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June 18, 2007

Mr. Terry Houk
General Manager
Doc Holliday Casino
131 Main Street
Central City, CO 80427

Re: Central City Circulation Plan
Central City, Colorado
(LSC #070310)

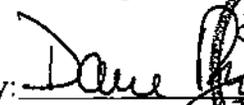
Dear Mr. Houk:

We are pleased to submit our Central City Circulation Plan for Central City. This plan first provides a summary of the existing roadways and traffic volumes in Central City. Next, adjustments are made to the existing traffic based on the peak month (July) and the proposed circulation plan. The traffic impacts of the change in the circulation plan are determined based on intersection level of service, queue length, and AutoTurn analysis. Changes are proposed to the existing traffic control based on the impacts as a result of the change.

We trust that our findings and recommendations will assist in the planning for changing the existing circulation pattern for Main Street. Please call us if we can be of further assistance.

Respectfully submitted,

LSC Transportation Consultants, Inc.

By: 
Dave L. Ruble, P.E., D.L.



DLR/wc

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Circulation Plan

Central City

Central City, Colorado

Prepared for

Doc Holliday Casino
131 Main Street
Central City, CO 80427

Prepared by

LSC Transportation Consultants, Inc.
1889 York Street
Denver, CO 80206
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June 18, 2007
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SECTION A

Introduction

LSC Transportation Consultants, Inc. has been retained by Doc Holliday Casino to prepare a Circulation Plan for Central City. This analysis identifies the impacts of changing the circulation pattern for the Central City roadway network. The specific steps in the analysis which have been completed are described below:

- A review and analysis of present roadway and traffic conditions.
- Adjust the existing peak-hour traffic volumes for the peak month and for the new circulation plan.
- A determination of the future peak-hour traffic volumes for the Years 2017 and 2027.
- An evaluation of the impacts of traffic as a result of the change in the circulation plan and the resulting Levels of Service (LOS) and queue lengths on the adjacent major roadways and intersections.
- A determination of the ability of charter buses and large trucks to navigate the new circulation plan.
- Development of a *Main Street Traffic Operations Plan* that can accommodate the proposed valet parking service for the Doc Holliday and Easy Street casinos.

Roadway and Traffic Conditions

Background

Limited stakes gaming opened in October, 1991 in Cripple Creek, Blackhawk, and Central City. At the end of the first year of operation, Central City accounted for over 43 percent of the total gaming gross revenues followed by Blackhawk with 29 percent and Cripple Creek with 28 percent. Fourteen years later, total gaming revenues have increased almost 700 percent, but Central City's gaming revenues have only increased by 65 percent. Blackhawk accounts for 71 percent followed by Cripple Creek with 20 percent and Central City with nine percent.

In an attempt to reverse the declining share of gaming revenues, the Downtown Business Improvement District issued bonds to construct a new roadway from I-70 at the Hidden Valley exit directly to Central City. This new roadway would be called the Central City Parkway. Work on the parkway began in 2003 and on November 19, 2004, the Central City Parkway was opened to the public at a cost of \$38.4 million. The parkway has four lanes, two lanes in each direction, with speeds between 30 and 55 mph. The total travel time is approximately 12 minutes.

The construction of this roadway has not resulted in a significant increase in revenues. Most users of the parkway take the roadway to Blackhawk. The Central City Parkway becomes Nevada Street as it enters Central City which transitions directly into Spring Street. At Gregory Street, motorists turn right and in less than five minutes reach Blackhawk. This path bypasses four of the six casinos. This path does take motorists by Century Casino and Fortune Valley.

As of April 1, 2007, Central City had 2,202 slot machines and 29 other types of gaming devices. Fortune Valley accounted for about 41 percent of the total gaming devices which means that the rest of Central City's gaming establishments account for 59 percent, 33 percent for the casinos along Main Street and 26 percent for the Century Casino. It is

important that motorists using the Central City Parkway have direct access to all of the casinos.

Existing Traffic Conditions

Figure 1 depicts the downtown portion of Central City. With the exception of the Fortune Valley Casino, the casinos are located along Main Street. Figure 2 depicts the existing roadway network. Figure 3 depicts the existing circulation pattern for Main Street, Gregory Street, Eureka Street, Spring Street, and Central City Parkway (Nevada Street). Main Street is a southbound one-way roadway between Eureka Street and Spring Street. Gregory Street is an eastbound one-way street from Main Street to Lawrence Street. Spring Street is a two-way street. Eureka/Lawrence Street is a one-way street from Gregory Street to Spring Street and a two-way street from Spring Street west.

Turning movement traffic counts were taken at five intersections: Main Street/Eureka Street, Main Street/Gregory Street, Main Street/Spring Street/Nevada Street, Spring Street/Gregory Street, and Spring Street/Eureka Street. These counts were taken on Friday and Saturday from 1:30 to 9:00 pm and from 1:00 to 3:00 am. Figure 4 depicts the peak-hour traffic counts for Friday afternoon and night while Figure 5 depicts the peak-hour traffic counts for Saturday afternoon and night. The Friday afternoon peak-hour is between 5:30 and 6:30 pm while the Saturday afternoon peak-hour is between 4:30 and 5:30 pm. The Friday and Saturday night peak-hour is between 1:15 and 2:15 am. The raw traffic counts are attached in Appendix A.

Revised Traffic Circulation Pattern

Currently, a casino patron desiring to visit the casinos along Main Street has to travel north along Spring Street to Eureka Street, then west along Eureka Street to Main Street, and then south on Main Street. This is extremely circuitous and discourages casino patrons from wanting to visit these casinos. The other way would be to park in the "T" lot and walk north to the Main Street casinos.

Only one change is proposed for Central City. This change involves reversing the direction of Main Street between Spring Street and Gregory Street from a southbound one-way roadway to a northbound one-way roadway. This change would make it easier

for traffic desiring to visit the casinos along Main Street. This change does not alter how casino patrons access the Century and Fortune Valley casinos. The other aspect of this change would be to remove parking on both sides of Main Street which would allow the casino to provide a valet parking service. A casino patron would pull up in front of either Doc Holliday or Easy Street casino. A casino employee would take their vehicle to either the "T" lot or the Century Casino parking structure. Upon leaving the casino, patrons would have their vehicle delivered to them at the same point where it was left. Due to the short distance from either the "T" lot or the Century Casino parking structure, it would take less than five minutes to bring the casino patron's vehicle to them which is significantly better than what is experienced in Blackhawk.

Modified Traffic Volumes

The first adjustment to the existing traffic counts was to reflect what the turning movements would be at each intersection assuming the change to Main Street was made. Figure 6 depicts the expected Friday afternoon and night peak-hour volumes for the five intersections analyzed in this report while Figure 7 depicts the expected Saturday afternoon and night peak-hour volumes. I met with representatives from SEH and Central City in developing these modifications.

Revised Traffic Volumes

The next revision was to estimate the Friday and Saturday peak-hour volumes for the peak time of the year. The traffic counts were taken during the middle of April. July is considered to be the peak time year for the casinos. Traffic counts were provided by staff from Central City for three years. We used 2006 for developing a factor to convert April traffic counts to July.

For Friday, we used March 17th and 31st and compared the daily traffic volume to July 21st and 28th. March 17th and 31st had an average daily traffic volume of 5,185 vehicles while July 21st and 28th had an average daily traffic volume of 6,460. This yields a factor of 1.25. For Saturday, we used March 18th and April 1st and July 22nd and 29th. March 18th and April 1st had an average daily traffic volume of 5,710 vehicles while July 22nd and 29th had an average daily traffic volume of 8,040 vehicles. This yields a factor of 1.40.

We applied a 1.25 factor to the peak-hour traffic volumes in Figure 6 to yield an estimate of a Friday in July. Figure 8 depicts the estimates peak-hour traffic volumes for a typical July Friday. We applied a 1.40 factor to the peak-hour traffic volumes in Figure 7 to yield an estimate of a Saturday in July. Figure 9 depicts the estimates peak-hour traffic volumes for a typical July Saturday.

Adjusted Traffic Volumes

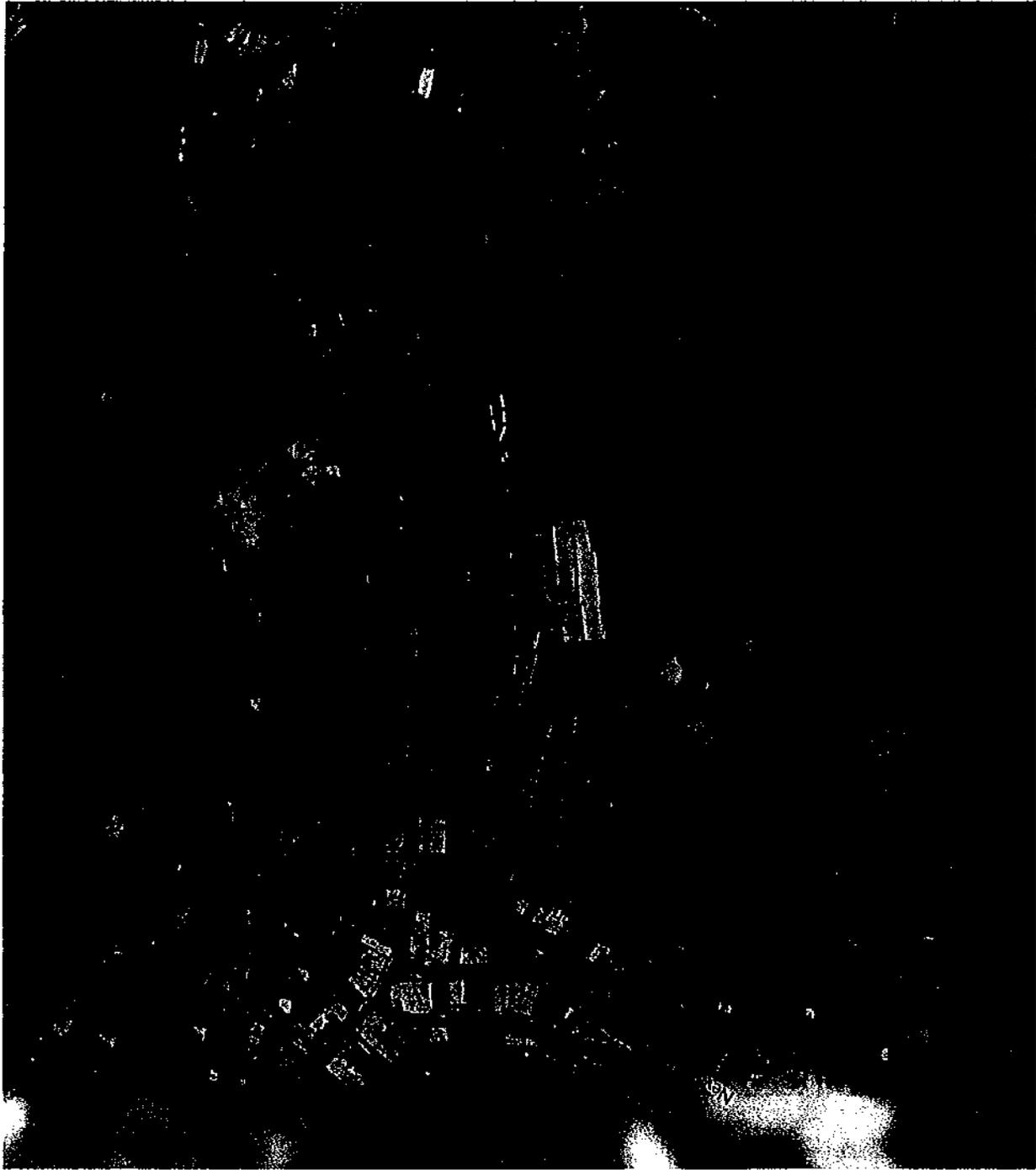
The final adjustment was made to the peak-hour traffic volumes in Figures 8 and 9 to reflect a worst case condition for the valet service. The worst case condition would be the number of vehicles that the valet service can handle. The assumption was made that each valet service area would be able to handle a maximum of three vehicles at any one time. With a five-minute turnaround time for valeting the vehicles, each valet employee can valet 12 vehicles per hour. This means that the two Main Street casinos can handle 36 vehicles for drop-off and 36 vehicles for pick-up for the Friday and Saturday afternoon condition. For Friday and Saturday night condition, the assumption was made that there would not be any vehicles entering Main Street to be valeted to the "T" lot. Therefore, there would only be 72 vehicles being picked up and none dropped off. Figures 10 and 11 depict the adjusted Year 2007 Friday and Saturday peak-hour traffic, respectively.



Approximate Scale
Scale: 1" = 300'

Figure 1

Vicinity Map



Central City Roadway Circulation Plan (LSC #070310)



Approximate Scale
Scale: 1" = 300'

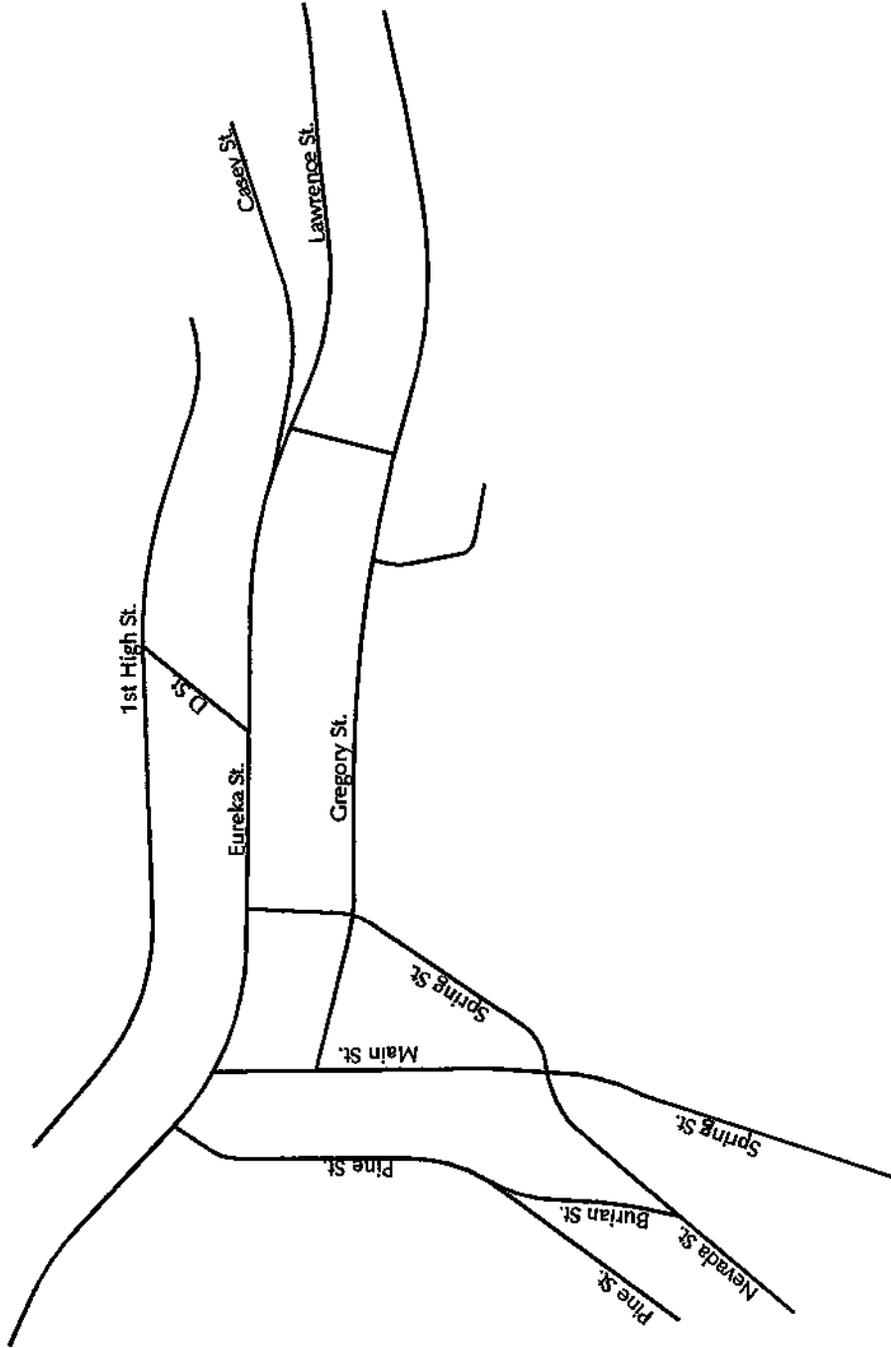


Figure 2
**Base
Network**
Central City Roadway Circulation Plan (LSC #070310)



Approximate Scale
Scale: 1" = 300'

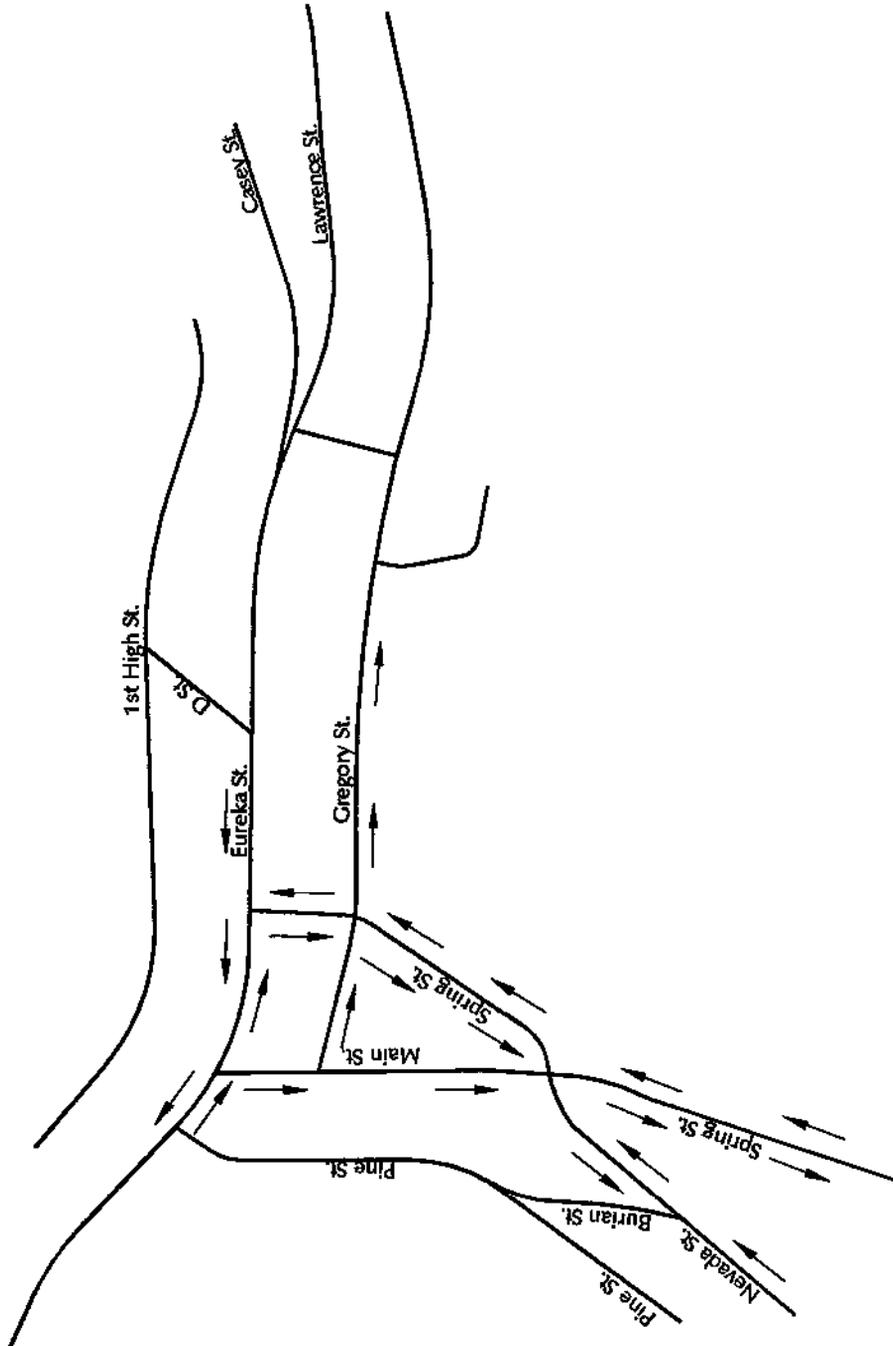
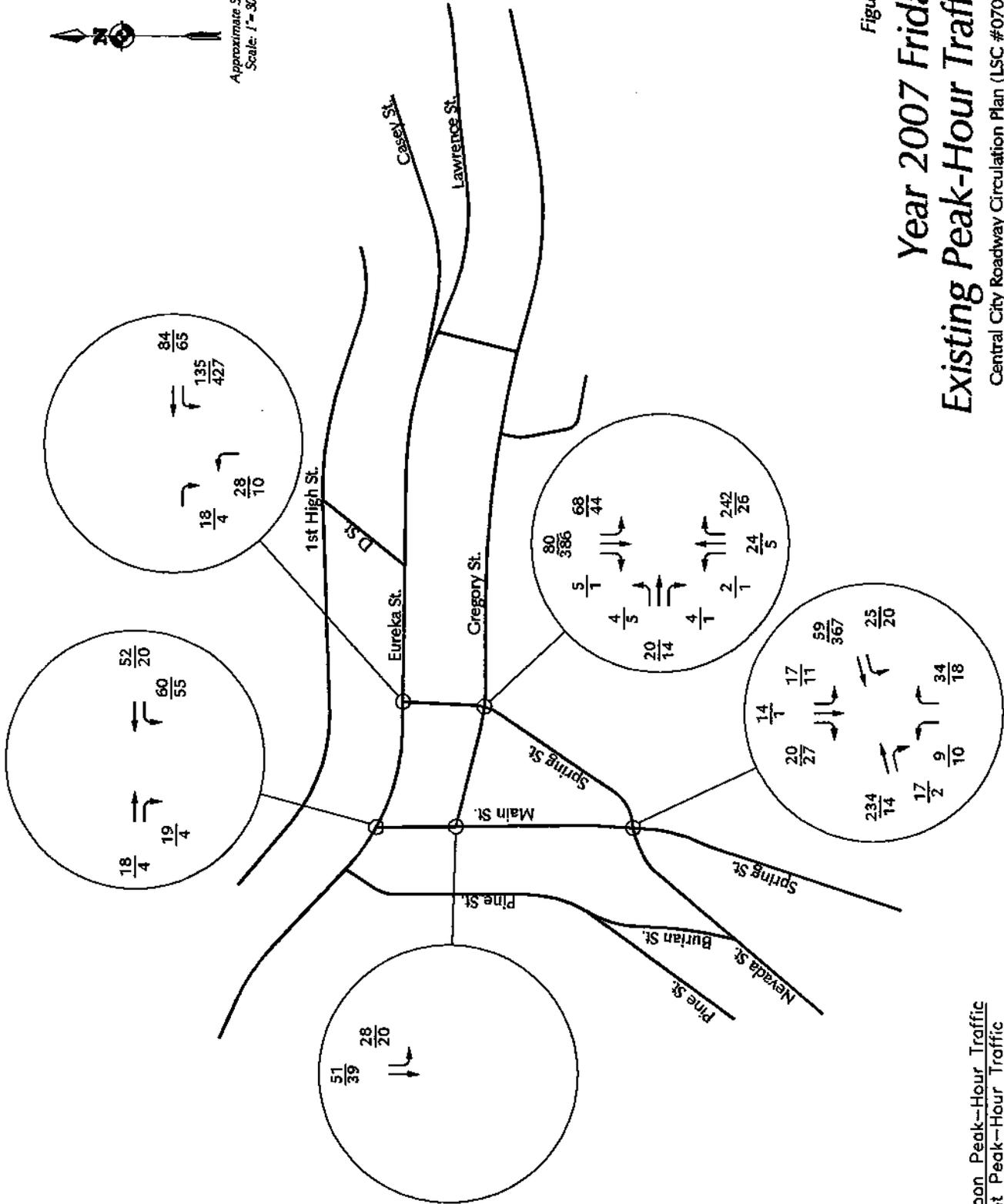


Figure 3
**Existing
Street Circulation**
Central City Roadway Circulation Plan (LSC #070310)



Approximate Scale
Scale: 1" = 300'

Figure 4
Year 2007 Friday
Existing Peak-Hour Traffic
Central City Roadway Circulation Plan (LSC #070310)



LEGEND:
 $\frac{31}{40}$ = $\frac{\text{Afternoon Peak-Hour Traffic}}{\text{Night Peak-Hour Traffic}}$



Approximate Scale
Scale: 1" = 300'

