three classifications (car, light truck, and heavy truck). Because the data is collected for 24 hours, an average daily traffic (ADT) volume can be calculated in addition to turning movements.

The data is summarized in this report and will be distributed to all interested parties in either digital or hard copy, depending on preference. The pre-construction data is compared to data collected in 2010 and other readily available data provided by KYTC, INDOT, and KIPDA for the sub-areas identified in the extended APE.

3. *The pre-construction traffic monitoring shall occur no more than six months prior to the start of construction of the Project. For purposes of this stipulation, the “start of construction” refers to initiation of activities (e.g., lane closures) that materially affect the flow of traffic. FHWA shall be solely responsible for determining the “start of construction” date for purposes of this stipulation.*

The discussion above defined the “start of construction” and timing of the data collection for pre-construction.

4. *The post-construction traffic monitoring shall commence no sooner than 12 months after the completion of construction and conclude no later than 15 months after the completion of construction of the Project. For purposes of this stipulation, the “completion of construction” refers to the date on which all lanes that have been constructed or reconstructed as part of this Project are open to traffic and tolling is in effect. FHWA shall be solely responsible for determining the “completion of construction” date for purposes of this stipulation.*

Based on the current schedule, the “completion of construction” is estimated to be December 2016; however, this date is subject to change due to unforeseen delays in construction. Ultimately, FHWA will be responsible for determining the final “completion of construction” date. Per provision 4, the post-construction counts will take place no sooner than 12 months after the completion of construction and conclude no later than 15 months after the completion of construction. As noted above, it is recommended that the counts be completed while school is in session and, if possible, during the same month as the pre-construction counts. If the latter isn’t feasible, the counts will need to be seasonally adjusted to match the month in which the pre-construction counts occurred.

The locations will be the same as those defined for the pre-construction counts. One additional 24-hour classification count will be conducted at East End Bridge (not shown on Figure 2). This will provide a complete picture of traffic crossing the Ohio River in the metro Louisville area.

The post-construction results will be summarized in an update to this pre-construction report. The pre- and post-construction results will be compared. Data collected at the five regional sites and local ATRs will establish the baseline for comparison.

5. *Within 3 months after completion of the post-construction monitoring studies, the BSMT shall consult with the BSHCT and HPATs regarding the results of those studies. The members of the BSHCT and HPATs will be given an opportunity to present their views regarding the effects of any changes in traffic patterns on historic properties within the Extensions to the APE. The BSMT will consider the views of the BSHCT and HPATs in deciding which strategies, if any, should be implemented to address the effects of changes in traffic patterns within the Extensions to the APE.*

The updated report will be provided to the BSHCT and HPATs in either digital or hard copy, depending on preference. Following review of the report, meetings will be held to discuss the results, views of the BSHCT and HPATs, and strategies, if any, that should be implemented to address the effects of changes in traffic patterns within the Extensions to the APE. Representatives from the BSMT and traffic management consultant will be available for each.

6. *After consultation with the BSHCT and HPATs, the BSMT shall determine whether any measures, including any of the recommendations of the BSHCT and HPATs, should be implemented to address the effects of changes in traffic patterns within the Extensions to the APE.*

Through the consultation process defined as part of Provision 5, the BSMT will determine whether any measures, including any of the recommendations of the BSHCT and HPATs, should be implemented. These measures will be documented and include an implementation timeline and methodology for completing the measures.

2. Data Collection Results

During 2013, 24-hour traffic data was collected at the following locations:

Regional Counts

- I-71 at the eastern boundary of Oldham County
- I-64 at the eastern boundary of Jefferson County
- I-65 in Bullitt County south of Interchange 112/Clermont Road
- I-64 at the western boundary of Floyd County
- I-65 at the northern boundary of Clark County

Mainline Interstate & Ramp Counts

- I-65 Ohio River Bridge
- I-65 at the southbound entry ramp from 1st Street between Liberty Street and Muhammad Ali Boulevard
- I-65 at the southbound entry ramp from 1st Street/Chestnut Street
- I-65 at the southbound entry ramp from 1st Street between Jacob Street and College Street
- Entrance ramp from 9th Street to I-64 westbound
- Exit ramp from I-64 eastbound to 9th Street
- Entrance ramp from 22nd Street to I-64 westbound
- Exit ramp from I-64 eastbound to 22nd Street
- Interstate ramp from I-264 to westbound I-64
- Interstate ramp from eastbound I-64 to I-264
- Mainline I-64 westbound through movement at the I-264 interchange
- Mainline I-64 eastbound through movement at the I-264 interchange
- Exit ramp from I-64 westbound to Elm Street
- Entrance ramp from Spring Street to I-64 eastbound
- Interstate ramp from I-64 westbound to I-265
- Interstate ramp from I-265 to I-64 eastbound

Other Collector Count Locations

- South Clark Boulevard near Colgate Park (Clarksville)

Turning Movements Counts on Local Streets

- River Road at Zorn Avenue (Louisville)
- River Road at Frankfort Avenue (Louisville)
- Main Street at 2nd Street (Louisville)
- Liberty Street at 1st Street (Louisville)
- Spring Street at Market Street (Jeffersonville)
- Spring Street at Court Avenue (Jeffersonville)
- Spring Street at 7th Street (Jeffersonville)
- Spring Street at 10th Street (Jeffersonville)
- Brown Station Way at North Clark Street (Clarksville)
- Lewis and Clark Parkway at Lincoln Drive (Clarksville)
- Spring Street at Silver Street (New Albany)
- State Street at Oak Street (New Albany)
- State Street at Elm Street (New Albany)
- State Street at Spring Street (New Albany)
- State Street at Market Street (New Albany)
- State Street at Main Street (New Albany)

Raw count data for each of these locations is presented in **Appendix A**.

3. Overview Analysis of Traffic Data

The following subsections describe trends in monthly traffic variations, annual trends, hourly distributions, and vehicle classifications.

Monthly Traffic Variations

Historic information on monthly traffic variation was collected from KYTC and INDOT. An adjustment factor, multiplied by the average daily traffic (ADT), produces the annual average daily traffic (AADT). Despite variations between data sources, traffic volumes tend to be higher in summer months and lower in winter months. Interstate and ramp counts were collected on weekdays in May 2013. A monthly adjustment factor of 0.97 was applied to Interstate and ramp ADT volumes in each state to determine the AADT volumes. The factor is based on recommended adjustments for urban interstates in Kentucky (2009 data) and Indiana (2005-2009 data) and are the same factors used for the data collection conducted in 2010 and 2011. **Figure 3.1** presents the AADT volumes for Interstate and ramp count locations.

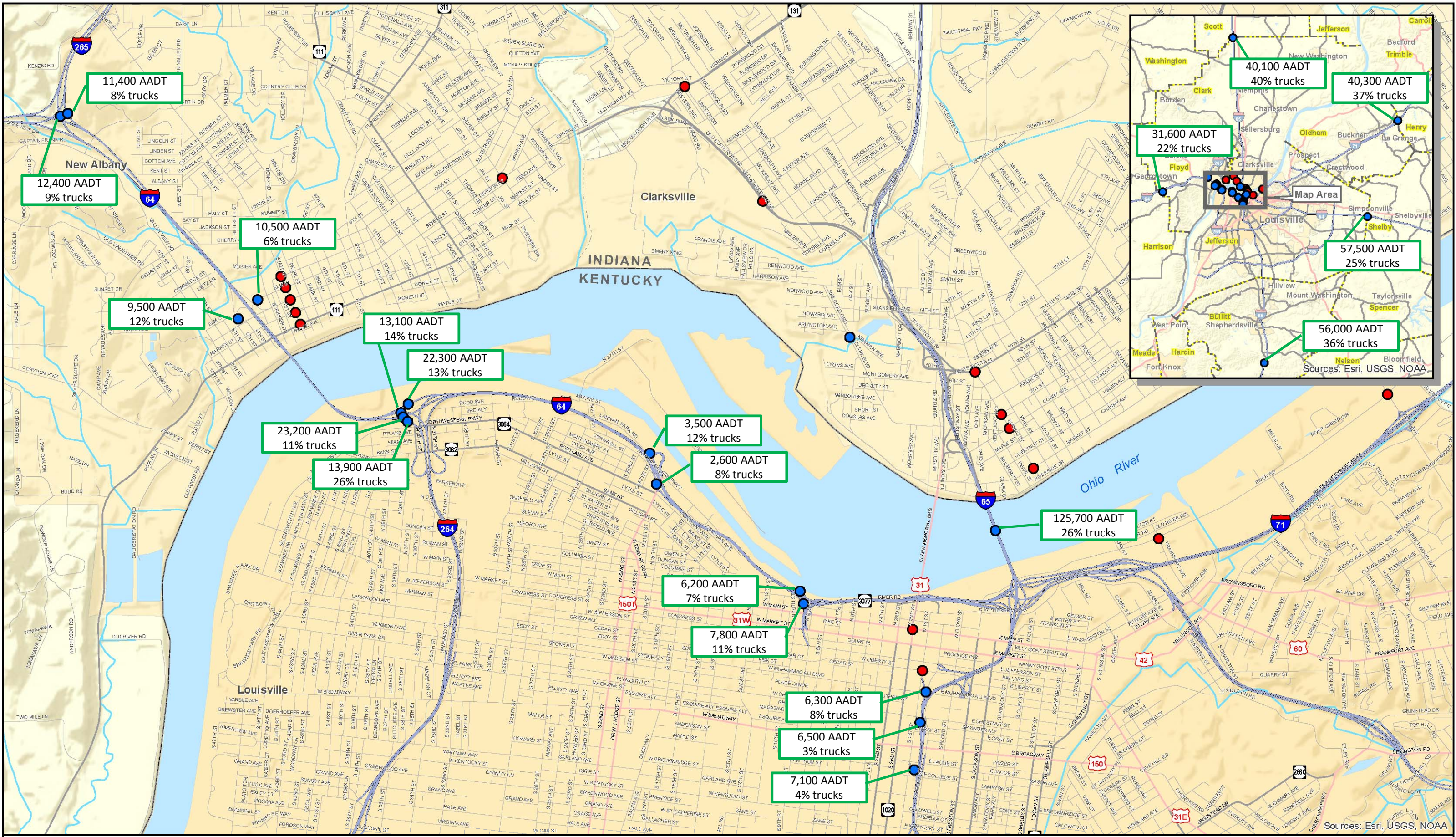


Figure 3.1: 2013 Average Annual Daily Traffic Data on Interstates and Select Ramps



Annual Volume Trends

The Ohio River serves as a screenline, dividing the project area between Kentucky and Indiana. River crossings in the Louisville metro area are served by two primary interstate bridges today (I-65 and I-64) and one arterial highway (US 31). **Table 3.1** presents the 2013 AADT volume along this screenline.

Table 3.1: 2013 AADT on Ohio River Bridges

Bridge	2013 AADT*	% Trucks
I-65 Kennedy Bridge	125,700	26%
I-64 Minton Bridge	73,400	15%
US 31 Clark Bridge	25,600	2%
TOTAL	224,700	20%

*AADT volumes include monthly adjustment factor

Historic traffic count volumes from KYTC records are presented in **Figure 3.2**. As shown, both Interstate bridges have exhibited growth over the past two decades; minimal growth has occurred on the US 31 Bridge. Although traffic volumes decreased somewhat in recent years corresponding to the national recession, volumes appear to be trending upward again.

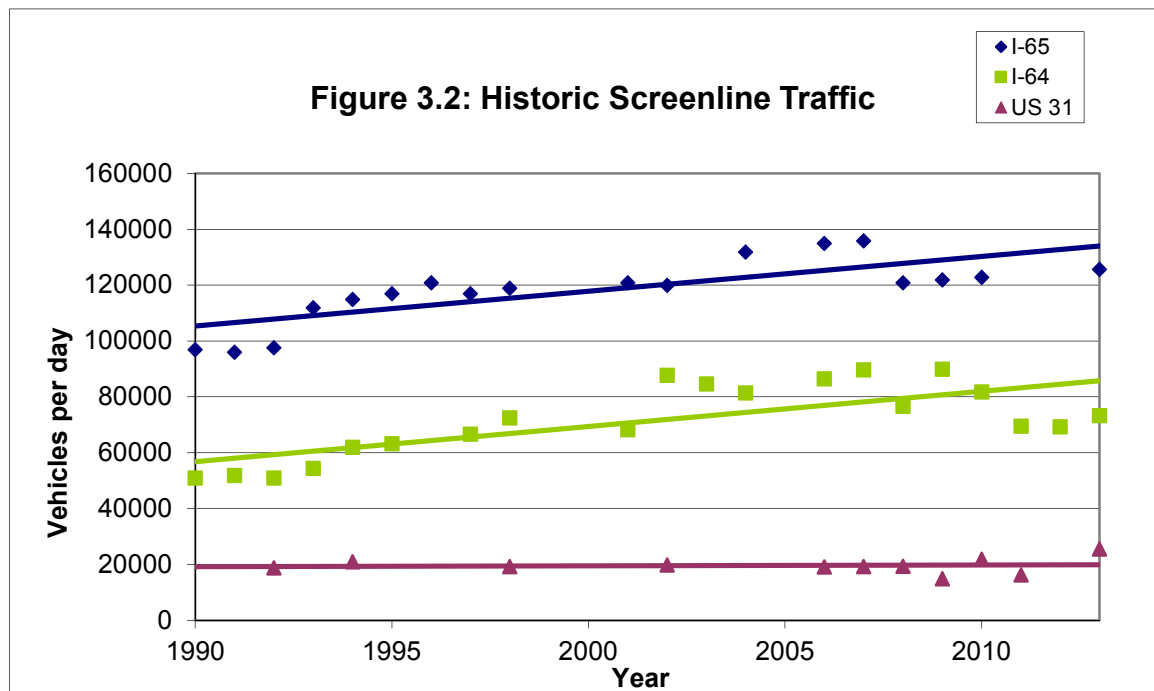


Table 3.2 presents a comparison of bridge data collected during the 2010 Phase I Travel Demand Model data collection activities and the 2013 counts collected as the basis for this traffic monitoring analysis. As shown, there is a decrease in the number of total cross-river trips although traffic increase on both the I-65 and US 31 bridges. It should be noted that the I-64 Bridge was closed from September 2011 until February 2012, leading to substantial changes in traffic patterns during that time. It is unclear how the closure may have affected long term cross-river travel patterns.

Table 3.2: Comparison of 2010 vs 2013 Bridge AADT Volumes

Bridge	2010 AADT*	2013 AADT*	% Growth (3 years)
I-65 Kennedy Bridge	122,900	125,700	+2%
I-64 Minton Bridge	81,900	73,400	-10%
US 31 Clark Bridge	21,900	25,600	+17%
TOTAL	226,700	224,700	-0.9%

*AADT volumes include monthly adjustment factor

A comparison of data collected in 2010 and 2013 for the five regional Interstate locations is presented in **Table 3.3**. With the exception of I-64 in Floyd County, each of the regional count locations experienced positive traffic growth during 2010-2013. The average annual growth rate is 2.6%.

Table 3.3: Comparison of 2010 vs 2013 Regional Interstate AADT Volumes

Location	2010 AADT*	2013 AADT*	% Growth (3 years)
I-71 in Oldham Co, KY	37,800**	40,300	+7%
I-64 in Jefferson Co, KY	51,000	57,500	+13%
I-65 in Bullitt Co, KY	51,700	56,000	+8%
I-64 in Floyd Co, IN	31,700	31,600	-0.3%
I-65 in Clark Co, IN	36,700	40,100	+9%

* AADT volumes include monthly adjustment factor

** Volume presented from KYTC traffic count records since 2010 O/D data collected along I-71 for the LSIORB Time-of-Day Travel Demand Model Phase I Report was collected at a different location

Table 3.4 presents data collected in 2010 and 2013 for Interstates and ramps in the vicinity of the project. All ramp locations exhibit a reduction in traffic volumes since 2010.

Table 3.4: Comparison of Project Vicinity Interstate/Ramp AADT Volumes

Location	2010 AADT*	2013 AADT*	% Growth (3 years)
Ramps along I-65			
SB on-ramp at 1 st Street/Liberty	7,850	6,260	-20%
SB on-ramp at 1 st Street/Chestnut	7,950	6,480	-18%
SB on-ramp at 1 st Street/Jacob	8,590	7,150	-17%
Ramps along I-64			
WB on-ramp from 9 th Street	6,530	6,220	-5%
EB off-ramp to 9 th Street	8,480	7,790	-8%
WB on-ramp from 22 nd Street**	3,950	3,500	-11%
EB off-ramp to 22 nd Street**	2,860	2,560	-10%
WB mainline thru at I-264	24,910	22,270	-11%
EB mainline thru at I-264	26,600	23,240	-13%
WB on-ramp from I-264	14,660	13,070	-11%
EB off-ramp to I-264	15,750	13,890	-12%
WB off-ramp to Elm Street**	13,770	10,510	-24%

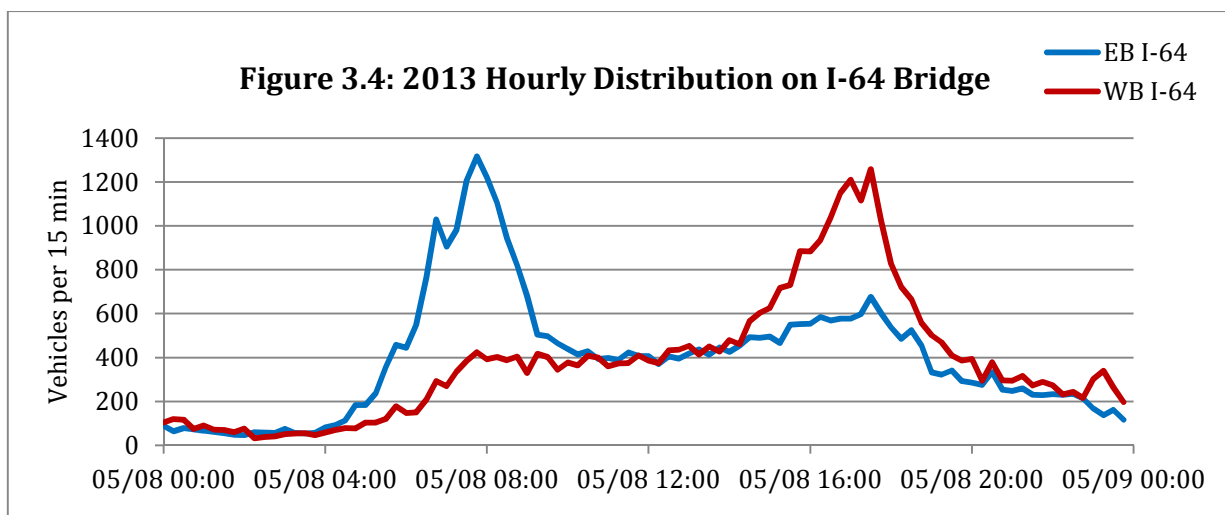
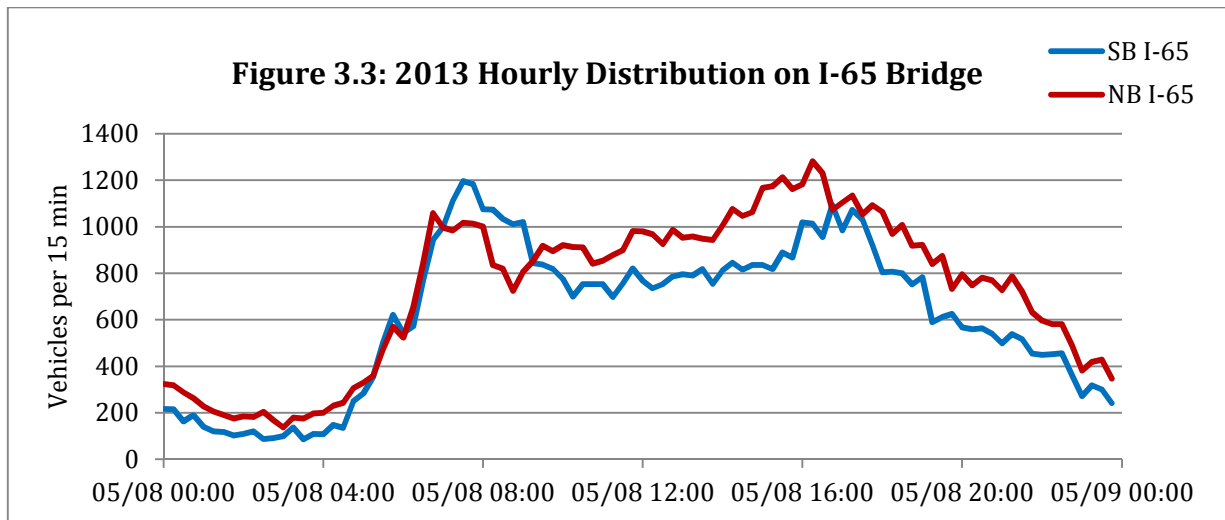
Location	2010 AADT*	2013 AADT*	% Growth (3 years)
EB on-ramp from Spring Street**	15,440	9,540	-38%
WB off-ramp to I-265	12,270	11,410	-7%
EB on-ramp from I-265	12,550	12,350	-2%

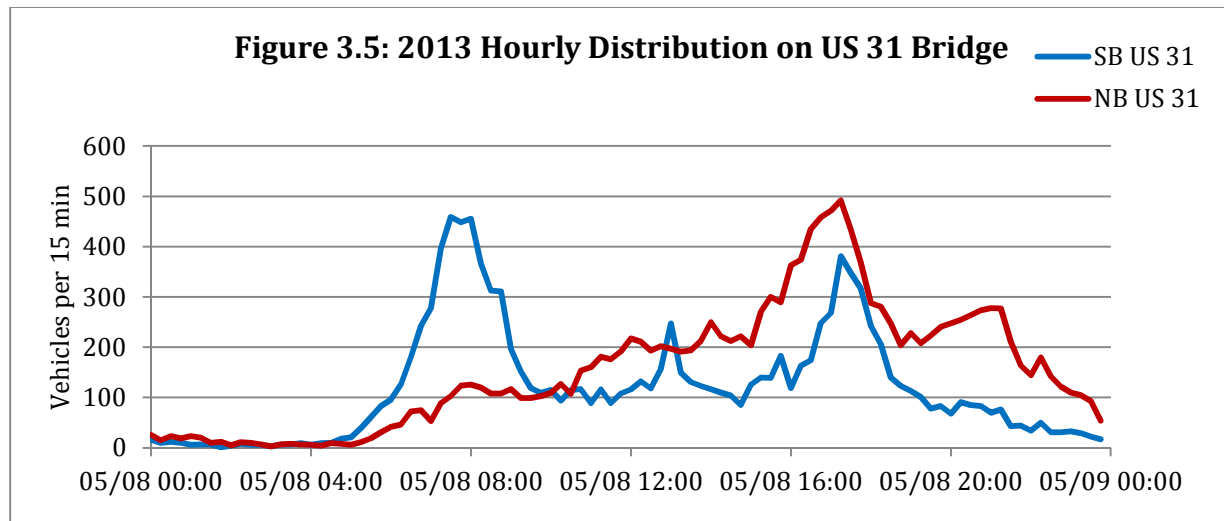
*AADT volumes include monthly adjustment factor

**See Appendix B

Hourly Volume Distribution

Directional hourly distributions at each of the three Ohio River bridges are presented in **Figures 3.3** through **3.5**. Trends illustrate a peak flow entering the city of Louisville in the morning and leaving the city in the afternoon. Less distinct peak times are discernible on the I-65 Bridge. This route carries a larger portion of long distance trips which do not vary as noticeably as local trips throughout the day. Based on hourly volume distributions at the three bridges, the AM peak hour is 7:30-8:30 and the PM peak hour is 4:45-5:45.





Vehicle Classification

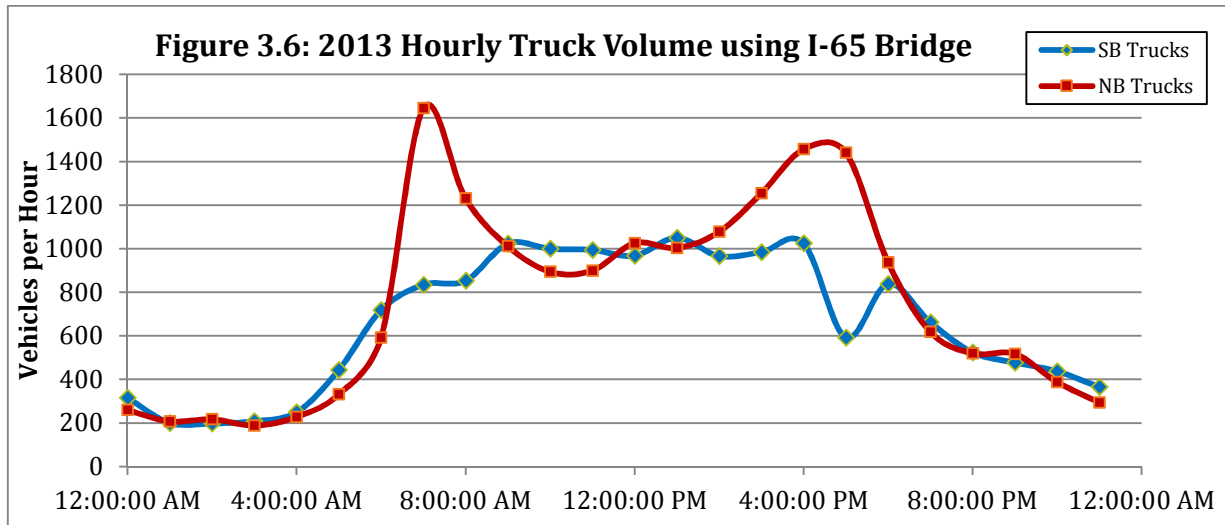
Generally, vehicles were classified into one of three classification types: passenger cars (including motorcycles and four-tire trucks), light trucks (including buses and all other single-unit trucks), and heavy trucks (multiple unit trucks with 3+ axles). The distribution of cross-river traffic among these classes are presented in **Table 3.5**. Data is presented for the 24-hour data collection period, the AM peak hour, and the PM peak hour. **Figure 3.6** illustrates the truck traffic distribution throughout the day for the I-65 Bridge, which showed the highest concentration of truck traffic of the three bridges.

Table 3.5: 2013 ADT Vehicle Classification Data for Ohio River Bridges

Into KY			Into IN		Total	
I-65 Kennedy Bridge						
Daily Traffic	59,440	100%	70,120	100%	129,560	100%
Cars	43,520	73%	51,900	74%	95,410	74%
Light Trucks	8,310	14%	9,590	14%	17,900	14%
Heavy Trucks	7,620	13%	8,640	12%	16,250	12%
AM Peak Hour Traffic	4,570	100%	4,020	100%	8,580	100%
Cars	3,760	82%	2,350	59%	6,110	71%
Light Trucks	670	15%	1,010	25%	1,670	19%
Heavy Trucks	140	3%	660	16%	810	9%
PM Peak Hour Traffic	4,080	100%	4,770	100%	8,850	100%
Cars	3,060	75%	3,310	69%	6,370	72%
Light Trucks	710	17%	890	19%	1,600	18%
Heavy Trucks	310	8%	570	12%	880	10%
I-64 Minton Bridge						
Daily Traffic	38,280	100%	36,440	100%	74,720	100%
Cars	31,910	83%	31,570	87%	63,470	85%
Light Trucks	3,360	9%	1,820	5%	5,180	7%
Heavy Trucks	3,010	8%	3,050	8%	6,060	8%

	Into KY		Into IN		Total	
AM Peak Hour Traffic	4,560	100%	1,630	100%	6,190	100%
Cars	4,150	91%	1,400	86%	5,550	90%
Light Trucks	250	5%	110	7%	360	6%
Heavy Trucks	160	4%	120	7%	280	5%
PM Peak Hour Traffic	2,460	100%	4,730	100%	7,190	100%
Cars	2,040	83%	4,440	94%	6,480	90%
Light Trucks	250	10%	160	3%	410	6%
Heavy Trucks	170	7%	140	3%	300	4%
US 31 Clark Bridge						
Daily Traffic	11,540	100%	14,810	100%	26,350	100%
Cars	11,340	98%	14,590	99%	25,920	98%
Trucks	210	2%	220	1%	430	2%
AM Peak Hour Traffic	1,730	100%	470	100%	2,200	100%
Cars	1,700	98%	460	97%	2,160	98%
Trucks	30	2%	20	3%	50	2%
PM Peak Hour Traffic	1,250	100%	1,860	100%	3,100	100%
Cars	1,230	98%	1,840	99%	3,070	99%
Trucks	10	2%	10	1%	30	1%

Note: Values calculated based on raw count data; therefore, rounded components may not sum exactly



4. Analysis of Traffic in Sub-Areas

The following subsections examine traffic traveling through each of the five sub-areas: Jeffersonville, Clarksville/SR 62, New Albany, downtown Louisville, and River Road. Once post-construction traffic volumes have been collected, this comparison will assist analysts in quantifying changes in traffic patterns.