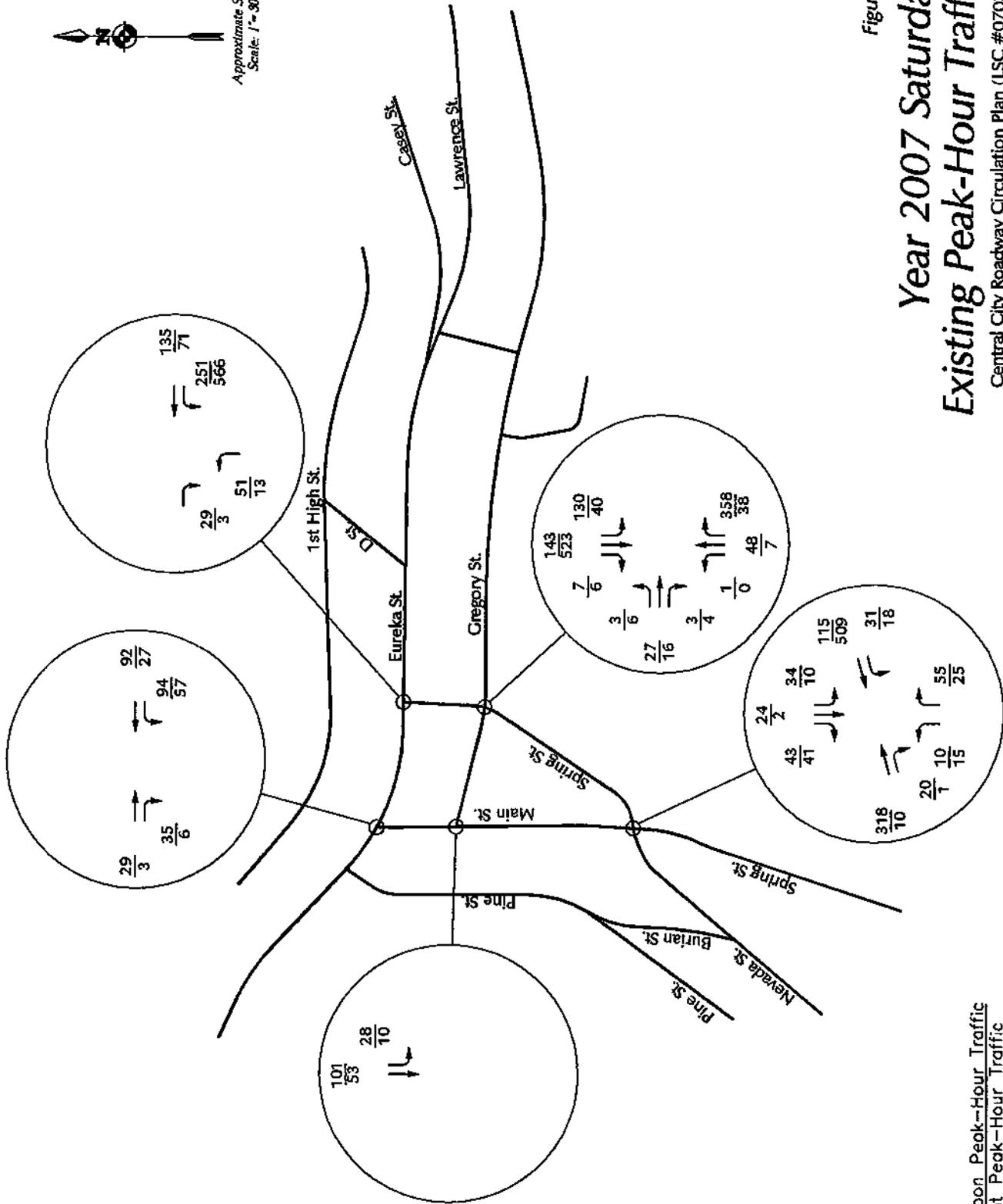


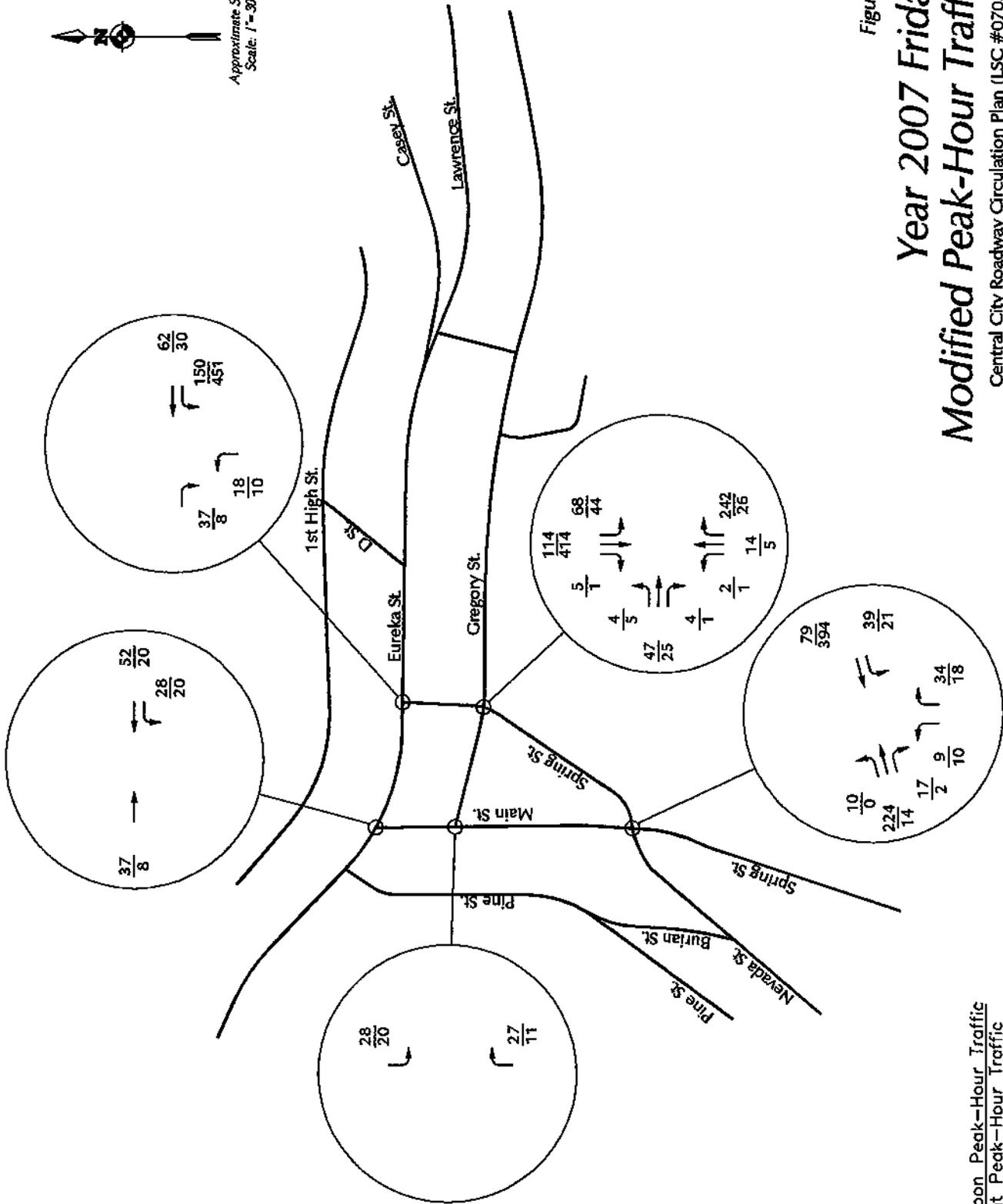
Figure 5
Year 2007 Saturday
Existing Peak-Hour Traffic
Central City Roadway Circulation Plan (LSC #070310)

LEGEND:
31 = Afternoon Peak-Hour Traffic
40 = Night Peak-Hour Traffic

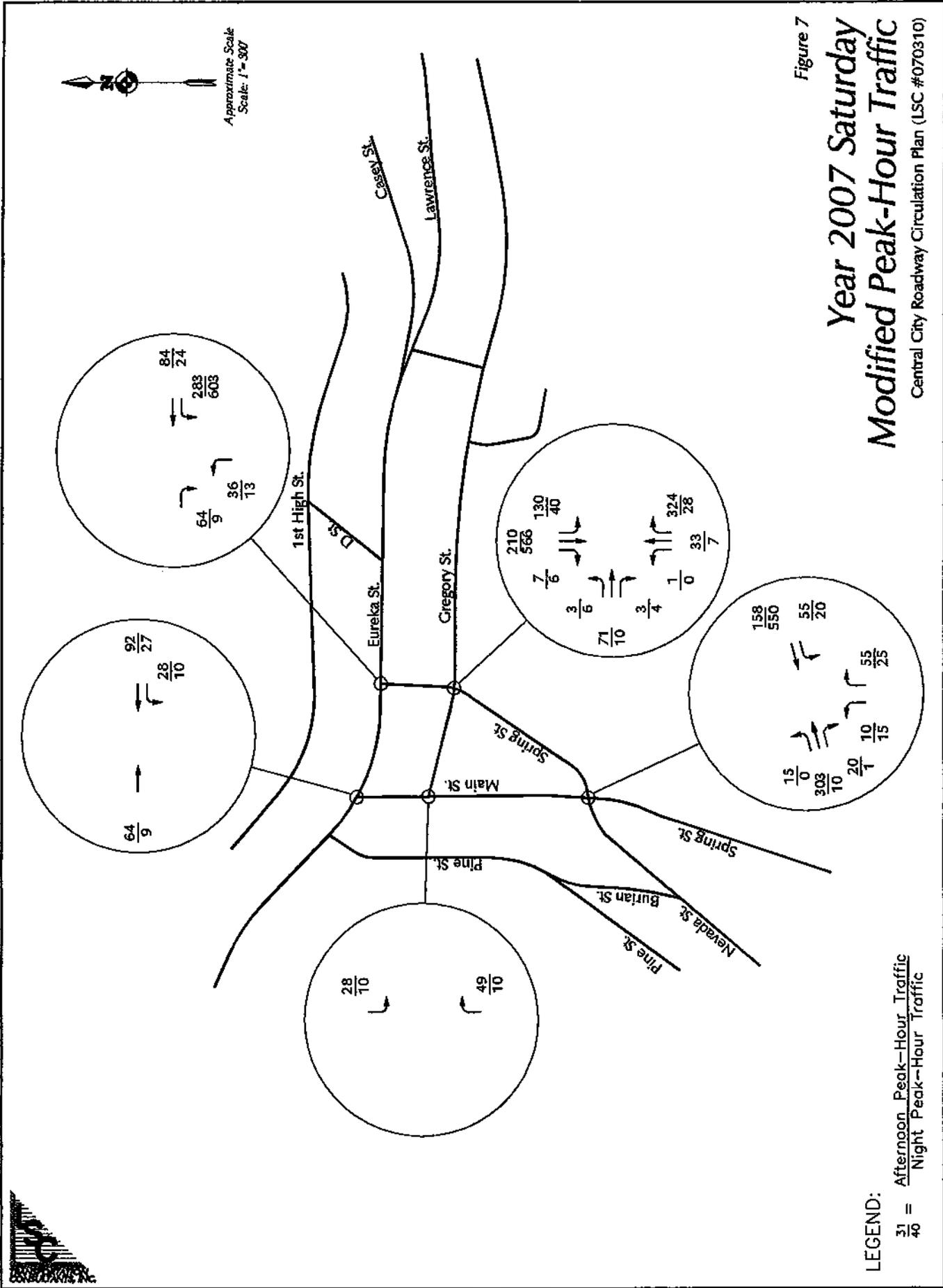


Approximate Scale
Scale: 1"=300'

Figure 6
Year 2007 Friday
Modified Peak-Hour Traffic
Central City Roadway Circulation Plan (LSC #070310)

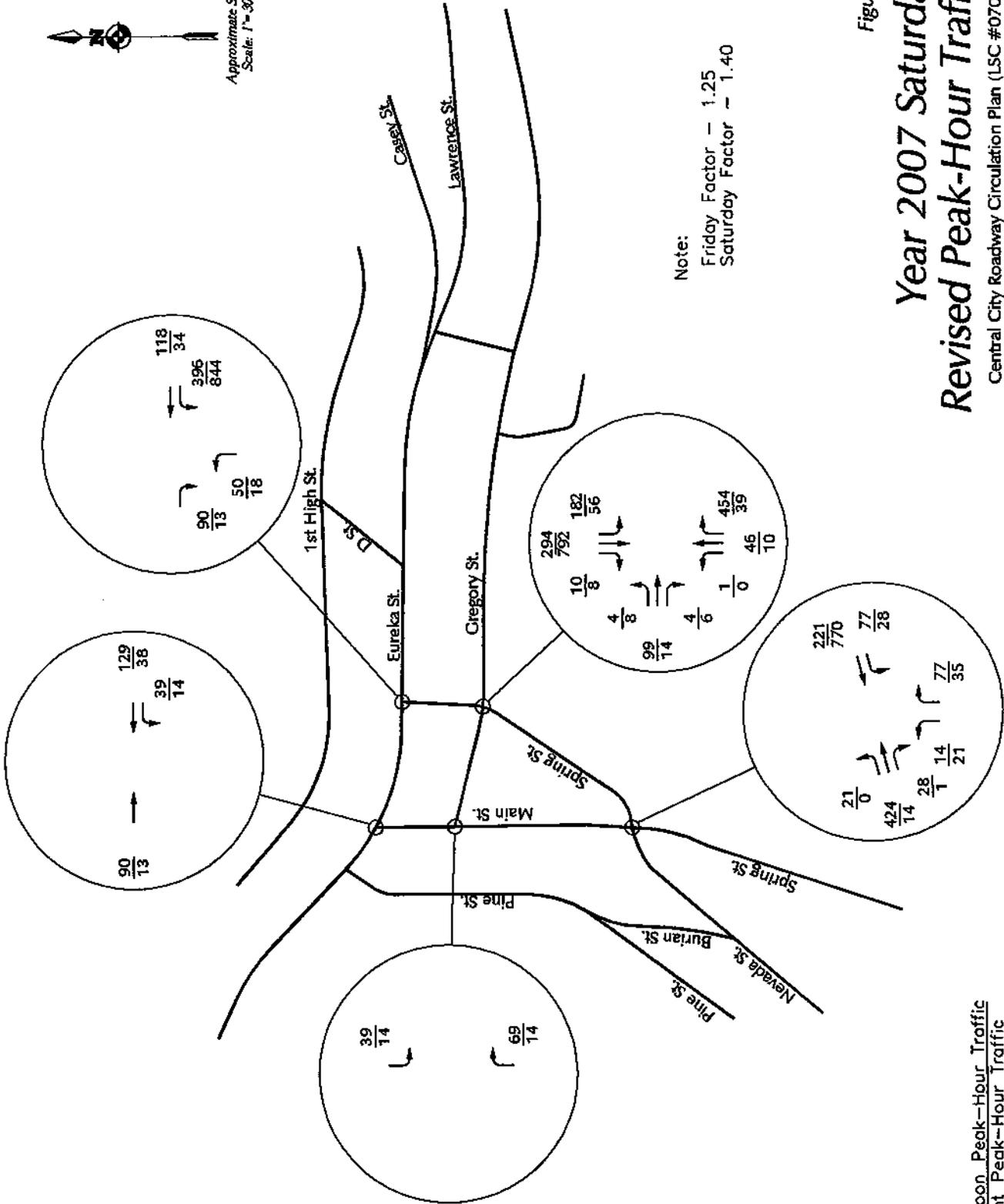


LEGEND:
 $\frac{31}{40}$ = Afternoon Peak-Hour Traffic
Night Peak-Hour Traffic





Approximate Scale
Scale: 1" = 300'



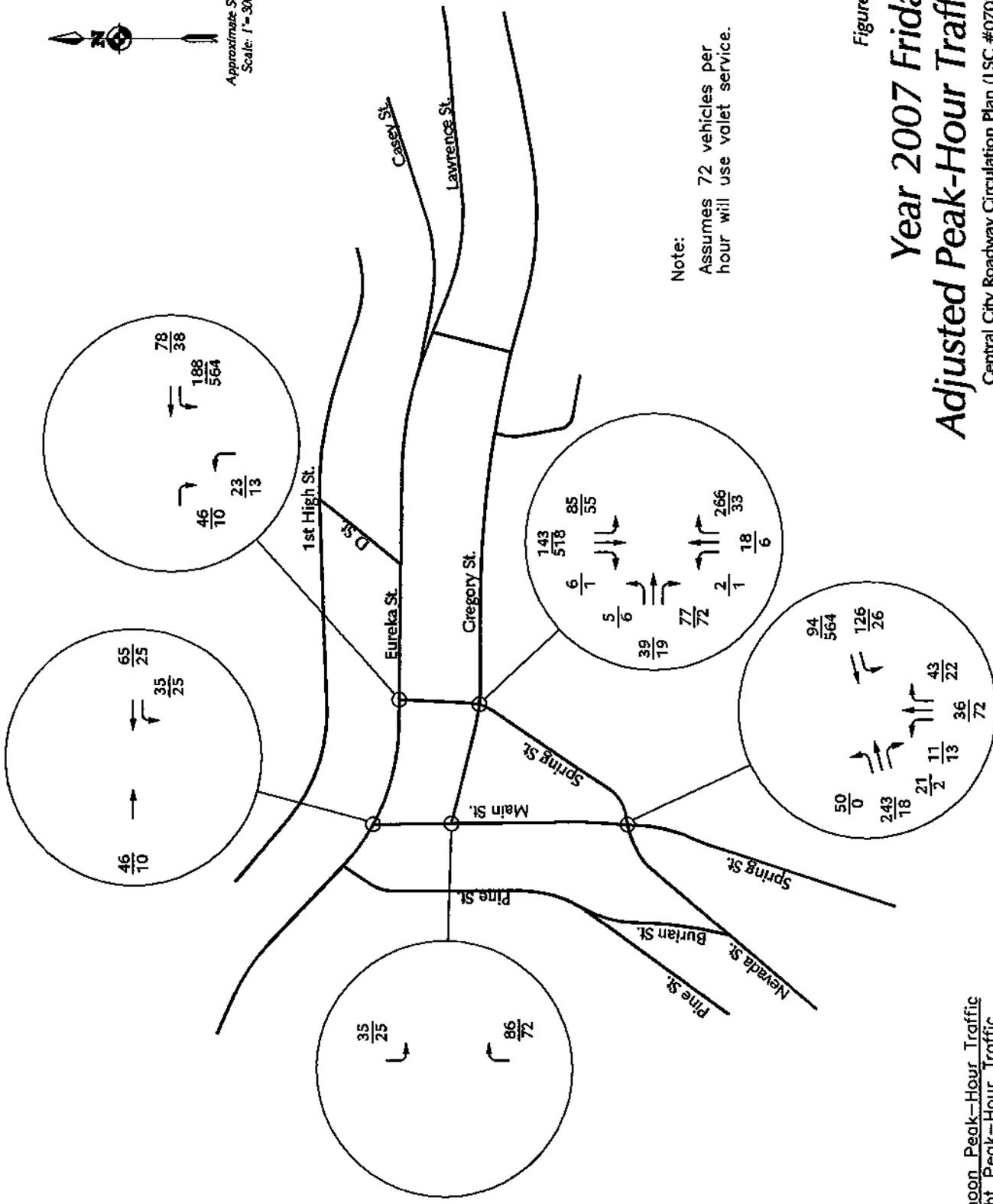
Note:
Friday Factor - 1.25
Saturday Factor - 1.40

Figure 9
**Year 2007 Saturday
Revised Peak-Hour Traffic**
Central City Roadway Circulation Plan (LSC #070310)

LEGEND:
31 = Afternoon Peak-Hour Traffic
40 = Night Peak-Hour Traffic



Approximate Scale
Scale: 1"=300'



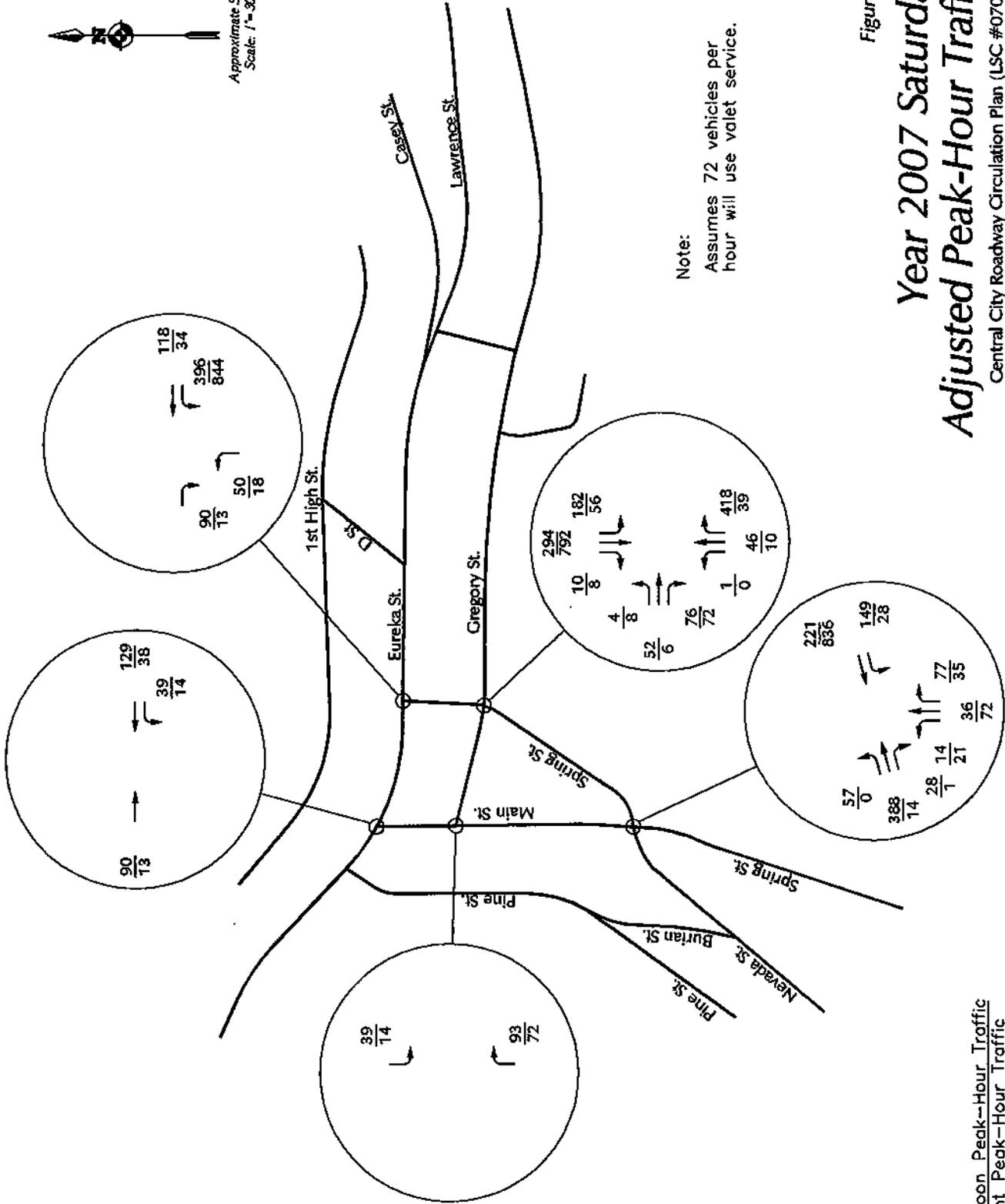
Note:
Assumes 72 vehicles per hour will use valet service.

Figure 10
**Year 2007 Friday
Adjusted Peak-Hour Traffic**
Central City Roadway Circulation Plan (LSC #070310)

LEGEND:
31 = Afternoon Peak-Hour Traffic
40 = Night Peak-Hour Traffic



Approximate Scale
Scale: 1" = 300'



SECTION C

Traffic Impacts

Two traffic impacts were measured for this analysis, intersection Level of Service and queue length. A total of five intersections was analyzed. All of these intersections are initially analyzed as unsignalized. The unsignalized intersection capacities have been analyzed in accordance with the requirements of the 2000 *Highway Capacity Manual* (HCM), using the methodology outlined in "Signalized and Unsignalized Intersection Capacities". Two of the intersections (Eureka Street/Main Street and Eureka Street/Spring Street) have traffic control not permitted in the *Highway Capacity Manual*. The software program *SimTraffic* was used to estimate the average vehicle delay for these two unsignalized intersections. The average vehicle delay reported for these two intersections is based on averaging five *SimTraffic* simulations with each simulation averaging 60 minutes. The *SimTraffic* and the *Synchro* printouts are attached in Appendix B.

Table 1 depicts the Level of Service for the existing traffic condition; Table 2 depicts the Level of Service for the modified traffic condition (April) which represents the change in the direction of Main Street between Gregory Street and Spring Street, without any diversion; Table 3 depicts the Level of Service for the revised condition (July) which represents the change in the direction of Main Street between Gregory Street and Spring Street, without any diversion, and Table 4 depicts the Level of Service for the adjusted condition which represents the change in the direction of Main Street between Gregory Street and Spring Street, with a diversion. Due to some operational problems at Main Street/Spring Street and Spring Street/Gregory Street, some mitigation measures are recommended for the Years 2017 and 2027. Table 5 depicts the resulting Level of Service with these mitigation measures.

What follows is an explanation of the resulting Level of Service for the existing, modified, revised and adjusted peak-hour traffic volumes for the Years 2007, 2017, and 2027 conditions.

- Eureka Street/Main Street: In the Year 2007, all traffic movements at this unsignalized intersection are expected to operate at an excellent Level of

Service (LOS "A") during the afternoon and night peak-hours for either Friday or Saturday for the existing, revised, and adjusted peak-hour traffic volumes. The average vehicle delay ranges from a low of three seconds per vehicle to seven seconds per vehicle. The traffic movements at this unsignalized intersection are expected to continue to operate at an excellent Level of Service (LOS "A") during the afternoon and night peak-hours for either Friday or Saturday in the Years 2017 and 2027.

- Main Street/Spring Street: In the Year 2007, all traffic movements at this unsignalized intersection operate at a good Level of Service (LOS "C" or better) during the afternoon and night peak-hours for either Friday or Saturday for the existing, modified, revised peak-hour, and modified peak-hour traffic volumes. The average vehicle delay ranges from a low of 12 seconds per vehicle to a high of 30 seconds per vehicle.

By the Year 2017, the northwest approach to this unsignalized intersection is expected to experience problems. If this intersection is assumed to be an all-way stop intersection, it is expected to operate at a good Level of Service (LOS "C") during Saturday afternoon and an unacceptable Level of Service (LOS "F") during Saturday night. If this intersection is assumed to have a traffic signal installed, it is expected to operate at a very good Level of Service (LOS "B") during the Saturday afternoon and night peak-hours.

By the Year 2027, as a signalized intersection, this intersection is expected to operate at an unacceptable Level of Service (LOS "F") during the Saturday afternoon and night peak-hours. The average vehicle delay is expected to exceed 100 seconds per vehicle for both conditions.

- Main Street/Gregory Street: All traffic movements at this unsignalized intersection are expected to operate at an excellent Level of Service (LOS "A") during the afternoon and night peak-hours for either Friday or Saturday for the existing, modified, revised, and adjusted peak-hour traffic volumes. The average vehicle delay is less than ten seconds per vehicle through the Year 2027.
- Eureka Street/Spring Street: In the Year 2007, all traffic movements at this unsignalized intersection are expected to operate at a good Level of Service (LOS "C" or better) during the afternoon and night peak-hours for either Friday or Saturday for the existing, modified, revised, and adjusted peak-hour traffic volumes. The average vehicle delay ranges from a low of six seconds per vehicle to a high of 21 seconds per vehicle. By the Year 2027, the eastbound approach at this unsignalized intersection is expected to operate at capacity (LOS "E" or worse) for Saturday afternoon and night. No mitigation measures are proposed for this intersection due to the impact these measures would have on the westbound approach.
- Gregory Street/Spring Street: In the Year 2007, all traffic movements at this unsignalized intersection are expected to operate at an acceptable Level of Service (LOS "D" or better) during the afternoon and night peak-hours for either

Friday or Saturday for the existing, modified, revised, and adjusted peak-hour traffic volumes. The average vehicle delay ranges from a low of 13 seconds per vehicle to a high of 32 seconds per vehicle.

By the Year 2017, the eastbound approach at this unsignalized intersection is expected to operate at an unacceptable Level of Service (LOS "F") during Saturday afternoon with an average vehicle delay of over 100 seconds per vehicle. If the assumption is made that this intersection would be converted to an all-way stop intersection, the intersection is expected to operate at capacity (LOS "E") during Saturday night. If the assumption is made that this intersection would have a traffic signal installed, this intersection is expected to operate at a very good Level of Service (LOS "B") during Saturday afternoon and night.

By the Year 2027, this signalized intersection is expected to operate at an unacceptable Level of Service (LOS "F") during Saturday afternoon and night. The average vehicle delay is over 200 seconds per vehicle.

Queue Length

For determining queue lengths, the software program *SimTraffic* was used. The values reported for these queue lengths are based on averaging five *SimTraffic* simulations with each simulation averaging 60 minutes. The *SimTraffic* printouts can be found in Appendix C.

Figures 12 to 19 depict the expected queue lengths for the 2007 Friday existing traffic condition, 2007 Saturday existing traffic condition, 2007 modified Friday traffic condition, 2007 Saturday modified traffic condition, 2007 Friday revised traffic condition, 2007 Saturday revised traffic condition, 2007 Friday adjusted traffic condition, and 2007 Saturday adjusted traffic condition, respectively. Figure 20 depicts the expected queue lengths for the Year 2017 Saturday afternoon and night conditions, and Figure 21 depicts the expected queue lengths for the Year 2027 Saturday afternoon and night conditions.

- Eureka Street/Main Street: In the Year 2007, the maximum queue length is 50 feet, or about two vehicles for any of the traffic conditions, for the eastbound direction. By the Year 2027, the expected queue length is expected to increase to 60 feet.
- Main Street/Gregory Street: The maximum queue length is 100 feet, or about five vehicles for any of the traffic conditions, for the southbound direction.

- Main Street/Spring Street: The maximum queue length for the existing condition is 60 feet, or about two vehicles for any of the traffic conditions, for the southbound direction. The westbound direction has a maximum queue length of about 40 feet for Saturday afternoon. For the revised traffic condition (no diversion), the westbound queue length increases to 140 feet, or about six vehicles while the northbound queue increases to 75 feet, or about three vehicles. Under the adjusted condition, the westbound queue length decreases to 120 feet, or about five vehicles. The northbound queue length increases to 365 feet, or about 15 vehicles. The northeast-bound queue length is estimated to be about 515 feet, or about 20 vehicles.
- Eureka Street/Spring Street: The maximum queue length for the existing condition is 45 feet, or about two vehicles for the eastbound direction. The northbound direction has a maximum queue length of about 40 feet for Saturday afternoon. For the revised traffic condition (no diversion), the eastbound queue length increases to 105 feet, or about four vehicles and the westbound queue length is estimated to be 175 feet for the Saturday afternoon condition. Under the adjusted condition, the eastbound queue length is 50 feet, or about two vehicles. The northbound queue length decreases to 40 feet, or about two vehicles. The westbound queue length is estimated to be about 240 feet, or about 10 vehicles for the Saturday afternoon condition.
- Spring Street/Gregory Street: The maximum queue length for the existing condition is 105 feet, or about four vehicles for the southbound direction. The eastbound direction has a maximum queue length of about 45 feet for Saturday afternoon. For the revised traffic condition (no diversion), the southbound queue length decreases to 100 feet, or about four vehicles while the eastbound queue increases to 60 feet, or about two vehicles. Under the adjusted condition, the southbound queue length is 140 feet, or about six vehicles. The eastbound queue length is estimated to be 90 feet, or about four vehicles.

For the Years 2017 and 2027, there is no change in the queue length for Eureka Street/Main Street and Main Street/Gregory Street. There are significant increases in the queue length at Eureka Street/Spring Street, Spring Street/Gregory Street, and Main Street/Spring Street.

Table 1
Existing Intersection Level of Service
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2007		Year 2007	
		Friday Afternoon	Friday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u>				
	Eastbound Approach Critical Movement Delay(sec /veh)	A 4.4	A 5.1	A 4.9	A 3.4
Unsignalized	<u>Main Street/Spring Street</u>				
	Southbound Approach	B	B	B	B
	Northwest Approach	B	B	B	B
	Northeast Approach	A	A	A	A
	Southwest Approach Critical Movement Delay(sec /veh)	A 12.0	A 11.6	A 13.9	A 13.3
Unsignalized	<u>Main Street/Gregory Street</u>				
	Southbound Approach Critical Movement Delay(sec /veh)	A 2.7	A 2.5	A 1.7	A 1.2
Unsignalized	<u>Eureka Street/Spring Street</u>				
	Eastbound Approach	A	A	A	A
	Northbound Approach Critical Movement Delay(sec /veh)	A 5.7	A 8.4	A 6.9	B 10.5
Unsignalized	<u>Gregory Street/Spring Street</u>				
	Eastbound Approach	B	B	C	C
	Northbound Approach	A	A	A	A
	Southbound Approach Critical Movement Delay(sec /veh)	A 13.0	A 13.6	A 20.3	A 15.6

Table 2
Modified Intersection Level of Service
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2007		Year 2007	
		Friday Afternoon	Friday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u>				
	Eastbound Approach Critical Movement Delay(sec /veh)	A 6.2	A 6.0	A 6.2	A 5.6
Unsignalized	<u>Main Street/Spring Street</u>				
	Northwest Approach	B	A	B	B
	Northeast Approach	A	A	A	A
	Southwest Approach Critical Movement Delay(sec /veh)	A 12.2	A 12.6	A 15.3	A 14.9
Unsignalized	<u>Main Street/Gregory Street</u>				
	Southbound Approach Critical Movement Delay(sec /veh)	A 7.3	A 7.3	A 7.4	A 7.3
Unsignalized	<u>Eureka Street/Spring Street</u>				
	Eastbound Approach	A	A	A	A
	Northbound Approach Critical Movement Delay(sec /veh)	A 5.3	B 11.0	A 6.4	A 8.6
Unsignalized	<u>Gregory Street/Spring Street</u>				
	Eastbound Approach	B	B	D	C
	Northbound Approach	A	A	A	A
	Southbound Approach Critical Movement Delay(sec /veh)	A 14.5	A 14.4	A 25.9	A 15.8

Table 3
Revised Intersection Level of Service
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2007		Year 2007	
		Friday Afternoon	Friday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u>				
	Eastbound Approach	A	A	A	A
	Critical Movement Delay(sec /veh)	6.0	5.9	6.6	6.1
Unsignalized	<u>Main Street/Spring Street</u>				
	Northwest Approach	B	B	B	B
	Northeast Approach	A	A	A	A
	Southwest Approach	A	A	A	A
	Critical Movement Delay(sec /veh)	14.0	14.3	21.6	20.7
Unsignalized	<u>Main Street/Gregory Street</u>				
	Southbound Approach	A	A	A	A
	Critical Movement Delay(sec /veh)	7.3	7.3	7.4	73.0
Unsignalized	<u>Eureka Street/Spring Street</u>				
	Eastbound Approach	A	A	C	C
	Northbound Approach	A	A	A	B
	Critical Movement Delay(sec /veh)	5.6	8.6	23.0	19.1
Unsignalized	<u>Gregory Street/Spring Street</u>				
	Eastbound Approach	C	C	F	C
	Northbound Approach	A	A	A	A
	Southbound Approach	A	A	A	A
	Critical Movement Delay(sec /veh)	17.7	17.1	94.8	22.5

Table 4
Adjusted Intersection Level of Service
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2007		Year 2007	
		Friday Afternoon	Friday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u>				
	Eastbound Approach Critical Movement Delay(sec /veh)	A 6.1	A 6.0	A 6.4	A 5.6
Unsignalized	<u>Main Street/Spring Street</u>				
	Northwest Approach	C	C	C	C
	Northeast Approach	A	A	A	A
	Southwest Approach Critical Movement Delay(sec /veh)	A 17.9	A 15.9	A 30.2	A 22.7
Unsignalized	<u>Main Street/Gregory Street</u>				
	Southbound Approach Critical Movement Delay(sec /veh)	A 7.5	A 7.4	A 7.5	A 7.4
Unsignalized	<u>Eureka Street/Spring Street</u>				
	Eastbound Approach	A	A	C	C
	Northbound Approach Critical Movement Delay(sec /veh)	A 6.7	B 11.2	A 19.1	C 21.3
Unsignalized	<u>Gregory Street/Spring Street</u>				
	Eastbound Approach	B	C	D	C
	Northbound Approach	A	A	A	A
	Southbound Approach Critical Movement Delay(sec /veh)	A 13.0	A 15.2	A 32.2	A 20.9

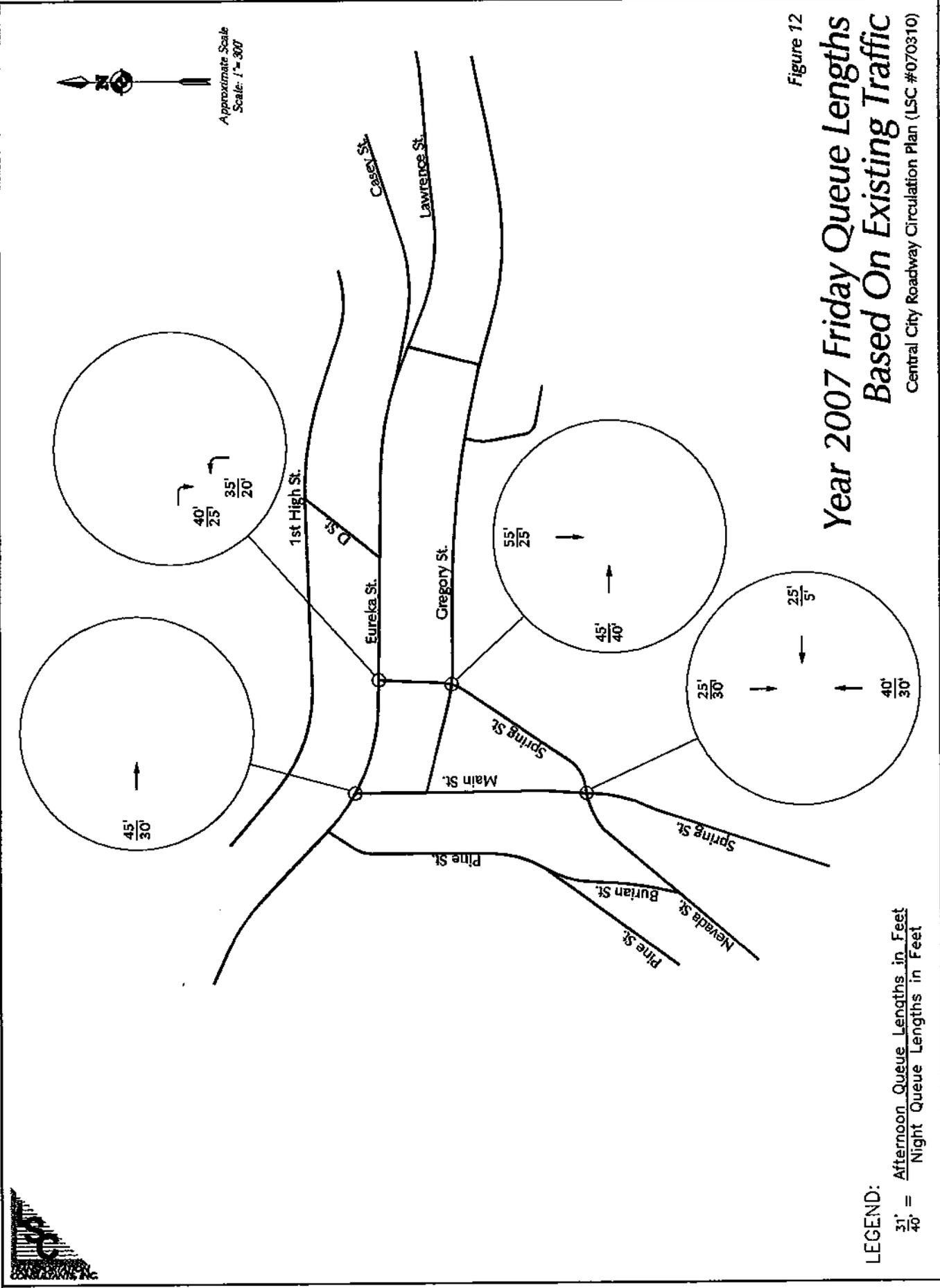
Table 5
Adjusted Intersection Level of Service - Alternative Traffic Control
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2017		Year 2027	
		Saturday Afternoon	Saturday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u> Eastbound Approach Critical Movement Delay(sec /veh)	A 6.5	A 5.5	A 8.7	A 6.0
Unsignalized Two-Way	<u>Main Street/Spring Street</u> Northwest Approach Northeast Approach Southwest Approach Critical Movement Delay(sec /veh)	E A A 80.0	E A A 62.6	-- -- -- --	-- -- -- --
Unsignalized All-Way	<u>Main Street/Spring Street</u> Entire Intersection Delay (sec /veh) Entire Intersection LOS	19.8 C	104.7 F	-- --	-- --
Signalized	<u>Main Street/Spring Street</u> Entire Intersection Delay (sec /veh) Entire Intersection LOS	11.5 B	15.1 B	151.3 F	249.3 F
Unsignalized	<u>Main Street/Gregory Street</u> Southbound Approach Critical Movement Delay(sec /veh)	A 7.5	A 7.4	A 7.7	A 8.0
Unsignalized	<u>Eureka Street/Spring Street</u> Eastbound Approach Northbound Approach Critical Movement Delay(sec /veh)	C A 18.2	F C 50.4	F A 76.1	E C 46.6
Unsignalized Two-Way	<u>Gregory Street/Spring Street</u> Eastbound Approach Northbound Approach Southbound Approach Critical Movement Delay(sec /veh)	F A A 104.7	D A A 32.5	-- -- -- --	-- -- -- --
Unsignalized All-Way	<u>Gregory Street/Spring Street</u> Entire Intersection Delay (sec /veh) Entire Intersection LOS	14.3 B	46.1 E	-- --	-- --
Signalized	<u>Gregory Street/Spring Street</u> Entire Intersection Delay (sec /veh) Entire Intersection LOS	11.9 B	16.3 B	281.7 F	253.9 F

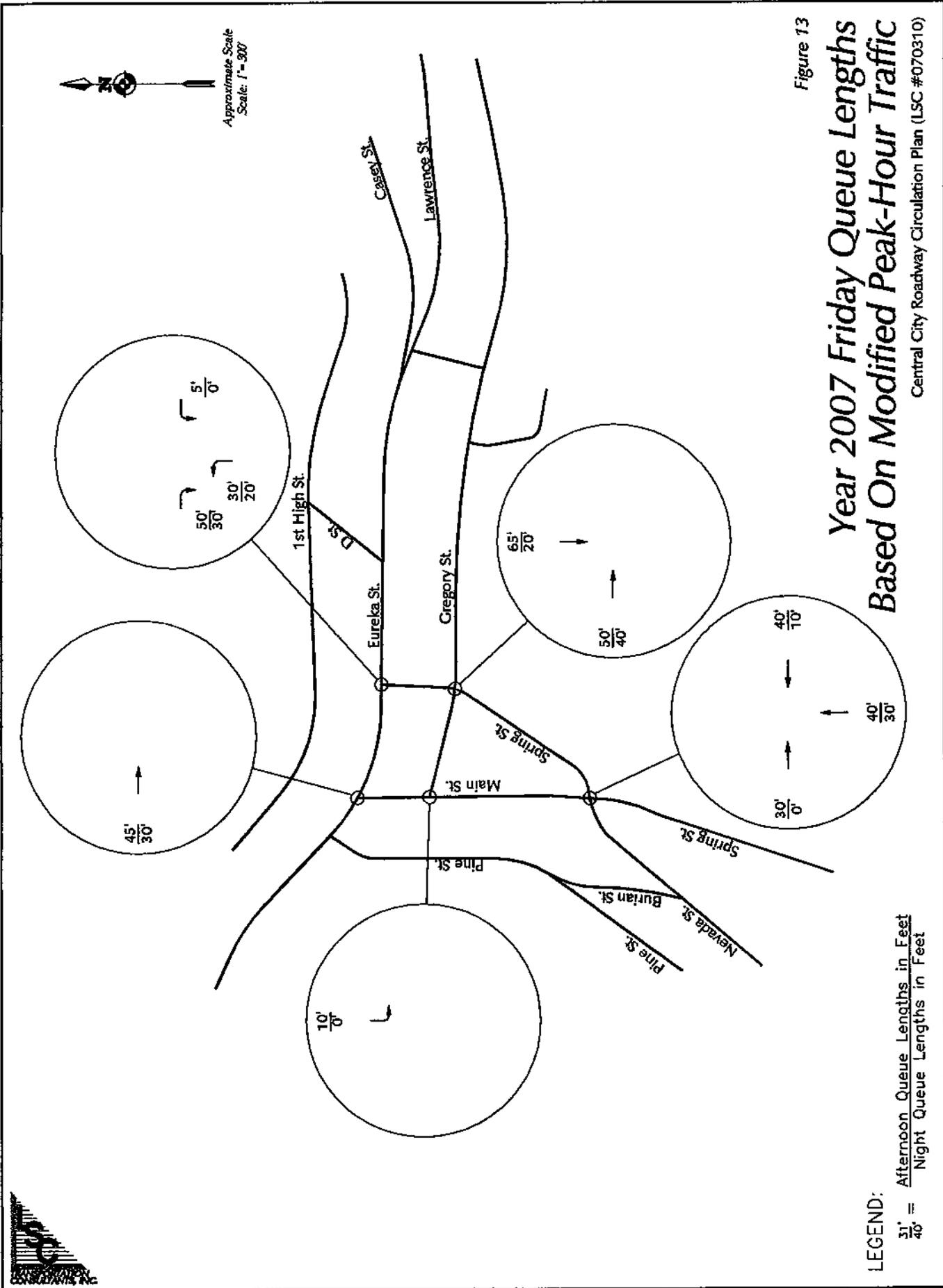
Year 2007 Friday Queue Lengths Based On Existing Traffic

Figure 12

Central City Roadway Circulation Plan (LSC #070310)



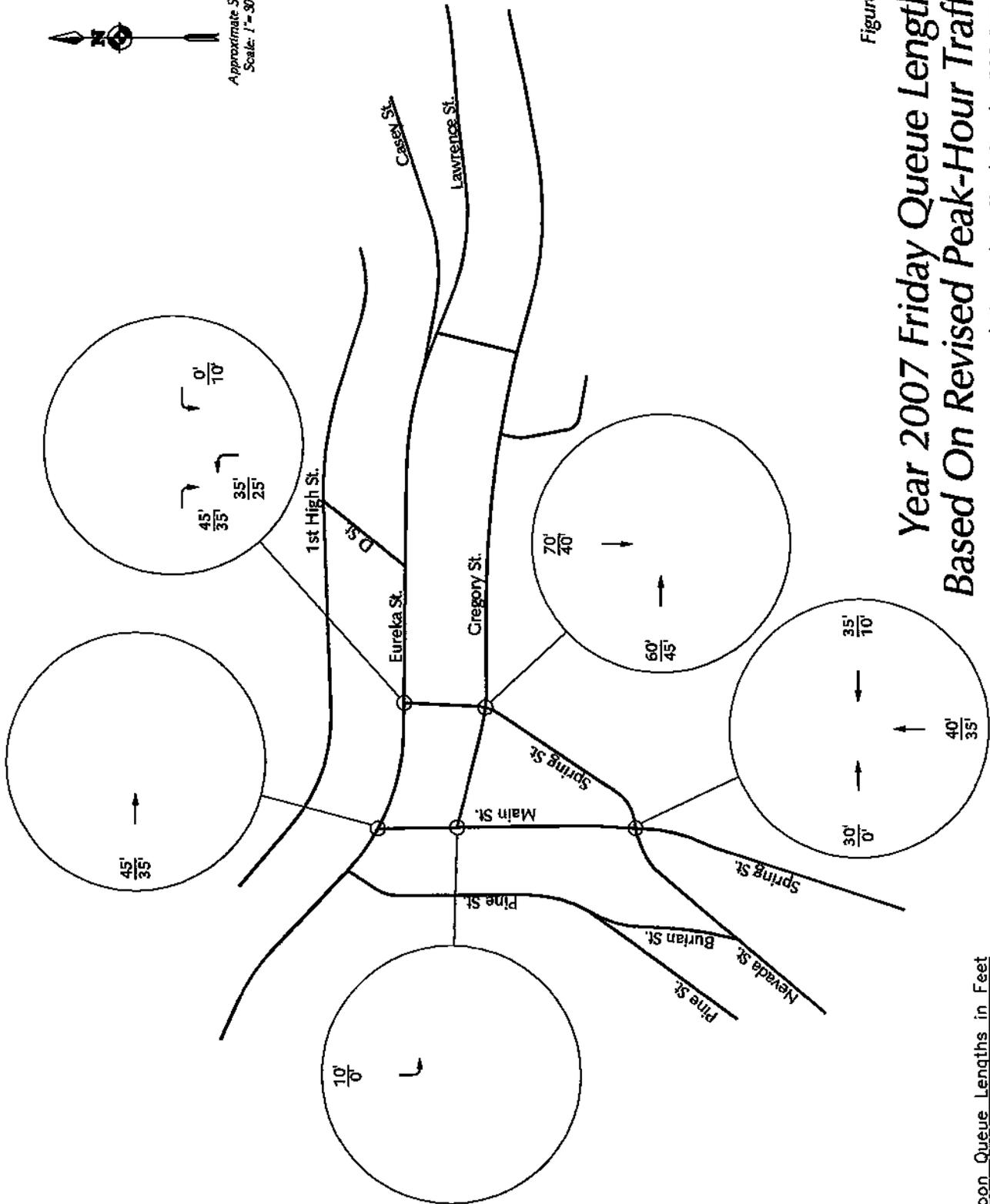
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Approximate Scale
Scale: 1" = 300'



LEGEND:
 35' = Afternoon Queue Lengths in Feet
 40' = Night Queue Lengths in Feet

Figure 14
 Year 2007 Friday Queue Lengths
 Based On Revised Peak-Hour Traffic
 Central City Roadway Circulation Plan (LSC #070310)



Approximate Scale
Scale: 1" = 300'