Jeffersonville

Four intersections were counted within the Jeffersonville sub-area. All four counts were located along Spring Street, which serves as a screenline between I-65 interchanges and destinations in southern Jeffersonville. **Figure 4.1** shows AM and PM peak hour turning movements and east/west ADT volumes at each location.

In the 24-hour observation period in late April 2013, approximately 46,500 vehicles crossed the screenline immediately west of Spring Street. An estimated 2.7% of this volume is truck traffic.

During the AM peak hour (7:30-8:30 AM), approximately 1,750 vehicles cross the screenline headed westbound towards I-65 and 1,510 crossed the screenline headed eastbound into southern Jeffersonville. Approximately 3% of the total volume crossing the screenline during the AM peak hour is truck traffic. During the PM peak hour (4:30-5:30 PM), approximately 1,890 vehicles cross the screenline headed westbound towards I-65 and 2,050 crossed the screenline headed eastbound into southern Jeffersonville. Approximately 2% of the total volume crossing the screenline during the PM peak hour is truck traffic.

Clarksville/SR 62

To estimate potential I-65 diversion through Clarksville, three distinct data collection points west of I-65 were selected on key area roadways:

- South Clark Boulevard near Colgate Park, to identify any diversion traffic that may use I-65 ramps to/from Market Street, Court Avenue, or 10th Street
- Brown Station Way at North Clark Street, to identify any diversion traffic that may use I-65 ramps to/from Old SR 62/Brown Station Way
- Lewis and Clark Parkway at Lincoln Drive, to identify any diversion traffic that may use I-65 ramps further north

Figure 4.2 shows AM and PM peak hour turning movements and ADT volumes at each location.

In the 24-hour observation period in early May 2013, a total 3,200 vehicles traveled along South Clark Boulevard near Colgate Park. An estimated 14% of the total volume is truck traffic. The location exhibits an unusual directional distribution: while 60% of passenger cars during the 24-hour period are headed northbound along the route, 96% of the volume of trucks during the 24-hour period are headed southbound along the route.

During the 24-hour observation period in late April, a total of 18,300 vehicles traveled along Brown Station Way just north of the intersection with North Clark Street. An estimated 3% of the total traffic is truck traffic. During the same period, an estimated 19,000 vehicles traveled along Lewis and Clark Parkway east of Lincoln Drive; an estimated 2% of the total traffic is truck traffic.

Table 4.1 summarizes traffic movements at each of the three Clarksville data collection points during the AM and PM peak hour.

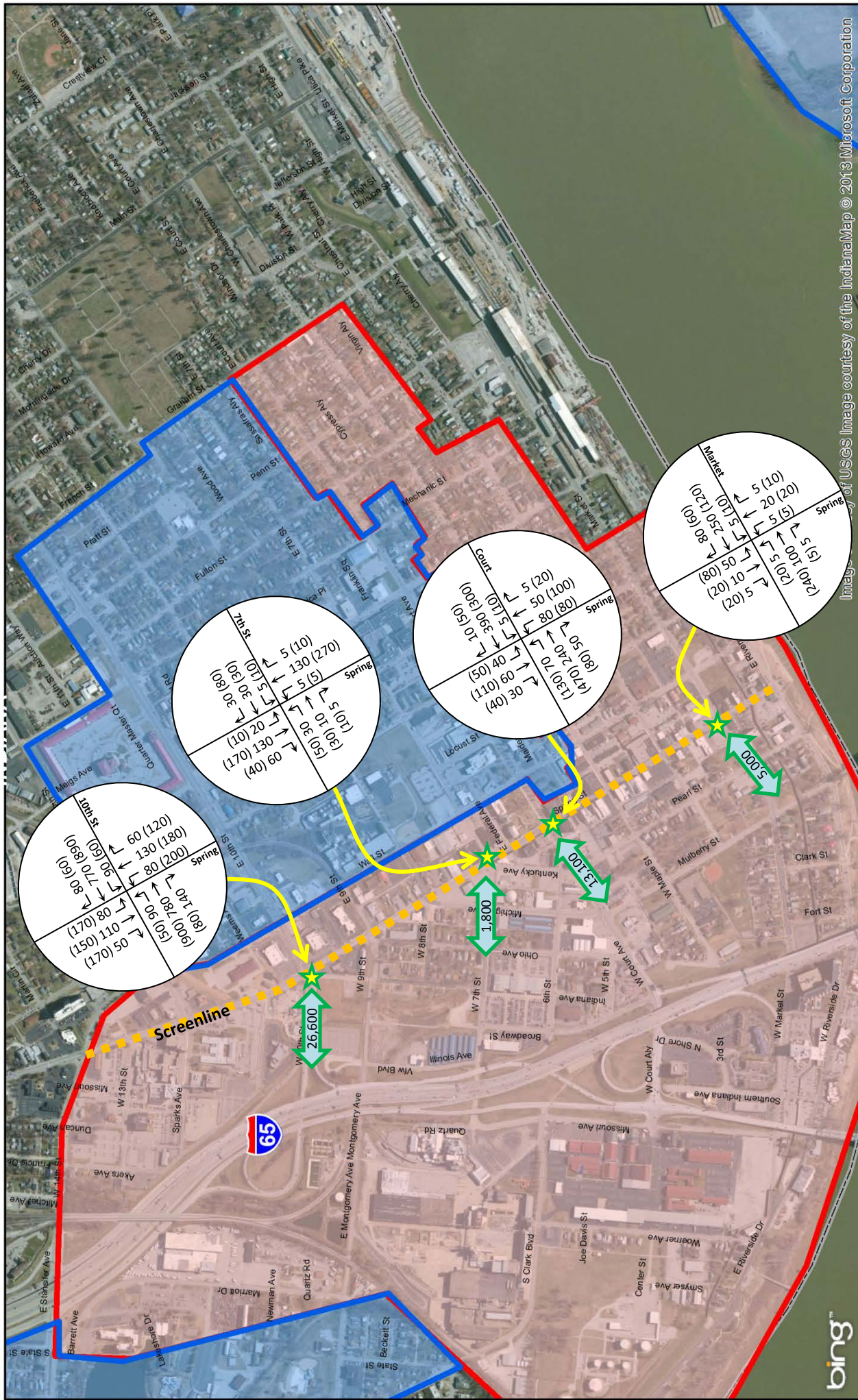


Figure 4.1: 2013 Traffic at Jeffersonville Screenline during AM (PM) peak hour

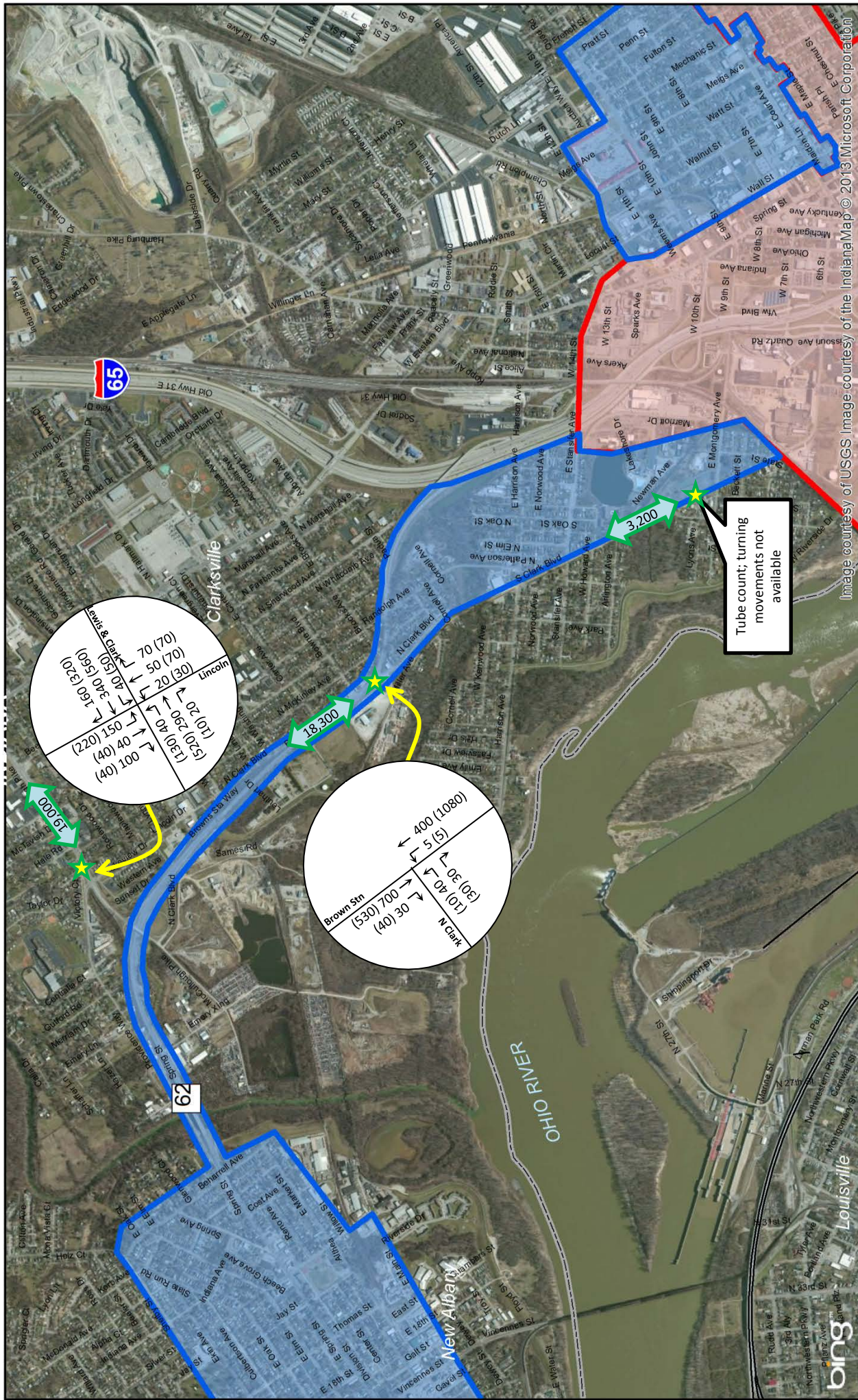


Figure 4.2: 2013 Traffic in Clarksville sub-area during AM (PM) peak hour

Table 4.1: 2013 Peak Hour Traffic Volumes at Clarksville Count Locations

	Traffic moving towards I-65	Traffic moving away from I-65
South Clark Blvd.	(Southbound)	(Northbound)
AM Peak Hour Volume	70	60
AM % Trucks	41%	3%
PM Peak Hour Volume	120	130
PM % Trucks	23%	0%
Brown Station Way	(Southbound)	(Northbound)
AM Peak Hour Volume	730	400
AM % Trucks	3%	4%
PM Peak Hour Volume	580	1080
PM % Trucks	1%	1%
Lewis & Clark Pkwy	(Eastbound)	(Westbound)
AM Peak Hour Volume	340	540
AM % Trucks	5%	4%
PM Peak Hour Volume	660	920
PM % Trucks	1%	1%

New Albany

Six intersections were counted within the New Albany sub-area. In eastern New Albany, the intersection of Spring Street with Silver Street was selected as a count location to estimate potential I-65 diversion through Clarksville that cut through New Albany. The remaining five counts were located along State Street, which serves as a screenline between I-64 and destinations in New Albany. **Figure 4.3** shows AM and PM peak hour turning movements and east/west ADT volumes at each location.

Eastern New Albany

In the 24-hour observation period in late April 2013, approximately 22,600 vehicles traveled east/west along Spring Street just east of Silver Street. An estimated 3% of this volume is truck traffic.

During the AM peak hour (7:15-8:15 AM), approximately 620 vehicles travel along Spring Street just east of Silver Street, headed westbound towards I-64; approximately 740 are headed eastbound. Approximately 3% of the total volume during the AM peak hour is truck traffic. During the PM peak hour (4:30-5:30 PM), approximately 1,100 vehicles pass this location headed westbound towards I-64 and 870 are headed eastbound. Approximately 2% of the total volume during the PM peak hour is truck traffic.

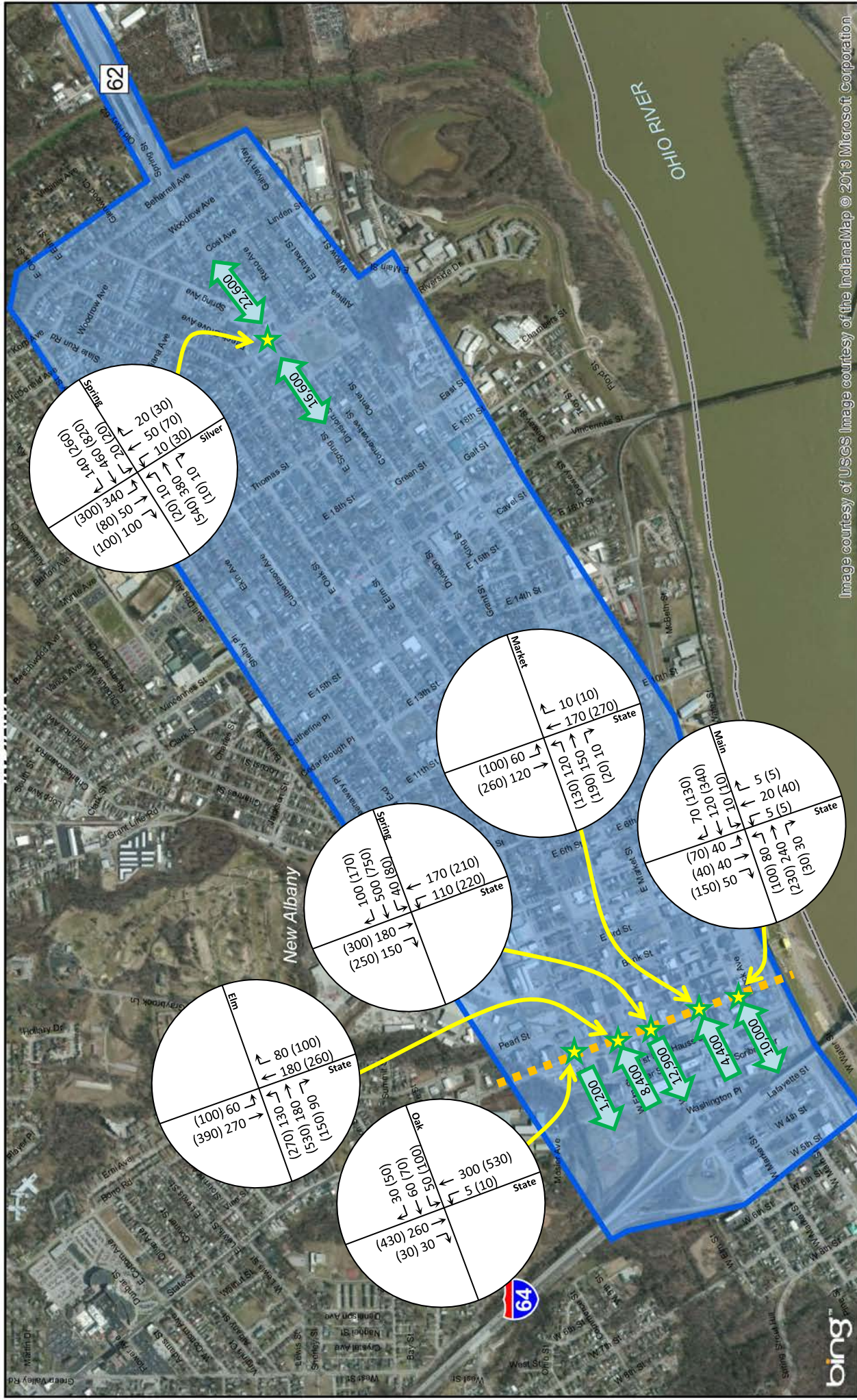


Image courtesy of USGS Image courtesy of the IndianaMap © 2013 Microsoft Corporation

Figure 4.3: 2013 Traffic in New Albany sub-area during AM (PM) peak hour

Western New Albany

In the 24-hour observation period in late April 2013¹, approximately 36,900 vehicles crossed the screenline immediately west of State Street. An estimated 3% of this volume is truck traffic.

During the AM peak hour (8:00-9:00 AM), approximately 1,030 vehicles cross the screenline just west of State Street headed westbound towards I-64 and 1,030 vehicles crossed the screenline headed eastbound. Approximately 5% of the total volume crossing the screenline during the AM peak hour is truck traffic. During the PM peak hour (4:30-5:30 PM), approximately 1,820 vehicles cross the screenline headed westbound towards I-64 and 1,650 crossed the screenline headed eastbound. Approximately 2% of the total volume crossing the screenline during the PM peak hour is truck traffic.

Downtown Louisville

In downtown Louisville, the turning movement count at the base of the US 31 Bridge (2nd Street at Main Street) provides information about the distribution of bridge traffic. The turning movement count at Liberty Street and 1st Street, coupled with the ramp counts at the three 1st Street on-ramps to I-65, provide information about southbound traffic traveling to I-65. Because of the geometry of the improvements in Indiana, southbound traffic can conveniently access the US 31 Bridge. Connections for northbound traffic are less direct. Therefore, southbound trends were selected for analysis assuming northbound diversion volumes will be lower.

Figure 4.4 shows AM and PM peak hour turning movements and ADT volumes at each location.

In a 24-hour period, a total of 11,500 vehicles (including 210 trucks) traveled across the US 31 Bridge into Kentucky. 53% of the southbound bridge traffic continued south along 2nd Street. On 1st Street, 15,200 vehicles travel southbound beyond Liberty Street. In total, 19,900 vehicles enter I-65 at one of the three 1st Street ramp locations.

Table 4.2 summarizes southbound traffic trends along First and Second Streets data collection points during the AM peak hour (7:30-8:30 AM) and PM peak hour (4:45-5:45 PM). **Table 4.3** summarizes peak hour trends for the three First Street interstate on-ramps.

¹ See Appendix B

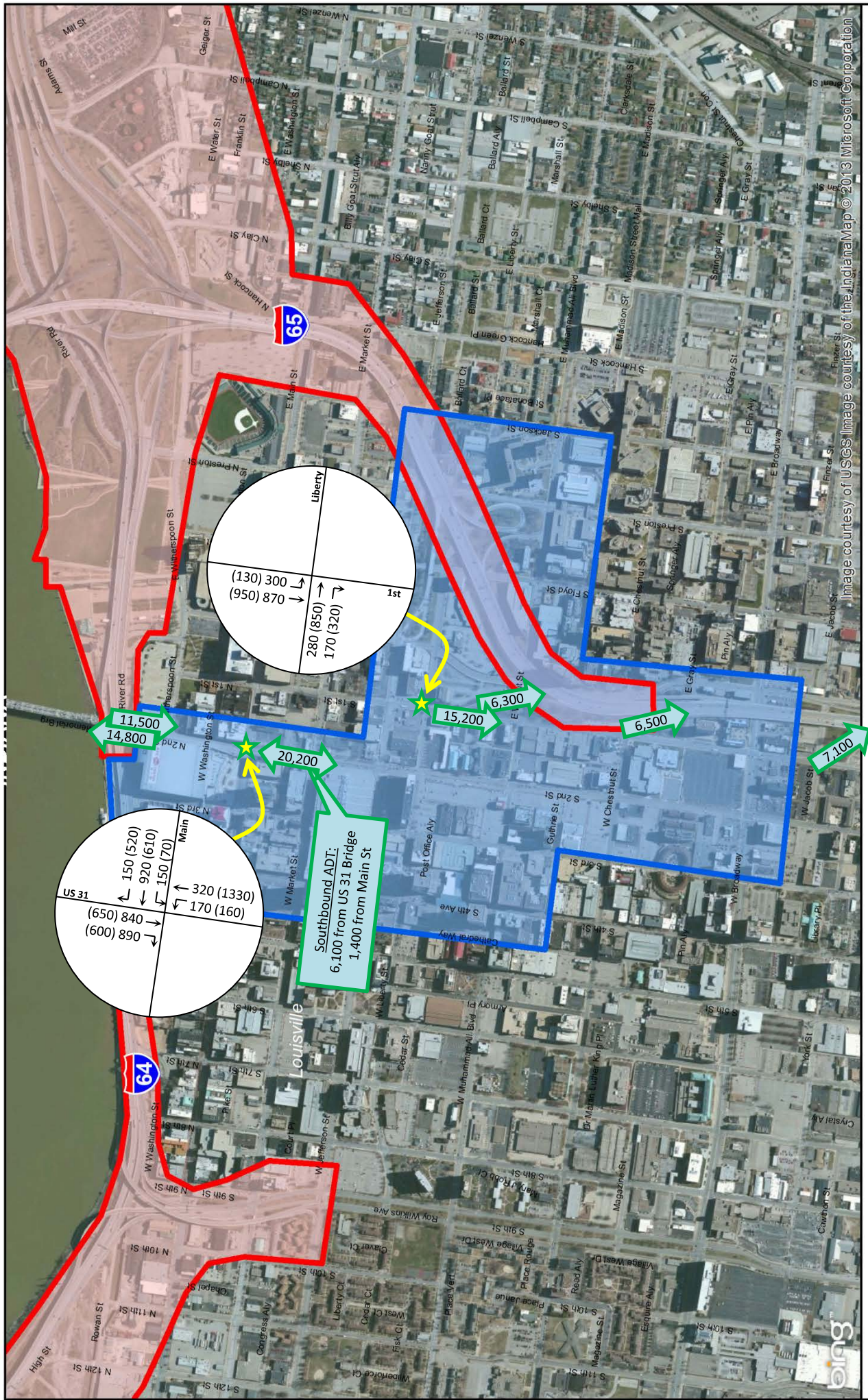


Table 4.2: 2013 Peak Hour trends along First & Second Streets

	AM Peak	PM Peak
Southbound US 31 Bridge Traffic continuing south on Second Street		
Peak Hour Volume	840	650
% Trucks	2%	2%
Southbound First Street Traffic south of Liberty Street		
Peak Hour Volume	1,040	1,270
% Trucks	6%	0.2%

Table 4.3: 2013 Peak Hour trends at First Street Ramps

	AM Peak	PM Peak
First Street/Liberty On-Ramp		
Peak Hour Volume	230	730
% Trucks	3%	3%
First Street/Chestnut On-Ramp		
Peak Hour Volume	330	820
% Trucks	0.6%	0.6%
First Street/Jacob/College On-Ramp		
Peak Hour Volume	280	930
% Trucks	4%	0.2%

Note: Seasonal adjustment factors were not applied so volumes would be comparable with Table 4.2

River Road Corridor, Louisville

Two intersections along River Road were identified for monitoring to estimate potential I-71 diversion along this corridor. Count data was collected in April 2013 at River Road/Frankfort Avenue and at River Road/Zorn Avenue. **Figure 4.5** shows AM and PM peak hour turning movements and ADT volumes at each location.

In the 24-hour observation period in early April 2013, a total 12,900 vehicles traveled along River Road just west of Zorn Avenue. An estimated 8% of the total volume is truck traffic.

During the AM peak hour (7:30-8:30 AM), approximately 1,310 vehicles head westbound towards downtown Louisville along River Road west of Zorn Avenue; approximately 150 vehicles head eastbound away from downtown. Approximately 3% of the westbound traffic is trucks during the AM peak hour and 31% of the eastbound traffic is trucks. During the PM peak hour (5:00-6:00 PM), approximately 410 vehicles head westbound and 1,110 vehicles head eastbound along River Road. Approximately 1% of the total traffic is truck traffic during the PM peak hour. East/west through traffic along River Road at the intersection with Frankfort Avenue shows similar directional distribution during both peak hours with higher through movement volumes.

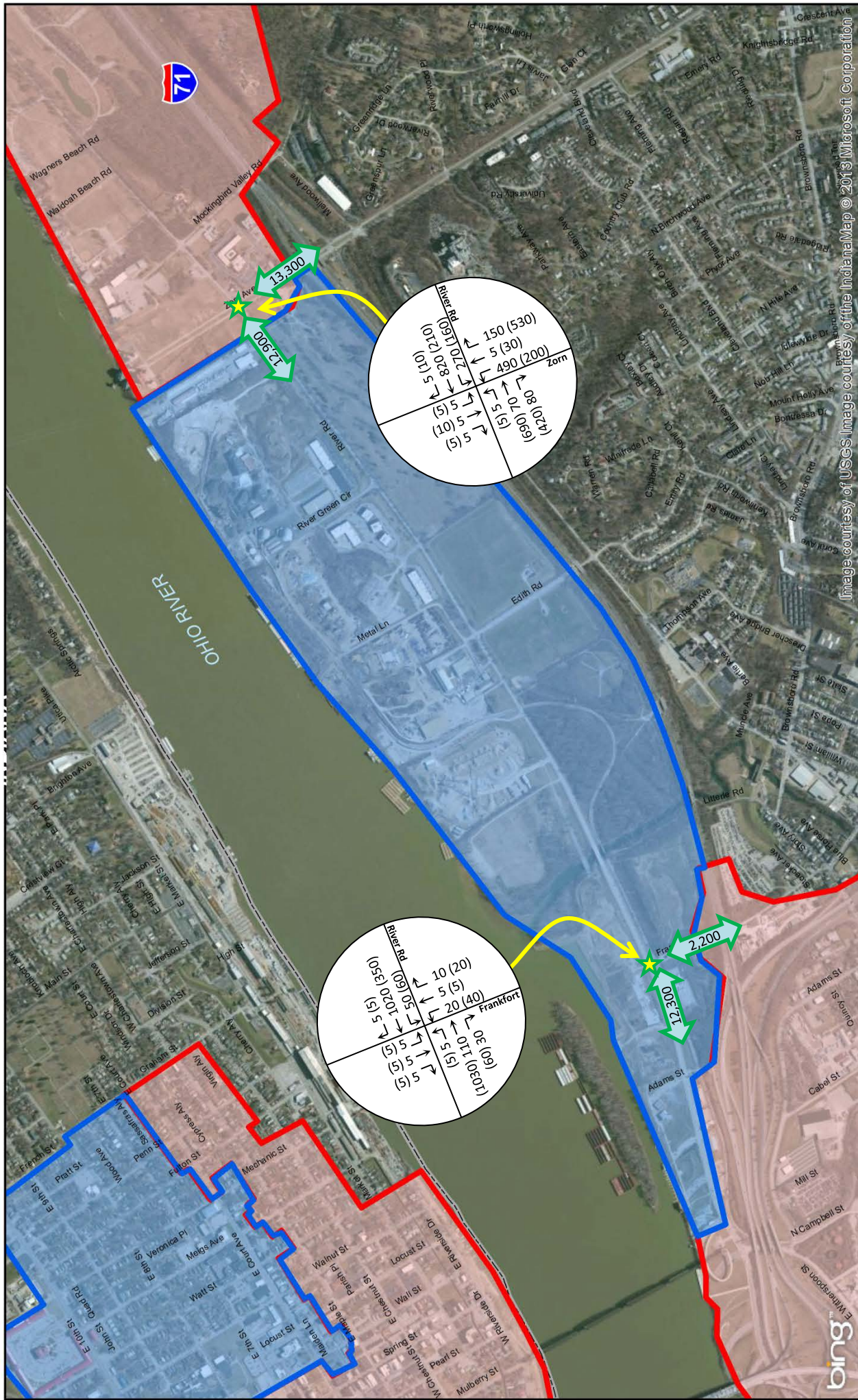


Image courtesy of USGS Image courtesy of the IndianaMap © 2013 Microsoft Corporation

Figure 4.5: 2013 Traffic in River Road sub-area during AM (PM) peak hour

Appendix A:
2013 Traffic Data

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May 2013 Data Collection
I-71 at Oldham/Henry County Line

A-1

Time	EB Volume	WB Volume
05/16 00:00	95	94
05/16 00:15	72	84
05/16 00:30	87	64
05/16 00:45	75	77
05/16 01:00	80	61
05/16 01:15	77	70
05/16 01:30	72	56
05/16 01:45	68	60
05/16 02:00	72	53
05/16 02:15	74	71
05/16 02:30	48	48
05/16 02:45	57	52
05/16 03:00	76	40
05/16 03:15	64	46
05/16 03:30	63	55
05/16 03:45	58	64
05/16 04:00	67	54
05/16 04:15	75	58
05/16 04:30	82	65
05/16 04:45	78	102
05/16 05:00	90	100
05/16 05:15	89	119
05/16 05:30	87	135
05/16 05:45	105	137
05/16 06:00	118	158
05/16 06:15	159	213
05/16 06:30	156	237
05/16 06:45	153	248
05/16 07:00	182	285
05/16 07:15	191	261
05/16 07:30	242	318
05/16 07:45	217	331
05/16 08:00	186	343
05/16 08:15	191	278
05/16 08:30	223	292
05/16 08:45	218	328
05/16 09:00	229	263
05/16 09:15	272	250
05/16 09:30	242	265
05/16 09:45	268	251
05/16 10:00	241	275
05/16 10:15	277	318
05/16 10:30	288	324
05/16 10:45	283	333
05/16 11:00	288	307
05/16 11:15	302	321
05/16 11:30	269	329
05/16 11:45	266	312
05/16 12:00	271	302
05/16 12:15	259	258
05/16 12:30	262	299
05/16 12:45	331	289
05/16 13:00	278	293
05/16 13:15	332	251
05/16 13:30	346	314
05/16 13:45	360	302