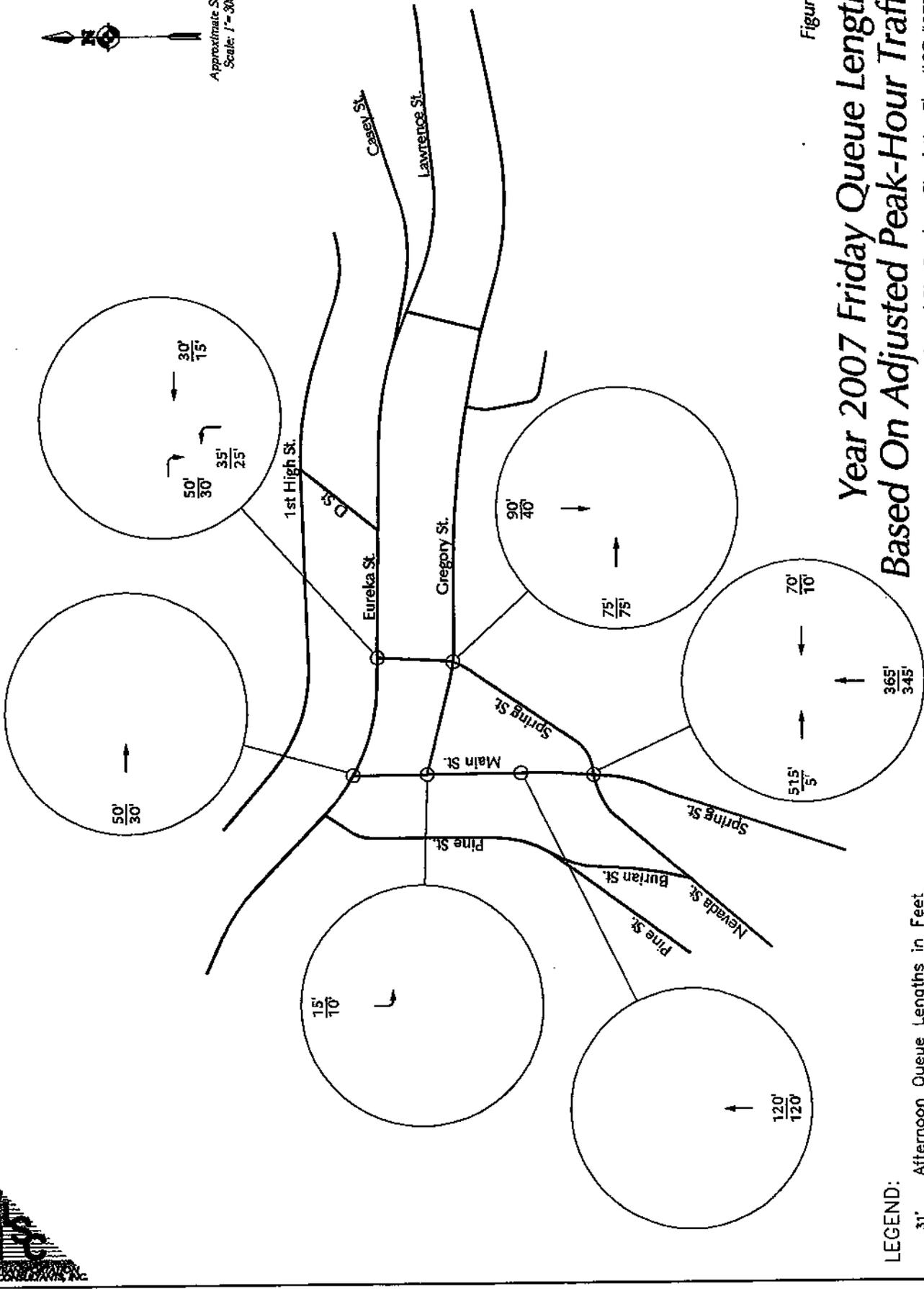


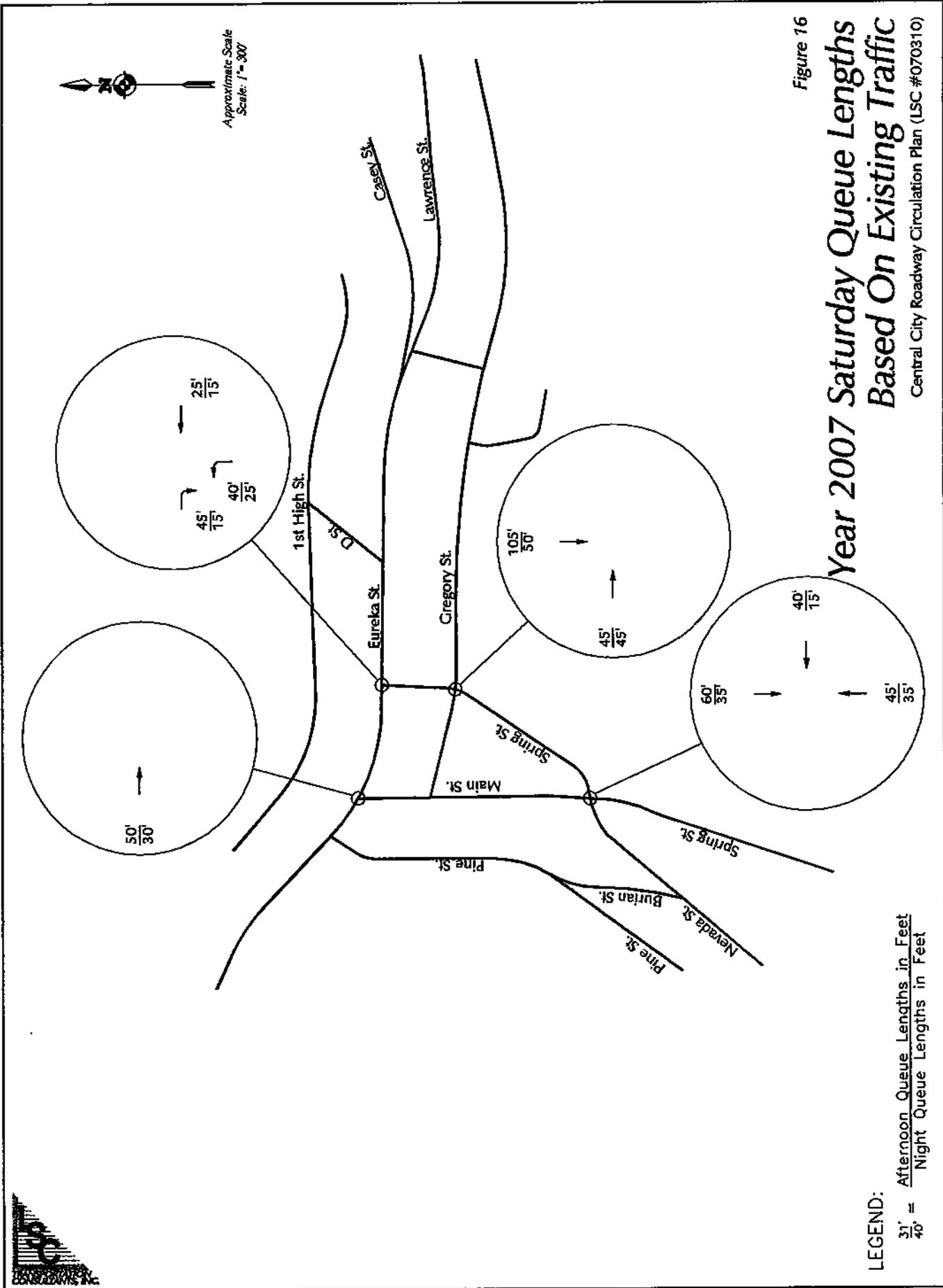
Figure 15

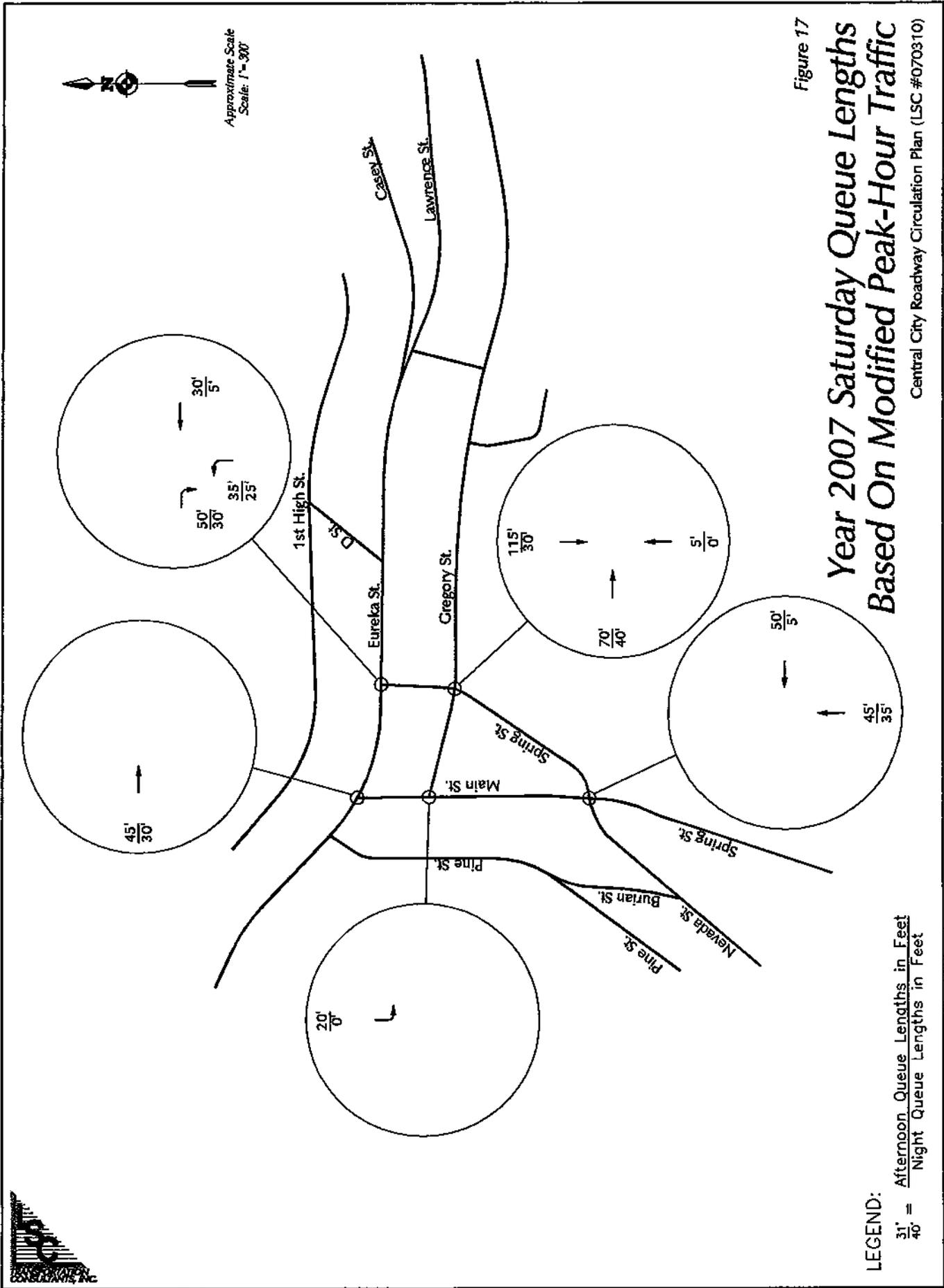
Year 2007 Friday Queue Lengths Based On Adjusted Peak-Hour Traffic

Central City Roadway Circulation Plan (LSC #070310)

LEGEND:

31' = Afternoon Queue Lengths in Feet
 40' = Night Queue Lengths in Feet

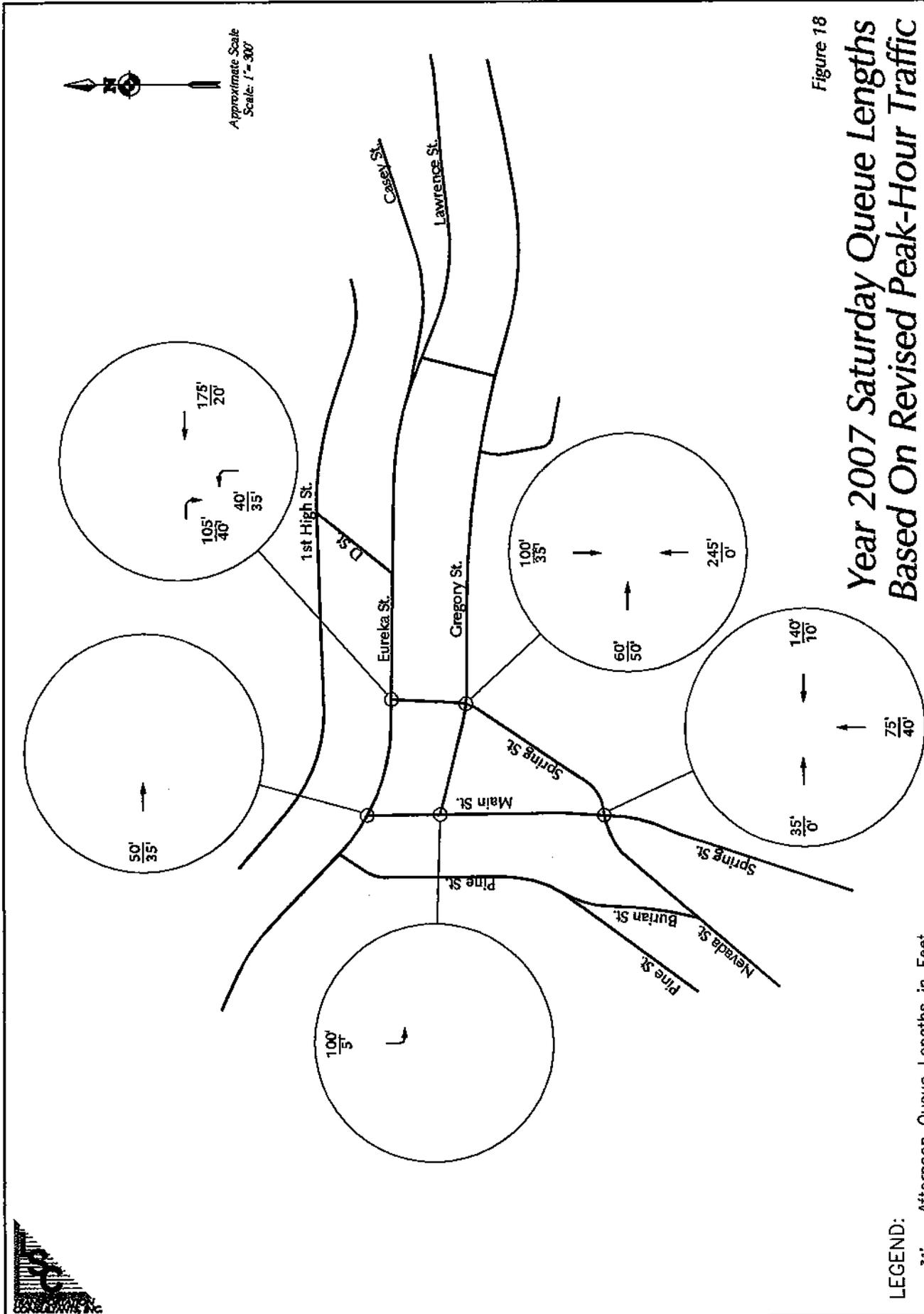




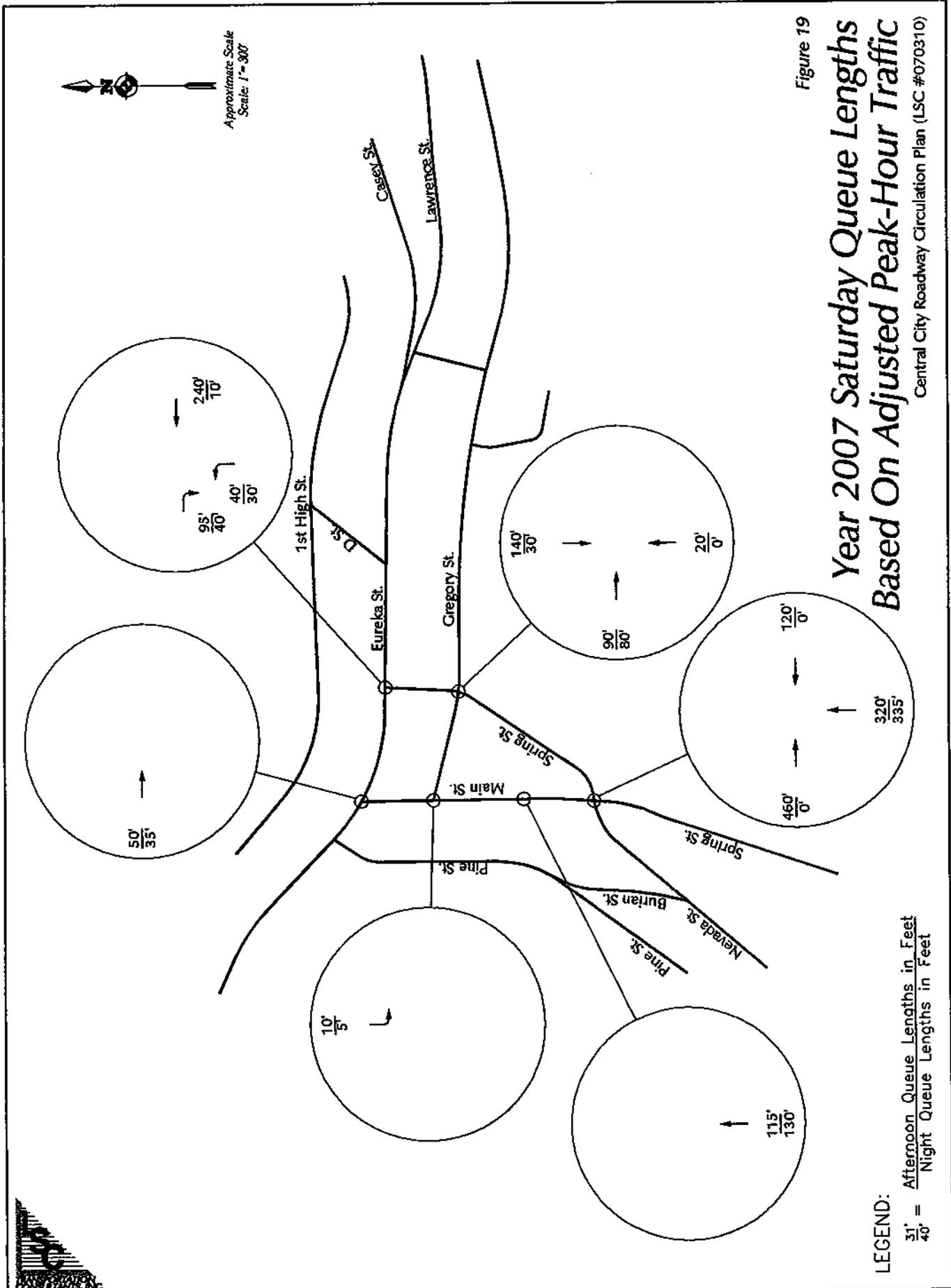
Year 2007 Saturday Queue Lengths Based On Revised Peak-Hour Traffic

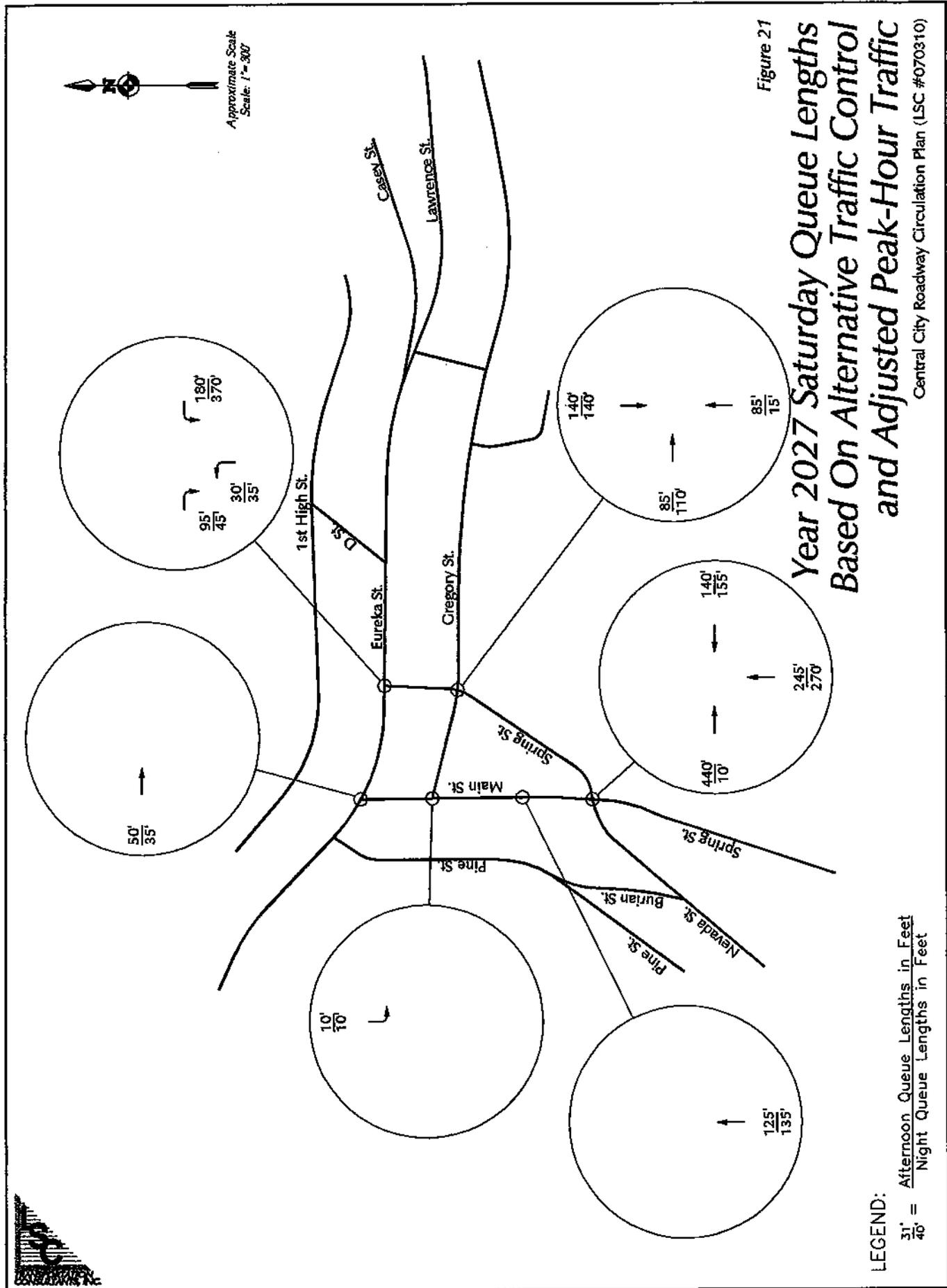
Figure 18

Central City Roadway Circulation Plan (LSC #070310)



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SECTION D

Recommendations

Proposed Short-Term Circulation Plan

Based on the intersection Level of Service and queue lengths, a short-term street circulation plan is proposed. Figure 22 depicts this proposed circulation plan. The key elements of this plan are:

- The orientation of Main Street from Spring Street to Gregory Street is changed to a northbound, one-way street along with the elimination of parking on both sides of Main Street between Spring Street and Gregory Street.
- The existing parking spaces on Main Street will be replaced with valet parking areas for both the Doc Holliday and Easy Street casinos. Doc Holliday will have five valet parking spaces while Easy Street will have three valet parking spaces. Easy Street's valet parking area is limited to three spaces due to moving Annie's parking from the west side to the east side of Main Street.
- The existing Annie's parking spaces would be moved from the west side to the east side of Main Street. At least two parking spaces can be provided. It may be possible to provide a third parking space. This will require patron of Annie's to cross Main Street to get to Annie's from the parking spaces, but this should not be a safety problem.
- The intersection of Spring Street and Gregory Street should be converted to an all-way stop intersection due to sight distance problems for eastbound traffic on Gregory Street to see southbound traffic on Spring Street.
- The intersection of Main Street and Spring Street should be converted to an all-way stop intersection. This change is recommended to improve the pedestrian safety of the intersection.

Table 6 depicts the Level of Service for the five intersections analyzed in this report based on the lane geometry and traffic control depicted in Figure 22. With the exception of Main Street and Spring Street, all other intersections are expected to operate at a good Level of Service. The intersection of Main Street and Spring Street for Saturday night is expected to experience some operational problems. These problems are for a short period of time. Table 6 also depicts what the Level of Service would be for this intersection if a traffic signal were installed. As a signalized intersection, it is expected to operate at a very good Level of Service (LOS "B") for Friday afternoon and night and Saturday after-

noon and night. This intersection will eventually require signalization due to the growth in traffic on Spring Street.

Main Street Traffic Operation Plan

With the change in operation of Main Street, a proposed striping plan has been developed. This plan is depicted in Figure 23. It shows the location and number of valet parking spaces for the west and east sides of Main Street. The key elements of the plan are:

- Two public parking spaces are proposed for the east side of Main Street for Annie's.
- Charter bus pick-up and drop-off would be done only on the east side of Main Street.
- Each valet parking space would be approximately 25 feet long and 8 feet wide. The west side of Main Street will have five valet parking spaces while the east side will have three valet parking spaces.
- A portion of the east side of Main Street will be striped to create a taper on either side of the valet parking area and to direct traffic to the west side of Main Street near Gregory Street so that buses and large trucks can make the right-turn onto eastbound Gregory Street.
- Only a WB-40 truck should be allowed to use Main Street. If a larger truck needs to use Main Street, the operator of this larger truck will need to secure a permit from the City of Central.

The Doc Holliday valet service will operate from noon to 11:00 pm Sunday through Thursday and noon to 1:00 am Friday and Saturday. Vehicles can be picked up until midnight Monday through Thursday and 2:00 am Friday and Saturday. The Easy Street valet service will operate from noon to 12:00 pm Sunday through Thursday and noon to 1:00 am Friday and Saturday. Vehicles can be picked up until 2:00 am daily. Initially, valet service will be provided seven days per week for both Doc Holliday and Easy Street casinos. If there are operational problems at Main Street and Spring Street, Doc Holliday and Easy Street will alternative valet service.

Valeted vehicles will be parked in the "T" lot which has more than enough space available at all times. If a large vehicle needs to be valeted, the valet driver will go east on Gregory

Street to D Street which is near the Fortune Valley casino, make a left at D Street, another left at Lawrence Street, and finally a left-turn at Spring Street.

Passengers dropping off vehicles will be restricted to no more than three vehicles at any one time. Passengers waiting to pick-up their vehicle will wait inside the Doc Holliday or Easy Street casinos. Both casinos have an entryway near the valet parking area. This should eliminate any congestion problems along the sidewalk.

Delivery trucks will be gone by 11:00 am. This is consistent with the City of Central ordinance regarding delivery trucks. Since the valet parking service does not start until noon, there should not be a problem with delivery trucks blocking the valet parking area.

If a charter bus is to make a drop-off or pick-up at either the Doc Holliday or Easy Street casinos, the driver will call five minutes prior to his or her arrival. This will allow the valet parking service to temporarily stop the valet parking service on the east side. The west side will still be allowed to do valet parking. The west side will handle valet parking for both Doc Holliday and Easy Street until the charter bus leaves. Doc Holliday has about 20-40 buses per month or an average of one bus per day while Easy Street may have one bus per month. The small number of charter buses should not cause any traffic congestion problems.

AutoTurn Analysis

An *AutoTurn* analysis was conducted for two intersections, Main Street/Springs Street and Main Street/Gregory Street, for three vehicle types: charter bus (45 feet in length), single-unit truck (30 feet in length), and a semi-tractor trailer truck (WB-40, approximately 42 feet in length), shown in Figures 24 through 26, respectively. This analysis used the striping plan depicted in Figure 23. The analysis used both the east and west side valet parking areas. An analysis was also performed for a larger semi-tractor trailer truck, WB-50, but this vehicle could not make the turn at Main Street and Gregory Street.