May 2013 Data Collection
I-71 at Oldham/Henry County Line

A-2

Time	EB Volume	WB Volume
05/16 14:00	241	246
05/16 14:15	345	299
05/16 14:30	292	318
05/16 14:45	354	312
05/16 15:00	331	377
05/16 15:15	372	294
05/16 15:30	363	352
05/16 15:45	390	355
05/16 16:00	395	304
05/16 16:15	402	369
05/16 16:30	393	367
05/16 16:45	418	351
05/16 17:00	394	341
05/16 17:15	420	368
05/16 17:30	465	292
05/16 17:45	425	319
05/16 18:00	345	286
05/16 18:15	365	260
05/16 18:30	364	226
05/16 18:45	340	183
05/16 19:00	315	202
05/16 19:15	265	232
05/16 19:30	251	247
05/16 19:45	216	249
05/16 20:00	251	230
05/16 20:15	227	195
05/16 20:30	203	199
05/16 20:45	216	183
05/16 21:00	219	157
05/16 21:15	191	159
05/16 21:30	174	154
05/16 21:45	200	157
05/16 22:00	192	137
05/16 22:15	173	133
05/16 22:30	154	168
05/16 22:45	163	110
05/16 23:00	140	99
05/16 23:15	132	107
05/16 23:30	131	108
05/16 23:45	146	94
24 Total	21084	20452
24 hr cars	12922	13178
24 hr trucks	8162	7274
AM Peak	1161.0	1285
AM PHF	0.96	0.96
Trucks	451	465
PM Peak	1625	1427
PM PHF	0.97	0.97
Trucks	400.8	387

May 2013 Data Collection
I-64 at Shelby/Jefferson County Line

A-3

Time	WB Volume	EB Volume
05/16 00:00	77	91
05/16 00:15	74	111
05/16 00:30	78	76
05/16 00:45	67	77
05/16 01:00	44	68
05/16 01:15	63	60
05/16 01:30	63	62
05/16 01:45	48	69
05/16 02:00	46	58
05/16 02:15	76	56
05/16 02:30	60	43
05/16 02:45	45	65
05/16 03:00	60	45
05/16 03:15	56	53
05/16 03:30	59	53
05/16 03:45	47	63
05/16 04:00	64	64
05/16 04:15	49	71
05/16 04:30	75	68
05/16 04:45	97	97
05/16 05:00	112	135
05/16 05:15	130	148
05/16 05:30	160	128
05/16 05:45	193	160
05/16 06:00	166	212
05/16 06:15	231	205
05/16 06:30	292	258
05/16 06:45	374	321
05/16 07:00	368	398
05/16 07:15	504	394
05/16 07:30	645	470
05/16 07:45	650	473
05/16 08:00	623	513
05/16 08:15	549	481
05/16 08:30	532	440
05/16 08:45	509	518
05/16 09:00	472	450
05/16 09:15	438	406
05/16 09:30	426	431
05/16 09:45	431	387
05/16 10:00	386	390
05/16 10:15	371	365
05/16 10:30	465	411
05/16 10:45	467	426
05/16 11:00	386	384
05/16 11:15	391	420
05/16 11:30	367	353
05/16 11:45	359	382
05/16 12:00	357	395
05/16 12:15	386	412
05/16 12:30	437	422
05/16 12:45	370	390
05/16 13:00	416	445
05/16 13:15	382	388
05/16 13:30	386	400
05/16 13:45	408	458

May 2013 Data Collection
I-64 at Shelby/Jefferson County Line

A-4

Time	WB Volume	EB Volume
05/16 14:00	449	447
05/16 14:15	452	452
05/16 14:30	413	444
05/16 14:45	459	397
05/16 15:00	464	444
05/16 15:15	459	486
05/16 15:30	523	484
05/16 15:45	524	540
05/16 16:00	574	528
05/16 16:15	576	557
05/16 16:30	608	562
05/16 16:45	567	629
05/16 17:00	605	650
05/16 17:15	596	570
05/16 17:30	563	611
05/16 17:45	558	576
05/16 18:00	530	536
05/16 18:15	457	519
05/16 18:30	412	520
05/16 18:45	355	372
05/16 19:00	338	353
05/16 19:15	288	338
05/16 19:30	292	289
05/16 19:45	241	303
05/16 20:00	230	255
05/16 20:15	203	289
05/16 20:30	207	278
05/16 20:45	215	265
05/16 21:00	217	240
05/16 21:15	168	224
05/16 21:30	191	266
05/16 21:45	179	252
05/16 22:00	166	234
05/16 22:15	175	203
05/16 22:30	192	220
05/16 22:45	152	183
05/16 23:00	121	147
05/16 23:15	143	140
05/16 23:30	116	144
05/16 23:45	96	100
24 Total	29461	29766
24 hr cars	21741	22902
24 hr trucks	7720	6864
AM Peak	2467	1937
AM PHF	0.95	0.94
Trucks	450	398
PM Peak	2331	2460
PM PHF	0.96	0.95
Trucks	436	393

May 2013 Data Collection
I-65 in Bullitt County (Exit 112)

A-5

Time	Volume SB	Volume NB
05/16 00:00	163	121
05/16 00:15	148	95
05/16 00:30	152	121
05/16 00:45	122	100
05/16 01:00	132	94
05/16 01:15	115	77
05/16 01:30	110	89
05/16 01:45	104	67
05/16 02:00	123	86
05/16 02:15	100	77
05/16 02:30	96	70
05/16 02:45	112	74
05/16 03:00	106	80
05/16 03:15	99	72
05/16 03:30	95	62
05/16 03:45	81	83
05/16 04:00	107	85
05/16 04:15	71	82
05/16 04:30	140	104
05/16 04:45	176	112
05/16 05:00	166	133
05/16 05:15	140	170
05/16 05:30	140	192
05/16 05:45	159	177
05/16 06:00	187	236
05/16 06:15	193	243
05/16 06:30	251	303
05/16 06:45	258	324
05/16 07:00	268	334
05/16 07:15	329	364
05/16 07:30	334	303
05/16 07:45	373	342
05/16 08:00	373	300
05/16 08:15	323	321
05/16 08:30	337	356
05/16 08:45	370	340
05/16 09:00	391	320
05/16 09:15	410	352
05/16 09:30	371	392
05/16 09:45	390	307
05/16 10:00	419	328
05/16 10:15	390	344
05/16 10:30	423	335
05/16 10:45	427	321
05/16 11:00	401	327
05/16 11:15	439	318
05/16 11:30	436	348
05/16 11:45	456	361
05/16 12:00	436	391
05/16 12:15	460	344
05/16 12:30	462	335
05/16 12:45	478	364
05/16 13:00	490	355
05/16 13:15	473	373
05/16 13:30	486	389
05/16 13:45	457	379

May 2013 Data Collection
I-65 in Bullitt County (Exit 112)

A-6

Time	Volume SB	Volume NB
05/16 14:00	454	365
05/16 14:15	429	414
05/16 14:30	447	389
05/16 14:45	479	407
05/16 15:00	463	393
05/16 15:15	538	431
05/16 15:30	532	402
05/16 15:45	510	468
05/16 16:00	568	535
05/16 16:15	489	767
05/16 16:30	502	613
05/16 16:45	462	481
05/16 17:00	751	449
05/16 17:15	534	409
05/16 17:30	546	446
05/16 17:45	526	404
05/16 18:00	520	429
05/16 18:15	530	380
05/16 18:30	436	350
05/16 18:45	425	333
05/16 19:00	378	353
05/16 19:15	386	313
05/16 19:30	330	280
05/16 19:45	282	260
05/16 20:00	308	293
05/16 20:15	314	244
05/16 20:30	306	242
05/16 20:45	315	266
05/16 21:00	290	241
05/16 21:15	289	270
05/16 21:30	295	251
05/16 21:45	241	290
05/16 22:00	246	233
05/16 22:15	242	205
05/16 22:30	230	193
05/16 22:45	230	199
05/16 23:00	216	185
05/16 23:15	247	174
05/16 23:30	209	153
05/16 23:45	161	106
24 Total	30904	26788
24 hr cars	19835	17014
24 hr trucks	11069	9774
AM Peak		
AM PHF	No AM Peak	
Trucks		
PM Peak	2204	2310
PM PHF	0.73	0.75
Trucks	627	729

May 2013 Data Collection
I-64 at Floyd/Harrison County Line

A-7

Time	WB Volume	EB Volume
05/16 00:00	65	40
05/16 00:15	55	45
05/16 00:30	53	44
05/16 00:45	58	29
05/16 01:00	40	32
05/16 01:15	40	23
05/16 01:30	48	30
05/16 01:45	34	33
05/16 02:00	31	26
05/16 02:15	31	20
05/16 02:30	27	22
05/16 02:45	23	27
05/16 03:00	25	26
05/16 03:15	19	32
05/16 03:30	25	25
05/16 03:45	20	32
05/16 04:00	34	47
05/16 04:15	37	46
05/16 04:30	44	66
05/16 04:45	36	65
05/16 05:00	39	65
05/16 05:15	60	104
05/16 05:30	61	177
05/16 05:45	57	176
05/16 06:00	84	189
05/16 06:15	72	253
05/16 06:30	106	330
05/16 06:45	134	300
05/16 07:00	133	270
05/16 07:15	144	349
05/16 07:30	172	400
05/16 07:45	195	314
05/16 08:00	159	324
05/16 08:15	157	290
05/16 08:30	193	253
05/16 08:45	187	263
05/16 09:00	207	225
05/16 09:15	178	198
05/16 09:30	219	197
05/16 09:45	231	197
05/16 10:00	203	229
05/16 10:15	187	200
05/16 10:30	202	190
05/16 10:45	201	228
05/16 11:00	218	231
05/16 11:15	222	219
05/16 11:30	232	230
05/16 11:45	237	204
05/16 12:00	202	187
05/16 12:15	231	204
05/16 12:30	237	233
05/16 12:45	230	219
05/16 13:00	209	181
05/16 13:15	209	186
05/16 13:30	165	214
05/16 13:45	231	243

May 2013 Data Collection
I-64 at Floyd/Harrison County Line

A-8

Time	WB Volume	EB Volume
05/16 14:00	245	253
05/16 14:15	273	228
05/16 14:30	285	235
05/16 14:45	271	248
05/16 15:00	285	234
05/16 15:15	319	243
05/16 15:30	368	249
05/16 15:45	359	225
05/16 16:00	374	262
05/16 16:15	352	250
05/16 16:30	418	236
05/16 16:45	419	263
05/16 17:00	438	234
05/16 17:15	425	231
05/16 17:30	456	251
05/16 17:45	391	222
05/16 18:00	366	238
05/16 18:15	303	218
05/16 18:30	271	213
05/16 18:45	233	180
05/16 19:00	211	174
05/16 19:15	215	175
05/16 19:30	183	142
05/16 19:45	175	141
05/16 20:00	186	149
05/16 20:15	134	134
05/16 20:30	165	138
05/16 20:45	155	133
05/16 21:00	147	116
05/16 21:15	143	111
05/16 21:30	157	122
05/16 21:45	136	92
05/16 22:00	120	112
05/16 22:15	117	89
05/16 22:30	107	120
05/16 22:45	119	93
05/16 23:00	84	73
05/16 23:15	96	65
05/16 23:30	99	69
05/16 23:45	71	63
24 Total	16620	16006
24 hr cars	12866	12695
24 hr trucks	3754	3311
AM Peak	670	1387
AM PHF	0.86	0.87
Trucks	188	136
PM Peak	1738	979
PM PHF	0.95	0.93
Trucks	183	174

May 2013 Data Collection
I-65 at Clark/Scott County Line

A-9

Time	SB Volume	NB Volume
05/16 00:00	99	88
05/16 00:15	112	79
05/16 00:30	90	91
05/16 00:45	90	80
05/16 01:00	97	81
05/16 01:15	99	60
05/16 01:30	80	68
05/16 01:45	76	45
05/16 02:00	87	68
05/16 02:15	67	52
05/16 02:30	74	57
05/16 02:45	57	53
05/16 03:00	70	54
05/16 03:15	85	64
05/16 03:30	67	60
05/16 03:45	64	64
05/16 04:00	102	68
05/16 04:15	78	64
05/16 04:30	92	77
05/16 04:45	117	78
05/16 05:00	96	79
05/16 05:15	128	71
05/16 05:30	147	86
05/16 05:45	135	100
05/16 06:00	152	102
05/16 06:15	189	123
05/16 06:30	211	125
05/16 06:45	252	153
05/16 07:00	211	168
05/16 07:15	231	182
05/16 07:30	263	188
05/16 07:45	233	218
05/16 08:00	267	232
05/16 08:15	252	218
05/16 08:30	255	224
05/16 08:45	286	242
05/16 09:00	277	246
05/16 09:15	271	222
05/16 09:30	313	267
05/16 09:45	310	284
05/16 10:00	301	264
05/16 10:15	305	265
05/16 10:30	310	250
05/16 10:45	298	272
05/16 11:00	359	253
05/16 11:15	348	263
05/16 11:30	329	276
05/16 11:45	331	274
05/16 12:00	325	308
05/16 12:15	382	257
05/16 12:30	399	259
05/16 12:45	378	287
05/16 13:00	386	277
05/16 13:15	295	273
05/16 13:30	281	300
05/16 13:45	334	295

May 2013 Data Collection
I-65 at Clark/Scott County Line

A-10

Time	SB Volume	NB Volume
05/16 14:00	241	328
05/16 14:15	375	319
05/16 14:30	257	318
05/16 14:45	355	335
05/16 15:00	365	337
05/16 15:15	315	339
05/16 15:30	341	333
05/16 15:45	396	339
05/16 16:00	338	362
05/16 16:15	349	336
05/16 16:30	367	365
05/16 16:45	306	390
05/16 17:00	340	390
05/16 17:15	327	471
05/16 17:30	340	364
05/16 17:45	360	372
05/16 18:00	301	327
05/16 18:15	274	313
05/16 18:30	275	263
05/16 18:45	258	237
05/16 19:00	237	246
05/16 19:15	267	224
05/16 19:30	254	236
05/16 19:45	253	212
05/16 20:00	235	228
05/16 20:15	216	200
05/16 20:30	219	211
05/16 20:45	193	185
05/16 21:00	192	172
05/16 21:15	186	155
05/16 21:30	187	174
05/16 21:45	161	168
05/16 22:00	174	174
05/16 22:15	152	168
05/16 22:30	152	146
05/16 22:45	162	138
05/16 23:00	130	143
05/16 23:15	135	133
05/16 23:30	140	103
05/16 23:45	100	95
24 Total	21768	19603
24 hr cars	13003	11819
24 hr trucks	8765	7784
AM Peak		
AM PHF	No AM Peak	
Trucks		
PM Peak	1367	1597
PM PHF	0.95	0.85
Trucks	478	451

Time	SB Volume	NB Volume
05/08 00:00	217	324
05/08 00:15	215	319
05/08 00:30	163	288
05/08 00:45	190	263
05/08 01:00	140	227
05/08 01:15	120	206
05/08 01:30	118	191
05/08 01:45	103	175
05/08 02:00	110	185
05/08 02:15	120	182
05/08 02:30	87	204
05/08 02:45	91	169
05/08 03:00	100	137
05/08 03:15	137	179
05/08 03:30	86	176
05/08 03:45	110	197
05/08 04:00	108	200
05/08 04:15	148	231
05/08 04:30	135	243
05/08 04:45	250	306
05/08 05:00	283	329
05/08 05:15	356	360
05/08 05:30	502	474
05/08 05:45	621	571
05/08 06:00	543	523
05/08 06:15	572	651
05/08 06:30	771	843
05/08 06:45	944	1059
05/08 07:00	999	997
05/08 07:15	1112	984
05/08 07:30	1196	1017
05/08 07:45	1184	1013
05/08 08:00	1076	1001
05/08 08:15	1074	835
05/08 08:30	1034	820
05/08 08:45	1011	725
05/08 09:00	1021	806
05/08 09:15	844	852
05/08 09:30	838	918
05/08 09:45	819	895
05/08 10:00	776	921
05/08 10:15	700	913
05/08 10:30	753	912
05/08 10:45	753	842
05/08 11:00	754	854
05/08 11:15	698	878
05/08 11:30	756	899
05/08 11:45	821	982
05/08 12:00	769	980
05/08 12:15	735	968
05/08 12:30	753	925
05/08 12:45	786	987
05/08 13:00	796	953
05/08 13:15	791	959
05/08 13:30	818	949
05/08 13:45	755	944

Time	SB Volume	NB Volume
05/08 14:00	812	1006
05/08 14:15	845	1077
05/08 14:30	816	1047
05/08 14:45	836	1063
05/08 15:00	836	1168
05/08 15:15	818	1174
05/08 15:30	890	1213
05/08 15:45	868	1162
05/08 16:00	1019	1183
05/08 16:15	1014	1282
05/08 16:30	956	1231
05/08 16:45	1094	1073
05/08 17:00	985	1104
05/08 17:15	1073	1134
05/08 17:30	1031	1053
05/08 17:45	921	1093
05/08 18:00	805	1065
05/08 18:15	807	969
05/08 18:30	800	1008
05/08 18:45	752	918
05/08 19:00	783	922
05/08 19:15	590	840
05/08 19:30	612	875
05/08 19:45	625	733
05/08 20:00	567	796
05/08 20:15	560	748
05/08 20:30	563	781
05/08 20:45	540	770
05/08 21:00	499	727
05/08 21:15	539	788
05/08 21:30	516	720
05/08 21:45	455	632
05/08 22:00	449	597
05/08 22:15	452	582
05/08 22:30	456	582
05/08 22:45	361	489
05/08 23:00	272	382
05/08 23:15	319	419
05/08 23:30	300	428
05/08 23:45	242	347
24 Total	59440	70122
24 hr cars	43517	51895
24 hr trucks	15923	18227
AM Peak	4568	4015
AM PHF	0.95	0.99
Trucks	806	1670
PM Peak	4083	4769
PM PHF	0.93	0.93
Trucks	1024	1456

May 2013 Data Collection
I-65 On-Ramp at 1st Street/Liberty
Louisville, KY

A-13

Time	Volume
05/14 00:00	17
05/14 00:15	33
05/14 00:30	17
05/14 00:45	16
05/14 01:00	6
05/14 01:15	22
05/14 01:30	10
05/14 01:45	25
05/14 02:00	13
05/14 02:15	9
05/14 02:30	8
05/14 02:45	13
05/14 03:00	4
05/14 03:15	9
05/14 03:30	5
05/14 03:45	6
05/14 04:00	6
05/14 04:15	6
05/14 04:30	4
05/14 04:45	5
05/14 05:00	6
05/14 05:15	14
05/14 05:30	15
05/14 05:45	17
05/14 06:00	19
05/14 06:15	23
05/14 06:30	17
05/14 06:45	26
05/14 07:00	29
05/14 07:15	39
05/14 07:30	54
05/14 07:45	66
05/14 08:00	51
05/14 08:15	55
05/14 08:30	51
05/14 08:45	63
05/14 09:00	52
05/14 09:15	58
05/14 09:30	53
05/14 09:45	75
05/14 10:00	63
05/14 10:15	85
05/14 10:30	66
05/14 10:45	73
05/14 11:00	82
05/14 11:15	68
05/14 11:30	71
05/14 11:45	90
05/14 12:00	81
05/14 12:15	99
05/14 12:30	89
05/14 12:45	93
05/14 13:00	75
05/14 13:15	109
05/14 13:30	100
05/14 13:45	121

Time	Volume
05/14 14:00	99
05/14 14:15	114
05/14 14:30	119
05/14 14:45	167
05/14 15:00	118
05/14 15:15	135
05/14 15:30	156
05/14 15:45	212
05/14 16:00	157
05/14 16:15	214
05/14 16:30	210
05/14 16:45	255
05/14 17:00	223
05/14 17:15	120
05/14 17:30	127
05/14 17:45	137
05/14 18:00	123
05/14 18:15	130
05/14 18:30	86
05/14 18:45	72
05/14 19:00	71
05/14 19:15	74
05/14 19:30	52
05/14 19:45	54
05/14 20:00	50
05/14 20:15	68
05/14 20:30	58
05/14 20:45	59
05/14 21:00	39
05/14 21:15	49
05/14 21:30	48
05/14 21:45	51
05/14 22:00	31
05/14 22:15	81
05/14 22:30	108
05/14 22:45	60
05/14 23:00	39
05/14 23:15	50
05/14 23:30	20
05/14 23:45	35
24 Total	6453
24 hr cars	5892
24 hr trucks	561
AM Peak	226
AM PHF	0.86
Trucks	48
PM Peak	725
PM PHF	0.71
Trucks	69

May 2013 Data Collection
I-65 On-Ramp at 1st Street/Chestnut

A-15

Louisville, KY	
Time	Volume
05/14 00:00	21
05/14 00:15	16
05/14 00:30	14
05/14 00:45	18
05/14 01:00	13
05/14 01:15	9
05/14 01:30	9
05/14 01:45	17
05/14 02:00	7
05/14 02:15	5
05/14 02:30	3
05/14 02:45	6
05/14 03:00	5
05/14 03:15	7
05/14 03:30	5
05/14 03:45	12
05/14 04:00	3
05/14 04:15	7
05/14 04:30	3
05/14 04:45	6
05/14 05:00	13
05/14 05:15	13
05/14 05:30	10
05/14 05:45	12
05/14 06:00	20
05/14 06:15	18
05/14 06:30	23
05/14 06:45	31
05/14 07:00	25
05/14 07:15	51
05/14 07:30	70
05/14 07:45	99
05/14 08:00	97
05/14 08:15	59
05/14 08:30	51
05/14 08:45	57
05/14 09:00	56
05/14 09:15	66
05/14 09:30	56
05/14 09:45	38
05/14 10:00	53
05/14 10:15	87
05/14 10:30	68
05/14 10:45	82
05/14 11:00	94
05/14 11:15	97
05/14 11:30	95
05/14 11:45	106
05/14 12:00	94
05/14 12:15	99
05/14 12:30	99
05/14 12:45	105
05/14 13:00	89
05/14 13:15	108
05/14 13:30	102
05/14 13:45	98

May 2013 Data Collection
I-65 On-Ramp at 1st Street/Chestnut

A-16

Louisville, KY	
Time	Volume
05/14 14:00	108
05/14 14:15	109
05/14 14:30	111
05/14 14:45	120
05/14 15:00	162
05/14 15:15	156
05/14 15:30	134
05/14 15:45	225
05/14 16:00	159
05/14 16:15	242
05/14 16:30	213
05/14 16:45	244
05/14 17:00	203
05/14 17:15	195
05/14 17:30	173
05/14 17:45	140
05/14 18:00	112
05/14 18:15	81
05/14 18:30	53
05/14 18:45	62
05/14 19:00	74
05/14 19:15	96
05/14 19:30	82
05/14 19:45	89
05/14 20:00	75
05/14 20:15	89
05/14 20:30	59
05/14 20:45	64
05/14 21:00	55
05/14 21:15	46
05/14 21:30	41
05/14 21:45	46
05/14 22:00	58
05/14 22:15	56
05/14 22:30	48
05/14 22:45	36
05/14 23:00	29
05/14 23:15	27
05/14 23:30	47
05/14 23:45	33
24 Total	6679
24 hr cars	6502
24 hr trucks	177
AM Peak	325
AM PHF	0.82
Trucks	12
PM Peak	815
PM PHF	0.84
Trucks	35

Louisville, KY	
Time	Volume
05/14 00:00	20
05/14 00:15	33
05/14 00:30	16
05/14 00:45	11
05/14 01:00	19
05/14 01:15	13
05/14 01:30	10
05/14 01:45	11
05/14 02:00	10
05/14 02:15	12
05/14 02:30	10
05/14 02:45	9
05/14 03:00	6
05/14 03:15	16
05/14 03:30	4
05/14 03:45	6
05/14 04:00	9
05/14 04:15	8
05/14 04:30	8
05/14 04:45	8
05/14 05:00	11
05/14 05:15	10
05/14 05:30	16
05/14 05:45	16
05/14 06:00	19
05/14 06:15	29
05/14 06:30	22
05/14 06:45	27
05/14 07:00	23
05/14 07:15	56
05/14 07:30	58
05/14 07:45	87
05/14 08:00	71
05/14 08:15	60
05/14 08:30	54
05/14 08:45	61
05/14 09:00	55
05/14 09:15	70
05/14 09:30	79
05/14 09:45	84
05/14 10:00	93
05/14 10:15	105
05/14 10:30	93
05/14 10:45	95
05/14 11:00	105
05/14 11:15	121
05/14 11:30	105
05/14 11:45	102
05/14 12:00	107
05/14 12:15	133
05/14 12:30	116
05/14 12:45	88
05/14 13:00	102
05/14 13:15	108
05/14 13:30	95
05/14 13:45	105

Louisville, KY	
Time	Volume
05/14 14:00	119
05/14 14:15	142
05/14 14:30	145
05/14 14:45	145
05/14 15:00	127
05/14 15:15	168
05/14 15:30	152
05/14 15:45	195
05/14 16:00	160
05/14 16:15	225
05/14 16:30	194
05/14 16:45	230
05/14 17:00	198
05/14 17:15	245
05/14 17:30	257
05/14 17:45	187
05/14 18:00	140
05/14 18:15	105
05/14 18:30	107
05/14 18:45	101
05/14 19:00	85
05/14 19:15	95
05/14 19:30	80
05/14 19:45	70
05/14 20:00	45
05/14 20:15	74
05/14 20:30	59
05/14 20:45	70
05/14 21:00	73
05/14 21:15	80
05/14 21:30	49
05/14 21:45	57
05/14 22:00	49
05/14 22:15	44
05/14 22:30	54
05/14 22:45	45
05/14 23:00	40
05/14 23:15	55
05/14 23:30	38
05/14 23:45	46
24 Total	7370
24 hr cars	7074
24 hr trucks	296
AM Peak	276
AM PHF	0.79
Trucks	27
PM Peak	930
PM PHF	0.90
Trucks	24

May 2013 Data Collection
I-64 On Ramp at 9th Street
Louisville, KY

A-19

Time	Volume
00:00 - 00:14	6
00:15 - 00:29	3
00:30 - 00:44	6
00:45 - 00:59	8
01:00 - 01:14	10
01:15 - 01:29	7
01:30 - 01:44	11
01:45 - 01:59	2
02:00 - 02:14	3
02:15 - 02:29	4
02:30 - 02:44	3
02:45 - 02:59	7
03:00 - 03:14	7
03:15 - 03:29	3
03:30 - 03:44	5
03:45 - 03:59	7
04:00 - 04:14	5
04:15 - 04:29	10
04:30 - 04:44	15
04:45 - 04:59	11
05:00 - 05:14	18
05:15 - 05:29	20
05:30 - 05:44	23
05:45 - 05:59	20
06:00 - 06:14	35
06:15 - 06:29	48
06:30 - 06:44	56
06:45 - 06:59	46
07:00 - 07:14	46
07:15 - 07:29	31
07:30 - 07:44	57
07:45 - 07:59	50
08:00 - 08:14	52
08:15 - 08:29	61
08:30 - 08:44	49
08:45 - 08:59	48
09:00 - 09:14	50
09:15 - 09:29	58
09:30 - 09:44	61
09:45 - 09:59	72
10:00 - 10:14	71
10:15 - 10:29	81
10:30 - 10:44	68
10:45 - 10:59	72
11:00 - 11:14	82
11:15 - 11:29	74
11:30 - 11:44	79
11:45 - 11:59	81
12:00 - 12:14	85
12:15 - 12:29	74
12:30 - 12:44	98
12:45 - 12:59	87
13:00 - 13:14	107
13:15 - 13:29	84
13:30 - 13:44	102
13:45 - 13:59	109

May 2013 Data Collection
I-64 On Ramp at 9th Street
Louisville, KY

A-20

Time	Volume
14:00 - 14:14	147
14:15 - 14:29	135
14:30 - 14:44	155
14:45 - 14:59	169
15:00 - 15:14	201
15:15 - 15:29	227
15:30 - 15:44	267
15:45 - 15:59	307
16:00 - 16:14	323
16:15 - 16:29	315
16:30 - 16:44	267
16:45 - 16:59	189
17:00 - 17:14	128
17:15 - 17:29	99
17:30 - 17:44	69
17:45 - 17:59	70
18:00 - 18:14	78
18:15 - 18:29	69
18:30 - 18:44	60
18:45 - 18:59	42
19:00 - 19:14	51
19:15 - 19:29	38
19:30 - 19:44	42
19:45 - 19:59	54
20:00 - 20:14	46
20:15 - 20:29	64
20:30 - 20:44	33
20:45 - 20:59	30
21:00 - 21:14	74
21:15 - 21:29	51
21:30 - 21:44	26
21:45 - 21:59	33
22:00 - 22:14	30
22:15 - 22:29	21
22:30 - 22:44	16
22:45 - 22:59	28
23:00 - 23:14	26
23:15 - 23:29	16
23:30 - 23:44	12
23:45 - 23:59	19
24 Total	6415
24 hr cars	5986
24 hr trucks	429
AM Peak	196
AM PHF	0.88
Trucks	27
PM Peak	1212
PM PHF	0.94
Trucks	39

May 2013 Data Collection
I-64 Off Ramp at 9th Street
Louisville, KY

A-21

Time	Volume
00:00 - 00:14	2
00:15 - 00:29	9
00:30 - 00:44	8
00:45 - 00:59	2
01:00 - 01:14	2
01:15 - 01:29	1
01:30 - 01:44	5
01:45 - 01:59	9
02:00 - 02:14	2
02:15 - 02:29	5
02:30 - 02:44	5
02:45 - 02:59	7
03:00 - 03:14	7
03:15 - 03:29	10
03:30 - 03:44	18
03:45 - 03:59	23
04:00 - 04:14	33
04:15 - 04:29	41
04:30 - 04:44	87
04:45 - 04:59	95
05:00 - 05:14	103
05:15 - 05:29	153
05:30 - 05:44	213
05:45 - 05:59	247
06:00 - 06:14	232
06:15 - 06:29	354
06:30 - 06:44	370
06:45 - 06:59	415
07:00 - 07:14	410
07:15 - 07:29	356
07:30 - 07:44	289
07:45 - 07:59	253
08:00 - 08:14	173
08:15 - 08:29	142
08:30 - 08:44	121
08:45 - 08:59	105
09:00 - 09:14	88
09:15 - 09:29	105
09:30 - 09:44	114
09:45 - 09:59	87
10:00 - 10:14	78
10:15 - 10:29	87
10:30 - 10:44	78
10:45 - 10:59	89
11:00 - 11:14	72
11:15 - 11:29	82
11:30 - 11:44	106
11:45 - 11:59	65
12:00 - 12:14	95
12:15 - 12:29	95
12:30 - 12:44	74
12:45 - 12:59	91
13:00 - 13:14	78
13:15 - 13:29	79
13:30 - 13:44	110
13:45 - 13:59	93

May 2013 Data Collection
I-64 Off Ramp at 9th Street
Louisville, KY

A-22

Time	Volume
14:00 - 14:14	94
14:15 - 14:29	69
14:30 - 14:44	84
14:45 - 14:59	82
15:00 - 15:14	72
15:15 - 15:29	79
15:30 - 15:44	99
15:45 - 15:59	96
16:00 - 16:14	102
16:15 - 16:29	115
16:30 - 16:44	103
16:45 - 16:59	88
17:00 - 17:14	74
17:15 - 17:29	57
17:30 - 17:44	72
17:45 - 17:59	58
18:00 - 18:14	40
18:15 - 18:29	39
18:30 - 18:44	39
18:45 - 18:59	36
19:00 - 19:14	44
19:15 - 19:29	38
19:30 - 19:44	35
19:45 - 19:59	27
20:00 - 20:14	27
20:15 - 20:29	31
20:30 - 20:44	31
20:45 - 20:59	26
21:00 - 21:14	26
21:15 - 21:29	22
21:30 - 21:44	25
21:45 - 21:59	24
22:00 - 22:14	20
22:15 - 22:29	14
22:30 - 22:44	17
22:45 - 22:59	16
23:00 - 23:14	14
23:15 - 23:29	11
23:30 - 23:44	12
23:45 - 23:59	1
24 Total	8032
24 hr cars	7182
24 hr trucks	850
AM Peak	1551
AM PHF	0.93
Trucks	110
PM Peak	416
PM PHF	0.90
Trucks	37

Sept 2013 Data Collection
I-64 On Ramp at 22nd Street

A-23

Louisville, KY

Time	Volume
00:00 - 00:14	4
00:15 - 00:29	5
00:30 - 00:44	4
00:45 - 00:59	4
01:00 - 01:14	5
01:15 - 01:29	2
01:30 - 01:44	6
01:45 - 01:59	1
02:00 - 02:14	2
02:15 - 02:29	4
02:30 - 02:44	5
02:45 - 02:59	3
03:00 - 03:14	3
03:15 - 03:29	8
03:30 - 03:44	11
03:45 - 03:59	9
04:00 - 04:14	9
04:15 - 04:29	19
04:30 - 04:44	31
04:45 - 04:59	31
05:00 - 05:14	42
05:15 - 05:29	45
05:30 - 05:44	64
05:45 - 05:59	65
06:00 - 06:14	57
06:15 - 06:29	66
06:30 - 06:44	90
06:45 - 06:59	92
07:00 - 07:14	61
07:15 - 07:29	52
07:30 - 07:44	40
07:45 - 07:59	36
08:00 - 08:14	43
08:15 - 08:29	30
08:30 - 08:44	34
08:45 - 08:59	32
09:00 - 09:14	24
09:15 - 09:29	39
09:30 - 09:44	28
09:45 - 09:59	30
10:00 - 10:14	35
10:15 - 10:29	25
10:30 - 10:44	31
10:45 - 10:59	30
11:00 - 11:14	18
11:15 - 11:29	14
11:30 - 11:44	25
11:45 - 11:59	20
12:00 - 12:14	9
12:15 - 12:29	32
12:30 - 12:44	31
12:45 - 12:59	32
13:00 - 13:14	34
13:15 - 13:29	36
13:30 - 13:44	33
13:45 - 13:59	43

Sept 2013 Data Collection
I-64 On Ramp at 22nd Street

A-24

Louisville, KY

Time	Volume
14:00 - 14:14	40
14:15 - 14:29	38
14:30 - 14:44	39
14:45 - 14:59	32
15:00 - 15:14	38
15:15 - 15:29	44
15:30 - 15:44	40
15:45 - 15:59	44
16:00 - 16:14	53
16:15 - 16:29	41
16:30 - 16:44	39
16:45 - 16:59	38
17:00 - 17:14	41
17:15 - 17:29	38
17:30 - 17:44	33
17:45 - 17:59	34
18:00 - 18:14	36
18:15 - 18:29	28
18:30 - 18:44	17
18:45 - 18:59	24
19:00 - 19:14	28
19:15 - 19:29	21
19:30 - 19:44	23
19:45 - 19:59	17
20:00 - 20:14	16
20:15 - 20:29	23
20:30 - 20:44	19
20:45 - 20:59	18
21:00 - 21:14	15
21:15 - 21:29	12
21:30 - 21:44	12
21:45 - 21:59	14
22:00 - 22:14	10
22:15 - 22:29	9
22:30 - 22:44	11
22:45 - 22:59	7
23:00 - 23:14	9
23:15 - 23:29	9
23:30 - 23:44	9
23:45 - 23:59	7
24 Total	2610
24 hr cars	2411
24 hr trucks	199
AM Peak	305
AM PHF	0.83
Trucks	18
PM Peak	150
PM PHF	0.91
Trucks	4

Sept 2013 Data Collection
I-64 Off Ramp at 22nd Street
Louisville, KY

A-25

Time	Volume
00:00 - 00:14	3
00:15 - 00:29	3
00:30 - 00:44	4
00:45 - 00:59	5
01:00 - 01:14	5
01:15 - 01:29	6
01:30 - 01:44	4
01:45 - 01:59	2
02:00 - 02:14	3
02:15 - 02:29	2
02:30 - 02:44	2
02:45 - 02:59	2
03:00 - 03:14	2
03:15 - 03:29	6
03:30 - 03:44	6
03:45 - 03:59	6
04:00 - 04:14	8
04:15 - 04:29	8
04:30 - 04:44	9
04:45 - 04:59	10
05:00 - 05:14	20
05:15 - 05:29	21
05:30 - 05:44	11
05:45 - 05:59	19
06:00 - 06:14	31
06:15 - 06:29	34
06:30 - 06:44	25
06:45 - 06:59	26
07:00 - 07:14	30
07:15 - 07:29	28
07:30 - 07:44	32
07:45 - 07:59	29
08:00 - 08:14	32
08:15 - 08:29	36
08:30 - 08:44	32
08:45 - 08:59	31
09:00 - 09:14	39
09:15 - 09:29	38
09:30 - 09:44	46
09:45 - 09:59	38
10:00 - 10:14	41
10:15 - 10:29	42
10:30 - 10:44	51
10:45 - 10:59	52
11:00 - 11:14	46
11:15 - 11:29	49
11:30 - 11:44	50
11:45 - 11:59	48
12:00 - 12:14	45
12:15 - 12:29	37
12:30 - 12:44	45
12:45 - 12:59	44
13:00 - 13:14	48
13:15 - 13:29	62
13:30 - 13:44	56
13:45 - 13:59	54

Sept 2013 Data Collection
I-64 Off Ramp at 22nd Street
Louisville, KY

A-26

Time	Volume
14:00 - 14:14	64
14:15 - 14:29	82
14:30 - 14:44	98
14:45 - 14:59	85
15:00 - 15:14	87
15:15 - 15:29	126
15:30 - 15:44	151
15:45 - 15:59	118
16:00 - 16:14	213
16:15 - 16:29	146
16:30 - 16:44	96
16:45 - 16:59	74
17:00 - 17:14	71
17:15 - 17:29	61
17:30 - 17:44	49
17:45 - 17:59	39
18:00 - 18:14	45
18:15 - 18:29	32
18:30 - 18:44	39
18:45 - 18:59	38
19:00 - 19:14	41
19:15 - 19:29	48
19:30 - 19:44	51
19:45 - 19:59	33
20:00 - 20:14	26
20:15 - 20:29	25
20:30 - 20:44	24
20:45 - 20:59	19
21:00 - 21:14	17
21:15 - 21:29	20
21:30 - 21:44	18
21:45 - 21:59	18
22:00 - 22:14	15
22:15 - 22:29	11
22:30 - 22:44	12
22:45 - 22:59	9
23:00 - 23:14	6
23:15 - 23:29	8
23:30 - 23:44	9
23:45 - 23:59	4
24 Total	3592
24 hr cars	3164
24 hr trucks	428
AM Peak	198
AM PHF	0.95
Trucks	33
PM Peak	628
PM PHF	0.74
Trucks	52

Louisville, KY	
Time	Volume
05/07 00:00	43
05/07 00:15	49
05/07 00:30	48
05/07 00:45	25
05/07 01:00	35
05/07 01:15	35
05/07 01:30	36
05/07 01:45	25
05/07 02:00	29
05/07 02:15	6
05/07 02:30	13
05/07 02:45	19
05/07 03:00	17
05/07 03:15	15
05/07 03:30	22
05/07 03:45	24
05/07 04:00	24
05/07 04:15	22
05/07 04:30	34
05/07 04:45	32
05/07 05:00	49
05/07 05:15	51
05/07 05:30	66
05/07 05:45	96
05/07 06:00	85
05/07 06:15	72
05/07 06:30	104
05/07 06:45	156
05/07 07:00	120
05/07 07:15	165
05/07 07:30	177
05/07 07:45	180
05/07 08:00	183
05/07 08:15	187
05/07 08:30	202
05/07 08:45	181
05/07 09:00	159
05/07 09:15	139
05/07 09:30	157
05/07 09:45	123
05/07 10:00	138
05/07 10:15	143
05/07 10:30	143
05/07 10:45	154
05/07 11:00	131
05/07 11:15	132
05/07 11:30	123
05/07 11:45	162
05/07 12:00	140
05/07 12:15	135
05/07 12:30	148
05/07 12:45	167
05/07 13:00	163
05/07 13:15	157
05/07 13:30	163
05/07 13:45	165

Louisville, KY	
Time	Volume
05/07 14:00	158
05/07 14:15	185
05/07 14:30	209
05/07 14:45	188
05/07 15:00	230
05/07 15:15	322
05/07 15:30	278
05/07 15:45	355
05/07 16:00	320
05/07 16:15	324
05/07 16:30	333
05/07 16:45	376
05/07 17:00	425
05/07 17:15	382
05/07 17:30	391
05/07 17:45	339
05/07 18:00	289
05/07 18:15	259
05/07 18:30	232
05/07 18:45	185
05/07 19:00	156
05/07 19:15	187
05/07 19:30	140
05/07 19:45	129
05/07 20:00	133
05/07 20:15	99
05/07 20:30	143
05/07 20:45	100
05/07 21:00	94
05/07 21:15	109
05/07 21:30	92
05/07 21:45	121
05/07 22:00	93
05/07 22:15	81
05/07 22:30	96
05/07 22:45	79
05/07 23:00	75
05/07 23:15	89
05/07 23:30	62
05/07 23:45	49
24 Total	13476
24 hr cars	11649
24 hr trucks	1827
AM Peak	753
AM PHF	0.93
Trucks	121
PM Peak	1574
PM PHF	0.93
Trucks	96

May 2013 Data Collection
I-264 Ramp from Eastbound I-64

A-29

Louisville, KY	
Time	Volume
05/07 00:00	39
05/07 00:15	28
05/07 00:30	35
05/07 00:45	36
05/07 01:00	25
05/07 01:15	25
05/07 01:30	23
05/07 01:45	17
05/07 02:00	23
05/07 02:15	27
05/07 02:30	29
05/07 02:45	27
05/07 03:00	35
05/07 03:15	28
05/07 03:30	23
05/07 03:45	28
05/07 04:00	39
05/07 04:15	46
05/07 04:30	39
05/07 04:45	73
05/07 05:00	89
05/07 05:15	106
05/07 05:30	147
05/07 05:45	173
05/07 06:00	185
05/07 06:15	231
05/07 06:30	278
05/07 06:45	413
05/07 07:00	326
05/07 07:15	347
05/07 07:30	385
05/07 07:45	412
05/07 08:00	345
05/07 08:15	301
05/07 08:30	258
05/07 08:45	245
05/07 09:00	211
05/07 09:15	168
05/07 09:30	149
05/07 09:45	150
05/07 10:00	149
05/07 10:15	141
05/07 10:30	154
05/07 10:45	122
05/07 11:00	136
05/07 11:15	135
05/07 11:30	146
05/07 11:45	139
05/07 12:00	152
05/07 12:15	149
05/07 12:30	133
05/07 12:45	141
05/07 13:00	165
05/07 13:15	184
05/07 13:30	154
05/07 13:45	169

Louisville, KY	
Time	Volume
05/07 14:00	146
05/07 14:15	193
05/07 14:30	205
05/07 14:45	199
05/07 15:00	172
05/07 15:15	171
05/07 15:30	221
05/07 15:45	205
05/07 16:00	254
05/07 16:15	230
05/07 16:30	241
05/07 16:45	243
05/07 17:00	266
05/07 17:15	276
05/07 17:30	300
05/07 17:45	240
05/07 18:00	227
05/07 18:15	209
05/07 18:30	182
05/07 18:45	176
05/07 19:00	119
05/07 19:15	123
05/07 19:30	144
05/07 19:45	121
05/07 20:00	121
05/07 20:15	109
05/07 20:30	131
05/07 20:45	111
05/07 21:00	106
05/07 21:15	104
05/07 21:30	108
05/07 21:45	96
05/07 22:00	105
05/07 22:15	103
05/07 22:30	93
05/07 22:45	95
05/07 23:00	76
05/07 23:15	56
05/07 23:30	58
05/07 23:45	50
24 Total	14318
24 hr cars	10529
24 hr trucks	3789
AM Peak	1149
AM PHF	0.83
Trucks	252
PM Peak	1085
PM PHF	0.90
Trucks	273

I-64 Westbound at I-264

Louisville, KY

Time	VOLUME
05/07 00:00	61
05/07 00:15	70
05/07 00:30	69
05/07 00:45	49
05/07 01:00	55
05/07 01:15	36
05/07 01:30	34
05/07 01:45	35
05/07 02:00	47
05/07 02:15	26
05/07 02:30	25
05/07 02:45	22
05/07 03:00	34
05/07 03:15	38
05/07 03:30	33
05/07 03:45	22
05/07 04:00	34
05/07 04:15	48
05/07 04:30	44
05/07 04:45	45
05/07 05:00	55
05/07 05:15	52
05/07 05:30	54
05/07 05:45	82
05/07 06:00	62
05/07 06:15	78
05/07 06:30	105
05/07 06:45	137
05/07 07:00	150
05/07 07:15	170
05/07 07:30	208
05/07 07:45	244
05/07 08:00	209
05/07 08:15	215
05/07 08:30	185
05/07 08:45	223
05/07 09:00	171
05/07 09:15	278
05/07 09:30	245
05/07 09:45	221
05/07 10:00	240
05/07 10:15	221
05/07 10:30	265
05/07 10:45	245
05/07 11:00	229
05/07 11:15	241
05/07 11:30	252
05/07 11:45	247
05/07 12:00	246
05/07 12:15	240
05/07 12:30	285
05/07 12:45	269
05/07 13:00	290
05/07 13:15	257
05/07 13:30	288
05/07 13:45	262

May 2013 Data Collection
I-64 Westbound at I-264
Louisville, KY

A-32

Time	VOLUME
05/07 14:00	321
05/07 14:15	275
05/07 14:30	357
05/07 14:45	415
05/07 15:00	396
05/07 15:15	395
05/07 15:30	452
05/07 15:45	530
05/07 16:00	564
05/07 16:15	611
05/07 16:30	704
05/07 16:45	774
05/07 17:00	785
05/07 17:15	733
05/07 17:30	867
05/07 17:45	685
05/07 18:00	539
05/07 18:15	462
05/07 18:30	433
05/07 18:45	373
05/07 19:00	346
05/07 19:15	283
05/07 19:30	269
05/07 19:45	257
05/07 20:00	261
05/07 20:15	196
05/07 20:30	236
05/07 20:45	196
05/07 21:00	200
05/07 21:15	207
05/07 21:30	181
05/07 21:45	168
05/07 22:00	180
05/07 22:15	150
05/07 22:30	148
05/07 22:45	137
05/07 23:00	227
05/07 23:15	250
05/07 23:30	201
05/07 23:45	148
24 Total	22960
24 hr cars	19917
24 hr trucks	3043
AM Peak	876
AM PHF	0.90
Trucks	109
PM Peak	3159
PM PHF	0.91
Trucks	198

I-64 Eastbound at I-264

Louisville, KY

Time	Volume
05/07 00:00	50
05/07 00:15	36
05/07 00:30	44
05/07 00:45	36
05/07 01:00	42
05/07 01:15	36
05/07 01:30	32
05/07 01:45	31
05/07 02:00	23
05/07 02:15	32
05/07 02:30	29
05/07 02:45	29
05/07 03:00	40
05/07 03:15	28
05/07 03:30	30
05/07 03:45	29
05/07 04:00	42
05/07 04:15	45
05/07 04:30	75
05/07 04:45	110
05/07 05:00	94
05/07 05:15	131
05/07 05:30	208
05/07 05:45	285
05/07 06:00	260
05/07 06:15	317
05/07 06:30	486
05/07 06:45	616
05/07 07:00	579
05/07 07:15	634
05/07 07:30	823
05/07 07:45	905
05/07 08:00	877
05/07 08:15	804
05/07 08:30	686
05/07 08:45	575
05/07 09:00	468
05/07 09:15	336
05/07 09:30	348
05/07 09:45	315
05/07 10:00	290
05/07 10:15	273
05/07 10:30	275
05/07 10:45	272
05/07 11:00	262
05/07 11:15	254
05/07 11:30	277
05/07 11:45	268
05/07 12:00	255
05/07 12:15	221
05/07 12:30	272
05/07 12:45	254
05/07 13:00	253
05/07 13:15	253
05/07 13:30	259
05/07 13:45	277

I-64 Eastbound at I-264

Louisville, KY

Time	Volume
05/07 14:00	279
05/07 14:15	262
05/07 14:30	288
05/07 14:45	291
05/07 15:00	323
05/07 15:15	295
05/07 15:30	329
05/07 15:45	347
05/07 16:00	300
05/07 16:15	354
05/07 16:30	328
05/07 16:45	335
05/07 17:00	311
05/07 17:15	321
05/07 17:30	377
05/07 17:45	362
05/07 18:00	311
05/07 18:15	277
05/07 18:30	343
05/07 18:45	280
05/07 19:00	213
05/07 19:15	199
05/07 19:30	197
05/07 19:45	172
05/07 20:00	165
05/07 20:15	167
05/07 20:30	203
05/07 20:45	142
05/07 21:00	141
05/07 21:15	156
05/07 21:30	122
05/07 21:45	132
05/07 22:00	128
05/07 22:15	127
05/07 22:30	141
05/07 22:45	119
05/07 23:00	92
05/07 23:15	81
05/07 23:30	104
05/07 23:45	66
24 Total	23961
24 hr cars	21376
24 hr trucks	2585
AM Peak	3409
AM PHF	0.94
Trucks	156
PM Peak	1371
PM PHF	0.91
Trucks	142

I-64 Off-Ramp at Elm Street

New Albany, IN

Time	Volume
00:00 - 00:14	31
00:15 - 00:29	27
00:30 - 00:44	20
00:45 - 00:59	19
01:00 - 01:14	22
01:15 - 01:29	14
01:30 - 01:44	9
01:45 - 01:59	14
02:00 - 02:14	11
02:15 - 02:29	12
02:30 - 02:44	13
02:45 - 02:59	12
03:00 - 03:14	9
03:15 - 03:29	15
03:30 - 03:44	15
03:45 - 03:59	14
04:00 - 04:14	11
04:15 - 04:29	12
04:30 - 04:44	13
04:45 - 04:59	15
05:00 - 05:14	16
05:15 - 05:29	27
05:30 - 05:44	41
05:45 - 05:59	40
06:00 - 06:14	45
06:15 - 06:29	52
06:30 - 06:44	87
06:45 - 06:59	74
07:00 - 07:14	77
07:15 - 07:29	82
07:30 - 07:44	110
07:45 - 07:59	101
08:00 - 08:14	84
08:15 - 08:29	102
08:30 - 08:44	96
08:45 - 08:59	116
09:00 - 09:14	114
09:15 - 09:29	126
09:30 - 09:44	108
09:45 - 09:59	106
10:00 - 10:14	121
10:15 - 10:29	115
10:30 - 10:44	123
10:45 - 10:59	136
11:00 - 11:14	128
11:15 - 11:29	114
11:30 - 11:44	129
11:45 - 11:59	131
12:00 - 12:14	131
12:15 - 12:29	132
12:30 - 12:44	138
12:45 - 12:59	125
13:00 - 13:14	157
13:15 - 13:29	144
13:30 - 13:44	130
13:45 - 13:59	146

I-64 Off-Ramp at Elm Street

New Albany, IN

Time	Volume
14:00 - 14:14	149
14:15 - 14:29	166
14:30 - 14:44	172
14:45 - 14:59	183
15:00 - 15:14	194
15:15 - 15:29	177
15:30 - 15:44	218
15:45 - 15:59	226
16:00 - 16:14	249
16:15 - 16:29	263
16:30 - 16:44	285
16:45 - 16:59	262
17:00 - 17:14	299
17:15 - 17:29	297
17:30 - 17:44	243
17:45 - 17:59	223
18:00 - 18:14	208
18:15 - 18:29	173
18:30 - 18:44	168
18:45 - 18:59	155
19:00 - 19:14	126
19:15 - 19:29	114
19:30 - 19:44	103
19:45 - 19:59	108
20:00 - 20:14	110
20:15 - 20:29	87
20:30 - 20:44	103
20:45 - 20:59	71
21:00 - 21:14	89
21:15 - 21:29	89
21:30 - 21:44	66
21:45 - 21:59	61
22:00 - 22:14	65
22:15 - 22:29	66
22:30 - 22:44	44
22:45 - 22:59	51
23:00 - 23:14	60
23:15 - 23:29	44
23:30 - 23:44	36
23:45 - 23:59	30
24 Total	9822
AM Peak	397
AM PHF	0.85
PM Peak	1143
PM PHF	0.96

I-64 On-Ramp at Spring Street

New Albany, IN

Time	Volume
00:00 - 00:14	29
00:15 - 00:29	32
00:30 - 00:44	22
00:45 - 00:59	23
01:00 - 01:14	24
01:15 - 01:29	28
01:30 - 01:44	20
01:45 - 01:59	19
02:00 - 02:14	20
02:15 - 02:29	23
02:30 - 02:44	19
02:45 - 02:59	18
03:00 - 03:14	20
03:15 - 03:29	26
03:30 - 03:44	25
03:45 - 03:59	24
04:00 - 04:14	23
04:15 - 04:29	30
04:30 - 04:44	32
04:45 - 04:59	41
05:00 - 05:14	72
05:15 - 05:29	99
05:30 - 05:44	88
05:45 - 05:59	80
06:00 - 06:14	136
06:15 - 06:29	172
06:30 - 06:44	195
06:45 - 06:59	165
07:00 - 07:14	233
07:15 - 07:29	270
07:30 - 07:44	321
07:45 - 07:59	257
08:00 - 08:14	250
08:15 - 08:29	237
08:30 - 08:44	185
08:45 - 08:59	166
09:00 - 09:14	132
09:15 - 09:29	124
09:30 - 09:44	131
09:45 - 09:59	73
10:00 - 10:14	100
10:15 - 10:29	86
10:30 - 10:44	89
10:45 - 10:59	81
11:00 - 11:14	81
11:15 - 11:29	73
11:30 - 11:44	99
11:45 - 11:59	102
12:00 - 12:14	53
12:15 - 12:29	137
12:30 - 12:44	123
12:45 - 12:59	35
13:00 - 13:14	98
13:15 - 13:29	85
13:30 - 13:44	89
13:45 - 13:59	80

December 2013 Data Collection
I-64 On-Ramp at Spring Street
New Albany, IN

A-38

Time	Volume
14:00 - 14:14	76
14:15 - 14:29	96
14:30 - 14:44	118
14:45 - 14:59	112
15:00 - 15:14	99
15:15 - 15:29	126
15:30 - 15:44	88
15:45 - 15:59	129
16:00 - 16:14	167
16:15 - 16:29	170
16:30 - 16:44	132
16:45 - 16:59	156
17:00 - 17:14	152
17:15 - 17:29	150
17:30 - 17:44	140
17:45 - 17:59	114
18:00 - 18:14	109
18:15 - 18:29	90
18:30 - 18:44	102
18:45 - 18:59	116
19:00 - 19:14	104
19:15 - 19:29	85
19:30 - 19:44	72
19:45 - 19:59	66
20:00 - 20:14	77
20:15 - 20:29	78
20:30 - 20:44	41
20:45 - 20:59	64
21:00 - 21:14	56
21:15 - 21:29	49
21:30 - 21:44	57
21:45 - 21:59	58
22:00 - 22:14	40
22:15 - 22:29	59
22:30 - 22:44	64
22:45 - 22:59	49
23:00 - 23:14	46
23:15 - 23:29	46
23:30 - 23:44	37
23:45 - 23:59	28
24 Total	8913
AM Peak	1098
AM PHF	0.86
PM Peak	625
PM PHF	0.92

May 2013 Data Collection
I-265 Ramp from I-64 Westbound

A-39

New Albany, IN	
Time	Volume
05/09 00:00	20
05/09 00:15	26
05/09 00:30	35
05/09 00:45	16
05/09 01:00	32
05/09 01:15	13
05/09 01:30	18
05/09 01:45	9
05/09 02:00	21
05/09 02:15	24
05/09 02:30	19
05/09 02:45	24
05/09 03:00	16
05/09 03:15	16
05/09 03:30	9
05/09 03:45	16
05/09 04:00	21
05/09 04:15	23
05/09 04:30	22
05/09 04:45	28
05/09 05:00	35
05/09 05:15	37
05/09 05:30	44
05/09 05:45	74
05/09 06:00	62
05/09 06:15	55
05/09 06:30	101
05/09 06:45	120
05/09 07:00	129
05/09 07:15	127
05/09 07:30	128
05/09 07:45	183
05/09 08:00	165
05/09 08:15	139
05/09 08:30	138
05/09 08:45	132
05/09 09:00	144
05/09 09:15	133
05/09 09:30	111
05/09 09:45	123
05/09 10:00	126
05/09 10:15	109
05/09 10:30	109
05/09 10:45	133
05/09 11:00	116
05/09 11:15	127
05/09 11:30	128
05/09 11:45	125
05/09 12:00	132
05/09 12:15	111
05/09 12:30	95
05/09 12:45	113
05/09 13:00	183
05/09 13:15	148
05/09 13:30	123
05/09 13:45	157