The bus and semi-tractor trailer truck were able to turn at Main Street and Spring Street without running up on the existing north curb, but both vehicles came extremely close

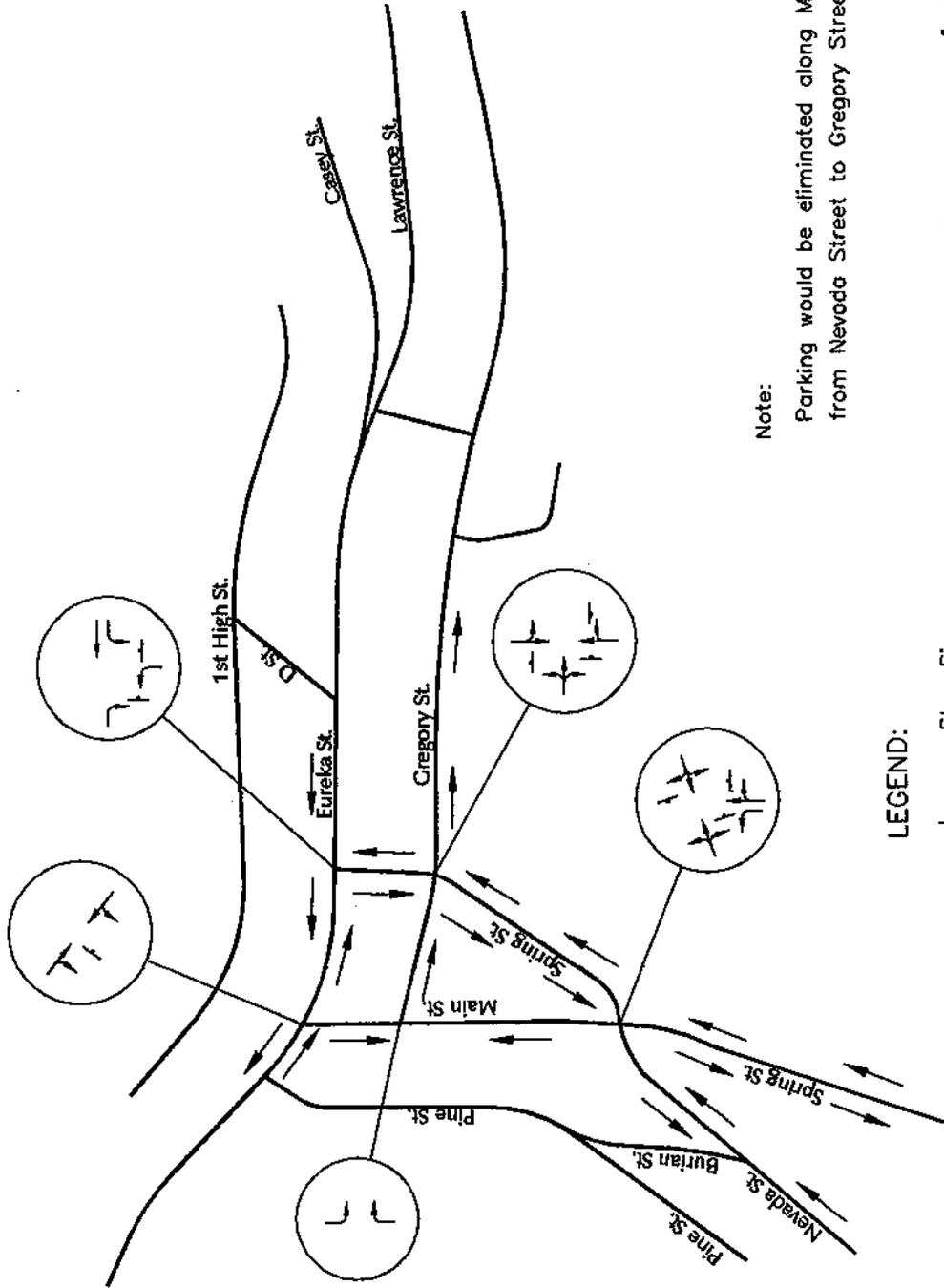
to the existing north curb. In order to make this turn, all three vehicle types needed to use part of the opposing traffic lane. Some minor modifications would be appropriated at this intersection to provide more clearance between these vehicles and the north curb. If these modifications were made, it would reduce the amount of the opposing lane needed to make the turn onto Main Street.

A minor change is needed in the configuration for the hatched out area at the intersection of Main Street and Gregory Street based on the wheel path. In addition, two existing parking spaces on the north side of Gregory Street near Main Street will need to be eliminated.

The wheel path for all three vehicle types ran over the existing Annie's parking spaces which necessitated moving Annie's parking to the east side of Main Street. Two parking spaces are proposed for Annie's, but it may be possible to provide three spaces based on the wheel paths. No survey was conducted of these three parking spaces to determine if the three existing parking spaces are really needed.



Approximate Scale
Scale: 1" = 300'



Note:

Parking would be eliminated along Main Street from Nevada Street to Gregory Street.

LEGEND:

| = Stop Sign

Figure 22

Proposed Short-Term Street Circulation Plan

Central City Roadway Circulation Plan (LSC #070310)

Table 6
Intersection Level of Service
Proposed Short-Term Circulation Plan
Central City Circulation Plan
Central City, Colorado
(LSC #070310; June, 2007)

Traffic Control	Intersection Location	Year 2007		Year 2007	
		Friday Afternoon	Friday Night	Saturday Afternoon	Saturday Night
Unsignalized	<u>Eureka Street/Main Street</u>				
	Eastbound Approach Critical Movement Delay(sec /veh)	A 6.1	A 6.0	A 6.4	A 5.6
Unsignalized All-Way	<u>Main Street/Spring Street</u>				
	Entire Intersection Delay (sec /veh) Entire Intersection LOS	8.4 A	24.3 C	11.5 B	68.8 F
Signalized	<u>Main Street/Spring Street</u>				
	Entire Intersection Delay (sec /veh) Entire Intersection LOS	14.1 B	13.6 B	13.0 B	13.6 B
Unsignalized	<u>Main Street/Gregory Street</u>				
	Southbound Approach Critical Movement Delay(sec /veh)	A 7.5	A 7.4	A 7.5	A 7.4
Unsignalized	<u>Eureka Street/Spring Street</u>				
	Eastbound Approach	A	A	C	C
	Northbound Approach Critical Movement Delay(sec /veh)	A 6.7	B 11.2	A 19.1	C 21.3
Unsignalized All-Way	<u>Gregory Street/Spring Street</u>				
	Entire Intersection Delay (sec /veh) Entire Intersection LOS	7.8 A	9.6 A	10.0 A	23.3 C



Approximate Scale
Scale: 1" = 300'

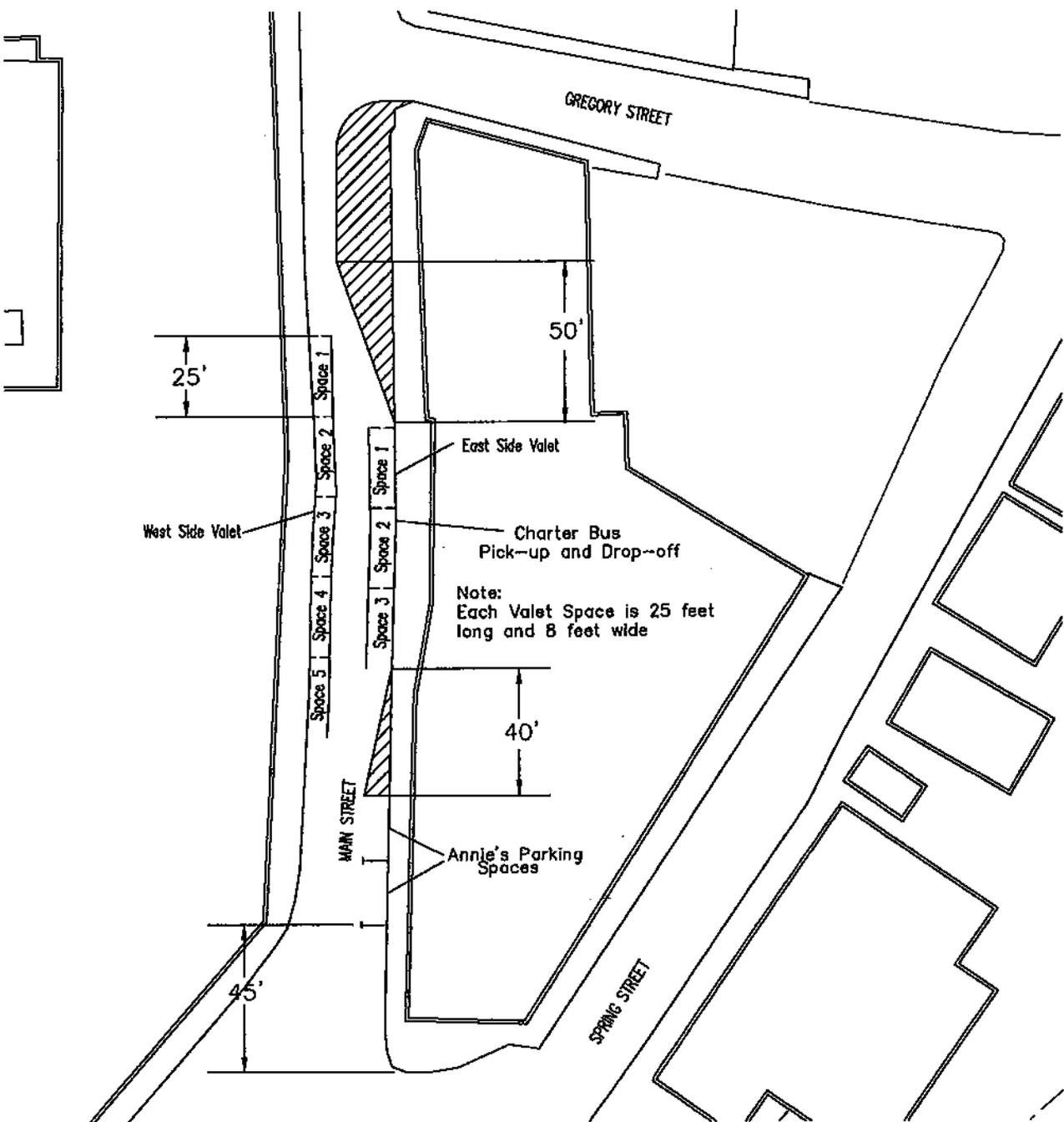


Figure 23

Proposed Main Street Striping Plan

Central City Roadway Circulation Plan (LSC #070310)

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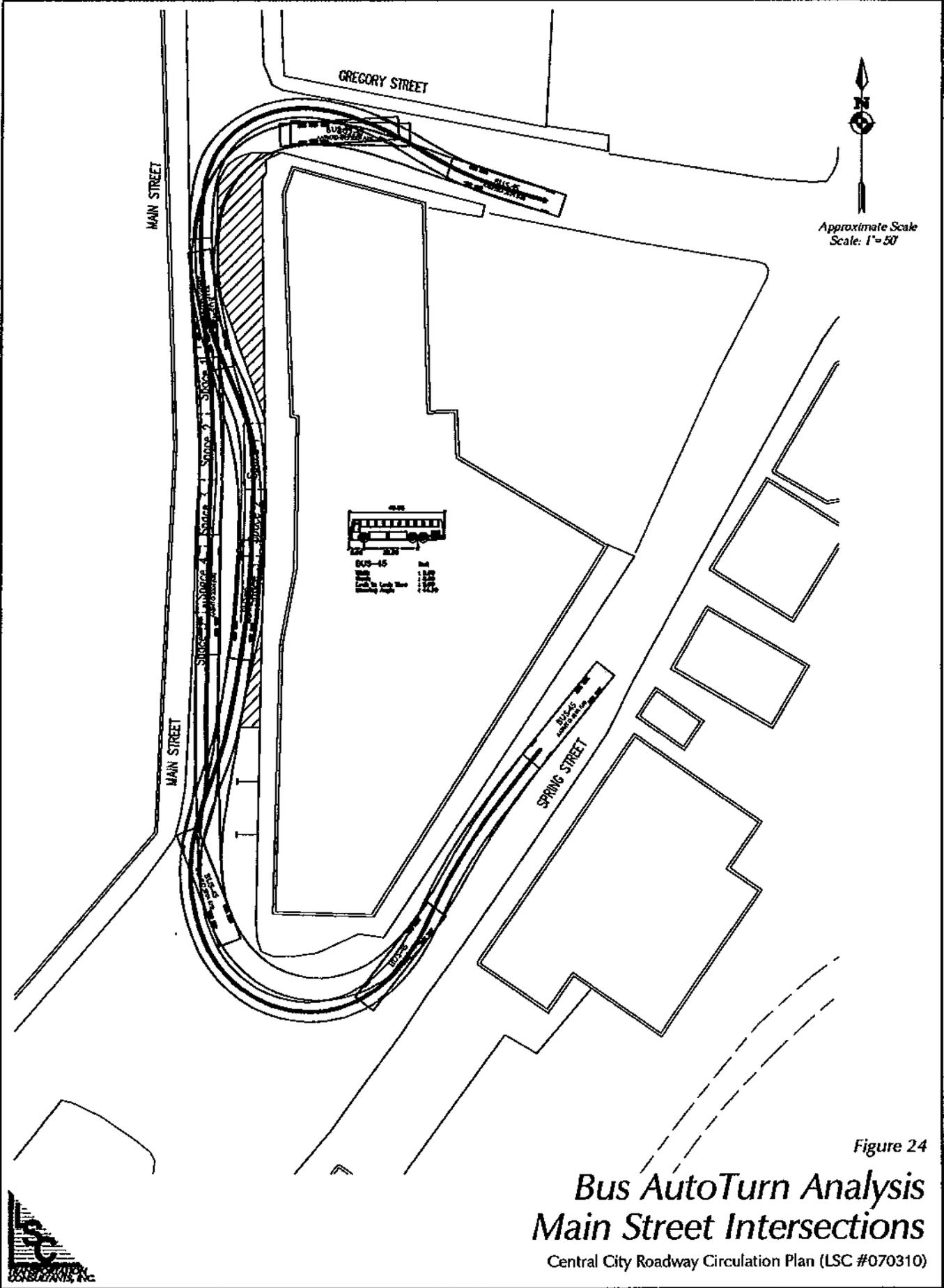
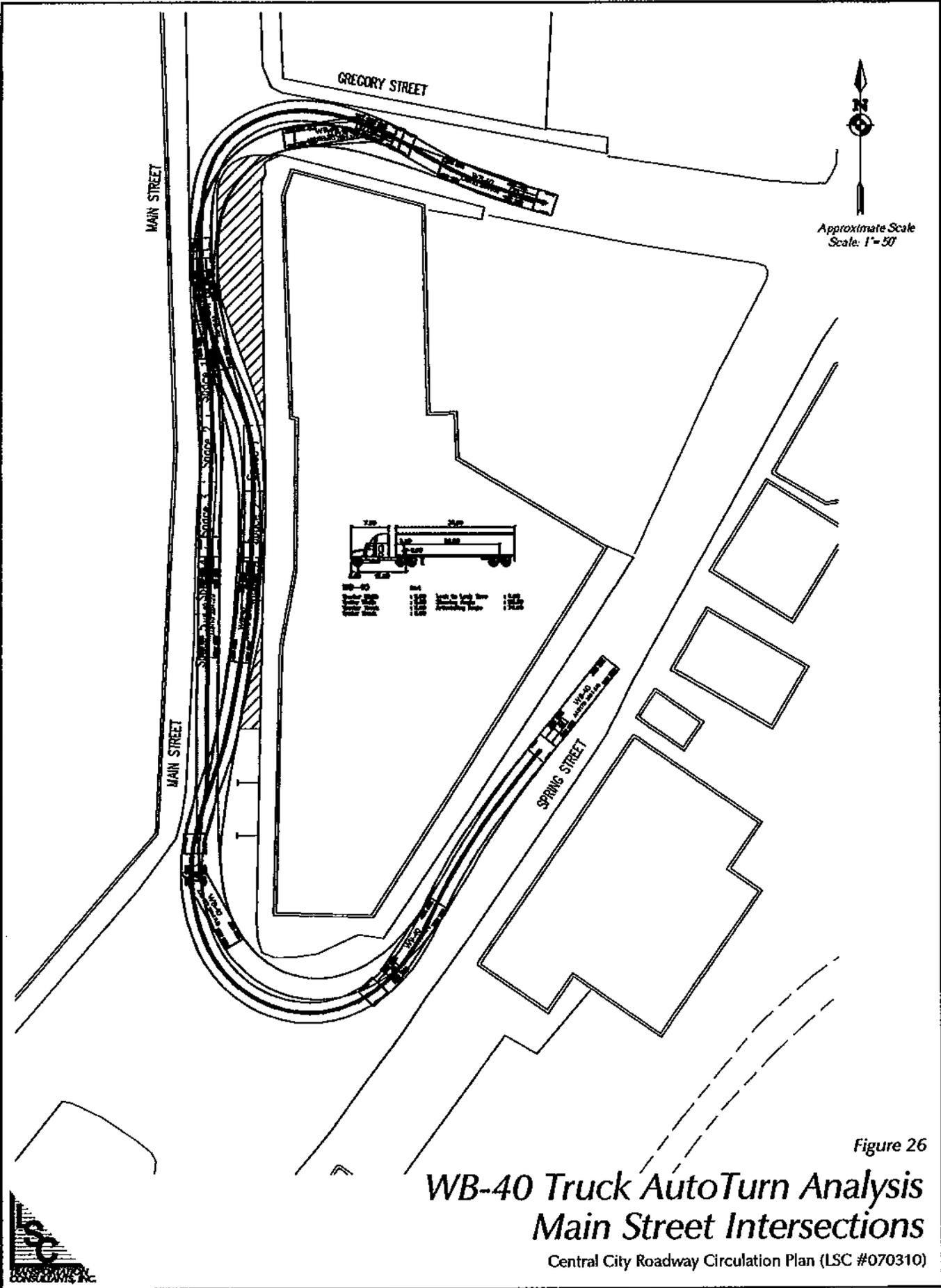


Figure 24

**Bus AutoTurn Analysis
Main Street Intersections**

Central City Roadway Circulation Plan (LSC #070310)





SECTION E

Conclusions

Based on the changes in Level of Service and queue lengths, the proposed change in the Central City circulation pattern does not result in any significant change in the Level of Service or queue lengths at the five intersections analyzed in the report. This change could result in more visitors to the casinos along Main Street without adversely affecting the travel time to the Century and Fortune Valley casinos. The Century Casino may also benefit from this change to Main Street. The exact benefit to Century Casino cannot be quantified.

Figure 22 depicts the proposed short-term street circulation plan for Central City. As traffic increases on Spring Street, signalization will probably be required at three intersections along Spring Street at Eureka Street, Gregory Street, and Main Street. Eventually, these three signalized intersection will experience problems which may necessitate additional changes.



APPENDIX A
Traffic Counts

Counter Measures

PAGE: 1
FILE: NASPPRPN

DATE: 4/13/07

Site Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY : CENTRALCITY/GILP

Movements by: Vehicles

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	6	2	6	0	16	4	7	0	0	3	33	0	77
2:15	6	0	5	0	11	3	6	0	0	3	30	0	64
2:30	5	2	4	0	14	5	14	0	2	4	47	0	97
2:45	3	5	5	0	20	4	9	0	3	2	21	0	72
HR TOTAL	20	9	20	0	61	16	36	0	5	12	131	0	310
3:00 PM	3	6	4	0	13	7	10	0	2	5	37	0	87
3:15	7	1	4	0	10	7	7	0	1	4	41	0	82
3:30	6	1	6	0	16	4	12	0	1	2	41	0	89
3:45	1	5	1	0	13	6	6	0	1	1	33	0	67
HR TOTAL	17	13	15	0	52	24	35	0	5	12	152	0	325
4:00 PM	4	3	5	0	20	4	7	0	5	3	30	0	81
4:15	4	1	5	0	10	4	8	0	2	0	39	0	73
4:30	2	5	3	0	11	4	8	0	2	5	43	0	83
4:45	1	2	10	0	10	3	7	0	2	2	56	0	93
HR TOTAL	11	11	23	0	51	15	30	0	11	10	168	0	330
5:00 PM	4	5	4	0	24	6	9	0	3	4	48	0	107
5:15	6	0	6	0	16	8	6	0	1	3	43	0	89
5:30	5	6	3	0	14	10	8	0	2	4	62	0	114
5:45	7	4	4	0	15	8	8	0	2	4	45	0	97
HR TOTAL	22	15	17	0	69	32	31	0	8	15	198	0	407
6:00 PM	1	2	4	0	19	3	10	0	2	3	64	0	108
6:15	7	2	6	0	11	4	8	0	3	6	63	0	110
6:30	4	2	5	0	12	6	10	0	0	0	67	0	106
6:45	4	5	6	0	19	5	6	0	0	4	46	0	95
HR TOTAL	16	11	21	0	61	18	34	0	5	13	240	0	419
7:00 PM	1	3	8	0	12	4	7	0	0	3	61	0	99
7:15	6	1	3	0	9	3	3	0	0	4	45	0	74
7:30	3	5	6	0	12	3	1	0	2	3	56	0	91
7:45	2	6	5	0	20	3	6	0	2	4	37	0	85
HR TOTAL	12	15	22	0	53	13	17	0	4	14	199	0	349
8:00 PM	5	2	1	0	11	7	3	0	0	1	40	0	70
8:15	7	3	3	0	13	5	5	0	0	0	33	0	69
8:30	3	8	1	0	11	2	3	0	1	0	37	0	66
8:45	4	6	4	0	10	1	1	0	1	2	32	0	61
HR TOTAL	19	19	9	0	45	15	12	0	2	3	142	0	266
DAY TOTAL	117	93	127	0	392	133	195	0	40	79	1230	0	2406

Counter Measures

PAGE: 1
 FILE: masfirpm
 DATE: 4/13/87

Site Code : 2
 N/S STREET: MAIN ST/BRIDGE
 E/W STREET: CC PKWY/SPRING
 CITY/CNTY : CENTRALCITY/GILP

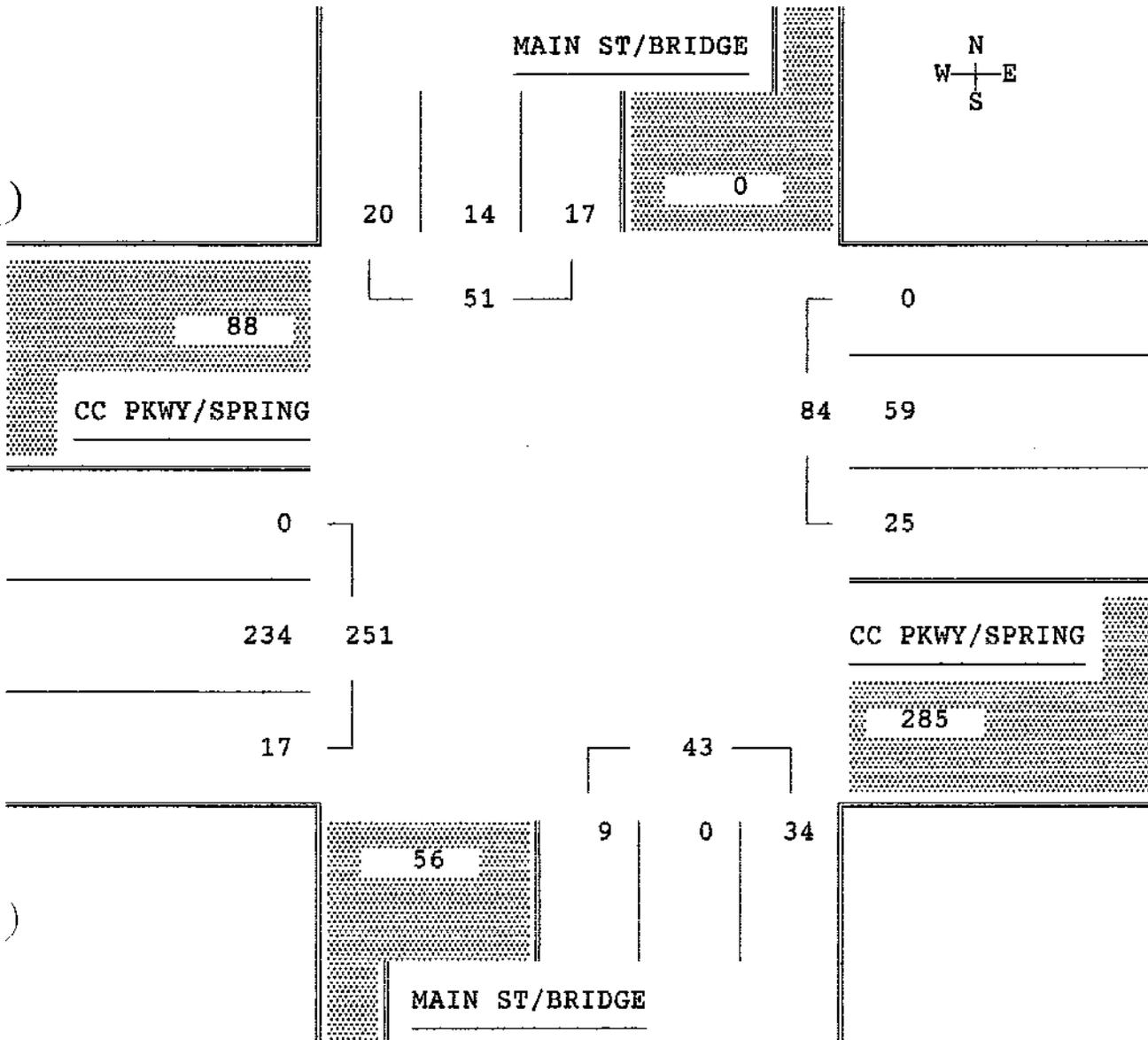
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 5:30 PM - 6:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	5:30 PM	0.85	20	14	17	51	39	27	33
East	5:30 PM	0.88	0	59	25	84	0	70	30
South	5:30 PM	0.90	34	0	9	43	79	0	21
West	5:30 PM	0.91	17	234	0	251	7	93	0