May 2013 Data Collection
I-265 Ramp from I-64 Westbound

A-40

New Albany, IN	
Time	Volume
05/09 14:00	155
05/09 14:15	160
05/09 14:30	171
05/09 14:45	187
05/09 15:00	199
05/09 15:15	237
05/09 15:30	224
05/09 15:45	242
05/09 16:00	293
05/09 16:15	315
05/09 16:30	308
05/09 16:45	350
05/09 17:00	355
05/09 17:15	372
05/09 17:30	413
05/09 17:45	344
05/09 18:00	303
05/09 18:15	240
05/09 18:30	221
05/09 18:45	162
05/09 19:00	154
05/09 19:15	156
05/09 19:30	128
05/09 19:45	100
05/09 20:00	131
05/09 20:15	136
05/09 20:30	126
05/09 20:45	105
05/09 21:00	92
05/09 21:15	85
05/09 21:30	114
05/09 21:45	88
05/09 22:00	74
05/09 22:15	68
05/09 22:30	73
05/09 22:45	57
05/09 23:00	67
05/09 23:15	49
05/09 23:30	41
05/09 23:45	50
24 Total	11768
24 hr cars	10825
24 hr trucks	943
AM Peak	625
AM PHF	0.85
Trucks	69
PM Peak	1490
PM PHF	0.90
Trucks	54

New Albany, IN	
Time	Volume
05/09 00:00	22
05/09 00:15	32
05/09 00:30	23
05/09 00:45	8
05/09 01:00	11
05/09 01:15	11
05/09 01:30	12
05/09 01:45	13
05/09 02:00	9
05/09 02:15	13
05/09 02:30	8
05/09 02:45	10
05/09 03:00	12
05/09 03:15	11
05/09 03:30	22
05/09 03:45	9
05/09 04:00	13
05/09 04:15	23
05/09 04:30	23
05/09 04:45	25
05/09 05:00	33
05/09 05:15	57
05/09 05:30	68
05/09 05:45	103
05/09 06:00	122
05/09 06:15	134
05/09 06:30	219
05/09 06:45	236
05/09 07:00	224
05/09 07:15	266
05/09 07:30	394
05/09 07:45	414
05/09 08:00	436
05/09 08:15	369
05/09 08:30	320
05/09 08:45	284
05/09 09:00	270
05/09 09:15	193
05/09 09:30	142
05/09 09:45	144
05/09 10:00	158
05/09 10:15	134
05/09 10:30	137
05/09 10:45	132
05/09 11:00	123
05/09 11:15	124
05/09 11:30	168
05/09 11:45	128
05/09 12:00	125
05/09 12:15	161
05/09 12:30	161
05/09 12:45	171
05/09 13:00	119
05/09 13:15	148
05/09 13:30	151
05/09 13:45	147

New Albany, IN	
Time	Volume
05/09 14:00	166
05/09 14:15	155
05/09 14:30	146
05/09 14:45	161
05/09 15:00	168
05/09 15:15	206
05/09 15:30	198
05/09 15:45	215
05/09 16:00	207
05/09 16:15	201
05/09 16:30	205
05/09 16:45	248
05/09 17:00	238
05/09 17:15	249
05/09 17:30	245
05/09 17:45	241
05/09 18:00	233
05/09 18:15	208
05/09 18:30	196
05/09 18:45	142
05/09 19:00	122
05/09 19:15	110
05/09 19:30	124
05/09 19:45	121
05/09 20:00	98
05/09 20:15	108
05/09 20:30	116
05/09 20:45	100
05/09 21:00	118
05/09 21:15	80
05/09 21:30	80
05/09 21:45	87
05/09 22:00	63
05/09 22:15	77
05/09 22:30	69
05/09 22:45	44
05/09 23:00	45
05/09 23:15	46
05/09 23:30	35
05/09 23:45	39
24 Total	12735
24 hr cars	11634
24 hr trucks	1101
AM Peak	1613
AM PHF	0.92
Trucks	101
PM Peak	980
PM PHF	0.98
Trucks	57

South Clark Boulevard

Clarksville, IN

Time	Northbound	Southbound
00:00 - 00:14	1	2
00:15 - 00:29	3	1
00:30 - 00:44	0	0
00:45 - 00:59	1	0
01:00 - 01:14	1	2
01:15 - 01:29	2	2
01:30 - 01:44	0	0
01:45 - 01:59	2	0
02:00 - 02:14	0	2
02:15 - 02:29	1	1
02:30 - 02:44	1	0
02:45 - 02:59	3	2
03:00 - 03:14	2	0
03:15 - 03:29	1	2
03:30 - 03:44	0	0
03:45 - 03:59	1	1
04:00 - 04:14	3	0
04:15 - 04:29	2	5
04:30 - 04:44	4	0
04:45 - 04:59	6	6
05:00 - 05:14	3	7
05:15 - 05:29	11	12
05:30 - 05:44	12	15
05:45 - 05:59	5	12
06:00 - 06:14	10	12
06:15 - 06:29	9	24
06:30 - 06:44	17	37
06:45 - 06:59	24	43
07:00 - 07:14	17	39
07:15 - 07:29	15	28
07:30 - 07:44	13	21
07:45 - 07:59	18	23
08:00 - 08:14	17	18
08:15 - 08:29	13	10
08:30 - 08:44	15	20
08:45 - 08:59	12	24
09:00 - 09:14	24	14
09:15 - 09:29	22	15
09:30 - 09:44	11	11
09:45 - 09:59	16	9
10:00 - 10:14	12	18
10:15 - 10:29	32	16
10:30 - 10:44	32	25
10:45 - 10:59	19	28
11:00 - 11:14	23	17
11:15 - 11:29	24	25
11:30 - 11:44	18	26
11:45 - 11:59	24	25
12:00 - 12:14	25	29
12:15 - 12:29	30	19
12:30 - 12:44	24	29
12:45 - 12:59	29	30
13:00 - 13:14	21	25
13:15 - 13:29	37	24
13:30 - 13:44	37	29
13:45 - 13:59	24	22

South Clark Boulevard

Clarksville, IN

Time	Northbound	Southbound
14:00 - 14:14	26	31
14:15 - 14:29	23	21
14:30 - 14:44	33	35
14:45 - 14:59	35	35
15:00 - 15:14	33	25
15:15 - 15:29	35	32
15:30 - 15:44	54	24
15:45 - 15:59	46	35
16:00 - 16:14	49	31
16:15 - 16:29	50	28
16:30 - 16:44	54	28
16:45 - 16:59	49	26
17:00 - 17:14	35	35
17:15 - 17:29	26	36
17:30 - 17:44	23	23
17:45 - 17:59	31	25
18:00 - 18:14	23	21
18:15 - 18:29	32	21
18:30 - 18:44	31	24
18:45 - 18:59	22	20
19:00 - 19:14	25	15
19:15 - 19:29	21	19
19:30 - 19:44	30	26
19:45 - 19:59	14	20
20:00 - 20:14	15	16
20:15 - 20:29	13	16
20:30 - 20:44	11	17
20:45 - 20:59	14	10
21:00 - 21:14	19	8
21:15 - 21:29	16	13
21:30 - 21:44	15	6
21:45 - 21:59	8	4
22:00 - 22:14	4	3
22:15 - 22:29	8	9
22:30 - 22:44	8	1
22:45 - 22:59	4	3
23:00 - 23:14	4	2
23:15 - 23:29	1	4
23:30 - 23:44	2	1
23:45 - 23:59	2	1
24 Total	1673	1557
24 hr cars	1651	1111
24 hr trucks	22	446
AM Peak	63	71
AM PHF	0.88	0.77
Trucks	2	29
PM Peak	133	120
PM PHF	0.68	0.83
Trucks	0	27

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	0	0	0	0	2	2	7	0	1	6	6	0
00:15	0	0	0	1	2	5	7	0	1	4	2	0
00:30	0	0	0	0	1	4	2	0	2	3	0	0
00:45	0	0	2	0	1	3	5	0	3	1	1	0
01:00	0	0	1	1	0	0	5	0	1	6	0	0
01:15	0	0	0	0	0	4	3	0	2	1	1	0
01:30	0	0	0	0	0	1	0	0	0	2	2	0
01:45	0	0	0	0	0	0	0	0	1	0	3	0
02:00	0	0	0	0	2	1	2	0	1	2	0	0
02:15	0	0	0	0	1	2	1	0	0	1	0	0
02:30	0	0	0	0	1	6	0	0	1	2	1	0
02:45	0	0	0	0	3	4	2	0	0	0	0	0
03:00	0	0	0	0	0	5	1	0	3	2	0	0
03:15	0	0	0	0	0	1	0	1	0	0	1	0
03:30	0	0	0	0	0	1	0	0	1	1	0	0
03:45	0	0	0	0	1	3	0	0	2	1	3	0
04:00	0	1	0	1	0	2	1	0	5	0	0	0
04:15	0	0	1	0	0	1	0	0	1	2	0	0
04:30	0	0	0	0	3	3	0	0	3	2	1	0
04:45	0	0	0	0	4	0	2	0	5	2	0	0
05:00	0	0	0	0	7	5	1	0	4	2	0	0
05:15	0	0	0	0	3	7	1	0	5	1	2	0
05:30	0	0	0	0	9	10	2	0	11	3	1	0
05:45	0	0	0	0	19	9	4	2	29	3	2	0
06:00	0	0	0	0	14	14	12	0	20	3	1	0
06:15	0	0	0	1	46	24	9	2	30	4	2	0
06:30	0	0	0	1	49	40	12	2	39	5	5	0
06:45	0	1	0	0	60	43	27	9	45	9	5	0
07:00	0	0	1	1	104	66	13	5	62	17	9	0
07:15	0	0	0	1	134	80	24	1	67	20	9	0
07:30	0	3	0	0	188	86	35	1	89	21	21	0
07:45	0	1	0	1	250	59	39	0	117	15	16	0
08:00	0	0	0	0	197	54	40	3	138	18	19	0
08:15	0	0	0	1	185	69	32	1	147	22	17	0
08:30	0	0	0	0	136	55	40	2	97	21	19	0
08:45	0	2	0	0	130	53	57	3	87	18	16	0
09:00	1	3	0	0	91	50	31	4	49	20	17	2
09:15	1	1	0	0	78	44	42	1	64	26	19	0
09:30	0	2	2	0	46	50	41	1	57	40	22	0
09:45	1	0	0	2	43	49	41	1	60	30	24	0
10:00	1	0	0	0	37	43	36	2	35	27	22	0
10:15	1	3	0	2	42	39	26	1	39	36	30	1
10:30	1	2	0	1	45	45	47	1	41	40	20	1
10:45	1	1	0	1	33	38	49	2	29	32	24	0
11:00	0	1	0	0	47	36	38	3	51	52	35	0
11:15	0	2	0	1	56	48	57	4	43	52	40	1
11:30	1	4	0	1	37	51	54	3	65	48	32	1
11:45	0	9	3	0	43	58	62	6	48	47	35	0
12:00	2	3	1	2	37	54	57	3	45	73	56	0
12:15	0	0	0	1	37	47	48	3	50	50	54	0
12:30	0	0	0	0	51	64	54	1	52	47	36	0
12:45	1	1	2	1	44	58	39	4	56	40	31	0
13:00	2	4	1	2	47	47	44	2	60	51	41	1
13:15	1	3	0	0	41	53	44	2	45	57	54	0
13:30	1	3	0	0	54	50	58	1	49	54	37	1
13:45	0	0	1	0	48	65	50	1	57	39	45	0
14:00	0	0	0	1	44	59	42	1	47	30	43	0
14:15	0	1	0	0	43	52	52	5	39	47	41	0
14:30	0	0	3	0	40	59	54	0	36	49	53	0
14:45	0	2	1	0	29	62	53	1	38	72	48	1

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	2	4	0	0	37	45	69	2	52	58	54	0
15:15	0	15	1	0	42	72	59	0	40	41	67	0
15:30	0	0	1	0	36	50	59	2	40	73	63	0
15:45	0	2	1	0	28	58	64	1	27	65	72	0
16:00	0	0	1	0	24	44	59	0	36	84	78	0
16:15	0	1	0	0	34	48	82	0	33	77	102	0
16:30	0	2	0	0	36	47	106	1	42	88	108	0
16:45	0	3	0	6	35	43	175	3	40	92	172	1
17:00	0	2	0	2	36	36	150	7	49	115	173	0
17:15	0	4	0	1	63	40	158	5	57	99	148	1
17:30	0	4	1	3	44	39	102	4	47	97	200	1
17:45	0	3	1	3	71	46	120	13	43	111	169	1
18:00	1	2	0	2	50	47	106	6	57	54	133	3
18:15	0	1	2	3	41	44	81	13	52	21	85	0
18:30	1	2	2	0	42	38	77	3	39	33	63	0
18:45	0	0	1	0	31	46	71	2	26	27	34	0
19:00	3	15	0	0	30	46	60	1	20	32	38	0
19:15	1	16	1	0	25	67	41	3	24	27	47	0
19:30	1	14	0	0	36	70	37	0	8	28	34	0
19:45	1	7	0	0	33	74	48	1	8	32	48	0
20:00	0	3	1	1	31	76	33	0	11	34	37	2
20:15	0	10	1	0	24	51	27	1	13	16	30	0
20:30	1	1	0	1	18	54	28	1	11	27	32	0
20:45	1	2	0	0	14	38	24	1	10	36	17	0
21:00	0	0	0	0	8	35	32	1	10	45	42	0
21:15	0	1	0	0	7	46	29	0	6	49	36	0
21:30	0	0	0	0	11	54	28	0	8	36	37	0
21:45	0	0	0	0	7	35	18	0	6	45	31	0
22:00	0	0	0	0	13	28	17	0	2	27	20	0
22:15	0	0	0	0	9	34	13	0	6	30	16	0
22:30	0	1	0	0	7	22	12	1	3	9	12	0
22:45	0	0	0	0	3	18	10	0	2	10	12	0
23:00	0	0	0	0	7	21	10	0	4	10	8	0
23:15	0	0	0	0	0	8	15	0	3	12	10	0
23:30	0	0	0	0	1	4	7	0	3	8	9	0
23:45	0	0	0	0	4	3	10	0	0	2	1	0
24 Total	27	168	33	46	3603	3470	3542	157	3013	2929	3262	18
24 hr cars	26	158	33	45	3521	3380	3462	145	2554	2495	3208	18
24 hr trucks	1	10	0	1	82	90	80	12	459	434	54	0
AM Peak	0	4	0	2	820	268	146	5	491	76	73	0
AM PHF	n/a	0.33	n/a	0.50	0.82	0.78	0.91	0.42	0.84	0.86	0.87	n/a
Trucks	0	2	0	0	6	1	7	2	27	38	8	0
PM Peak	0	13	2	9	214	161	530	29	196	422	690	3
PM PHF	n/a	0.81	0.50	0.75	0.75	0.88	0.84	0.56	0.86	0.92	0.86	0.75
Trucks	0	0	0	0	2	0	4	0	3	5	0	0

April 2013 Data Collection
River Road at Frankfort Avenue
Louisville, KY

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Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	0	1	0	0	2	1	0	0	1	1	11	0
00:15	0	0	0	1	0	1	0	0	0	0	7	0
00:30	0	0	0	0	2	0	0	0	0	1	5	0
00:45	0	0	0	0	2	0	0	0	1	3	2	0
01:00	0	0	0	0	1	1	0	0	0	1	5	0
01:15	0	0	0	0	1	0	0	1	0	1	3	0
01:30	0	0	0	0	1	0	0	0	0	0	1	0
01:45	0	0	0	0	3	0	0	0	0	1	0	0
02:00	0	0	0	0	3	0	1	0	0	1	2	0
02:15	0	0	0	0	1	0	0	0	0	1	3	0
02:30	0	0	0	0	1	0	0	0	1	0	0	0
02:45	0	0	0	0	3	0	0	0	0	0	3	0
03:00	0	0	0	0	2	1	0	0	0	0	4	0
03:15	0	0	0	0	2	1	0	0	0	0	1	0
03:30	0	0	0	0	1	0	0	0	1	1	4	0
03:45	0	0	0	0	0	1	0	0	0	0	1	0
04:00	0	0	0	0	1	0	0	0	0	0	1	0
04:15	0	0	0	0	0	0	0	0	0	0	1	0
04:30	0	0	0	0	2	1	0	0	1	0	0	0
04:45	0	0	0	0	6	2	0	0	3	0	1	0
05:00	0	0	0	0	13	0	0	0	3	0	1	0
05:15	0	0	0	0	4	0	0	0	0	0	1	0
05:30	0	0	0	0	8	2	3	0	2	1	6	0
05:45	0	0	0	0	17	1	2	0	1	0	5	0
06:00	0	0	0	0	26	4	0	0	1	2	13	0
06:15	0	0	0	0	29	1	1	0	0	5	12	1
06:30	0	0	0	0	43	1	3	0	2	1	14	0
06:45	0	0	1	1	73	3	2	1	1	4	17	1
07:00	0	0	0	0	77	11	2	0	6	2	20	0
07:15	0	1	0	0	172	18	2	0	5	6	29	0
07:30	2	0	0	2	210	15	3	0	4	9	22	0
07:45	0	1	0	0	259	9	1	0	2	6	20	2
08:00	0	1	0	1	275	9	3	0	8	10	23	1
08:15	0	0	0	0	272	13	4	0	8	2	43	0
08:30	2	0	0	1	274	14	5	1	8	4	21	0
08:45	0	0	1	0	240	16	7	0	2	2	24	0
09:00	3	0	0	3	184	18	9	0	11	5	29	1
09:15	0	1	1	0	107	7	8	0	5	5	36	0
09:30	0	0	1	1	74	12	5	0	4	5	28	0
09:45	0	0	0	1	62	14	3	1	6	5	35	2
10:00	0	0	1	0	70	19	6	0	7	2	36	0
10:15	0	0	0	0	66	21	4	0	4	2	29	0
10:30	0	0	0	0	68	12	4	0	4	7	37	0
10:45	2	0	0	0	65	7	10	0	3	6	34	1
11:00	0	0	0	0	72	16	6	0	8	4	44	0
11:15	1	0	0	1	70	23	4	0	4	3	46	3
11:30	4	0	0	0	88	11	4	0	4	8	49	1
11:45	5	0	1	0	77	12	7	0	10	3	55	2
12:00	0	0	2	1	64	14	7	1	4	6	53	0
12:15	1	2	0	0	53	13	9	1	11	8	54	1
12:30	1	0	0	1	64	8	7	0	6	8	59	1
12:45	3	1	0	1	60	13	3	0	4	5	80	0
13:00	0	0	1	0	72	14	3	0	11	9	75	2
13:15	0	0	0	0	54	13	7	0	8	7	73	2
13:30	0	0	0	1	63	16	8	0	8	9	73	0
13:45	0	0	0	0	51	13	5	0	4	9	68	0
14:00	0	1	1	1	54	20	7	0	4	10	142	0
14:15	2	1	0	0	51	17	5	1	5	8	109	0
14:30	2	0	1	0	68	11	7	1	4	3	56	0
14:45	1	0	0	1	64	22	6	0	8	6	82	1

April 2013 Data Collection
River Road at Frankfort Avenue
Louisville, KY

A-48

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	1	0	0	0	46	11	0	0	5	9	90	0
15:15	1	1	1	0	52	17	7	0	11	6	69	0
15:30	0	0	0	1	67	13	10	0	7	13	94	1
15:45	3	0	4	0	69	13	8	1	7	4	112	0
16:00	1	1	0	0	74	19	6	0	6	7	104	0
16:15	1	1	1	0	76	27	4	1	14	13	137	0
16:30	1	0	0	0	73	16	2	0	10	13	150	0
16:45	2	0	1	0	83	19	6	1	10	10	223	0
17:00	1	0	1	1	82	17	7	0	10	14	253	0
17:15	1	0	1	0	77	14	3	0	12	19	285	0
17:30	0	2	0	0	99	16	6	1	5	15	267	0
17:45	1	0	0	0	95	12	7	0	13	15	226	0
18:00	1	0	0	0	84	11	2	0	10	17	175	0
18:15	2	2	0	0	84	7	4	1	12	12	107	0
18:30	0	1	0	0	102	3	3	0	12	7	108	1
18:45	0	0	0	0	66	1	1	3	9	9	83	1
19:00	1	0	0	0	89	2	3	1	14	7	81	0
19:15	2	0	0	1	79	4	3	1	15	12	101	1
19:30	2	0	0	1	82	9	2	0	14	12	80	0
19:45	1	0	0	0	77	4	3	0	11	10	64	0
20:00	0	0	0	0	84	11	2	0	14	13	65	1
20:15	0	0	0	0	89	7	3	0	10	7	60	0
20:30	0	0	0	0	58	3	1	1	12	7	87	2
20:45	0	0	0	0	50	4	2	0	11	11	61	0
21:00	0	0	0	2	39	2	3	0	11	18	66	0
21:15	0	1	1	1	21	1	0	1	8	8	66	0
21:30	0	0	1	0	34	4	3	0	8	9	63	0
21:45	0	1	0	1	15	1	2	1	8	6	36	0
22:00	0	0	0	1	18	2	1	0	5	7	43	0
22:15	0	0	2	0	18	1	0	0	5	13	65	1
22:30	0	0	0	1	14	2	2	1	1	11	44	0
22:45	0	0	0	0	7	2	0	0	0	5	50	0
23:00	0	0	0	0	3	1	1	0	2	4	47	1
23:15	1	0	0	0	9	1	0	0	2	15	66	0
23:30	1	0	0	0	8	0	1	0	0	9	36	0
23:45	0	0	1	1	7	2	0	0	1	5	23	0
24 Total	53	20	25	29	5777	751	291	22	513	580	5395	31
24 hr cars	26	158	33	45	3521	3380	3462	145	2554	2495	3208	18
24 hr trucks	1	10	0	1	82	90	80	12	459	434	54	0
AM Peak	2	2	0	3	1016	46	11	0	22	27	108	3
AM PHF	0.25	0.50	n/a	0.38	0.92	0.77	0.69	n/a	0.69	0.68	0.63	0.38
% Trucks	0	0	0	0	6	16	6	0	0	5	8	1
PM Peak	3	2	2	1	353	59	23	1	40	63	1031	0
PM PHF	0.75	0.25	0.50	0.25	0.89	0.87	0.82	0.25	0.77	0.83	0.90	n/a
% Trucks	0	0	0	0	5	5	1	0	1	2	6	0

April 2013 Data Collection
2nd Street at Main Street
Louisville, KY

A-49

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
00:00	12	4	0	6	16	3	0	20	2
00:15	8	2	0	5	17	2	0	10	3
00:30	2	10	0	4	11	1	0	19	1
00:45	7	3	0	5	15	2	0	14	2
01:00	4	2	0	5	9	3	0	18	1
01:15	3	4	0	6	4	0	0	14	2
01:30	1	6	0	1	10	3	0	9	0
01:45	1	0	0	2	13	1	0	10	2
02:00	2	2	0	1	11	0	0	4	1
02:15	4	4	0	1	5	1	0	10	0
02:30	2	4	0	1	7	1	0	9	2
02:45	1	5	0	2	3	0	0	5	0
03:00	2	1	0	2	4	1	0	1	0
03:15	7	0	0	1	7	0	0	6	0
03:30	1	6	0	3	4	0	0	5	2
03:45	5	4	0	4	4	1	0	3	1
04:00	4	2	0	3	3	0	0	3	4
04:15	5	4	0	0	7	0	0	4	1
04:30	6	4	0	2	3	1	0	7	2
04:45	8	10	0	3	7	0	0	5	5
05:00	11	10	0	2	5	2	0	4	7
05:15	16	23	0	2	19	2	0	9	4
05:30	31	30	0	4	17	2	0	15	2
05:45	34	49	0	3	29	8	0	28	7
06:00	43	53	0	4	27	1	0	38	6
06:15	54	72	0	6	27	3	0	40	8
06:30	86	94	0	16	41	5	0	56	7
06:45	128	115	0	17	76	10	0	58	18
07:00	155	123	0	21	95	10	0	32	14
07:15	214	182	0	30	128	24	0	59	19
07:30	244	215	0	32	166	25	0	71	36
07:45	234	214	0	35	225	44	0	89	39
08:00	235	220	0	41	241	38	0	85	39
08:15	180	187	0	41	283	40	0	79	52
08:30	149	164	0	35	238	31	0	73	39
08:45	153	158	0	41	214	38	0	67	49
09:00	99	97	0	36	167	29	0	81	32
09:15	76	76	0	24	137	20	0	75	36
09:30	53	66	0	29	119	19	0	70	34
09:45	49	60	0	23	100	8	0	80	35
10:00	53	62	0	45	111	10	2	64	28
10:15	37	57	0	36	97	7	0	91	27
10:30	58	57	0	25	76	12	0	82	25
10:45	43	74	0	27	117	14	0	126	33
11:00	37	52	0	38	97	10	0	122	38
11:15	54	62	0	47	85	12	0	134	26
11:30	31	58	0	48	92	15	0	128	40
11:45	55	53	0	40	121	16	0	151	43
12:00	39	77	0	51	114	16	0	166	38
12:15	54	78	0	53	126	18	0	158	42
12:30	49	69	0	56	137	12	0	137	29
12:45	71	85	0	59	130	26	0	143	40
13:00	117	130	0	57	153	16	0	140	36
13:15	71	78	0	62	173	26	0	129	42
13:30	62	69	0	60	148	28	0	134	29
13:45	51	72	0	87	149	19	0	125	39
14:00	55	61	0	113	159	33	0	137	37
14:15	50	60	0	68	140	13	0	154	31
14:30	41	63	0	68	153	18	0	144	42
14:45	48	37	0	69	147	18	1	153	33

April 2013 Data Collection
2nd Street at Main Street
Louisville, KY

A-50

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
15:00	54	72	0	54	118	11	0	150	26
15:15	60	80	0	94	143	14	0	176	23
15:30	60	79	0	84	126	15	0	216	28
15:45	97	86	0	77	117	21	0	212	40
16:00	58	61	0	101	162	15	0	262	25
16:15	77	86	0	115	164	12	0	259	34
16:30	86	88	0	113	155	18	1	322	29
16:45	126	122	0	117	163	17	0	341	40
17:00	137	131	0	136	160	12	1	335	46
17:15	180	201	0	138	136	17	0	354	43
17:30	151	197	0	132	154	27	0	303	33
17:45	142	175	0	94	147	15	0	275	38
18:00	109	133	0	91	118	22	0	196	47
18:15	82	124	0	80	105	17	0	200	49
18:30	67	73	0	64	122	10	0	183	40
18:45	57	66	0	60	127	21	0	144	52
19:00	60	53	0	64	147	22	1	164	56
19:15	54	47	0	62	122	13	1	146	23
19:30	32	46	0	57	92	23	0	166	22
19:45	38	45	0	53	92	12	0	187	20
20:00	35	33	0	60	92	20	1	187	22
20:15	32	59	0	64	93	17	0	190	15
20:30	45	40	0	61	114	15	0	203	20
20:45	30	53	0	82	96	18	1	191	30
21:00	30	40	0	70	82	28	0	208	27
21:15	33	43	0	82	100	24	1	195	25
21:30	17	26	0	50	109	24	0	161	23
21:45	17	27	0	54	98	16	0	110	20
22:00	12	22	0	35	114	15	1	109	17
22:15	21	29	0	48	122	10	0	132	18
22:30	10	21	0	48	126	29	1	94	14
22:45	17	14	0	57	140	26	0	65	14
23:00	15	18	0	52	182	26	0	58	11
23:15	9	20	0	50	239	40	0	55	11
23:30	6	16	0	46	185	25	0	47	7
23:45	6	11	0	19	86	11	1	35	7
24 Total	5467	6076	0	4272	9687	1396	13	10534	2207
24 hr cars	5395	5941	0	4195	9290	1371	13	10393	2130
24 hr trucks	72	135	0	77	397	25	0	141	77
AM Peak	893	836	0	149	915	147	0	324	166
AM PHF	0.91	0.95	n/a	0.91	0.81	0.84	n/a	0.91	0.80
% Trucks	10	17	0	10	23	0	0	8	3
PM Peak	594	651	0	523	613	73	1	1333	162
PM PHF	0.83	0.81	n/a	0.95	0.94	0.68	0.25	0.94	0.88
% Trucks	2	12	0	4	21	1	0	9	4

April 2013 Data Collection
1st Street at Liberty Street
Louisville, KY

A-51

Time	SB Right	SB Thru	SB Left	EB Right	EB Thru	EB Left
00:00	0	20	6	10	8	0
00:15	0	16	11	7	9	0
00:30	0	20	1	7	10	0
00:45	0	16	3	6	6	0
01:00	0	13	3	4	18	0
01:15	0	18	1	3	8	0
01:30	0	20	3	12	9	0
01:45	0	28	4	6	7	0
02:00	0	13	0	3	4	0
02:15	0	13	2	6	4	0
02:30	0	12	2	0	5	0
02:45	0	14	1	2	7	0
03:00	0	11	3	1	10	0
03:15	0	10	6	2	7	0
03:30	0	5	7	3	7	0
03:45	0	12	0	1	6	0
04:00	0	9	1	3	4	0
04:15	0	10	2	1	7	0
04:30	0	8	4	6	5	0
04:45	0	17	8	2	5	0
05:00	0	18	8	1	6	0
05:15	0	41	14	10	8	0
05:30	0	33	16	8	14	0
05:45	0	50	40	7	17	0
06:00	0	57	29	19	17	0
06:15	0	100	57	9	21	0
06:30	0	111	71	10	29	0
06:45	0	157	80	22	41	0
07:00	0	136	57	30	27	0
07:15	0	160	59	34	53	0
07:30	0	231	84	41	63	0
07:45	0	250	69	45	85	0
08:00	0	203	73	41	74	0
08:15	0	186	70	38	56	0
08:30	0	194	49	40	61	0
08:45	0	170	41	39	56	0
09:00	0	185	61	31	61	0
09:15	0	163	55	30	69	0
09:30	0	177	41	43	61	0
09:45	0	149	36	40	71	0
10:00	0	145	43	33	65	0
10:15	0	137	39	36	79	0
10:30	0	156	37	47	84	0
10:45	0	151	41	39	88	0
11:00	0	156	37	34	85	0
11:15	0	156	29	42	108	0
11:30	0	170	31	40	99	0
11:45	0	180	41	45	113	0
12:00	0	164	28	56	105	0
12:15	0	149	44	54	100	0
12:30	0	150	38	39	91	0
12:45	0	198	44	34	90	0
13:00	0	165	35	32	97	0
13:15	0	169	39	56	83	0
13:30	0	172	37	48	95	0
13:45	0	199	34	43	119	0
14:00	0	221	44	57	92	0
14:15	0	215	51	46	112	0
14:30	0	206	28	55	111	0
14:45	0	220	19	64	105	0

Time	SB Right	SB Thru	SB Left	EB Right	EB Thru	EB Left
15:00	0	205	37	62	94	0
15:15	0	193	32	44	106	0
15:30	0	212	30	50	122	0
15:45	0	221	31	43	118	0
16:00	0	230	33	65	121	0
16:15	0	223	24	75	122	0
16:30	0	220	22	96	160	0
16:45	0	266	23	87	177	0
17:00	0	262	38	80	220	0
17:15	0	219	41	69	218	0
17:30	0	207	30	80	232	0
17:45	0	183	23	57	166	0
18:00	0	159	35	58	151	0
18:15	0	166	33	50	129	0
18:30	0	138	31	26	123	0
18:45	0	103	26	18	125	0
19:00	0	108	21	25	99	0
19:15	0	108	16	25	66	0
19:30	0	95	29	21	70	0
19:45	0	85	19	17	74	0
20:00	0	102	20	30	70	0
20:15	0	88	14	18	86	0
20:30	0	100	25	22	67	0
20:45	0	112	17	24	72	0
21:00	0	108	19	33	97	0
21:15	0	108	34	29	76	0
21:30	0	98	22	28	55	0
21:45	0	92	19	25	41	0
22:00	0	109	15	25	61	0
22:15	0	174	25	21	61	0
22:30	0	149	18	22	38	0
22:45	0	160	13	22	22	0
23:00	0	179	13	21	43	0
23:15	0	214	18	28	27	0
23:30	0	180	22	34	31	0
23:45	0	92	11	20	22	0
24 Total	0	12203	2696	2973	6519	0
24 hr cars	0	11800	2646	2903	6386	0
24 hr trucks	0	403	50	70	133	0
AM Peak	0	870	296	165	278	0
AM PHF	n/a	0.87	0.88	0.92	0.82	n/a
% Trucks	0	56	6	6	12	0
PM Peak	0	954	132	316	847	0
PM PHF	n/a	0.90	0.80	0.91	0.91	n/a
% Trucks	0	1	0	2	0	0

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	0	1	1	9	28	1	0	2	0	0	2	0
00:15	0	1	0	7	20	1	0	3	0	0	6	2
00:30	0	0	1	3	4	0	1	1	0	0	1	0
00:45	0	0	3	2	1	0	1	0	0	0	5	1
01:00	2	1	2	0	1	0	0	0	0	0	4	1
01:15	0	0	1	1	1	0	0	0	0	0	0	1
01:30	0	0	3	1	1	0	0	3	0	0	2	0
01:45	0	1	2	0	3	0	0	1	1	0	3	0
02:00	0	0	3	1	6	0	0	2	0	0	1	1
02:15	0	0	0	2	7	1	0	1	0	0	2	1
02:30	1	1	1	3	1	0	1	1	0	0	1	0
02:45	0	1	1	1	4	0	0	1	0	0	1	0
03:00	0	0	2	2	4	0	0	0	1	0	0	0
03:15	0	0	0	1	1	0	1	0	0	0	1	0
03:30	0	0	1	0	2	0	0	0	0	0	2	0
03:45	0	0	1	0	5	0	1	1	0	1	1	0
04:00	0	0	1	1	4	0	0	0	0	0	3	0
04:15	0	1	1	2	4	0	0	0	0	0	3	1
04:30	0	0	0	0	9	0	0	1	0	0	8	0
04:45	0	0	5	4	8	0	0	0	0	0	14	0
05:00	0	0	0	4	11	0	0	0	0	0	5	0
05:15	0	1	2	4	19	0	0	1	0	0	10	0
05:30	0	0	1	3	22	0	0	0	0	0	17	1
05:45	0	1	3	7	30	0	0	1	0	0	10	0
06:00	1	0	4	1	24	0	0	0	0	1	21	0
06:15	0	0	1	12	25	0	1	1	0	1	63	0
06:30	0	0	7	21	37	0	1	0	0	0	71	0
06:45	0	0	7	16	58	0	0	3	0	0	81	1
07:00	0	1	7	14	63	1	0	2	0	0	16	0
07:15	0	2	8	20	74	1	0	3	0	0	15	1
07:30	3	2	11	25	70	0	0	3	0	1	31	1
07:45	0	1	10	19	74	0	1	0	0	0	33	0
08:00	0	3	11	25	61	1	2	8	0	1	19	0
08:15	0	6	13	10	47	1	1	5	0	1	13	4
08:30	1	4	9	19	51	0	0	4	0	0	16	2
08:45	2	0	4	26	60	1	1	4	0	0	18	3
09:00	1	3	15	8	28	1	0	1	0	2	18	2
09:15	2	11	4	10	21	0	0	3	0	3	13	1
09:30	4	7	4	14	27	1	0	3	0	2	17	4
09:45	1	9	7	9	23	0	0	7	1	0	15	5
10:00	3	4	9	14	27	2	0	11	0	2	15	4
10:15	3	7	3	7	25	1	1	4	0	0	16	2
10:30	3	3	6	8	27	2	1	4	0	2	12	2
10:45	2	11	5	9	20	1	0	3	0	0	12	7
11:00	4	10	11	14	19	1	0	5	1	0	6	3
11:15	1	13	3	13	18	2	2	5	2	4	16	4
11:30	5	16	11	15	31	2	1	4	2	2	13	5
11:45	2	18	12	13	24	3	1	4	0	3	33	7
12:00	6	13	11	7	18	6	5	18	1	1	26	6
12:15	0	15	12	14	33	3	2	6	1	1	18	6
12:30	12	18	8	9	25	3	2	11	0	3	21	7
12:45	3	10	14	9	11	3	4	10	0	3	26	10
13:00	3	9	10	15	22	1	3	18	0	0	32	7
13:15	5	13	9	20	22	2	2	12	0	2	32	6
13:30	6	7	18	10	17	0	1	7	0	1	24	3
13:45	9	15	13	17	21	5	4	12	0	0	16	5
14:00	4	12	13	16	19	1	3	12	1	1	35	6
14:15	9	6	15	11	17	3	1	11	1	1	54	5
14:30	4	9	15	10	19	1	2	5	1	1	44	3
14:45	4	5	15	17	19	2	2	10	3	1	55	1

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	4	15	17	14	18	3	0	11	0	2	55	7
15:15	4	8	16	12	27	0	3	10	0	0	52	2
15:30	7	7	9	26	86	2	2	3	2	0	39	7
15:45	2	8	17	23	69	2	0	6	0	3	60	5
16:00	3	5	12	16	41	1	1	4	1	2	42	3
16:15	3	12	14	14	31	2	3	4	0	4	58	4
16:30	7	6	17	19	24	1	1	5	0	1	54	4
16:45	2	6	20	11	23	2	2	3	2	1	65	5
17:00	5	6	21	16	37	3	6	12	0	0	58	4
17:15	7	6	20	14	35	3	2	3	1	1	61	6
17:30	4	15	12	18	42	2	2	4	0	0	58	5
17:45	5	15	18	19	47	2	3	9	1	0	57	3
18:00	8	11	16	16	22	5	0	6	1	3	51	5
18:15	9	13	14	17	34	2	3	11	2	0	44	2
18:30	2	17	13	10	28	3	3	4	0	1	40	3
18:45	5	11	16	6	17	3	3	9	1	0	41	6
19:00	1	8	10	6	24	0	8	8	0	1	29	5
19:15	4	11	11	8	22	1	1	13	1	0	24	5
19:30	2	13	6	7	22	0	4	11	2	3	23	1
19:45	0	8	8	9	13	2	2	3	0	1	33	3
20:00	1	9	6	10	11	0	2	6	0	1	27	1
20:15	3	11	7	5	19	0	2	8	0	0	24	4
20:30	2	8	12	6	20	3	5	9	1	1	24	1
20:45	0	2	10	10	14	0	1	6	0	0	15	0
21:00	0	7	15	10	8	1	2	11	0	0	25	1
21:15	2	4	15	12	9	1	2	5	0	0	26	1
21:30	0	4	6	10	9	2	2	3	0	3	31	2
21:45	0	1	4	3	10	0	1	10	0	0	15	0
22:00	0	5	8	5	13	0	1	3	0	1	14	2
22:15	1	2	2	4	9	0	1	1	0	1	14	0
22:30	0	5	7	3	9	0	2	2	1	0	11	0
22:45	0	3	3	3	13	1	5	1	0	0	15	1
23:00	0	5	2	4	9	0	2	5	0	0	4	1
23:15	0	2	3	1	6	0	0	3	0	0	9	2
23:30	0	2	6	4	10	0	0	2	0	0	2	1
23:45	3	0	1	1	1	0	0	0	0	0	7	1
24 Total	202	543	764	927	2205	101	126	452	32	71	2275	235
24 hr cars	199	533	750	912	2164	98	126	447	32	69	2224	230
24 hr trucks	3	10	14	15	41	3	0	5	0	2	51	5
AM Peak	3	12	45	79	252	2	4	16	0	3	96	5
AM PHF	0.25	0.50	0.87	0.79	0.85	0.50	0.50	0.50	n/a	0.75	0.73	0.31
Trucks	0	0	4	1	3	1	0	0	0	0	1	0
PM Peak	21	24	78	60	119	9	11	23	3	3	238	19
PM PHF	0.75	1.00	0.93	0.79	0.80	0.75	0.46	0.48	0.38	0.75	0.92	0.79
Trucks	1	0	2	1	1	0	0	0	0	0	4	0

April 2013 Data Collection
Spring Street at Court Avenue
Jeffersonville, IN

A-55

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	1	3	1	1	12	0	0	3	6	0	8	2
00:15	0	2	1	0	2	0	0	4	8	1	19	2
00:30	1	1	2	1	7	0	0	1	2	2	9	1
00:45	1	1	2	0	4	0	0	2	2	2	16	3
01:00	0	0	0	1	4	0	0	0	1	2	6	4
01:15	0	0	1	1	2	1	0	1	2	2	5	1
01:30	0	1	0	0	2	0	0	3	0	2	6	3
01:45	1	1	0	0	6	1	0	0	0	3	5	2
02:00	2	0	0	0	7	0	1	2	1	4	7	2
02:15	0	2	0	0	4	0	0	1	4	0	5	1
02:30	0	2	0	0	1	0	2	6	1	1	6	0
02:45	0	1	0	0	2	0	0	1	1	2	3	0
03:00	0	1	0	0	3	0	0	1	2	2	7	0
03:15	2	1	0	0	2	0	0	1	0	1	4	1
03:30	0	1	0	0	0	0	0	0	0	0	3	0
03:45	0	1	0	0	6	0	2	0	1	1	8	0
04:00	0	1	1	1	6	1	0	1	1	0	7	1
04:15	0	0	1	0	6	0	0	0	3	2	13	1
04:30	0	0	0	0	9	0	0	1	2	2	7	0
04:45	0	1	0	0	14	0	0	1	2	4	9	3
05:00	0	3	0	0	12	0	0	0	4	0	12	2
05:15	3	0	3	0	30	0	0	3	3	3	19	2
05:30	1	1	0	1	32	0	0	2	3	3	16	1
05:45	1	4	2	0	35	0	0	3	7	4	31	5
06:00	4	5	2	1	33	1	0	2	3	4	26	7
06:15	3	2	2	2	52	0	0	5	11	4	37	11
06:30	6	3	0	1	67	1	0	8	19	5	58	18
06:45	2	3	1	3	67	0	0	12	7	8	60	15
07:00	8	4	2	3	69	0	1	4	15	6	41	10
07:15	3	5	7	2	100	0	1	10	20	3	61	12
07:30	6	8	2	4	107	0	1	14	20	11	48	14
07:45	3	22	9	1	109	1	2	11	19	14	64	16
08:00	9	14	14	3	90	1	0	15	23	18	57	18
08:15	10	15	16	5	83	1	1	14	13	8	69	22
08:30	6	12	16	3	71	1	2	15	25	8	63	16
08:45	10	10	21	7	63	4	3	14	21	16	65	12
09:00	4	15	18	5	61	4	4	12	11	17	64	18
09:15	7	18	14	6	42	7	1	10	11	12	47	19
09:30	8	19	14	6	55	0	2	21	22	13	49	7
09:45	2	27	13	8	58	1	0	17	13	13	57	21
10:00	10	23	23	10	66	6	2	24	16	12	54	18
10:15	6	18	20	15	57	3	8	11	11	17	65	17
10:30	10	18	15	6	60	4	6	19	11	11	62	15
10:45	11	25	13	6	50	4	5	19	14	12	60	17
11:00	17	16	12	15	64	3	5	18	12	15	45	15
11:15	3	22	14	18	54	4	3	18	17	18	52	21
11:30	9	26	8	8	60	5	3	26	20	15	61	27
11:45	10	38	23	7	65	5	3	25	25	19	65	21
12:00	10	41	11	13	80	4	7	31	21	18	67	20
12:15	8	30	8	8	61	5	6	26	22	13	78	23
12:30	14	33	22	16	59	8	4	33	17	13	83	30
12:45	9	33	18	10	59	4	6	20	14	21	74	16
13:00	9	38	22	9	76	2	8	30	24	10	82	25
13:15	10	35	28	6	66	4	9	27	25	14	88	25
13:30	11	31	17	8	74	4	7	28	17	26	67	24
13:45	7	30	19	8	61	8	8	19	17	18	76	23
14:00	11	29	10	17	60	4	4	27	24	14	90	24
14:15	10	29	17	14	71	2	2	30	18	20	75	18
14:30	4	21	15	7	55	3	6	21	11	17	75	29
14:45	4	32	10	13	52	5	5	20	19	27	95	20

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	11	21	12	8	65	3	3	24	20	22	85	21
15:15	11	26	13	7	58	5	4	22	23	17	111	14
15:30	5	21	10	16	143	7	1	34	37	14	95	24
15:45	14	25	11	8	97	8	1	26	23	23	83	29
16:00	8	12	4	15	76	5	4	19	22	22	110	24
16:15	13	23	6	6	67	3	4	23	23	17	128	28
16:30	8	28	12	18	74	3	2	22	24	16	94	25
16:45	13	30	16	9	68	1	4	17	17	23	121	38
17:00	11	24	8	10	91	1	7	36	23	22	131	26
17:15	8	26	9	9	64	2	3	20	14	17	120	40
17:30	11	25	7	9	66	8	3	32	21	22	122	27
17:45	6	36	5	9	57	1	3	26	19	22	117	22
18:00	9	32	3	6	59	1	4	21	14	17	85	27
18:15	7	28	4	6	51	3	0	20	14	19	71	25
18:30	10	29	4	6	56	3	3	13	14	20	84	11
18:45	14	22	8	4	37	4	3	14	9	11	81	17
19:00	5	20	5	5	29	1	1	16	12	9	63	19
19:15	12	17	4	5	26	1	2	20	8	20	59	17
19:30	9	11	3	3	38	2	5	19	13	11	49	13
19:45	3	19	4	1	30	1	1	13	13	9	50	13
20:00	5	10	3	4	38	1	2	17	12	13	45	16
20:15	4	9	1	2	30	1	0	14	8	11	50	11
20:30	3	6	1	1	32	0	1	13	20	15	45	8
20:45	3	10	1	2	33	0	1	6	11	10	55	12
21:00	4	8	2	1	26	1	0	16	13	7	38	9
21:15	4	9	1	4	18	1	0	9	14	14	49	5
21:30	1	2	0	2	25	0	0	5	9	9	39	8
21:45	6	3	0	2	18	0	2	9	3	5	45	12
22:00	1	5	2	3	24	1	1	5	8	9	31	9
22:15	0	3	2	1	28	1	1	2	2	7	30	9
22:30	4	4	3	1	16	0	0	2	6	4	34	4
22:45	2	4	1	1	17	0	0	4	5	5	28	5
23:00	4	7	2	0	14	0	0	1	9	3	21	7
23:15	1	7	1	2	17	0	1	3	6	6	23	4
23:30	2	1	0	1	10	0	1	1	4	2	14	4
23:45	3	3	2	1	6	0	0	2	1	3	14	4
24 Total	522	1344	660	468	4189	181	198	1239	1158	1009	4931	1288
24 hr cars	477	1327	646	461	4100	179	193	1219	1142	984	4819	1223
24 hr trucks	45	17	14	7	89	2	5	20	16	25	112	65
AM Peak	28	59	41	13	389	3	4	54	75	51	238	70
AM PHF	0.70	0.67	0.64	0.65	0.89	0.75	0.50	0.90	0.82	0.71	0.86	0.80
Trucks	4	1	2	0	11	0	0	1	0	3	8	6
PM Peak	40	108	45	46	297	7	16	95	78	78	466	129
PM PHF	0.77	0.90	0.70	0.64	0.82	0.58	0.57	0.66	0.81	0.85	0.89	0.81
Trucks	2	0	0	0	3	0	1	1	1	1	5	4

April 2013 Data Collection
Spring Street at 7th Street
Jeffersonville, IN

A-57

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	2	5	0	0	1	0	0	7	0	0	0	2
00:15	0	2	0	0	0	0	0	6	0	0	1	3
00:30	0	4	0	1	0	0	0	2	0	0	0	0
00:45	1	5	0	0	0	0	0	6	0	0	0	0
01:00	0	0	0	0	1	0	0	5	0	0	1	1
01:15	0	1	0	0	0	0	1	2	0	0	0	3
01:30	0	0	0	1	0	1	0	6	0	0	0	2
01:45	0	2	0	0	0	0	0	2	0	0	0	0
02:00	0	2	0	0	0	0	0	4	0	0	0	0
02:15	1	2	0	0	0	0	0	2	0	0	0	0
02:30	0	2	0	0	0	0	0	6	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	1
03:00	0	1	0	0	0	0	0	1	0	0	0	0
03:15	0	3	0	0	0	0	0	2	0	0	1	0
03:30	0	1	0	0	0	0	0	0	0	0	0	0
03:45	0	1	1	2	1	0	0	0	0	0	1	0
04:00	1	2	0	0	0	0	0	2	0	0	0	1
04:15	0	1	0	1	1	0	0	2	0	0	0	1
04:30	0	0	0	1	1	0	0	0	0	0	0	0
04:45	0	1	0	0	2	0	0	4	0	0	0	0
05:00	1	2	0	0	2	0	0	3	0	1	0	2
05:15	3	5	0	0	1	1	0	4	0	0	0	0
05:30	0	2	0	0	3	0	0	5	0	0	0	1
05:45	1	7	0	1	6	0	1	8	0	0	1	3
06:00	1	13	2	2	7	0	0	8	0	0	2	1
06:15	2	6	0	3	9	0	0	18	0	1	1	3
06:30	2	9	2	3	9	1	0	24	1	0	2	0
06:45	7	5	0	3	15	0	0	32	1	0	2	5
07:00	12	15	0	4	6	1	0	18	0	0	3	3
07:15	10	15	6	1	6	0	0	22	0	0	3	2
07:30	13	14	5	1	10	0	2	27	2	1	0	13
07:45	17	34	4	7	8	1	1	28	1	0	3	6
08:00	19	41	4	11	9	1	0	32	0	0	3	8
08:15	14	41	6	8	3	0	1	40	1	4	2	7
08:30	19	30	4	11	3	1	1	31	2	0	0	7
08:45	17	31	7	8	4	1	1	31	0	2	4	8
09:00	10	46	11	8	9	1	0	31	1	3	5	6
09:15	8	39	2	13	4	1	0	36	0	0	3	7
09:30	5	38	6	7	5	1	1	28	0	3	1	4
09:45	10	43	2	7	5	4	2	44	2	2	7	12
10:00	8	54	5	15	1	0	2	49	1	6	4	11
10:15	7	42	5	11	4	2	1	42	2	1	4	5
10:30	8	45	4	6	7	2	2	41	1	3	6	8
10:45	10	48	5	12	5	2	0	40	0	0	4	13
11:00	10	45	4	4	2	1	3	50	1	2	2	10
11:15	8	36	2	12	2	3	0	51	1	3	3	8
11:30	12	42	4	16	4	1	1	58	1	4	3	8
11:45	10	68	7	17	4	1	1	54	2	5	3	18
12:00	6	52	3	14	5	3	0	63	0	2	6	14
12:15	11	48	5	12	4	0	4	53	2	4	4	9
12:30	9	59	5	11	3	2	3	73	1	6	5	12
12:45	11	62	5	8	2	1	0	48	0	1	5	11
13:00	10	60	4	7	9	2	1	66	1	5	2	9
13:15	8	74	2	7	4	0	0	55	1	3	4	8
13:30	8	58	8	5	2	1	0	64	1	3	4	10
13:45	13	50	4	7	5	0	1	47	2	3	4	16
14:00	14	53	3	7	4	1	4	61	0	3	3	9
14:15	7	58	4	16	7	0	1	57	3	3	2	6
14:30	5	39	3	13	4	1	1	55	2	2	2	16
14:45	4	45	5	7	6	1	1	49	1	0	4	8

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	10	43	6	15	5	1	2	57	0	3	6	8
15:15	7	46	5	17	3	1	0	49	1	5	3	9
15:30	5	32	6	15	7	0	0	61	4	3	6	14
15:45	7	43	5	16	5	1	0	62	2	6	7	13
16:00	11	25	7	23	6	0	4	62	1	2	3	5
16:15	11	41	9	17	6	2	2	48	0	0	2	15
16:30	11	45	3	29	5	3	0	74	1	4	6	13
16:45	11	52	2	19	7	0	4	59	0	3	9	10
17:00	4	39	5	17	14	2	2	74	0	1	9	7
17:15	11	36	2	14	5	2	0	64	1	0	6	16
17:30	8	47	5	8	1	0	0	70	2	2	9	11
17:45	5	47	3	8	5	0	0	62	0	1	5	11
18:00	3	41	2	11	0	0	1	52	0	1	5	10
18:15	6	35	2	10	7	3	1	55	1	1	6	4
18:30	6	40	3	6	5	0	0	30	0	2	5	4
18:45	1	39	0	6	0	0	0	31	0	2	1	4
19:00	1	31	2	6	4	1	0	39	2	0	1	10
19:15	4	30	0	3	2	1	1	41	2	1	2	8
19:30	2	20	0	2	2	0	1	29	0	2	3	3
19:45	1	23	1	4	2	1	0	28	0	2	4	9
20:00	8	17	0	6	2	0	2	32	2	0	1	6
20:15	2	14	0	3	1	0	0	28	0	2	1	4
20:30	1	10	3	4	0	0	0	24	0	0	1	1
20:45	4	12	1	2	1	0	0	20	0	0	1	10
21:00	2	14	0	3	2	0	0	23	0	0	0	5
21:15	1	14	0	3	0	1	0	19	0	0	1	9
21:30	2	3	0	1	2	0	0	18	0	0	1	3
21:45	0	8	0	2	2	0	0	22	0	1	1	4
22:00	2	8	1	0	0	0	0	16	0	0	0	2
22:15	3	4	1	0	0	0	0	14	0	1	1	2
22:30	1	11	0	0	0	0	0	7	0	0	1	0
22:45	2	7	0	1	1	0	0	10	0	0	2	4
23:00	0	11	0	1	1	1	0	7	0	0	0	5
23:15	1	7	0	0	0	0	1	8	0	0	1	1
23:30	1	6	0	0	0	0	0	8	0	0	1	2
23:45	3	8	0	1	1	0	0	7	0	0	0	3
24 Total	513	2419	223	584	319	59	58	2916	53	121	231	566
24 hr cars	491	2351	204	550	313	53	56	2824	53	115	224	555
24 hr trucks	22	68	19	34	6	6	2	92	0	6	7	11
AM Peak	63	130	19	27	30	2	4	127	4	5	8	34
AM PHF	0.83	0.79	0.79	0.61	0.75	0.50	0.50	0.79	0.50	0.31	0.67	0.65
Trucks	6	6	0	1	1	0	0	6	0	1	0	1
PM Peak	37	172	12	79	31	7	6	271	2	8	30	46
PM PHF	0.84	0.83	0.60	0.68	0.55	0.58	0.38	0.92	0.50	0.50	0.83	0.72
Trucks	1	2	1	1	0	0	1	5	0	0	1	2

April 2013 Data Collection
Spring Street at 10th Street
Jeffersonville, IN

A-59

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	2	3	8	7	32	2	3	2	4	1	37	3
00:15	1	2	4	4	37	3	6	3	8	0	30	3
00:30	1	1	6	4	19	3	1	2	0	3	26	3
00:45	1	1	1	1	14	2	2	2	2	2	24	0
01:00	3	0	1	1	18	0	3	1	2	2	16	2
01:15	4	2	2	1	9	1	1	3	0	1	22	0
01:30	2	1	6	0	13	0	6	3	1	1	25	2
01:45	1	1	2	4	10	1	2	1	2	1	15	1
02:00	2	1	7	0	19	3	4	2	1	0	15	0
02:15	1	2	1	1	8	0	1	1	1	2	15	0
02:30	1	0	1	1	11	1	1	2	3	0	13	0
02:45	2	1	1	0	12	1	1	0	0	1	12	1
03:00	2	2	2	1	14	1	1	0	3	1	16	0
03:15	0	0	2	1	10	0	0	0	1	1	28	0
03:30	3	1	0	0	10	1	0	0	0	3	20	1
03:45	0	3	3	0	15	1	0	2	1	1	25	1
04:00	0	1	2	2	12	1	1	2	1	0	15	2
04:15	2	0	2	0	33	1	2	2	0	1	24	2
04:30	2	1	1	0	18	2	0	0	1	1	26	0
04:45	6	1	2	2	51	0	2	1	2	4	25	2
05:00	0	3	1	2	48	3	3	4	0	1	28	1
05:15	2	1	4	5	76	2	1	2	0	3	34	0
05:30	2	2	3	1	87	2	1	4	4	1	57	5
05:45	5	6	1	9	106	4	3	12	4	9	78	6
06:00	4	7	9	10	103	8	6	4	6	8	68	8
06:15	5	5	5	9	140	6	8	15	9	3	115	17
06:30	15	6	8	17	171	7	11	16	10	12	158	23
06:45	15	5	10	16	155	6	19	22	10	11	218	22
07:00	8	19	13	9	161	13	7	18	19	12	138	19
07:15	18	20	9	8	189	9	11	18	16	19	194	27
07:30	17	16	15	9	223	21	13	26	16	22	152	20
07:45	12	31	22	20	206	26	15	27	17	34	202	16
08:00	9	30	23	30	154	19	15	35	24	45	213	24
08:15	8	32	23	25	191	20	12	37	25	34	209	25
08:30	17	28	26	21	144	16	16	33	21	29	167	34
08:45	20	37	22	23	186	20	14	30	15	26	182	26
09:00	16	36	19	16	140	18	17	32	23	27	132	17
09:15	13	35	22	18	148	12	22	35	24	24	119	18
09:30	20	28	31	13	121	15	16	32	18	25	123	16
09:45	15	40	25	18	138	16	17	37	23	23	133	15
10:00	17	47	18	20	120	14	10	45	27	27	117	13
10:15	16	33	30	12	119	13	18	47	21	21	103	16
10:30	21	30	35	23	125	20	15	44	18	21	100	10
10:45	22	37	38	26	160	12	25	44	20	25	116	11
11:00	34	32	32	18	115	16	26	35	19	20	103	20
11:15	21	23	39	22	126	17	17	37	30	23	133	10
11:30	18	43	36	13	139	25	30	36	42	17	98	14
11:45	25	49	32	17	127	22	32	48	29	20	138	13
12:00	20	50	47	16	144	24	34	43	34	19	137	8
12:15	20	39	37	29	136	17	24	52	31	22	131	19
12:30	12	34	40	18	134	23	23	51	41	26	139	16
12:45	23	37	33	22	143	27	25	47	28	28	137	19
13:00	20	52	36	21	133	15	32	48	20	24	154	17
13:15	13	46	35	28	172	19	25	47	23	29	143	14
13:30	24	43	37	20	105	24	28	47	28	25	124	20
13:45	16	35	36	26	110	14	20	46	33	27	143	11
14:00	25	31	38	22	144	13	20	42	25	25	148	12
14:15	20	37	32	29	156	18	21	39	28	30	189	20
14:30	21	40	39	17	134	10	38	42	28	20	135	24
14:45	21	40	48	24	151	17	28	36	19	24	219	22