Entire Intersection

North	5:30 PM	0.85	20	14	17	51	39	27	33
East		0.88	0	59	25	84	0	70	30
South		0.90	34	0	9	43	79	0	21
West		0.91	17	234	0	251	7	93	0



Counter Measures

PAGE: 1
FILE: MASPSAAN

Site Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	4	0	0	0	29	3	5	0	2	0	1	0	44
1:15	3	0	5	0	33	3	5	0	1	0	7	0	57
1:30	7	0	3	0	49	1	7	0	5	0	4	0	76
1:45	5	1	1	0	158	7	4	0	3	0	3	0	182
HR TOTAL	19	1	9	0	269	14	21	0	11	0	15	0	359
2:00 AM	12	0	2	0	127	9	2	0	1	2	0	0	155
2:15	2	1	0	0	36	4	1	0	0	0	0	0	44
2:30	1	0	0	0	13	2	0	0	0	0	1	0	17
2:45	1	1	0	0	6	3	1	0	0	0	0	0	12
HR TOTAL	16	2	2	0	182	18	4	0	1	2	1	0	228
DAY TOTAL	35	3	11	0	451	32	25	0	12	2	16	0	587

Counter Measures

PAGE: 1
FILE: naspsaan

Site Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

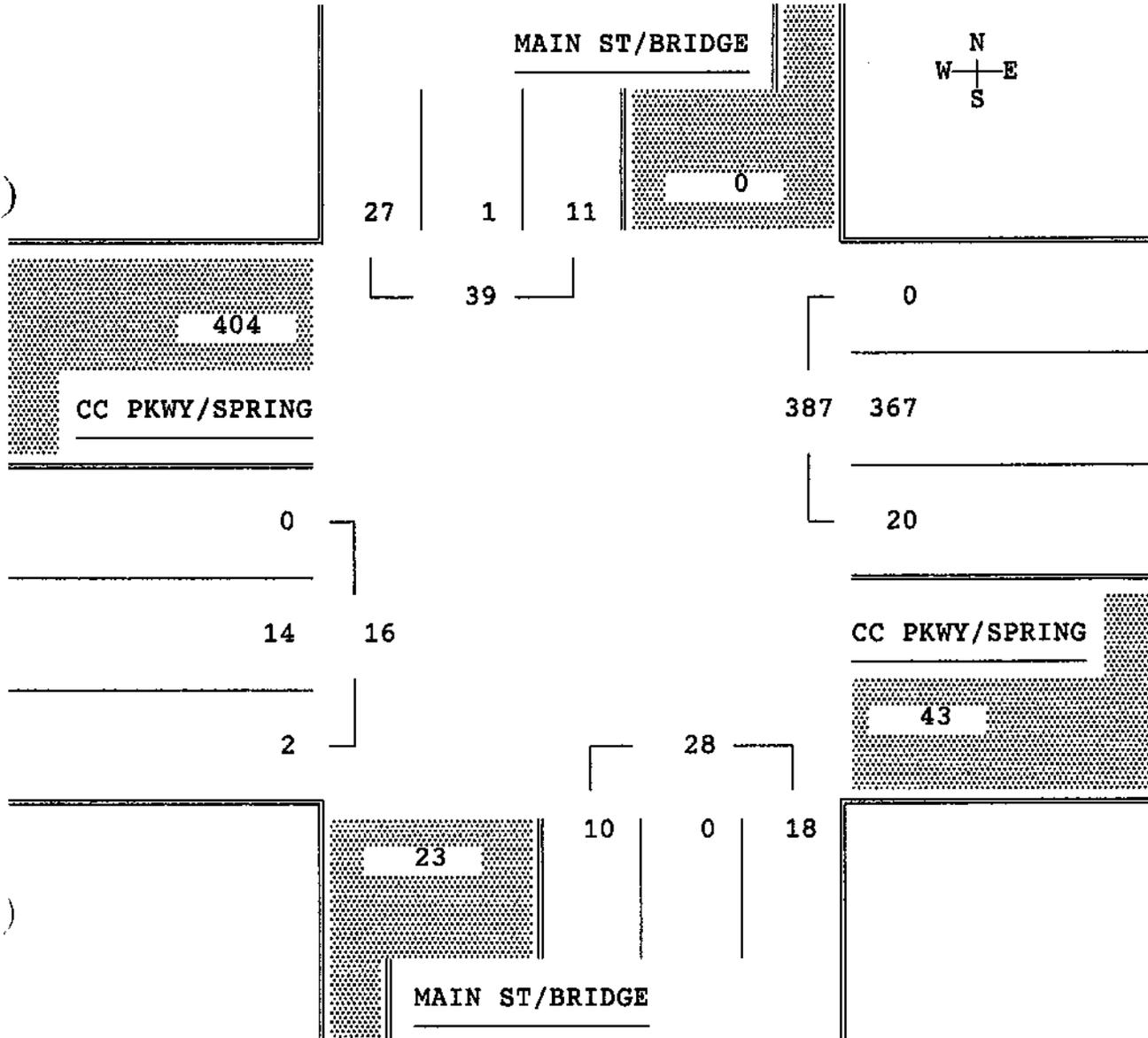
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	1:15 AM	0.70	27	1	11	39	69	3	28
East	1:30 AM	0.59	0	370	21	391	0	95	5
South	1:00 AM	0.67	21	0	11	32	66	0	34
West	1:15 AM	0.57	2	14	0	16	12	88	0

Entire Intersection

North	1:15 AM	0.70	27	1	11	39	69	3	28
East		0.59	0	367	20	387	0	95	5
South		0.58	18	0	10	28	64	0	36
West		0.57	2	14	0	16	12	88	0



Counter Measures

PAGE: 1
FILE: WASPSAPHSite Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	4	4	6	0	15	3	16	0	3	8	73	0	132
2:15	10	8	5	0	24	7	9	0	2	2	74	0	141
2:30	9	4	14	0	23	9	12	0	3	9	72	0	155
2:45	12	3	11	0	25	4	13	0	4	7	74	0	153
HR TOTAL	35	19	36	0	87	23	50	0	12	26	293	0	581
3:00 PM	5	4	11	0	12	5	14	0	2	3	66	0	122
3:15	7	4	5	0	13	5	14	0	6	5	71	0	130
3:30	13	5	12	0	23	8	13	0	5	7	87	0	173
3:45	15	6	10	0	20	4	10	0	2	9	72	0	148
HR TOTAL	40	19	38	0	68	22	51	0	15	24	296	0	573
4:00 PM	10	9	13	0	30	3	12	0	3	5	77	0	162
4:15	14	2	7	0	61	2	8	0	4	6	42	0	146
4:30	13	9	8	0	24	4	18	0	1	1	103	0	181
4:45	13	7	13	0	23	8	13	0	2	5	74	0	158
HR TOTAL	50	27	41	0	138	17	51	0	10	17	296	0	647
5:00 PM	10	5	8	0	34	10	10	0	5	8	64	0	154
5:15	7	3	5	0	34	9	14	0	2	6	77	0	157
5:30	7	8	9	0	28	13	12	0	4	5	91	0	177
5:45	12	4	6	0	42	5	8	0	2	5	68	0	152
HR TOTAL	36	20	28	0	138	37	44	0	13	24	300	0	640
6:00 PM	9	2	9	0	24	6	9	0	9	4	79	0	151
6:15	3	5	6	0	22	5	9	0	3	3	76	0	132
6:30	3	6	12	0	36	1	6	0	8	5	77	0	154
6:45	10	3	7	0	20	5	6	0	6	2	60	0	119
HR TOTAL	25	16	34	0	102	17	30	0	26	14	292	0	556
7:00 PM	6	10	9	0	34	4	8	0	2	4	63	0	140
7:15	8	5	11	0	32	4	12	0	2	1	59	0	134
7:30	9	2	6	0	23	4	12	0	3	2	59	0	120
7:45	16	5	6	0	24	2	6	0	1	4	75	0	139
HR TOTAL	39	22	32	0	113	14	38	0	8	11	256	0	533
8:00 PM	6	4	5	0	28	1	7	0	5	3	73	0	132
8:15	8	3	9	0	18	0	6	0	3	1	36	0	84
8:30	8	8	5	0	30	1	7	0	1	4	52	0	116
8:45	9	4	2	0	25	6	6	0	6	5	43	0	106
HR TOTAL	31	19	21	0	101	8	26	0	15	13	204	0	438
DAY TOTAL	256	142	230	0	747	138	290	0	99	129	1937	0	3968

Counter Measures

PAGE: 1

FILE: aaspsapn

DATE: 4/14/07

Site Code : 2
 N/S STREET: MAIN ST/BRIDGE
 E/W STREET: CC PKWY/SPRING
 CITY/COUNTY : CENTRALCITY/GILP

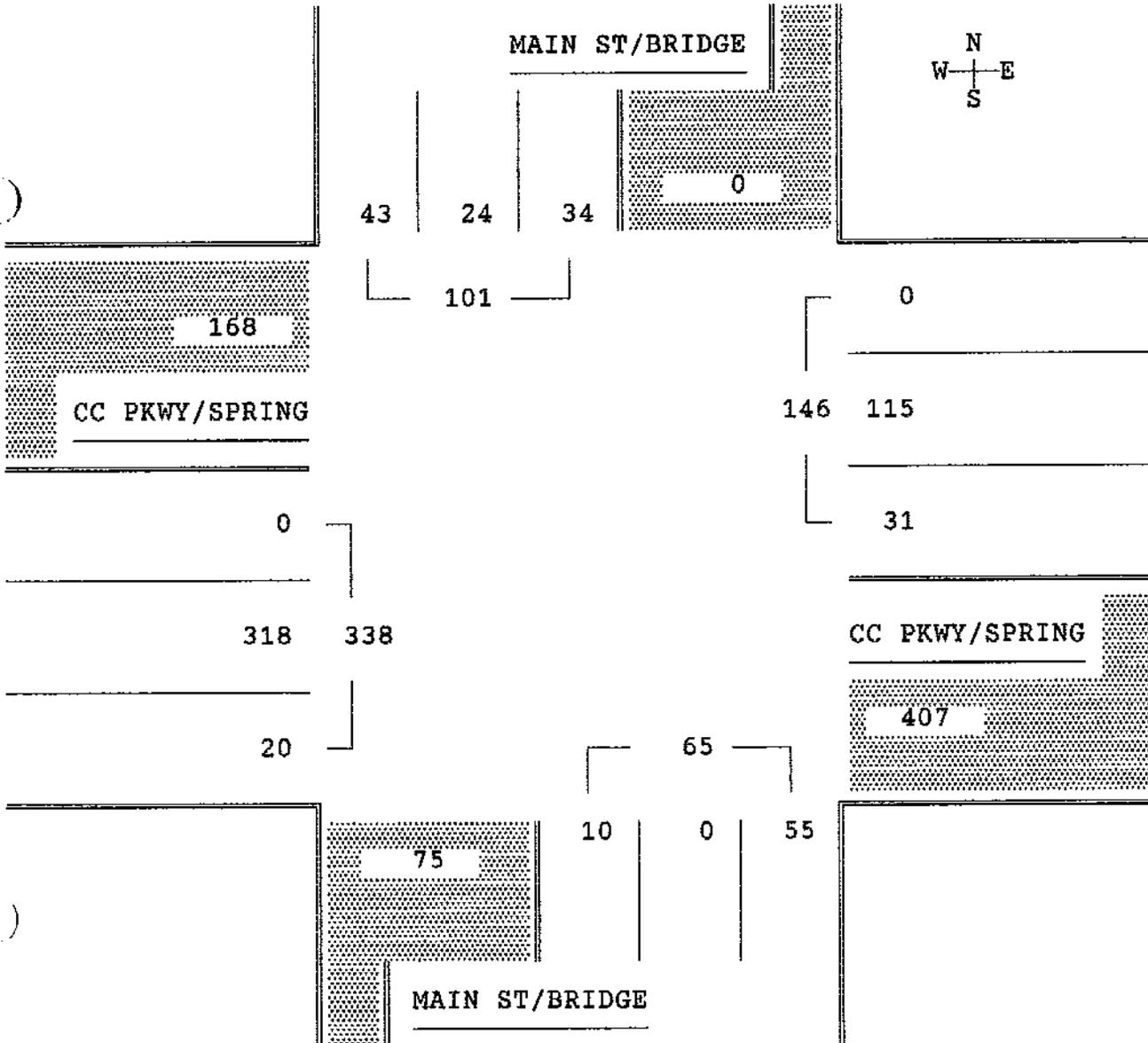
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:30 PM	0.77	43	24	34	101	43	24	34
East	4:30 PM	0.83	0	115	31	146	0	79	21
South	4:30 PM	0.86	55	0	10	65	85	0	15
West	4:30 PM	0.81	20	318	0	338	6	94	0

Entire Intersection

North	4:30 PM	0.77	43	24	34	101	43	24	34
East		0.83	0	115	31	146	0	79	21
South		0.86	55	0	10	65	85	0	15
West		0.81	20	318	0	338	6	94	0



Counter Measures

PAGE: 1
FILE: MASPSUAM

Site Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY/CMTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/15/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	4	0	3	0	27	1	1	0	3	0	2	0	41
1:15	14	0	1	0	49	2	8	0	6	0	4	0	84
1:30	11	1	4	0	66	2	9	0	2	0	1	0	96
1:45	11	1	3	0	196	5	6	0	4	0	3	0	229
HR TOTAL	40	2	11	0	338	10	24	0	15	0	10	0	450
2:00 AM	5	0	2	0	198	9	2	0	3	1	2	0	222
2:15	2	0	0	0	69	6	0	0	0	1	1	0	79
2:30	3	1	0	0	19	4	0	0	1	0	0	0	28
2:45	1	0	0	0	4	2	1	0	0	0	0	0	8
HR TOTAL	11	1	2	0	290	21	3	0	4	2	3	0	337
DAY TOTAL	51	3	13	0	628	31	27	0	19	2	13	0	787

Counter Measures

PAGE: 1
FILE: naspsuan

Site Code : 2
N/S STREET: MAIN ST/BRIDGE
E/W STREET: CC PKWY/SPRING
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

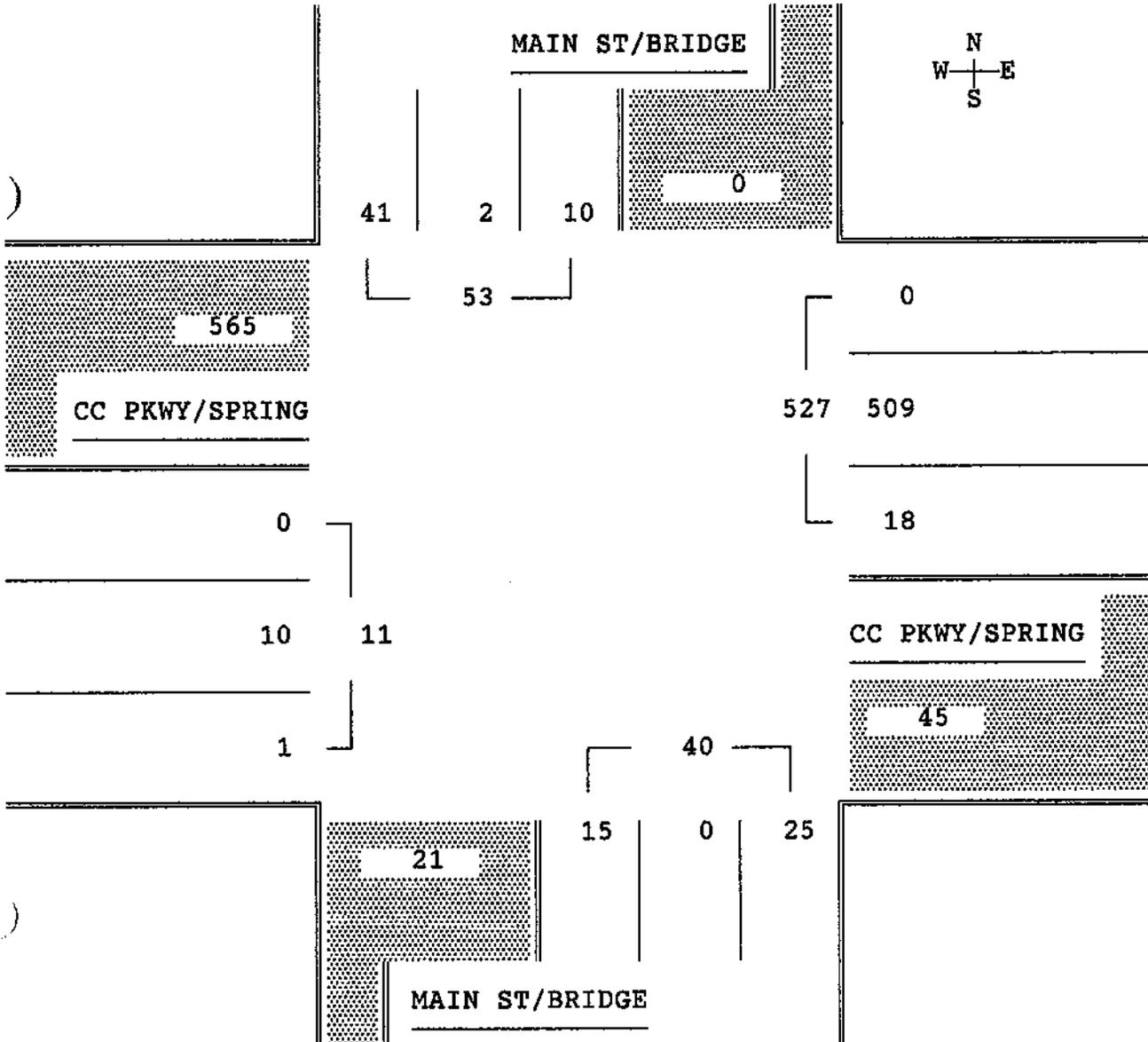
DATE: 4/15/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	1:00 AM	0.83	40	2	11	53	75	4	21
East	1:30 AM	0.67	0	529	22	551	0	96	4
South	1:15 AM	0.71	25	0	15	40	62	0	38
West	1:15 AM	0.69	1	10	0	11	9	91	0

Entire Intersection

North	1:15 AM	0.83	41	2	10	53	77	4	19
East		0.64	0	509	18	527	0	97	3
South		0.71	25	0	15	40	62	0	38
West		0.69	1	10	0	11	9	91	0



Counter Measures

PAGE: 1
FILE: MABUFRPM

Site Code : 17
N/S STREET: MAIN ST
E/W STREET: BUREKA
CITY: CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/13/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	0	0	0	8	15	0	0	0	4	5	0	32
2:15	0	0	0	0	10	14	0	0	0	6	2	0	32
2:30	0	0	0	0	19	13	0	0	0	4	3	0	39
2:45	0	0	0	0	6	9	0	0	0	4	3	0	22
HR TOTAL	0	0	0	0	43	51	0	0	0	18	13	0	125
3:00 PM	0	0	0	0	16	16	0	0	0	4	3	0	39
3:15	0	0	0	0	5	11	0	0	0	5	7	0	28
3:30	0	0	0	0	12	10	0	0	0	13	0	0	35
3:45	0	0	0	0	10	11	0	0	0	3	7	0	31
HR TOTAL	0	0	0	0	43	48	0	0	0	25	17	0	133
4:00 PM	0	0	0	0	13	10	0	0	0	7	3	0	33
4:15	0	0	0	0	18	10	0	0	0	7	8	0	43
4:30	0	0	0	0	10	16	0	0	0	3	6	0	35
4:45	0	0	0	0	6	13	0	0	0	7	5	0	31
HR TOTAL	0	0	0	0	47	49	0	0	0	24	22	0	142
5:00 PM	0	0	0	0	6	14	0	0	0	6	9	0	35
5:15	0	0	0	0	10	11	0	0	0	3	3	0	27
5:30	0	0	0	0	9	13	0	0	0	4	3	0	29
5:45	0	0	0	0	14	17	0	0	0	6	7	0	44
HR TOTAL	0	0	0	0	39	55	0	0	0	19	22	0	135
6:00 PM	0	0	0	0	16	7	0	0	0	5	6	0	34
6:15	0	0	0	0	13	15	0	0	0	4	2	0	34
6:30	0	0	0	0	14	13	0	0	0	4	4	0	35
6:45	0	0	0	0	5	18	0	0	0	3	1	0	27
HR TOTAL	0	0	0	0	48	53	0	0	0	16	13	0	130
7:00 PM	0	0	0	0	13	10	0	0	0	5	4	0	32
7:15	0	0	0	0	22	7	0	0	0	7	5	0	41
7:30	0	0	0	0	6	20	0	0	0	3	1	0	30
7:45	0	0	0	0	4	15	0	0	0	4	3	0	26
HR TOTAL	0	0	0	0	45	52	0	0	0	19	13	0	129
8:00 PM	0	0	0	0	8	8	0	0	0	4	3	0	23
8:15	0	0	0	0	6	13	0	0	0	2	3	0	24
8:30	0	0	0	0	8	14	0	0	0	1	4	0	27
8:45	0	0	0	0	6	17	0	0	0	3	3	0	29
HR TOTAL	0	0	0	0	28	52	0	0	0	10	13	0	103
DAY TOTAL	0	0	0	0	293	360	0	0	0	131	113	0	897

N/S STREET: MAIN ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

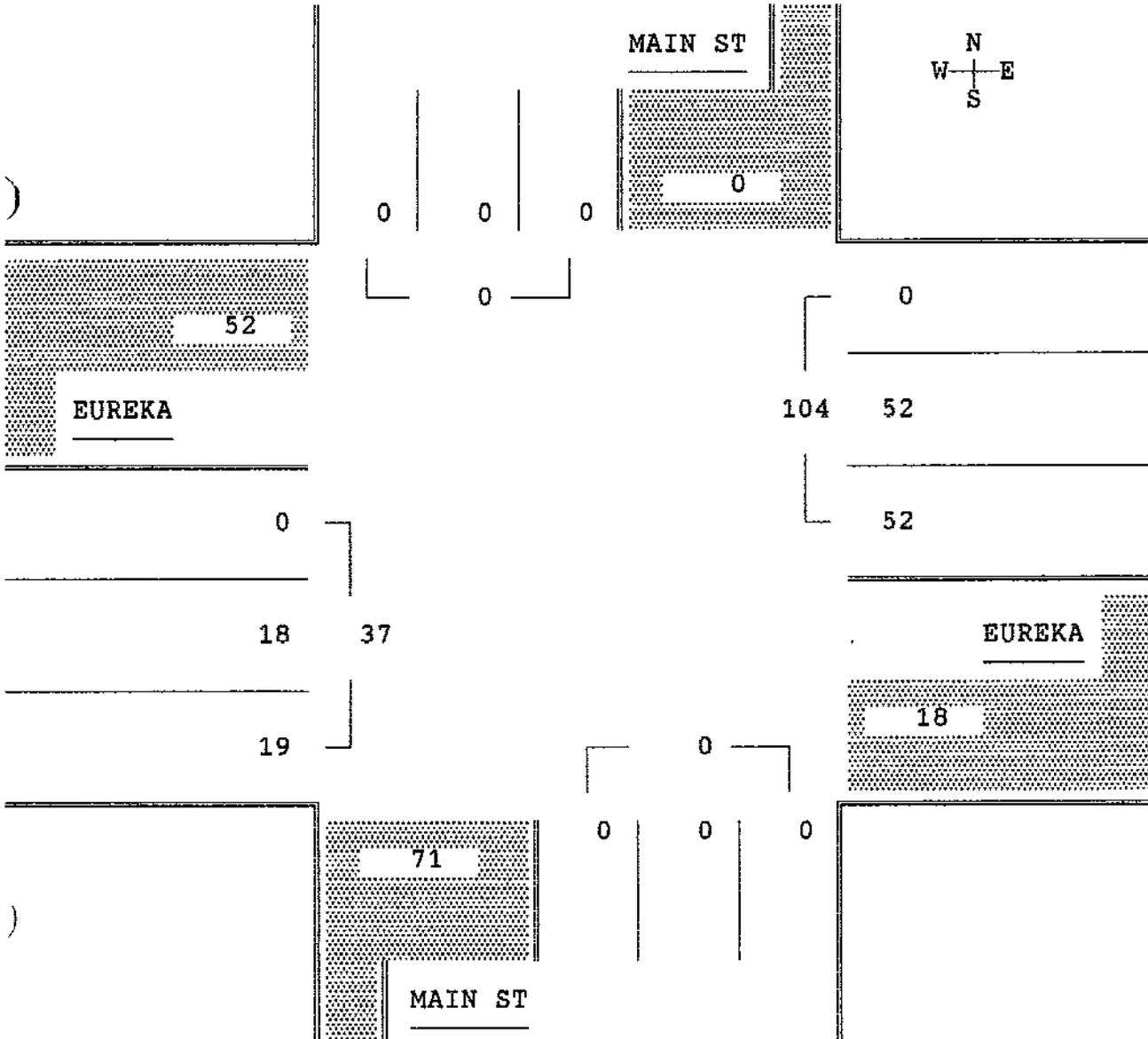
DATE: 4/13/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 5:30 PM - 6:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	5:30 PM	0.84	0	52	52	104	0	50	50
South	5:30 PM	0.00	0	0	0	0	0	0	
West	5:30 PM	0.71	19	18	0	37	51	49	0

Entire Intersection

North	5:30 PM	0.00	0	0	0	0	0	0	
East		0.84	0	52	52	104	0	50	50
South		0.00	0	0	0	0	0	0	
West		0.71	19	18	0	37	51	49	0



Counter Measures

Site Code : 17
 N/S STREET: MAIN ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: MAEUSAAN

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	5	5	0	0	0	1	0	0	11
1:15	0	0	0	0	5	3	0	0	0	1	1	0	10
1:30	0	0	0	0	2	7	0	0	0	2	1	0	12
1:45	0	0	0	0	4	7	0	0	0	1	1	0	13
HR TOTAL	0	0	0	0	16	22	0	0	0	5	3	0	46
2:00 AM	0	0	0	0	12	16	0	0	0	0	1	0	29
2:15	0	0	0	0	1	4	0	0	0	0	0	0	5
2:30	0	0	0	0	2	3	0	0	0	1	1	0	7
2:45	0	0	0	0	1	3	0	0	0	0	0	0	4
HR TOTAL	0	0	0	0	16	26	0	0	0	1	2	0	45
DAY TOTAL	0	0	0	0	32	48	0	0	0	6	5	0	91

Counter Measures

PAGE: 1
FILE: MAREUSAAM

Site Code : 17
N/S STREET: MAIN ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

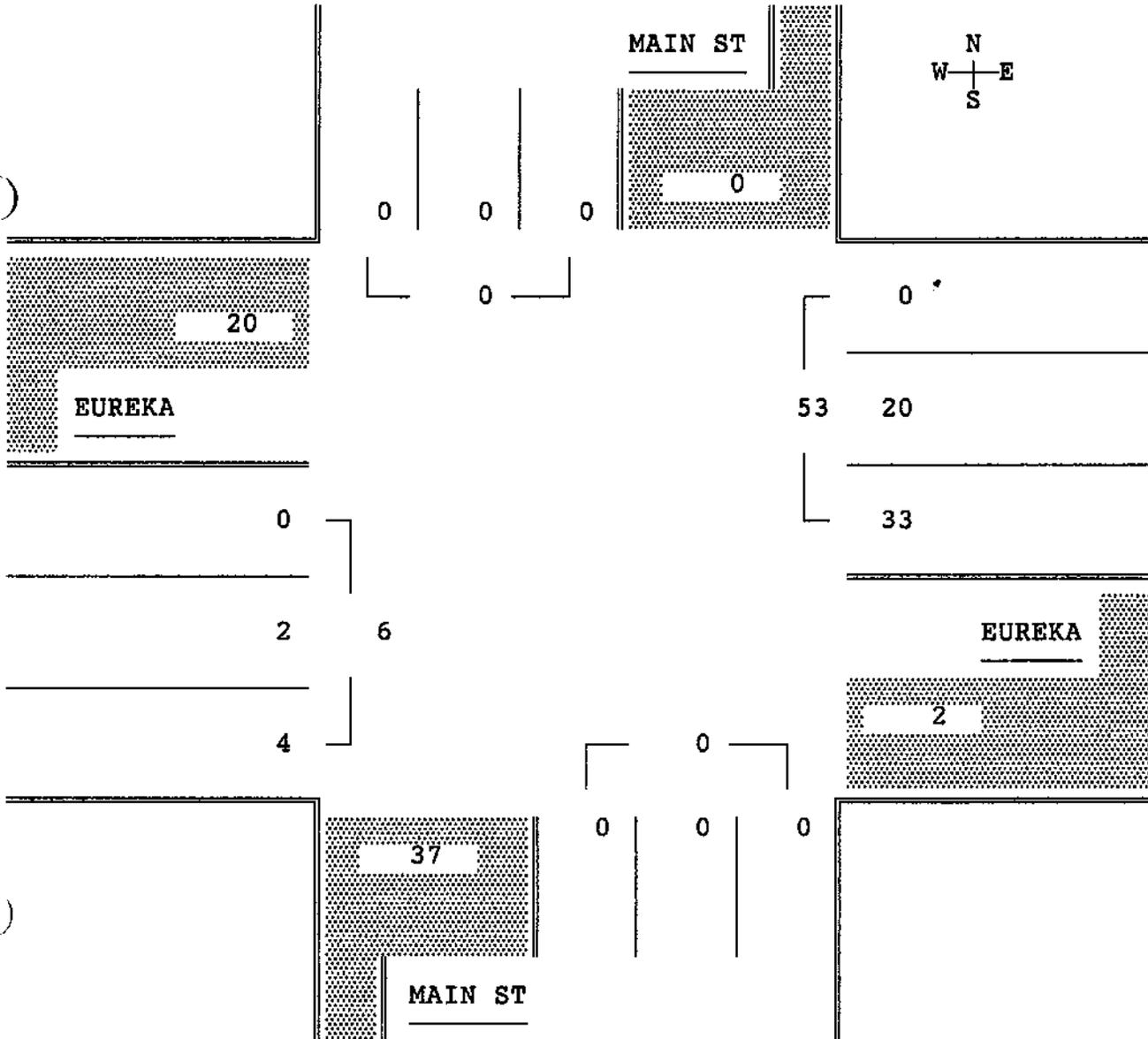
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	1:15 AM	0.47	0	20	33	53	0	38	62
South	1:15 AM	0.00	0	0	0	0	0	0	
West	1:00 AM	0.88	5	2	0	7	71	29	0

Entire Intersection

North	1:15 AM	0.00	0	0	0	0	0	0	
East		0.47	0	20	33	53	0	38	62
South		0.00	0	0	0	0	0	0	
West		0.75	4	2	0	6	67	33	0



Counter Measures

PAGE: 1

FILE: MAEUSAPH

DATE: 4/14/07

Site Code : 17

N/S STREET: MAIN ST

E/W STREET: EUREKA

CITY : CENTRALCITY/GILP

Movements by: Vehicles

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	0	0	0	27	16	0	0	0	10	10	0	63
2:15	0	0	0	0	21	22	0	0	0	9	7	0	59
2:30	0	0	0	0	39	14	0	0	0	21	11	0	85
2:45	0	0	0	0	25	27	0	0	0	16	6	0	74
HR TOTAL	0	0	0	0	112	79	0	0	0	56	34	0	281
3:00 PM	0	0	0	0	16	22	0	0	0	5	5	0	48
3:15	0	0	0	0	16	11	0	0	0	9	4	0	40
3:30	0	0	0	0	28	21	0	0	0	16	3	0	68
3:45	0	0	0	0	35	22	0	0	0	15	6	0	78
HR TOTAL	0	0	0	0	95	76	0	0	0	45	18	0	234
4:00 PM	0	0	0	0	25	15	0	0	0	18	10	0	68
4:15	0	0	0	0	20	19	0	0	0	20	4	0	63
4:30	0	0	0	0	25	27	0	0	0	10	4	0	66
4:45	0	0	0	0	30	23	0	0	0	10	13	0	76
HR TOTAL	0	0	0	0	100	84	0	0	0	58	31	0	273
5:00 PM	0	0	0	0	22	15	0	0	0	10	4	0	51
5:15	0	0	0	0	15	18	0	0	0	5	3	0	41
5:30	0	0	0	0	23	21	0	0	0	15	3	0	62
5:45	0	0	0	0	12	18	0	0	0	7	0	0	37
HR TOTAL	0	0	0	0	72	72	0	0	0	37	10	0	191
6:00 PM	0	0	0	0	15	22	0	0	0	13	2	0	52
6:15	0	0	0	0	18	19	0	0	0	7	3	0	47
6:30	0	0	0	0	18	12	0	0	0	6	5	0	41
6:45	0	0	0	0	23	18	0	0	0	11	3	0	55
HR TOTAL	0	0	0	0	74	71	0	0	0	37	13	0	195
7:00 PM	0	0	0	0	13	27	0	0	0	12	4	0	56
7:15	0	0	0	0	13	17	0	0	0	12	5	0	47
7:30	0	0	0	0	20	11	0	0	0	2	2	0	35
7:45	0	0	0	0	8	18	0	0	0	7	2	0	35
HR TOTAL	0	0	0	0	54	73	0	0	0	33	13	0	173
8:00 PM	0	0	0	0	16	13	0	0	0	6	1	0	36
8:15	0	0	0	0	5	23	0	0	0	2	3	0	33
8:30	0	0	0	0	10	19	0	0	0	4	1	0	34
8:45	0	0	0	0	8	13	0	0	0	3	1	0	25
HR TOTAL	0	0	0	0	39	68	0	0	0	15	6	0	128
JAY TOTAL	0	0	0	0	546	523	0	0	0	281	125	0	1475

Counter Measures

Site Code : 17
 N/S STREET: MAIN ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: naeusapn

Movements by: Vehicles

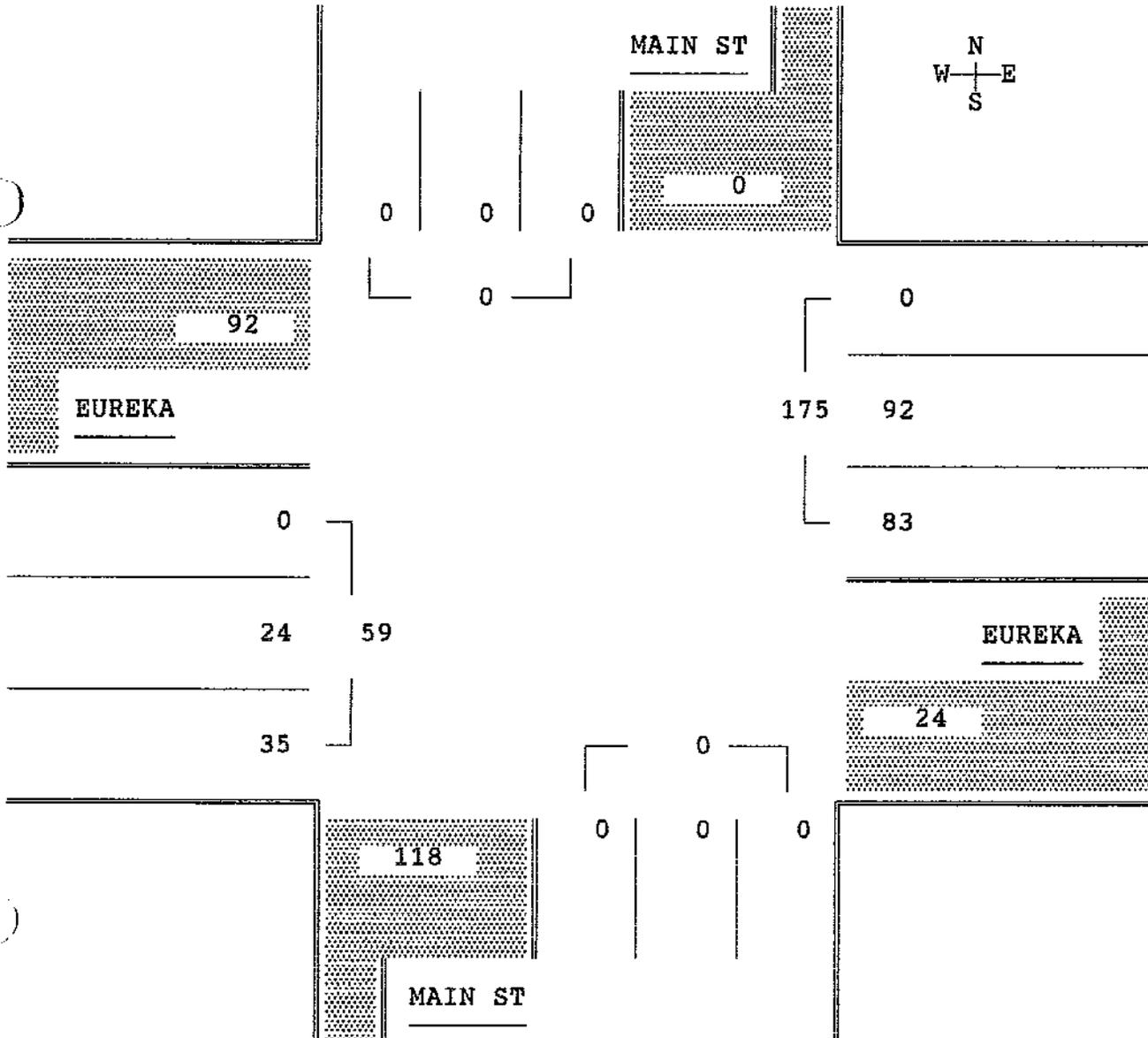
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	4:30 PM	0.83	0	92	83	175	0	53	47
South	4:30 PM	0.00	0	0	0	0	0	0	
West	4:30 PM	0.64	35	24	0	59	59	41	0

Entire Intersection

North	4:30 PM	0.00	0	0	0	0	0	0	
East		0.83	0	92	83	175	0	53	47
South		0.00	0	0	0	0	0	0	
West		0.64	35	24	0	59	59	41	0



Counter Measures

PAGE: 1
FILE: MAEUSUAN

Site Code : 17
N/S STREET: MAIN ST
E/W STREET: EUREKA
CITY/CMTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/15/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	7	5	0	0	0	3	1	1	17
1:15	0	0	0	0	4	13	0	0	0	3	1	0	21
1:30	0	0	0	0	2	12	0	0	0	2	0	0	16
1:45	0	0	0	0	7	14	0	0	0	1	1	0	23
HR TOTAL	0	0	0	0	20	44	0	0	0	9	3	1	77
2:00 AM	0	0	0	0	11	9	0	0	0	0	0	0	20
2:15	0	0	0	0	2	4	0	0	0	1	1	0	8
2:30	0	0	0	0	0	4	0	0	0	2	0	0	6
2:45	0	0	0	0	2	2	0	0	0	0	0	0	4
HR TOTAL	0	0	0	0	15	19	0	0	0	3	1	0	38
DAY TOTAL	0	0	0	0	35	63	0	0	0	12	4	1	115

Counter Measures

PAGE: 1
FILE: MAEUSUAN

DATE: 4/15/07

Site Code : 17
N/S STREET: MAIN ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

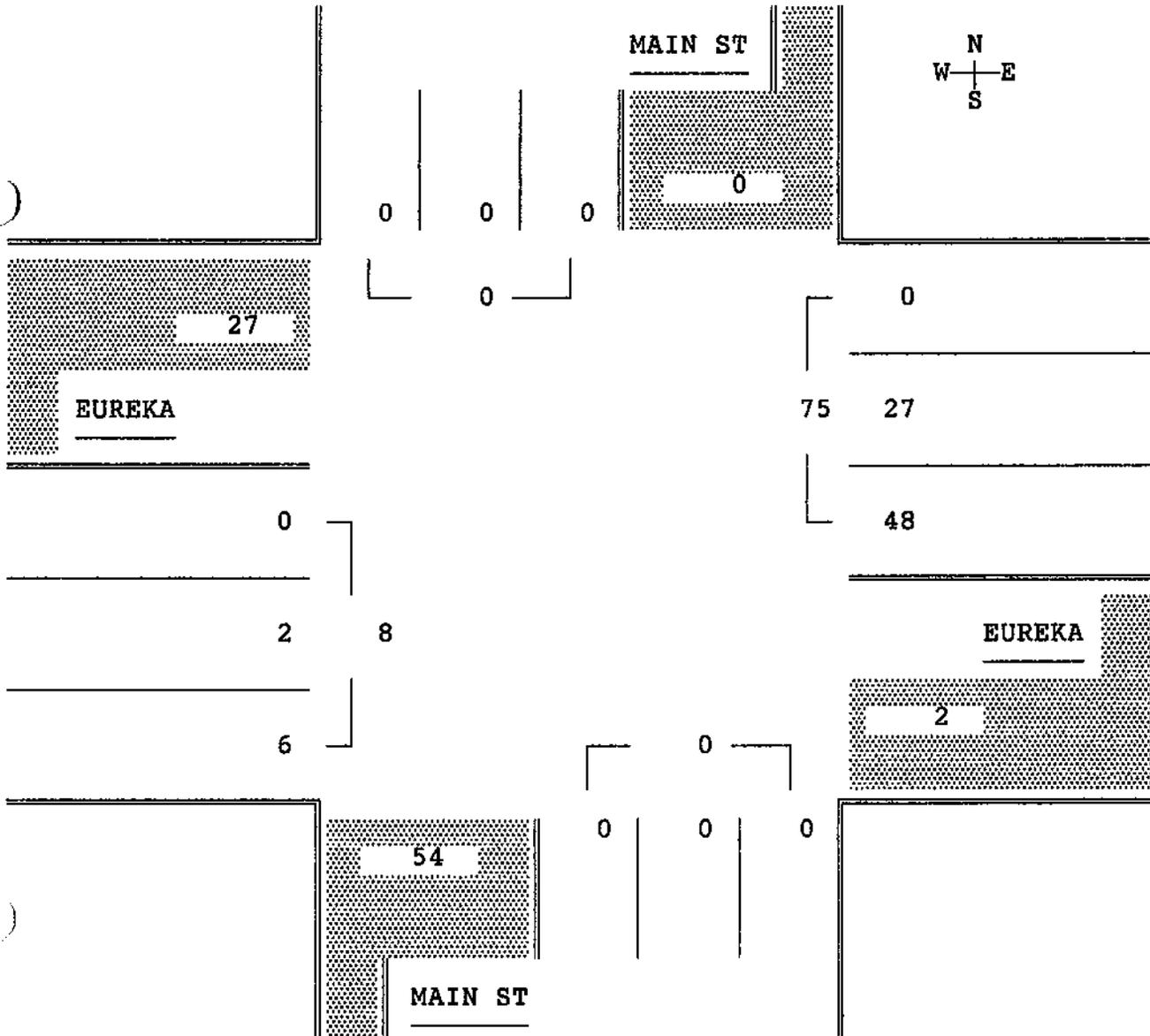
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK RR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	1:15 AM	0.89	0	27	48	75	0	36	64
South	1:15 AM	0.00	0	0	0	0	0	0	
West	1:00 AM	0.65	9	3	1	13	69	23	8

Entire Intersection

North	1:15 AM	0.00	0	0	0	0	0	0	
East		0.89	0	27	48	75	0	36	64
South		0.00	0	0	0	0	0	0	
West		0.50	6	2	0	8	75	25	0



Counter Measures

PAGE: 1
FILE: nagfrpa

Site Code : 20
N/S STREET: MAIN ST
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILF

Movements by: Vehicles

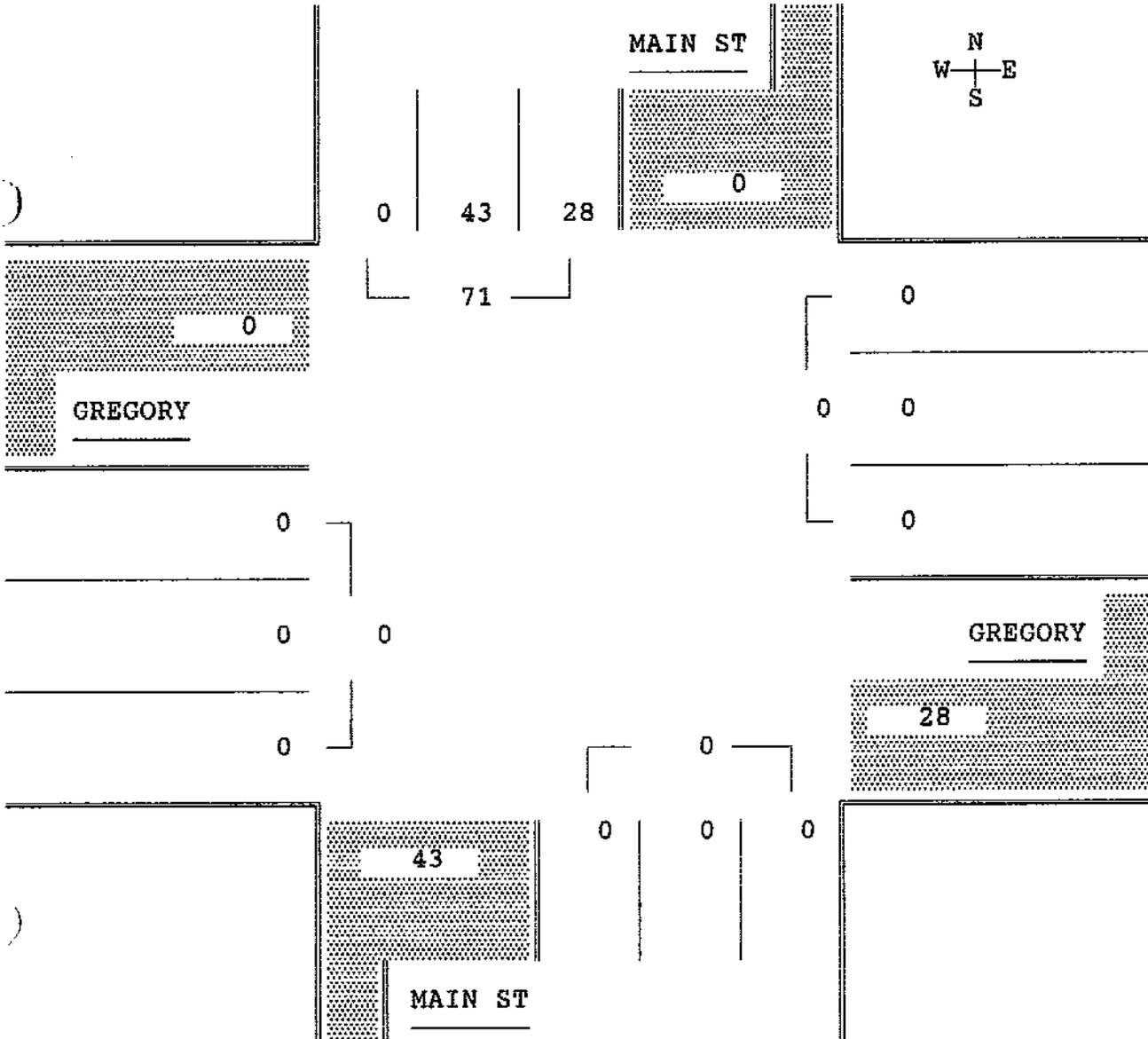
DATE: 4/13/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 5:30 PM - 6:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	5:30 PM	0.77	0	43	28	71	0	61	39
East	5:30 PM	0.00	0	0	0	0	0	0	0
South	5:30 PM	0.00	0	0	0	0	0	0	0
West	5:30 PM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	5:30 PM	0.77	0	43	28	71	0	61	39
East		0.00	0	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0	0
West		0.00	0	0	0	0	0	0	0



Site Code : 20
N/S STREET: MAIN ST
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

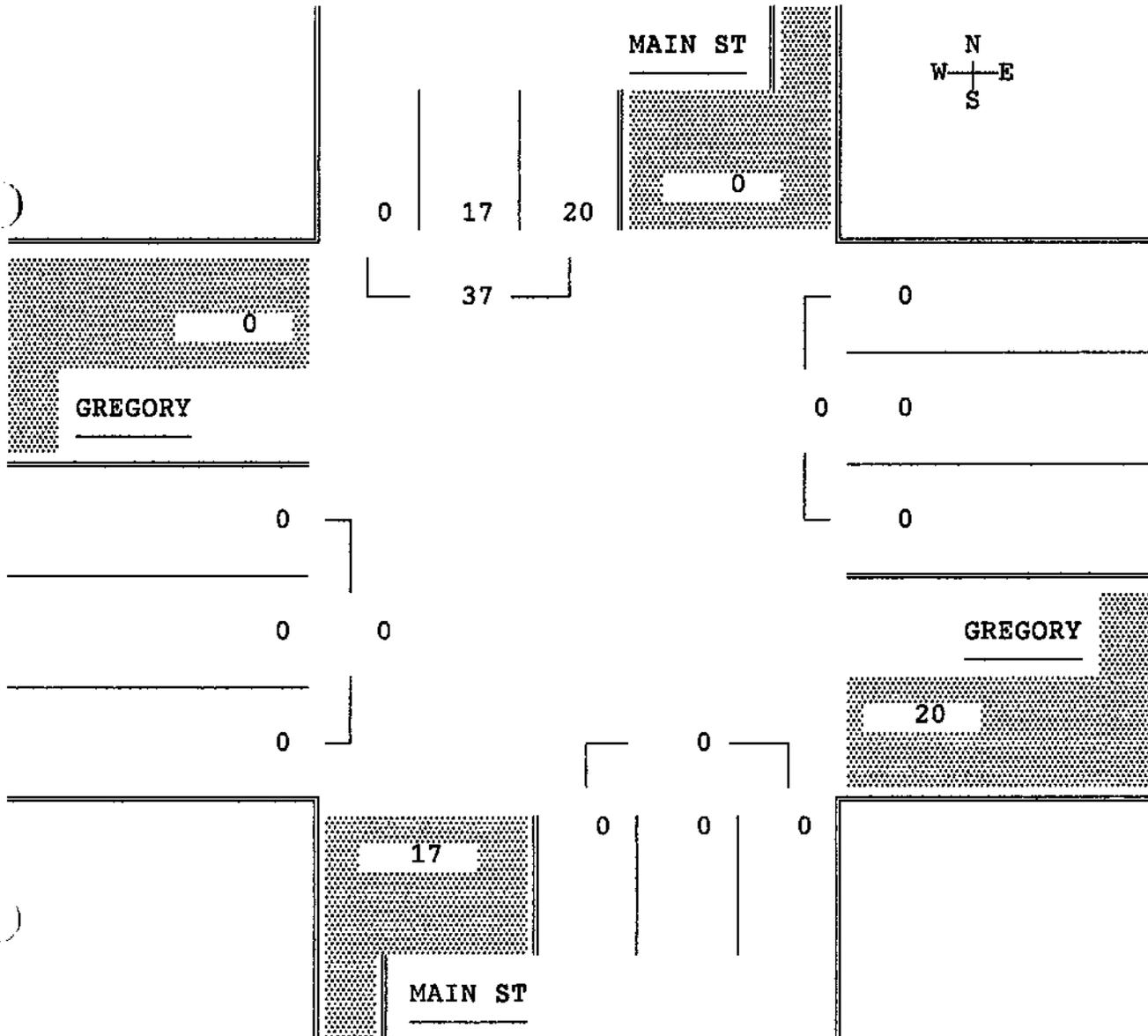
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	1:15 AM	0.58	0	17	20	37	0	46	54
East	1:15 AM	0.00	0	0	0	0	0	0	0
South	1:15 AM	0.00	0	0	0	0	0	0	0
West	1:15 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	1:15 AM	0.58	0	17	20	37	0	46	54
East		0.00	0	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0	0
West		0.00	0	0	0	0	0	0	0