April 2013 Data Collection
Spring Street at 10th Street
Jeffersonville, IN

A-60

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	49	38	40	16	178	11	28	43	40	25	181	12
15:15	12	23	41	23	149	20	19	48	37	21	159	22
15:30	45	32	50	12	213	6	33	54	41	25	179	17
15:45	22	40	33	26	217	22	26	48	48	24	185	15
16:00	40	25	48	19	218	16	35	30	61	15	179	12
16:15	29	42	44	17	175	15	29	36	47	16	211	20
16:30	54	37	53	20	236	10	32	49	60	20	199	10
16:45	34	51	53	13	196	13	30	43	35	24	246	21
17:00	40	26	39	16	251	15	21	45	58	17	226	12
17:15	42	31	27	9	210	21	39	45	50	20	229	11
17:30	25	38	41	16	183	19	25	49	42	23	212	11
17:45	24	23	30	21	157	19	29	38	43	31	224	11
18:00	21	29	43	14	184	17	19	33	39	25	196	7
18:15	17	31	27	13	125	11	29	36	28	14	157	22
18:30	17	16	20	13	135	18	18	26	25	14	169	17
18:45	12	24	20	9	116	8	18	21	18	14	140	7
19:00	15	20	22	10	110	15	24	29	14	18	120	9
19:15	11	22	22	11	96	20	30	26	18	12	136	4
19:30	17	15	20	12	100	9	16	22	14	8	120	4
19:45	18	18	17	6	110	9	17	24	17	16	119	3
20:00	7	9	17	14	102	9	18	23	17	10	109	3
20:15	15	11	16	15	106	8	15	24	15	17	121	5
20:30	7	14	17	8	82	10	13	15	15	10	101	2
20:45	6	10	16	7	82	9	12	9	10	13	115	5
21:00	5	8	15	9	77	8	14	9	10	9	112	3
21:15	7	6	17	11	90	6	13	16	13	11	97	1
21:30	6	2	10	7	86	4	13	10	12	8	85	4
21:45	5	6	9	11	60	7	15	11	4	11	91	2
22:00	7	4	10	9	86	9	10	9	13	9	84	5
22:15	8	4	12	18	61	7	11	6	6	11	88	4
22:30	5	9	9	7	61	5	7	10	4	6	67	5
22:45	6	4	10	7	53	3	10	5	3	5	60	3
23:00	10	5	11	7	54	10	5	9	6	5	40	2
23:15	4	4	5	5	37	4	4	5	3	8	53	1
23:30	2	2	10	6	25	3	3	5	2	3	46	2
23:45	4	4	5	3	29	2	5	1	4	6	42	0
24 Total	1314	1872	1942	1172	10395	1025	1440	2256	1733	1391	10754	965
24 hr cars	1284	1799	1902	1144	10076	999	1404	2180	1696	1367	10439	940
24 hr trucks	30	73	40	28	319	26	36	76	37	24	315	25
AM Peak	46	109	83	84	774	86	55	125	82	135	776	85
AM PHF	0.68	0.85	0.90	0.70	0.87	0.83	0.92	0.84	0.82	0.75	0.91	0.85
Trucks	2	10	3	4	17	4	2	4	4	4	24	1
PM Peak	170	145	172	58	893	59	122	182	203	81	900	54
PM PHF	0.79	0.71	0.81	0.73	0.89	0.70	0.78	0.93	0.85	0.84	0.91	0.64
Trucks	3	2	0	1	21	1	3	6	3	0	13	0

April 2013 Data Collection
Brown Station Way at Clark Blvd
Clarksville, IN

A-61

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	0	14	1	0	0	1	0	25	0	0	0	0
00:15	0	21	0	2	0	1	0	20	0	0	0	0
00:30	0	11	1	0	0	0	0	24	0	0	0	0
00:45	0	13	1	0	0	0	1	16	0	0	0	0
01:00	0	7	0	0	0	0	0	20	0	0	0	0
01:15	0	7	0	1	0	0	0	16	0	0	0	0
01:30	0	7	2	0	0	0	0	12	0	0	0	0
01:45	0	6	0	0	0	0	0	11	0	0	0	0
02:00	0	4	0	0	0	1	0	9	0	0	0	0
02:15	0	15	1	0	0	0	0	9	0	0	0	0
02:30	0	7	0	2	0	0	0	9	0	0	0	0
02:45	0	7	0	0	0	0	0	11	0	0	0	0
03:00	0	6	0	0	0	0	0	6	0	0	0	0
03:15	0	9	2	0	0	0	0	8	0	0	0	0
03:30	0	10	0	0	1	0	0	11	0	0	0	0
03:45	0	7	0	1	0	1	0	7	0	0	0	0
04:00	0	14	1	0	0	0	0	9	0	0	0	0
04:15	0	11	0	0	0	1	0	5	0	0	0	0
04:30	0	17	0	0	0	0	0	12	0	0	0	0
04:45	0	25	0	2	0	1	0	18	0	0	0	0
05:00	0	28	1	1	0	0	0	19	0	0	0	0
05:15	0	38	0	0	0	3	0	20	0	0	0	0
05:30	0	62	0	2	0	3	0	32	0	0	0	0
05:45	0	70	1	2	0	4	0	33	1	1	0	0
06:00	0	97	1	2	0	5	0	33	0	0	0	0
06:15	0	137	5	0	0	13	0	39	0	0	0	0
06:30	0	159	4	2	0	3	0	48	0	0	0	0
06:45	0	150	3	7	0	15	0	74	0	0	0	0
07:00	0	160	2	3	0	8	0	67	0	0	0	0
07:15	0	179	13	8	0	9	0	89	0	0	0	0
07:30	0	174	6	10	0	9	0	107	0	0	0	0
07:45	0	222	14	11	0	14	0	135	0	0	0	0
08:00	0	173	4	8	0	9	0	89	0	0	0	0
08:15	0	138	6	2	0	7	0	91	0	0	0	0
08:30	0	169	5	6	0	8	0	82	0	0	0	0
08:45	0	141	11	4	0	5	0	89	0	0	0	0
09:00	0	116	3	8	0	5	0	91	0	0	0	0
09:15	0	96	8	2	0	5	0	88	0	0	0	0
09:30	0	86	7	9	0	15	0	92	0	0	0	0
09:45	0	130	3	5	0	8	0	94	0	0	0	0
10:00	0	111	7	6	0	6	0	88	0	0	0	0
10:15	0	96	4	6	0	3	0	100	0	0	0	0
10:30	1	117	2	6	0	4	0	101	0	0	0	0
10:45	0	103	2	3	0	3	0	96	0	1	0	0
11:00	0	101	8	6	0	5	0	93	0	0	0	0
11:15	0	110	4	5	0	8	0	94	0	0	0	0
11:30	0	122	8	7	0	4	0	114	0	0	0	0
11:45	0	99	11	2	0	7	0	117	0	0	0	0
12:00	0	84	7	3	0	4	0	130	0	0	0	0
12:15	0	101	3	4	0	9	0	123	0	0	0	0
12:30	0	121	6	5	0	5	0	133	0	0	0	0
12:45	0	134	3	10	0	6	1	125	0	0	0	0
13:00	0	114	9	4	0	11	1	117	0	0	0	0
13:15	1	113	7	8	0	3	0	141	0	1	0	0
13:30	0	108	3	7	0	5	0	130	0	0	0	0
13:45	0	116	9	7	0	5	0	133	0	0	0	0
14:00	0	122	9	8	0	6	0	163	0	0	0	0
14:15	0	119	10	7	0	5	0	138	0	0	0	0
14:30	1	138	10	6	0	3	0	148	0	0	0	0
14:45	0	139	14	10	0	10	0	182	0	1	0	0

April 2013 Data Collection
Brown Station Way at Clark Blvd
Clarksville, IN

A-62

15:00	0	139	12	6	0	11	0	158	1	1	0	0
15:15	0	122	6	6	0	9	0	192	0	0	0	0
15:30	0	123	9	9	0	10	0	206	0	0	0	0
15:45	0	122	2	8	0	9	1	233	0	0	0	0
16:00	0	146	8	8	0	6	0	234	0	0	0	0
16:15	0	118	4	3	0	7	0	250	0	0	0	0
16:30	0	139	9	6	0	4	1	268	0	0	0	0
16:45	0	127	12	6	0	1	0	292	0	0	0	0
17:00	0	134	13	4	0	3	0	268	0	0	0	0
17:15	0	150	9	7	0	2	0	260	0	0	0	0
17:30	0	121	9	12	0	7	0	255	0	0	0	0
17:45	0	137	8	5	0	4	0	194	0	0	0	0
18:00	0	127	8	6	0	1	0	177	0	0	0	0
18:15	0	108	3	4	0	5	0	162	0	0	0	0
18:30	0	114	9	5	0	1	1	125	0	0	0	0
18:45	0	117	9	4	0	2	0	138	0	0	0	0
19:00	0	98	5	4	0	6	0	115	0	0	0	0
19:15	0	83	7	5	0	3	0	109	0	0	0	0
19:30	0	68	6	5	0	7	0	109	0	0	0	0
19:45	0	79	7	8	0	1	0	124	0	0	0	0
20:00	0	68	9	3	0	4	0	110	0	0	0	0
20:15	2	97	4	3	0	5	0	105	1	1	0	1
20:30	0	56	4	3	0	1	0	89	0	0	0	0
20:45	0	59	4	8	0	3	0	106	0	0	0	0
21:00	0	70	3	5	0	2	0	102	0	0	0	0
21:15	0	61	2	3	0	1	0	100	0	0	0	0
21:30	0	65	3	4	0	0	0	99	0	0	0	0
21:45	0	50	1	3	0	1	0	89	0	0	0	0
22:00	0	40	5	4	0	0	0	107	0	0	0	0
22:15	0	57	0	3	0	4	0	119	0	0	0	0
22:30	0	56	1	6	0	3	0	48	1	2	0	0
22:45	0	38	2	2	0	0	0	50	0	0	0	0
23:00	0	19	3	2	0	1	0	57	0	0	0	0
23:15	0	29	0	1	0	0	0	38	0	0	0	0
23:30	0	30	2	0	0	1	0	39	0	0	0	0
23:45	0	20	1	1	0	0	0	33	0	0	0	0
24 Total	5	8198	441	392	1	391	6	9296	4	8	0	1
24 hr cars	5	7981	434	386	1	387	6	9060	4	8	0	1
24 hr trucks	0	217	7	6	0	4	0	236	0	0	0	0
AM Peak	0	702	29	27	0	38	0	397	0	0	0	0
AM PHF	n/a	0.79	0.52	0.61	n/a	0.68	n/a	0.74	n/a	n/a	n/a	n/a
Trucks	0	20	0	0	0	1	0	14	0	0	0	0
PM Peak	0	532	43	29	0	13	0	1075	0	0	0	0
PM PHF	n/a	0.89	0.83	0.60	n/a	0.46	n/a	0.92	n/a	n/a	n/a	n/a
Trucks	0	5	0	0	0	0	0	14	0	0	0	0

April 2013 Data Collection
Lewis Clark Parkway at Lincoln Drive
Clarksville, IN

A-63

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	0	0	0	1	13	1	4	1	1	0	10	0
00:15	2	0	1	5	11	0	1	1	0	1	12	1
00:30	2	0	1	2	8	1	1	0	1	1	8	1
00:45	0	1	2	4	13	0	0	2	0	0	15	1
01:00	0	0	0	7	8	1	0	0	1	0	2	1
01:15	2	0	2	2	9	0	0	0	0	0	7	3
01:30	0	0	1	0	9	0	0	0	0	0	5	0
01:45	1	0	1	1	1	0	1	0	0	0	7	1
02:00	0	0	2	1	9	0	0	0	0	0	3	2
02:15	2	0	0	1	8	0	0	0	0	0	5	1
02:30	0	0	1	1	6	0	0	0	0	0	5	0
02:45	0	0	0	0	4	0	0	0	0	0	4	2
03:00	1	0	0	1	7	0	0	0	1	0	5	0
03:15	1	0	1	1	2	0	1	1	0	0	9	1
03:30	0	0	0	0	5	0	0	0	0	0	10	0
03:45	1	2	3	0	5	1	0	1	0	0	1	0
04:00	0	0	2	1	10	1	0	0	0	0	4	0
04:15	1	0	0	2	6	0	0	1	0	0	2	0
04:30	0	0	1	0	5	1	0	1	0	1	3	1
04:45	1	0	5	1	10	0	0	0	0	0	21	0
05:00	2	0	3	1	14	1	2	0	0	0	7	3
05:15	2	2	4	2	14	1	2	0	1	0	12	0
05:30	4	0	3	3	24	0	0	1	1	0	19	2
05:45	5	1	7	3	36	1	0	3	0	1	21	0
06:00	9	2	8	4	24	3	5	1	0	0	22	1
06:15	4	7	10	6	45	1	1	2	2	1	29	0
06:30	11	2	13	5	41	5	5	0	1	3	27	0
06:45	14	9	22	7	47	8	4	3	3	5	41	6
07:00	16	9	20	14	49	8	7	5	2	7	45	1
07:15	32	16	30	29	71	11	14	8	6	9	46	3
07:30	38	16	36	44	82	9	7	8	9	4	66	13
07:45	35	20	64	109	89	8	21	26	7	8	86	24
08:00	28	9	38	13	84	9	13	6	7	3	64	7
08:15	10	5	23	15	78	13	21	14	6	5	68	4
08:30	26	6	27	22	85	10	13	6	4	3	67	2
08:45	20	7	13	21	75	14	9	4	4	5	75	4
09:00	9	6	25	21	65	7	8	5	5	3	68	3
09:15	13	5	22	13	53	2	6	3	3	2	52	8
09:30	7	3	32	19	53	9	12	5	3	3	63	5
09:45	12	1	25	18	66	16	10	7	5	1	80	4
10:00	16	8	25	12	77	9	7	4	3	5	69	5
10:15	12	2	23	24	78	16	13	7	2	6	99	7
10:30	20	5	33	20	90	5	15	5	2	6	96	5
10:45	6	7	27	23	80	8	13	4	5	5	83	5
11:00	9	4	27	21	90	5	15	10	3	1	71	7
11:15	12	6	27	24	81	9	7	6	5	2	94	4
11:30	16	9	24	32	106	11	12	8	5	0	105	7
11:45	11	3	36	34	88	7	21	10	2	2	90	4
12:00	8	5	29	37	96	7	10	5	1	3	103	11
12:15	10	2	33	30	127	16	14	3	7	1	107	4
12:30	12	8	40	31	116	11	18	8	5	3	105	9
12:45	17	2	27	36	134	10	14	9	7	8	106	13
13:00	12	6	36	40	124	11	15	7	8	6	96	8
13:15	10	10	28	40	109	10	17	7	1	3	107	9
13:30	9	6	30	36	125	7	14	10	5	4	90	7
13:45	10	5	39	31	106	7	13	4	4	5	86	8
14:00	13	5	27	38	115	12	11	2	4	4	87	6
14:15	7	6	23	41	130	14	7	5	7	5	115	4
14:30	16	6	40	47	114	17	15	11	4	6	108	9
14:45	13	10	30	51	143	12	18	16	8	7	116	13

April 2013 Data Collection
Lewis Clark Parkway at Lincoln Drive
Clarksville, IN

A-64

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	15	8	56	64	150	15	17	31	8	4	112	18
15:15	20	14	117	61	127	8	16	14	3	6	117	9
15:30	19	9	58	52	141	14	13	13	10	3	109	10
15:45	14	8	49	40	131	19	17	12	5	5	123	17
16:00	17	13	41	56	140	12	12	21	7	8	138	14
16:15	13	9	65	53	142	13	23	16	7	4	122	24
16:30	12	8	47	60	146	15	16	25	7	3	145	21
16:45	17	6	48	64	137	12	14	15	10	3	140	42
17:00	6	10	66	73	141	15	18	12	5	5	130	22
17:15	10	13	48	93	132	10	21	27	5	3	139	38
17:30	9	11	55	85	147	14	15	14	7	3	115	24
17:45	19	3	43	56	143	19	15	18	4	6	107	13
18:00	20	6	44	65	120	14	12	12	5	2	94	12
18:15	12	5	55	61	115	12	10	10	6	3	112	16
18:30	19	10	45	70	109	10	15	5	3	4	84	13
18:45	16	9	65	45	121	13	21	12	5	5	82	18
19:00	6	11	38	71	121	9	9	12	6	4	81	20
19:15	11	6	41	56	102	13	12	4	2	7	75	13
19:30	10	3	37	42	95	9	8	5	3	3	54	11
19:45	10	7	33	34	89	14	6	7	3	3	78	8
20:00	4	7	25	37	82	7	6	6	0	2	58	6
20:15	10	3	22	47	77	10	6	5	3	4	70	11
20:30	6	4	19	36	84	8	7	7	1	2	46	8
20:45	6	5	12	33	70	5	9	4	1	1	49	7
21:00	8	9	20	39	98	5	3	7	1	0	36	7
21:15	8	6	19	30	62	4	2	2	0	2	44	9
21:30	6	1	13	17	74	5	4	5	2	3	33	5
21:45	3	4	10	25	48	3	8	7	1	1	44	6
22:00	6	4	10	22	40	1	1	3	0	0	41	11
22:15	5	2	17	17	43	4	1	4	0	1	34	5
22:30	24	4	62	10	46	5	4	3	1	1	29	2
22:45	9	1	38	15	34	0	2	4	0	0	23	4
23:00	2	1	23	9	23	2	1	1	0	2	16	3
23:15	2	0	3	10	15	3	2	2	0	0	20	1
23:30	5	0	2	5	22	0	3	0	0	1	22	4
23:45	0	1	4	6	18	3	0	5	0	0	16	2
24 Total	929	465	2402	2607	6758	671	786	606	282	252	5767	704
24 hr cars	914	460	2357	2565	6627	653	764	597	277	246	5636	687
24 hr trucks	15	5	45	42	131	18	22	9	5	6	131	17
AM Peak	99	40	152	159	336	40	68	52	24	19	285	37
AM PHF	0.71	0.50	0.59	0.36	0.94	0.77	0.81	0.50	0.86	0.59	0.83	0.39
Trucks	1	0	3	6	15	1	4	2	0	1	15	1
PM Peak	42	40	217	315	557	51	68	68	27	14	524	126
PM PHF	0.62	0.77	0.82	0.85	0.95	0.85	0.81	0.63	0.68	0.70	0.94	0.75
Trucks	0	0	1	1	4	1	0	0	0	0	6	3

April 2013 Data Collection
East Spring Street at Silver Street
New Albany, IN

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Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
00:00	1	0	5	8	17	0	1	2	1	0	17	1
00:15	3	1	2	7	18	1	1	2	0	0	21	0
00:30	0	0	8	9	14	0	0	0	0	0	12	1
00:45	1	0	5	9	11	2	2	0	1	0	11	1
01:00	1	1	2	1	23	1	1	0	0	1	5	1
01:15	1	0	4	7	19	0	0	1	0	1	8	1
01:30	3	0	5	4	11	0	0	0	0	0	8	1
01:45	0	0	3	3	7	0	1	0	0	0	7	1
02:00	0	0	2	7	9	0	0	0	0	0	8	0
02:15	2	0	4	1	8	0	0	1	0	0	12	0
02:30	1	0	3	6	9	0	0	0	0	0	8	0
02:45	2	0	0	3	7	0	0	0	0	0	7	1
03:00	0	0	2	2	5	1	0	0	0	0	10	1
03:15	2	0	6	2	6	0	0	1	0	0	12	0
03:30	0	0	1	5	4	1	3	0	0	0	7	0
03:45	0	0	2	3	7	2	0	0	0	0	6	0
04:00	3	0	5	4	13	1	0	0	0	0	11	0
04:15	2	0	6	4	1	2	2	0	0	0	4	1
04:30	4	1	7	4	9	2	3	1	0	0	7	0
04:45	1	0	12	5	13	2	2	0	0	1	20	0
05:00	5	1	13	13	22	1	2	0	0	0	20	0
05:15	5	3	13	4	17	1	2	1	0	0	17	2
05:30	7	1	22	12	24	3	2	3	1	0	20	1
05:45	5	8	26	17	35	1	3	6	2	2	38	2
06:00	6	3	46	20	21	1	1	4	1	3	49	0
06:15	6	6	52	17	40	2	1	3	1	1	69	2
06:30	11	7	73	25	51	2	6	3	2	2	61	0
06:45	12	5	63	26	65	7	5	4	1	3	73	2
07:00	7	7	86	23	60	2	1	3	3	2	79	0
07:15	16	10	76	43	93	3	4	10	5	2	91	0
07:30	29	11	97	34	131	2	4	14	4	1	109	1
07:45	30	15	98	42	130	7	7	13	2	2	101	2
08:00	29	12	68	20	108	5	8	10	2	1	76	4
08:15	17	9	65	24	103	3	5	8	5	2	70	0
08:30	19	13	73	23	102	6	6	10	4	2	90	0
08:45	18	7	73	29	108	0	6	11	5	1	97	0
09:00	11	6	53	28	89	3	8	11	3	3	55	1
09:15	24	11	46	20	76	6	9	11	2	1	69	6
09:30	18	9	47	20	74	5	2	8	3	2	76	1
09:45	18	10	63	37	92	1	7	13	8	1	97	7
10:00	12	10	59	30	84	2	2	8	1	1	79	1
10:15	11	4	55	25	107	6	8	9	7	0	84	2
10:30	13	12	44	19	96	2	6	10	2	3	103	2
10:45	11	9	50	36	98	2	10	4	3	0	83	3
11:00	13	11	36	31	108	4	8	11	6	1	90	3
11:15	16	11	59	26	107	3	4	17	6	2	95	1
11:30	15	10	60	34	116	6	7	16	6	0	117	2
11:45	9	16	43	34	112	7	7	10	4	2	95	4
12:00	15	10	58	37	105	4	9	25	5	2	93	6
12:15	17	10	46	38	158	6	6	20	6	0	112	1
12:30	18	12	52	39	131	4	14	14	2	1	101	0
12:45	23	11	65	34	145	7	12	10	4	4	100	2
13:00	20	13	50	42	138	5	8	16	2	2	92	7
13:15	25	9	51	36	135	9	11	9	3	3	115	2
13:30	17	8	43	41	140	7	9	13	5	0	94	4
13:45	8	13	55	39	127	2	6	12	8	1	88	1
14:00	11	14	50	57	108	5	7	13	3	2	112	5
14:15	21	11	64	60	140	6	13	15	6	3	107	4
14:30	12	16	67	48	147	4	8	16	2	2	143	4
14:45	18	19	75	42	177	7	10	15	8	0	117	2

April 2013 Data Collection
East Spring Street at Silver Street
New Albany, IN

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Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left	EB Right	EB Thru	EB Left
15:00	15	10	81	41	190	1	10	29	10	4	117	3
15:15	20	13	56	57	185	5	7	15	10	4	110	1
15:30	14	22	70	49	177	6	9	23	9	6	90	4
15:45	17	15	67	61	183	7	13	22	6	5	107	2
16:00	13	27	75	69	172	5	13	13	6	3	154	2
16:15	20	15	67	64	198	4	13	17	10	1	83	0
16:30	17	20	89	63	173	4	5	16	10	2	139	4
16:45	21	23	70	72	214	1	7	23	9	3	124	1
17:00	32	15	75	63	214	7	14	21	4	4	130	6
17:15	28	17	69	58	223	7	8	12	4	1	145	4
17:30	21	21	69	69	183	6	7	22	9	4	128	2
17:45	21	22	79	72	173	3	8	31	17	1	122	3
18:00	17	18	77	70	138	9	8	25	4	2	108	4
18:15	19	13	64	49	167	0	6	17	7	2	96	2
18:30	15	10	54	47	114	5	11	15	4	3	87	5
18:45	14	15	56	43	123	3	10	17	3	5	104	4
19:00	12	8	37	40	117	4	9	14	2	3	97	3
19:15	17	8	45	49	101	5	3	9	2	0	70	5
19:30	23	10	51	40	106	4	5	11	4	2	60	2
19:45	11	12	32	46	106	5	2	17	6	4	92	2
20:00	18	18	41	36	83	5	5	9	3	5	59	2
20:15	9	12	49	41	95	2	2	18	2	2	72	4
20:30	6	16	27	39	76	4	9	8	4	1	52	4
20:45	12	8	27	34	87	6	6	4	3	0	52	4
21:00	10	6	27	49	111	3	4	13	5	1	60	2
21:15	8	6	22	47	87	2	3	4	1	0	49	2
21:30	9	9	27	41	89	5	4	16	3	2	49	2
21:45	8	6	21	40	62	2	2	4	4	2	54	2
22:00	9	2	22	29	66	2	1	4	2	0	38	4
22:15	10	6	29	35	64	4	0	10	2	1	37	2
22:30	10	4	18	23	71	5	0	3	1	0	27	2
22:45	1	2	21	30	57	2	1	6	1	2	23	1
23:00	6	6	12	16	44	1	1	2	1	1	21	0
23:15	2	0	14	13	26	2	2	5	1	0	18	1
23:30	1	3	16	17	26	1	3	1	1	0	26	0
23:45	3	1	14	13	19	1	0	2	0	1	16	2
24 Total	1114	805	3989	2944	8451	312	481	895	315	140	6394	190
24 hr cars	1095	770	3931	2893	8180	277	446	865	301	138	6161	185
24 hr trucks	19	35	58	51	271	35	35	30	14	2	233	5
AM Peak	104	48	339	139	462	17	23	47	13	6	377	7
AM PHF	0.87	0.80	0.86	0.81	0.88	0.61	0.72	0.84	0.65	0.75	0.86	0.44
Trucks	0	3	2	2	23	2	3	3	1	0	12	1
PM Peak	98	75	303	256	824	19	34	72	27	10	538	15
PM PHF	0.77	0.82	0.85	0.89	0.92	0.68	0.61	0.78	0.68	0.63	0.93	0.63
Trucks	1	1	5	4	17	2	3	2	0	0	10	0

April 2013 Data Collection
State Street at Oak Street
New Albany, IN

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Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
00:00	0	11	0	0	1	2	0	9	1
00:15	0	9	0	0	1	0	0	16	0
00:30	0	3	0	1	3	2	0	7	1
00:45	0	5	0	0	1	2	0	12	0
01:00	0	5	0	0	0	1	0	12	0
01:15	0	7	0	0	1	0	0	4	0
01:30	1	4	0	0	1	0	0	13	0
01:45	0	5	0	1	1	0	0	6	0
02:00	0	6	0	0	1	0	0	13	0
02:15	0	2	0	0	0	0	0	3	0
02:30	0	5	0	1	1	0	0	6	1
02:45	0	3	0	0	0	1	0	12	0
03:00	0	6	0	0	0	0	0	13	1
03:15	0	2	0	1	0	2	0	7	0
03:30	0	3	0	0	0	1	0	2	0
03:45	0	6	0	0	0	0	0	7	0
04:00	1	3	0	0	0	0	0	4	0
04:15	1	3	0	0	1	1	0	6	0
04:30	1	7	0	1	2	0	0	3	0
04:45	0	2	0	0	1	2	0	7	0
05:00	2	6	0	0	2	1	0	2	0
05:15	3	8	0	1	2	3	0	12	0
05:30	3	11	0	0	1	5	0	23	0
05:45	4	12	0	1	4	6	0	22	0
06:00	2	23	0	0	5	5	0	20	0
06:15	4	24	0	0	10	8	0	38	1
06:30	4	26	0	0	7	8	0	32	0
06:45	5	34	0	0	8	5	0	52	1
07:00	6	39	0	3	6	6	0	42	0
07:15	8	52	0	3	13	9	0	51	1
07:30	9	69	0	2	15	12	0	55	1
07:45	6	81	0	4	31	17	0	63	1
08:00	8	61	0	5	17	17	0	72	1
08:15	8	69	0	5	16	14	0	66	0
08:30	9	55	0	6	18	14	0	79	0
08:45	9	77	0	11	9	9	0	79	1
09:00	8	65	0	6	10	8	0	71	1
09:15	5	51	0	8	16	15	0	67	1
09:30	7	72	0	6	9	11	0	81	1
09:45	4	71	0	6	7	6	0	78	2
10:00	3	79	0	5	14	15	0	71	3
10:15	5	57	0	11	10	11	0	87	1
10:30	10	76	0	9	7	8	0	104	1
10:45	1	89	0	11	11	5	0	89	3
11:00	12	74	0	12	11	17	0	104	0
11:15	6	89	0	13	9	7	0	98	1
11:30	2	96	0	11	10	12	0	124	1
11:45	9	87	0	13	8	11	0	103	0
12:00	3	86	0	13	14	10	0	127	3
12:15	5	96	0	9	12	16	0	127	1
12:30	5	100	0	15	8	19	0	125	1
12:45	5	86	0	7	8	11	0	127	0
13:00	6	83	0	7	9	11	0	111	4
13:15	10	78	0	9	6	11	0	101	0
13:30	6	86	0	14	12	13	0	122	3
13:45	4	93	0	11	15	12	0	114	1
14:00	2	99	0	5	15	17	0	96	0
14:15	3	84	0	10	11	16	0	120	2
14:30	7	99	0	9	11	19	0	110	0
14:45	7	92	0	8	13	9	0	98	3

April 2013 Data Collection
State Street at Oak Street
New Albany, IN

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Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
15:00	7	102	0	5	10	15	0	98	2
15:15	4	96	0	9	14	17	0	111	1
15:30	6	100	0	11	23	22	0	121	2
15:45	10	99	0	12	6	13	0	122	0
16:00	6	106	0	12	36	26	0	118	1
16:15	12	94	0	11	24	22	0	140	1
16:30	7	113	0	9	19	27	0	127	1
16:45	8	110	0	13	14	24	0	130	4
17:00	8	97	0	12	16	31	0	133	1
17:15	11	109	0	13	19	14	0	137	3
17:30	5	92	0	7	14	9	0	126	2
17:45	13	105	0	8	21	13	0	109	0
18:00	5	77	0	6	12	9	0	107	1
18:15	4	79	0	7	8	7	0	102	0
18:30	5	66	0	8	11	11	0	90	2
18:45	3	65	0	4	6	9	0	65	2
19:00	7	75	0	6	6	6	0	69	0
19:15	5	66	0	3	8	6	0	76	2
19:30	1	50	0	8	5	3	0	76	1
19:45	2	54	0	8	7	4	0	85	2
20:00	2	36	0	6	5	6	0	70	2
20:15	3	45	0	6	9	8	0	63	1
20:30	2	39	0	5	5	8	0	65	1
20:45	1	36	0	7	3	6	0	62	1
21:00	1	33	0	1	3	4	0	59	1
21:15	1	37	0	9	2	2	0	42	0
21:30	4	30	0	9	6	3	0	54	1
21:45	3	31	0	4	1	1	0	47	0
22:00	2	18	0	3	2	4	0	36	1
22:15	1	30	0	0	4	9	0	41	0
22:30	1	9	0	2	5	6	0	22	0
22:45	1	18	0	2	1	1	0	33	0
23:00	0	24	0	1	2	2	0	25	1
23:15	0	22	0	1	1	3	0	20	0
23:30	2	21	0	1	3	1	0	13	1
23:45	0	11	0	0	3	0	0	15	0
24 Total	382	4927	0	503	769	795	0	6134	82
24 hr cars	372	4789	0	491	754	763	0	5957	81
24 hr trucks	10	138	0	12	15	32	0	177	1
AM Peak	34	262	0	27	60	54	0	296	2
AM PHF	0.94	0.85	n/a	0.61	0.83	0.79	n/a	0.94	0.50
AM Trucks	0	9	0	1	2	3	0	19	0
PM Peak	34	429	0	47	68	96	0	527	9
PM PHF	0.77	0.95	n/a	0.90	0.89	0.77	n/a	0.96	0.56
% Trucks	1	14	0	0	1	3	0	3	0

May 2013 Data Collection
State Street at Elm Street
New Albany, IN

A-69

Time	SB Right	SB Thru	SB Left	NB Right	NB Thru	NB Left
00:00	0	14	1	5	18	0
00:15	0	11	2	1	12	0
00:30	0	5	2	2	10	0
00:45	0	7	0	4	5	0
01:00	0	5	1	1	6	0
01:15	0	6	0	1	8	0
01:30	0	4	3	2	1	0
01:45	0	6	0	0	5	0
02:00	0	6	0	1	4	0
02:15	0	7	1	4	4	0
02:30	0	2	1	1	12	0
02:45	0	6	0	1	7	0
03:00	0	2	0	1	6	0
03:15	0	2	0	1	8	0
03:30	0	3	1	4	1	0
03:45	0	0	1	2	9	0
04:00	0	7	0	3	6	0
04:15	0	7	1	3	7	0
04:30	0	6	3	1	3	0
04:45	0	4	2	0	5	0
05:00	0	9	0	2	5	0
05:15	0	15	1	6	7	0
05:30	0	15	0	6	7	0
05:45	0	21	1	7	13	0
06:00	0	28	3	6	17	0
06:15	0	31	4	3	16	0
06:30	0	22	2	6	16	0
06:45	0	22	9	17	15	0
07:00	0	48	3	14	22	0
07:15	0	56	12	20	21	0
07:30	0	60	13	16	48	0
07:45	0	89	21	23	34	0
08:00	0	58	15	14	48	0
08:15	0	64	13	19	40	0
08:30	0	63	14	14	44	0
08:45	0	83	16	33	48	0
09:00	0	77	17	14	49	0
09:15	0	84	18	20	47	0
09:30	0	69	15	15	39	0
09:45	0	68	16	12	55	0
10:00	0	64	22	17	63	0
10:15	0	53	22	24	52	0
10:30	0	62	26	23	65	0
10:45	0	75	17	25	61	0
11:00	0	82	15	19	73	0
11:15	0	69	19	21	72	0
11:30	0	72	22	21	64	0
11:45	0	81	14	22	79	0
12:00	0	79	17	27	83	0
12:15	0	92	20	26	80	0
12:30	0	98	21	23	68	0
12:45	0	80	17	24	73	0
13:00	0	77	17	26	77	0
13:15	0	73	16	19	58	0
13:30	0	81	18	27	83	0
13:45	0	86	19	26	79	0
14:00	0	95	21	18	55	0
14:15	0	82	18	22	67	0
14:30	0	97	21	24	72	0
14:45	0	83	18	27	83	0

May 2013 Data Collection
State Street at Elm Street
New Albany, IN

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Time	SB Right	SB Thru	SB Left	NB Right	NB Thru	NB Left
15:00	0	96	21	24	74	0
15:15	0	93	20	24	74	0
15:30	0	100	22	23	70	0
15:45	0	92	20	29	86	0
16:00	0	111	21	35	56	0
16:15	0	87	20	16	69	0
16:30	0	101	30	29	55	0
16:45	0	90	28	22	71	0
17:00	0	106	17	28	76	0
17:15	0	97	22	24	58	0
17:30	0	74	16	15	56	0
17:45	0	56	17	9	66	0
18:00	0	75	18	10	53	0
18:15	0	82	23	15	67	0
18:30	0	72	11	17	61	0
18:45	0	63	13	18	53	0
19:00	0	57	5	7	56	0
19:15	0	61	12	6	56	0
19:30	0	48	9	7	47	0
19:45	0	56	19	12	50	0
20:00	0	52	8	13	50	0
20:15	0	41	11	6	44	0
20:30	0	52	7	10	36	0
20:45	0	47	5	7	34	0
21:00	0	40	6	14	31	0
21:15	0	32	3	9	35	0
21:30	0	36	7	4	19	0
21:45	0	31	0	5	31	0
22:00	0	35	5	10	14	0
22:15	0	31	8	5	19	0
22:30	0	22	9	6	19	0
22:45	0	14	5	1	9	0
23:00	0	21	2	9	13	0
23:15	0	19	3	6	11	0
23:30	0	20	2	3	8	0
23:45	0	4	3	2	6	0
24 Total	0	4787	1040	1246	3768	0
24 hr cars	0	3273	718	846	2498	0
24 hr trucks	0	11	4	2	12	0
AM Peak	0	268	58	80	180	0
AM PHF	n/a	0.81	0.91	0.61	0.94	n/a
AM Trucks	0	2	0	1	2	0
PM Peak	0	394	97	103	260	0
PM PHF	n/a	0.93	0.81	0.89	0.86	n/a
% Trucks	0	12	0	4	6	0

* Red values denote calculated volumes from adjacent counts

May 2013 Data Collection
State Street at Spring Street
New Albany, IN

A-71

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
00:00	10	13	0	8	15	9	0	14	6
00:15	8	7	0	5	15	4	0	7	9
00:30	5	6	0	3	13	8	0	8	0
00:45	4	7	0	2	5	3	0	7	10
01:00	6	6	0	4	12	1	0	4	2
01:15	4	5	0	4	11	3	0	7	3
01:30	3	4	0	0	2	5	0	2	6
01:45	6	1	0	2	9	0	0	2	6
02:00	8	5	0	2	7	2	0	5	6
02:15	1	5	0	2	4	1	0	5	6
02:30	2	1	0	5	9	0	0	8	3
02:45	3	6	0	2	4	3	0	5	7
03:00	0	4	0	2	5	0	0	7	7
03:15	1	1	0	6	8	2	0	4	2
03:30	4	0	0	2	5	0	0	2	3
03:45	0	2	0	4	9	0	0	8	3
04:00	3	5	0	2	11	1	0	5	7
04:15	2	4	0	3	8	0	0	6	2
04:30	5	4	0	0	10	0	0	4	3
04:45	0	5	0	3	11	1	0	2	4
05:00	5	5	0	2	17	1	0	5	4
05:15	9	8	0	5	24	2	0	9	2
05:30	5	6	0	4	33	1	0	9	4
05:45	10	13	0	4	26	1	0	17	3
06:00	11	18	0	7	44	3	0	16	9
06:15	22	14	0	6	61	3	0	15	8
06:30	17	9	0	10	69	0	0	14	14
06:45	11	18	0	11	63	4	0	24	12
07:00	33	16	0	11	92	6	0	23	13
07:15	37	27	0	11	139	4	0	33	24
07:30	32	26	0	30	172	13	0	30	16
07:45	58	50	0	19	146	10	0	41	22
08:00	38	29	0	25	163	7	0	41	26
08:15	36	46	0	20	114	13	0	37	29
08:30	36	45	0	23	120	11	0	37	28
08:45	40	58	0	27	105	7	0	52	29
09:00	48	40	0	27	89	3	0	42	40
09:15	49	49	0	19	81	10	0	49	27
09:30	43	48	0	25	84	6	0	36	28
09:45	40	65	0	31	76	7	0	38	36
10:00	45	38	0	29	87	14	0	57	42
10:15	32	27	0	28	85	9	0	49	24
10:30	37	42	0	38	104	4	0	51	38
10:45	42	50	0	29	106	4	0	59	22
11:00	46	51	0	37	91	8	0	58	45
11:15	50	39	0	46	94	14	0	50	49
11:30	38	43	0	28	102	15	0	65	43
11:45	62	53	0	38	108	14	0	62	43
12:00	38	47	0	40	110	14	0	70	36
12:15	56	42	0	39	105	20	0	67	37
12:30	59	53	0	30	93	18	0	61	37
12:45	46	49	0	46	102	12	0	51	34
13:00	60	63	0	30	125	17	0	73	32
13:15	60	50	0	35	113	7	0	42	33
13:30	43	62	0	46	129	9	0	64	37
13:45	55	58	0	48	119	15	0	57	32
14:00	52	48	0	39	110	17	0	34	44
14:15	49	57	0	38	143	12	0	51	41
14:30	60	59	0	38	156	19	0	58	32
14:45	48	46	0	49	144	14	0	61	32

May 2013 Data Collection
State Street at Spring Street
New Albany, IN

A-72

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
15:00	36	50	0	42	181	12	0	56	43
15:15	67	78	0	43	153	18	0	55	33
15:30	55	63	0	38	150	19	0	55	42
15:45	57	70	0	46	164	18	0	69	54
16:00	65	76	0	34	167	19	0	55	47
16:15	56	74	0	35	165	27	0	54	33
16:30	66	67	0	43	167	20	0	52	54
16:45	67	71	0	40	163	19	0	46	56
17:00	58	73	0	38	205	22	0	65	71
17:15	60	85	0	45	210	17	0	45	36
17:30	48	52	0	26	154	20	0	45	35
17:45	43	67	0	41	121	5	0	39	47
18:00	35	58	0	23	146	14	0	41	31
18:15	48	59	0	31	105	15	0	54	20
18:30	35	64	0	30	103	15	0	50	28
18:45	25	49	0	30	84	16	0	37	36
19:00	36	45	0	29	108	14	0	35	31
19:15	36	32	0	32	103	9	0	26	29
19:30	19	38	0	31	81	8	0	27	21
19:45	26	39	0	26	88	9	0	39	31
20:00	32	36	0	27	112	7	0	38	30
20:15	22	25	0	23	85	4	0	28	21
20:30	21	33	0	23	75	7	0	26	32
20:45	31	28	0	19	85	8	0	21	28
21:00	19	24	0	19	90	7	0	29	25
21:15	23	25	0	19	59	8	0	24	20
21:30	19	14	0	16	49	3	0	8	17
21:45	14	27	0	18	52	5	0	15	22
22:00	21	11	0	5	55	11	0	19	12
22:15	14	28	0	13	48	4	0	14	20
22:30	10	18	0	7	43	2	0	19	4
22:45	8	14	0	10	32	5	0	5	7
23:00	8	16	0	9	30	3	0	13	5
23:15	13	5	0	7	20	2	0	9	14
23:30	12	8	0	6	25	4	0	5	4
23:45	2	5	0	4	21	5	0	4	6
24 Total	2840	3185	0	2057	7816	812	0	3042	2247
24 hr cars	2741	2994	0	2004	7630	794	0	2962	2118
24 hr trucks	99	191	0	53	186	18	0	80	129
AM Peak	150	178	0	95	502	38	0	167	112
AM PHF	0.94	0.77	n/a	0.88	0.77	0.73	n/a	0.80	0.97
AM Trucks	3	19	0	5	21	4	0	11	4
PM Peak	251	296	0	166	745	78	0	208	217
PM PHF	0.94	0.87	n/a	0.92	0.89	0.89	n/a	0.80	0.76
% Trucks	8	14	0	0	1	3	0	3	0

May 2013 Data Collection
State Street at Market Street
New Albany, IN

A-73

Time	SB Right	SB Thru	SB Left	NB Right	NB Thru	NB Left
00:00	0	18	4	1	14	0
00:15	0	8	3	2	13	0
00:30	0	13	0	1	6	0
00:45	0	6	4	1	16	0
01:00	0	6	0	0	6	0
01:15	0	8	0	1	10	0
01:30	0	8	1	1	5	0
01:45	0	1	0	2	8	0
02:00	0	6	1	1	7	0
02:15	0	3	3	2	7	0
02:30	0	0	0	1	10	0
02:45	0	8	1	2	10	0
03:00	0	3	0	1	8	0
03:15	0	3	0	0	2	0
03:30	0	0	0	0	4	0
03:45	0	0	2	0	6	0
04:00	0	6	2	0	8	0
04:15	0	4	1	0	8	0
04:30	0	4	0	0	6	0
04:45	0	4	0	0	2	0
05:00	0	5	1	0	8	0
05:15	0	8	2	0	5	0
05:30	0	6	2	0	11	0
05:45	0	7	5	0	14	0
06:00	0	15	5	0	21	0
06:15	0	10	6	0	19	0
06:30	0	7	3	1	21	0
06:45	0	18	2	1	23	0
07:00	0	12	5	1	19	0
07:15	0	18	6	2	38	0
07:30	0	21	11	2	36	0
07:45	0	42	12	2	38	0
08:00	0	21	9	1	41	0
08:15	0	25	14	1	36	0
08:30	0	38	15	3	43	0
08:45	0	39	18	2	51	0
09:00	0	26	15	4	49	0
09:15	0	42	16	2	37	0
09:30	0	36	11	5	38	0
09:45	0	42	24	8	43	0
10:00	0	33	14	7	60	0
10:15	0	23	15	5	50	0
10:30	0	25	19	5	52	0
10:45	0	31	20	10	57	0
11:00	0	35	24	3	70	0
11:15	0	37	10	5	53	0
11:30	0	39	17	3	54	0
11:45	0	43	17	4	65	0
12:00	0	42	17	5	69	0
12:15	0	38	15	3	53	0
12:30	0	47	21	6	62	0
12:45	0	41	16	5	51	0
13:00	0	44	22	3	65	0
13:15	0	34	20	6	49	0
13:30	0	40	15	8	58	0
13:45	0	47	22	5	54	0
14:00	0	42	17	8	49	0
14:15	0	38	24	2	63	0
14:30	0	45	24	3	51	0
14:45	0	36	20	0	50	0

May 2013 Data Collection
State Street at Market Street
New Albany, IN

A-74

Time	SB Right	SB Thru	SB Left	NB Right	NB Thru	NB Left
15:00	0	48	16	8	63	0
15:15	0	46	35	3	55	0
15:30	0	50	28	5	57	0
15:45	0	55	31	4	79	0
16:00	0	61	23	6	52	0
16:15	0	66	24	1	53	0
16:30	0	65	20	1	68	0
16:45	0	62	26	7	74	0
17:00	0	66	26	2	70	0
17:15	0	70	27	4	55	0
17:30	0	53	20	7	51	0
17:45	0	44	26	8	68	0
18:00	0	47	25	5	43	0
18:15	0	45	28	10	54	0
18:30	0	46	29	7	59	0
18:45	0	48	17	6	47	0
19:00	0	34	26	2	53	0
19:15	0	27	13	5	48	0
19:30	0	28	19	4	40	0
19:45	0	35	15	2	45	0
20:00	0	32	14	2	60	0
20:15	0	19	5	3	30	0
20:30	0	31	9	1	45	0
20:45	0	30	6	5	43	0
21:00	0	26	7	0	47	0
21:15	0	23	8	1	33	0
21:30	0	15	4	3	22	0
21:45	0	22	5	1	31	0
22:00	0	18	3	4	20	0
22:15	0	24	6	3	27	0
22:30	0	14	4	2	13	0
22:45	0	12	7	0	10	0
23:00	0	14	4	1	14	0
23:15	0	7	1	3	18	0
23:30	0	10	2	1	6	0
23:45	0	9	0	0	7	0
24 Total	0	2609	1132	274	3442	0
24 hr cars	0	2444	1091	262	3273	0
24 hr trucks	0	165	41	12	169	0
AM Peak	0	123	56	7	171	0
AM PHF	n/a	0.79	0.78	0.58	0.84	n/a
AM Trucks	0	17	6	2	12	0
PM Peak	0	263	99	14	267	0
PM PHF	n/a	0.94	0.92	0.50	0.90	n/a
% Trucks	0	9	2	0	6	0

May 2013 Data Collection
State Street at Main Street
New Albany, IN

A-75

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
00:00	10	1	5	7	4	0	2	0	0
00:15	3	0	3	4	5	0	0	0	0
00:30	6	0	5	1	3	0	0	0	0
00:45	3	0	5	8	2	0	0	1	0
01:00	1	0	4	4	8	0	0	0	0
01:15	1	0	3	3	5	0	0	0	1
01:30	2	0	3	2	6	0	0	0	0
01:45	0	0	0	2	2	0	0	0	0
02:00	5	0	0	1	8	0	0	0	0
02:15	2	0	2	4	2	0	0	0	0
02:30	2	1	3	1	8	0	0	0	0
02:45	4	0	3	3	4	0	0	0	0
03:00	1	0	2	3	1	0	0	0	0
03:15	4	0	1	0	2	0	0	0	0
03:30	0	0	0	1	2	0	0	0	0
03:45	0	0	0	3	2	0	0	0	0
04:00	4	0	2	3	2	0	0	0	0
04:15	1	1	2	2	3	0	0	0	0
04:30	3	0	1	2	7	0	0	0	0
04:45	2	2	1	0	5	0	0	0	0
05:00	0	4	1	4	5	0	0	0	0
05:15	4	2	2	4	6	0	0	0	0
05:30	3	1	2	3	10	1	0	0	0
05:45	2	4	1	2	16	0	1	3	0
06:00	7	3	5	6	8	0	0	2	0
06:15	4	3	2	8	16	0	0	5	0
06:30	2	1	5	7	19	0	0	5	1
06:45	10	3	7	11	16	1	0	5	2
07:00	4	2	5	6	27	0	0	5	0
07:15	6	2	9	21	38	0	0	5	1
07:30	11	6	6	19	53	0	0	3	0
07:45	14	12	15	12	40	0	0	4	2
08:00	10	5	7	17	40	1	1	3	1
08:15	7	5	14	14	32	3	0	6	2
08:30	9	13	13	28	30	2	0	4	0
08:45	21	14	10	14	19	2	2	7	0
09:00	12	5	10	18	38	1	0	6	2
09:15	16	20	5	10	38	3	1	9	0
09:30	13	12	14	19	31	1	2	5	1
09:45	20	10	13	27	24	0	0	9	0
10:00	11	7	11	26	26	1	1	10	4
10:15	23	1	9	20	43	0	1	13	0
10:30	10	8	9	23	42	3	2	9	2
10:45	15	8	11	30	35	2	2	11	2
11:00	14	10	13	35	47	1	1	17	2
11:15	29	6	8	29	49	2	1	15	4
11:30	16	9	11	20	42	1	2	10	1
11:45	31	8	15	30	60	2	1	8	0
12:00	26	5	12	28	59	0	0	15	4
12:15	17	4	16	21	40	1	1	10	1
12:30	26	8	14	22	47	0	1	10	0
12:45	31	4	10	20	46	0	1	13	0
13:00	22	8	18	32	47	3	6	9	1
13:15	21	3	12	18	53	0	0	8	0
13:30	30	6	13	27	41	0	0	9	1
13:45	28	3	16	25	58	1	0	7	0
14:00	24	4	15	25	46	0	0	6	0
14:15	25	6	11	22	60	0	0	8	0
14:30	32	2	13	24	53	0	0	6	0
14:45	17	5	17	21	58	2	0	5	1

May 2013 Data Collection
State Street at Main Street
New Albany, IN

A-76

Time	SB Right	SB Thru	SB Left	WB Right	WB Thru	WB Left	NB Right	NB Thru	NB Left
15:00	31	5	14	30	64	0	1	4	1
15:15	34	4	17	31	64	0	1	1	0
15:30	25	5	17	29	66	0	0	7	0
15:45	33	7	16	38	87	2	2	7	0
16:00	36	16	19	26	73	2	1	7	2
16:15	34	14	15	30	65	0	0	5	2
16:30	32	5	29	22	62	1	1	10	2
16:45	40	11	7	41	71	1	2	11	1
17:00	44	14	13	47	105	1	0	7	2
17:15	36	14	21	21	97	4	2	14	0
17:30	28	9	16	34	69	0	1	9	0
17:45	18	7	17	37	54	1	1	17	2
18:00	24	10	15	15	54	1	1	13	3
18:15	27	8	12	36	68	1	1	7	0
18:30	29	8	16	37	50	4	2	7	0
18:45	26	7	15	27	47	3	2	9	1
19:00	23	5	8	23	40	2	2	10	0
19:15	18	3	7	21	35	1	1	10	3
19:30	19	4	8	15	33	1	0	10	2
19:45	16	3	12	18	34	1	0	10	1
20:00	18	7	8	31	34	4	1	12	0
20:15	13	0	9	13	33	0	1	4	0
20:30	16	4	9	24	41	1	1	12	1
20:45	15	7	8	22	34	1	0	14	1
21:00	13	5	5	19	28	1	0	7	1
21:15	13	2	11	15	41	0	2	10	0
21:30	8	0	7	10	34	0	0	1	0
21:45	12	1	7	16	22	0	0	3	0
22:00	10	0	5	6	17	0	0	1	0
22:15	12	2	8	13	23	0	0	3	0
22:30	9	0	7	4	19	0	0	0	0
22:45	8	0	5	6	12	0	0	0	0
23:00	7	0	8	4	9	0	0	0	0
23:15	4	0	2	10	15	0	0	0	0
23:30	5	0	5	3	11	2	0	0	0
23:45	5	0	3	5	10	0	0	0	0
24 Total	1418	434	846	1581	3160	69	55	528	61
24 hr cars	1318	431	780	1511	2988	68	55	525	61
24 hr trucks	100	3	66	70	172	1	0	3	0
AM Peak	47	37	44	73	121	8	3	20	3
AM PHF	0.56	0.66	0.79	0.65	0.76	0.67	0.38	0.71	0.38
AM Trucks	13	0	4	5	16	0	0	0	0
PM Peak	152	44	70	131	335	7	5	42	5
PM PHF	0.86	0.79	0.60	0.70	0.80	0.44	0.63	0.75	0.63
% Trucks	6	0	3	3	12	0	0	0	0

Appendix B:

Description of Supplemental Fall 2013 Analysis

As part of the analysis of the April/May 2013 traffic data and development of this *LSIORB Preconstruction Traffic Data Report*, a few inconsistencies were identified during the review phase. As a result, supplemental traffic counts were conducted in August, September and December of 2013 at select locations.

Supplemental counts were conducted after construction activities were underway; however, the closures were removed from the actual data collection sites and would not have resulted in a noticeable traffic impact. Closure details are shown in **Table B-1**. Counts conducted during summer months would likely have shown greater variations; therefore supplemental counts were delayed until Fall 2013 when area schools were back in session.

Table B-1: Description of Lane Closures during Fall counts

Date/Location	Closures
Aug 28, 2013 State St at Elm St in New Albany	- I-64 E to I-65 S ramp closed (long term) - I-64 E to I-65 N ramp closed overnight - I-71 S ramp to I-64 W closed overnight - One lane of I-65 S closed from Jefferson St to Muhammad Ali Blvd (long term) - One lane of I-64 E closed overnight (Witherspoon St to 9th St) - One lane of I-64 W ramp to I-65 S closed overnight (Witherspoon St to 9th St) - One lane of I-65 S ramp to Market St closed overnight - 7th St closed from Missouri Ave to Broadway St (permanent) - VFW Blvd closed from 7th St to 9th St (permanent) - Lane restrictions on Witherspoon St from Preston St to Clay St during daytime - Lane closed on Hancock St from Market St to Main St - Lane closed on Jackson St from Market St to Main St - US 31 S from Brown Stn Way to Stansifer Ave reduced to one lane - US 31 S south of Stansifer Ave reduced to one lane
Sept 25-27, 2013 22 nd Street Ramps along I-64 in Louisville	- I-64 E to I-65 S ramp closed (long term) - I-64 E to I-71 N ramp closed overnight - One lane of I-65 S closed from Jefferson St to Muhammad Ali Blvd (long term) - One lane of I-64 E from I-65 to I-71 N ramp closed overnight (Sept 25-26) - One lane of I-65 S from Kennedy Bridge to Muhammad Ali Blvd closed overnight (Sept 25) - Overnight lane closures beneath I-65 along Jefferson Preston, Liberty, and Floyd Streets - VFW Blvd closed from 7th St to 9th St (permanent) - 7th St closed from Missouri Ave to Broadway St (permanent) - One lane of Jefferson St from Preston St to Jackson St closed - One lane of Preston St from Market St to Jefferson St closed - One lane of Witherspoon St from River Rd to Preston St closed - One lane Jackson St from Market St to Jefferson St closed - US 31 S from Brown Stn Way to Stansifer Ave reduced to one lane - US 31 S south of Stansifer Ave reduced to one lane

Date/Location	Closures
December 17 - 19, 2013	
State St & Elm St Ramps along I-64 New Albany	- No closures reported.

Interstate Ramp Tube Counts

Although all interstate ramps showed decreased traffic volumes since the 2010 data collection exercise, four ramps were considerably lower than expected. Therefore, the supplemental counts were conducted in September and December 2013 at the following locations:

- Entrance ramp from 22nd Street to I-64 westbound
- Exit ramp from I-64 eastbound to 22nd Street
- Exit ramp from I-64 westbound to Elm Street
- Entrance ramp from Spring Street to I-64 eastbound

The 2010, May 2013, and Fall 2013 counts at each of these locations were compared. It should be noted that seasonal adjustment factors were applied to determine 2013 AADT values: 97% for May volumes, 99% for September volumes, and 107% for December volumes. Fall 2013 volumes were determined to be more reliable than May 2013 volumes so these were included in the primary report.

New Albany video count at Elm St/State St

During May 2013, four hours of count data were unavailable at the Elm Street/State Street intersection due to an interruption in the video feed. However, counts were available at adjacent intersections on three of the four approaches. Therefore, analysts used adjacent count volumes to derive turning movement counts for the missing period at State St/Elm St. It should be noted that the missing four hours occurred from 12:00 PM through 4:00 PM and did not affect the peak hour analysis.

A supplemental 12-hour count was conducted on August 28, 2013 to confirm whether derived volumes were representative of actual conditions at the State St/Elm St intersection. Although the raw volumes varied between months, the turn percentages were consistent. Therefore, the derived May 2013 volumes have been included in the primary report as they represent a conservative estimate of conditions prior to construction.