Counter Measures

PAGE: 1
FILE: MAGRSOAM

Site Code : 20
N/S STREET: MAIN ST
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

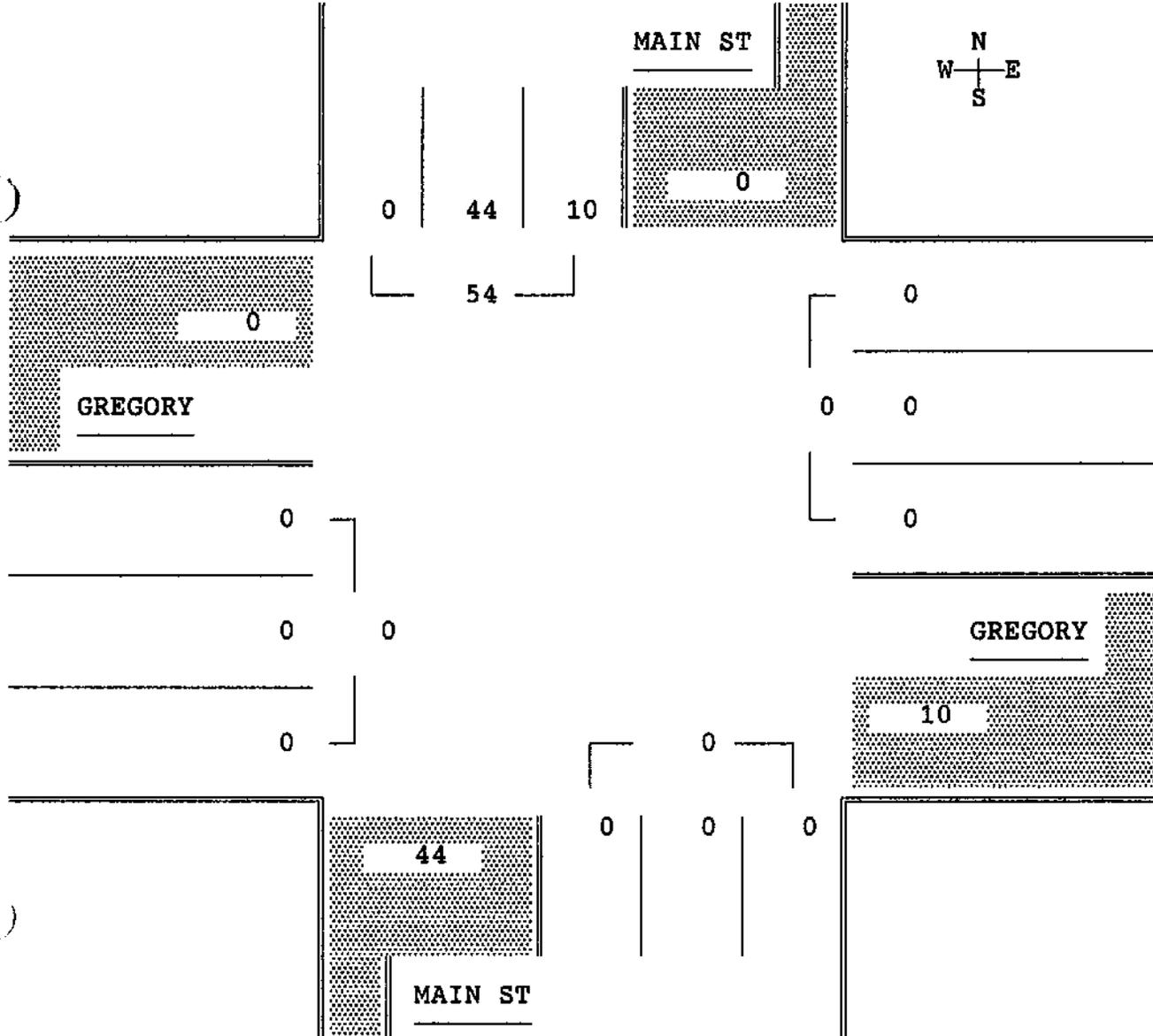
DATE: 4/15/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	1:15 AM	0.84	0	44	10	54	0	81	19
East	1:15 AM	0.00	0	0	0	0	0	0	0
South	1:15 AM	0.00	0	0	0	0	0	0	0
West	1:15 AM	0.00	0	0	0	0	0	0	0

Entire Intersection

North	1:15 AM	0.84	0	44	10	54	0	81	19
East		0.00	0	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0	0
West		0.00	0	0	0	0	0	0	0



Counter Measures

Site Code : 16

PAGE: 1

N/S STREET: SPRING ST

FILE: speufrpn

E/W STREET: BUREKA

CITY: CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/13/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 PM	0	0	0	0	17	34	0	0	6	3	0	0	60
1:15	0	0	0	0	17	26	0	0	7	3	0	0	53
2:30	0	0	0	0	20	33	0	0	12	3	0	0	68
2:45	0	0	0	0	12	40	0	0	3	3	0	0	58
HR TOTAL	0	0	0	0	66	133	0	0	28	12	0	0	239
3:00 PM	0	0	0	0	22	29	0	0	11	3	0	0	65
3:15	0	0	0	0	12	28	0	0	5	7	0	0	52
3:30	0	0	0	0	16	37	0	0	6	0	0	0	59
3:45	0	0	0	0	15	34	0	0	6	7	0	0	62
HR TOTAL	0	0	0	0	65	128	0	0	28	17	0	0	238
4:00 PM	0	0	0	0	20	37	0	0	4	3	0	0	64
4:15	0	0	0	0	25	31	0	0	4	7	0	0	67
4:30	0	0	0	0	20	40	0	0	6	6	0	0	72
4:45	0	0	0	0	13	30	0	0	6	6	0	0	55
HR TOTAL	0	0	0	0	78	138	0	0	20	22	0	0	258
5:00 PM	0	0	0	0	16	43	0	0	5	9	0	0	73
5:15	0	0	0	0	13	39	0	0	6	4	0	0	62
5:30	0	0	0	0	18	38	0	0	4	3	0	0	63
5:45	0	0	0	0	19	36	0	0	11	6	0	0	72
HR TOTAL	0	0	0	0	66	156	0	0	26	22	0	0	270
6:00 PM	0	0	0	0	15	35	0	0	7	7	0	0	64
6:15	0	0	0	0	20	29	0	0	6	2	0	0	57
6:30	0	0	0	0	18	28	0	0	9	4	0	0	59
6:45	0	0	0	0	21	48	0	0	1	1	0	0	71
HR TOTAL	0	0	0	0	74	140	0	0	23	14	0	0	251
7:00 PM	0	0	0	0	13	36	0	0	10	4	0	0	63
7:15	0	0	0	0	22	41	0	0	6	5	0	0	74
7:30	0	0	0	0	17	39	0	0	10	1	0	0	67
7:45	0	0	0	0	14	36	0	0	5	4	0	0	59
HR TOTAL	0	0	0	0	66	152	0	0	31	14	0	0	263
8:00 PM	0	0	0	0	14	33	0	0	4	4	0	0	55
8:15	0	0	0	0	13	24	0	0	4	1	0	0	42
8:30	0	0	0	0	18	30	0	0	3	4	0	0	55
8:45	0	0	0	0	16	26	0	0	7	4	0	0	53
HR TOTAL	0	0	0	0	61	113	0	0	18	13	0	0	205
DAY TOTAL	0	0	0	0	476	960	0	0	174	114	0	0	1724

Counter Measures

Site Code : 16
 N/S STREET: SPRING ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: speufrpm

Movements by: Vehicles

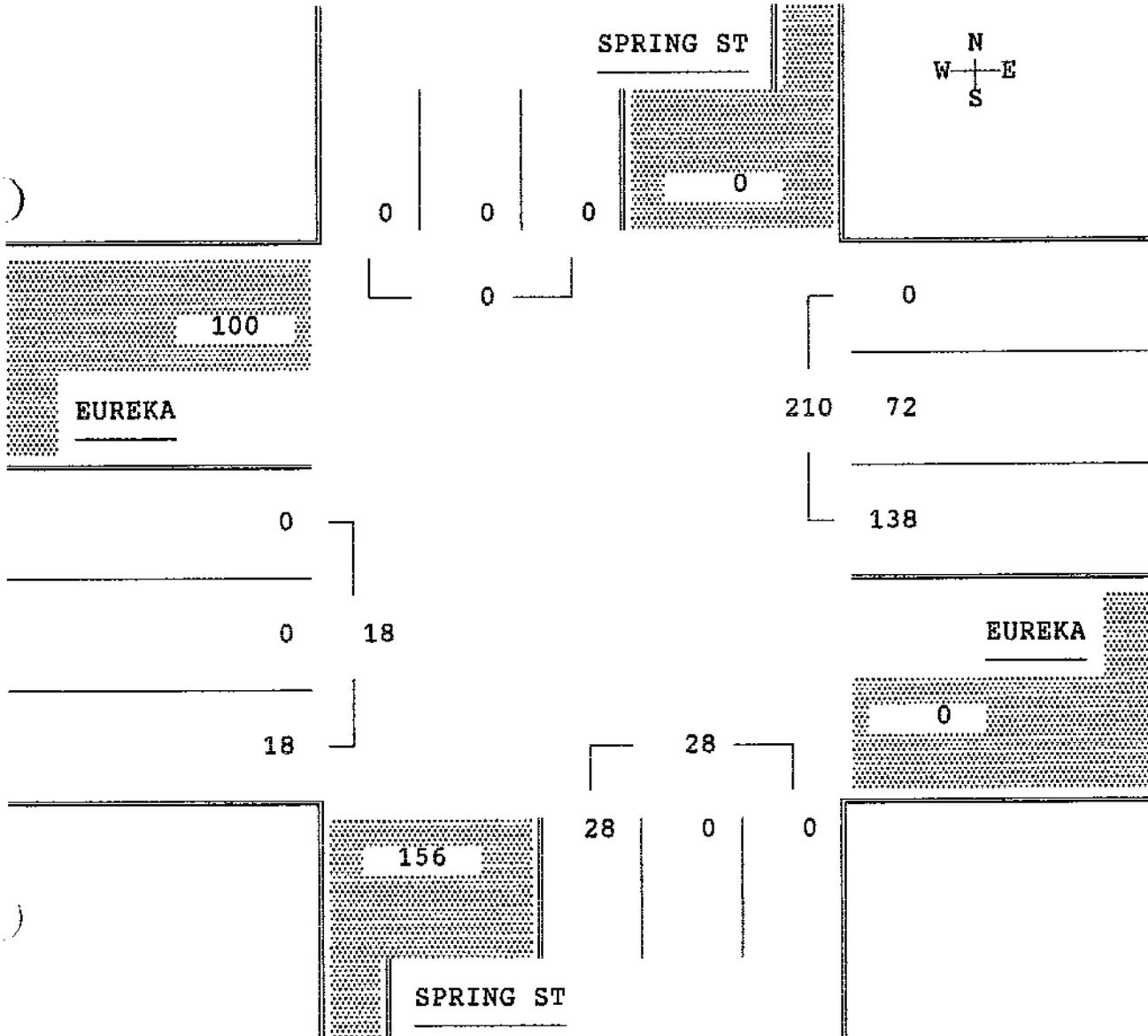
DATE: 4/13/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 5:30 PM - 6:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	5:30 PM	0.94	0	72	138	210	0	34	66
South	5:30 PM	0.64	0	0	28	28	0	0	100
West	5:30 PM	0.64	18	0	0	18	100	0	0

Entire Intersection

North	5:30 PM	0.00	0	0	0	0	0	0	
East		0.94	0	72	138	210	0	34	66
South		0.64	0	0	28	28	0	0	100
West		0.64	18	0	0	18	100	0	0



Counter Measures

Site Code : 16
 N/S STREET: SPRING ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: speusaan

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	8	38	0	0	2	0	0	0	48
1:15	0	0	0	0	7	50	0	0	1	1	0	0	59
1:30	0	0	0	0	8	66	0	0	1	1	0	0	76
1:45	0	0	0	0	8	173	0	0	2	1	0	0	184
HR TOTAL	0	0	0	0	31	327	0	0	6	3	0	0	367
2:00 AM	0	0	0	0	23	138	0	0	6	1	0	0	168
2:15	0	0	0	0	5	40	0	0	0	0	0	0	45
2:30	0	0	0	0	4	15	0	0	1	1	0	0	21
2:45	0	0	0	0	4	11	0	0	0	0	0	0	15
HR TOTAL	0	0	0	0	36	204	0	0	7	2	0	0	249
DAY TOTAL	0	0	0	0	67	531	0	0	13	5	0	0	616

Counter Measures

PAGE: 1
FILE: speusaam

Site Code : 16
N/S STREET: SPRING ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

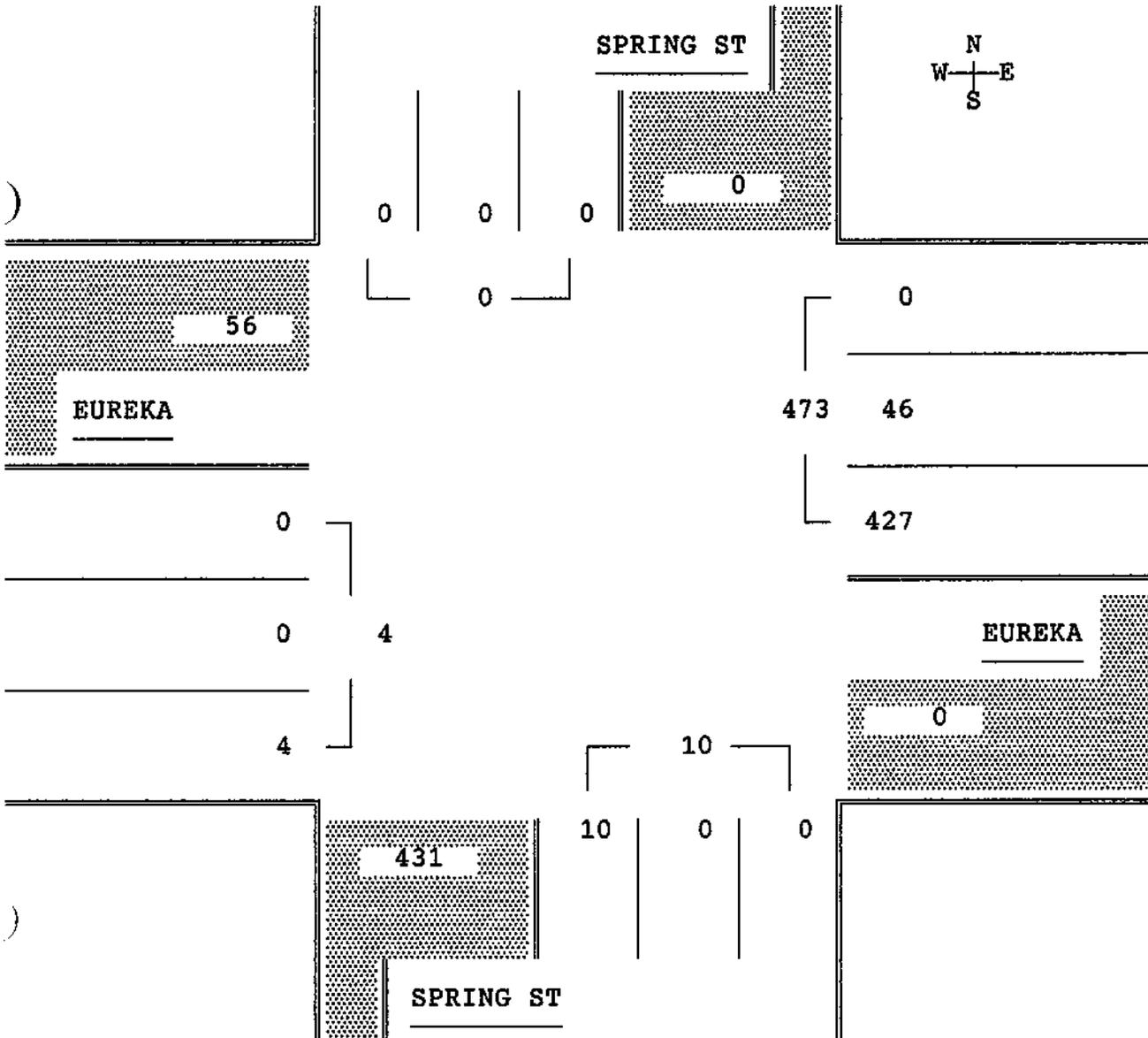
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	1:15 AM	0.65	0	46	427	473	0	10	90
South	1:15 AM	0.42	0	0	10	10	0	0	100
West	1:15 AM	1.00	4	0	0	4	100	0	0

Entire Intersection

North	1:15 AM	0.00	0	0	0	0	0	0	
East		0.65	0	46	427	473	0	10	90
South		0.42	0	0	10	10	0	0	100
West		1.00	4	0	0	4	100	0	0



Counter Measures

PAGE: 1
FILE: speusapa

Site Code : 16
N/S STREET: SPRING ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	0	0	0	20	44	0	0	22	11	0	0	97
2:15	0	0	0	0	34	49	0	0	9	6	0	0	98
2:30	0	0	0	0	34	54	0	0	19	11	0	0	118
2:45	0	0	0	0	36	40	0	0	16	8	0	0	100
HR TOTAL	0	0	0	0	124	187	0	0	66	36	0	0	413
3:00 PM	0	0	0	0	24	46	0	0	13	6	0	0	89
3:15	0	0	0	0	21	42	0	0	5	4	0	0	72
3:30	0	0	0	0	37	45	0	0	11	2	0	0	95
3:45	0	0	0	0	41	58	0	0	15	7	0	0	121
HR TOTAL	0	0	0	0	123	191	0	0	44	19	0	0	377
4:00 PM	0	0	0	0	29	53	0	0	9	9	0	0	100
4:15	0	0	0	0	34	59	0	0	3	5	0	0	101
4:30	0	0	0	0	32	51	0	0	20	5	0	0	108
4:45	0	0	0	0	42	52	0	0	11	16	0	0	121
HR TOTAL	0	0	0	0	137	215	0	0	43	35	0	0	430
5:00 PM	0	0	0	0	22	67	0	0	12	3	0	0	104
5:15	0	0	0	0	24	76	0	0	8	5	0	0	113
5:30	0	0	0	0	33	59	0	0	12	3	0	0	107
5:45	0	0	0	0	20	69	0	0	11	0	0	0	100
HR TOTAL	0	0	0	0	99	271	0	0	43	11	0	0	424
6:00 PM	0	0	0	0	26	44	0	0	10	2	0	0	82
6:15	0	0	0	0	23	47	0	0	15	2	0	0	87
6:30	0	0	0	0	23	58	0	0	6	3	0	0	90
6:45	0	0	0	0	28	47	0	0	12	6	0	0	93
HR TOTAL	0	0	0	0	100	196	0	0	43	13	0	0	352
7:00 PM	0	0	0	0	34	56	0	0	6	3	0	0	99
7:15	0	0	0	0	23	45	0	0	9	6	0	0	83
7:30	0	0	0	0	21	43	0	0	11	3	0	0	78
7:45	0	0	0	0	21	38	0	0	5	2	0	0	66
HR TOTAL	0	0	0	0	99	182	0	0	31	14	0	0	326
8:00 PM	0	0	0	0	21	48	0	0	11	1	0	0	81
8:15	0	0	0	0	20	32	0	0	9	3	0	0	64
8:30	0	0	0	0	25	63	0	0	4	2	0	0	94
8:45	0	0	0	0	20	46	0	0	1	1	0	0	68
HR TOTAL	0	0	0	0	86	189	0	0	25	7	0	0	307
JAY TOTAL	0	0	0	0	768	1431	0	0	295	135	0	0	2629

Counter Measures

Site Code : 16
 N/S STREET: SPRING ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: speusapa
 DATE: 4/14/07

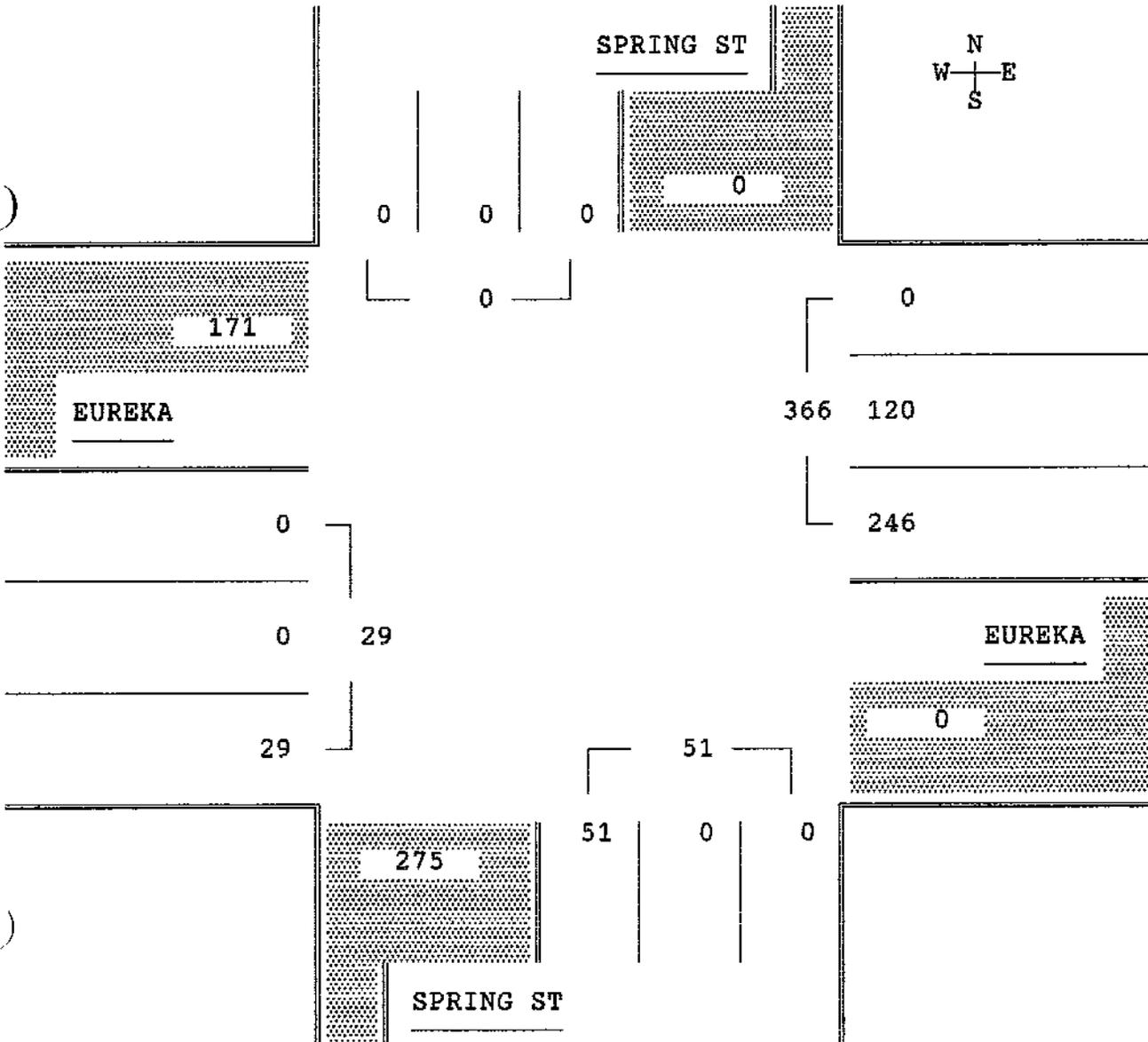
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	4:30 PM	0.92	0	120	246	366	0	33	67
South	4:30 PM	0.64	0	0	51	51	0	0	100
West	4:30 PM	0.45	29	0	0	29	100	0	0

Entire Intersection

North	4:30 PM	0.00	0	0	0	0	0	0	
East		0.92	0	120	246	366	0	33	67
South		0.64	0	0	51	51	0	0	100
West		0.45	29	0	0	29	100	0	0



Counter Measures

PAGE: 1

FILE: spusuan

DATE: 4/15/07

Site Code : 16
 N/S STREET: SPRING ST
 E/W STREET: EUREKA
 CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	11	38	0	0	1	1	0	0	51
1:15	0	0	0	0	15	66	0	0	2	1	0	0	84
1:30	0	0	0	0	10	87	0	0	4	0	0	0	101
1:45	0	0	0	0	18	235	0	0	3	2	0	0	258
HR TOTAL	0	0	0	0	54	426	0	0	10	4	0	0	494
2:00 AM	0	0	0	0	14	201	0	0	4	0	0	0	219
2:15	0	0	0	0	6	75	0	0	0	1	0	0	82
2:30	0	0	0	0	3	25	0	0	1	0	0	0	29
2:45	0	0	0	0	4	10	0	0	0	0	0	0	14
HR TOTAL	0	0	0	0	27	311	0	0	5	1	0	0	344
DAY TOTAL	0	0	0	0	81	737	0	0	15	5	0	0	838

Counter Measures

PAGE: 1
FILE: spusuan

DATE: 4/15/07

Site Code : 16
N/S STREET: SPRING ST
E/W STREET: EUREKA
CITY/CNTY : CENTRALCITY/GILP

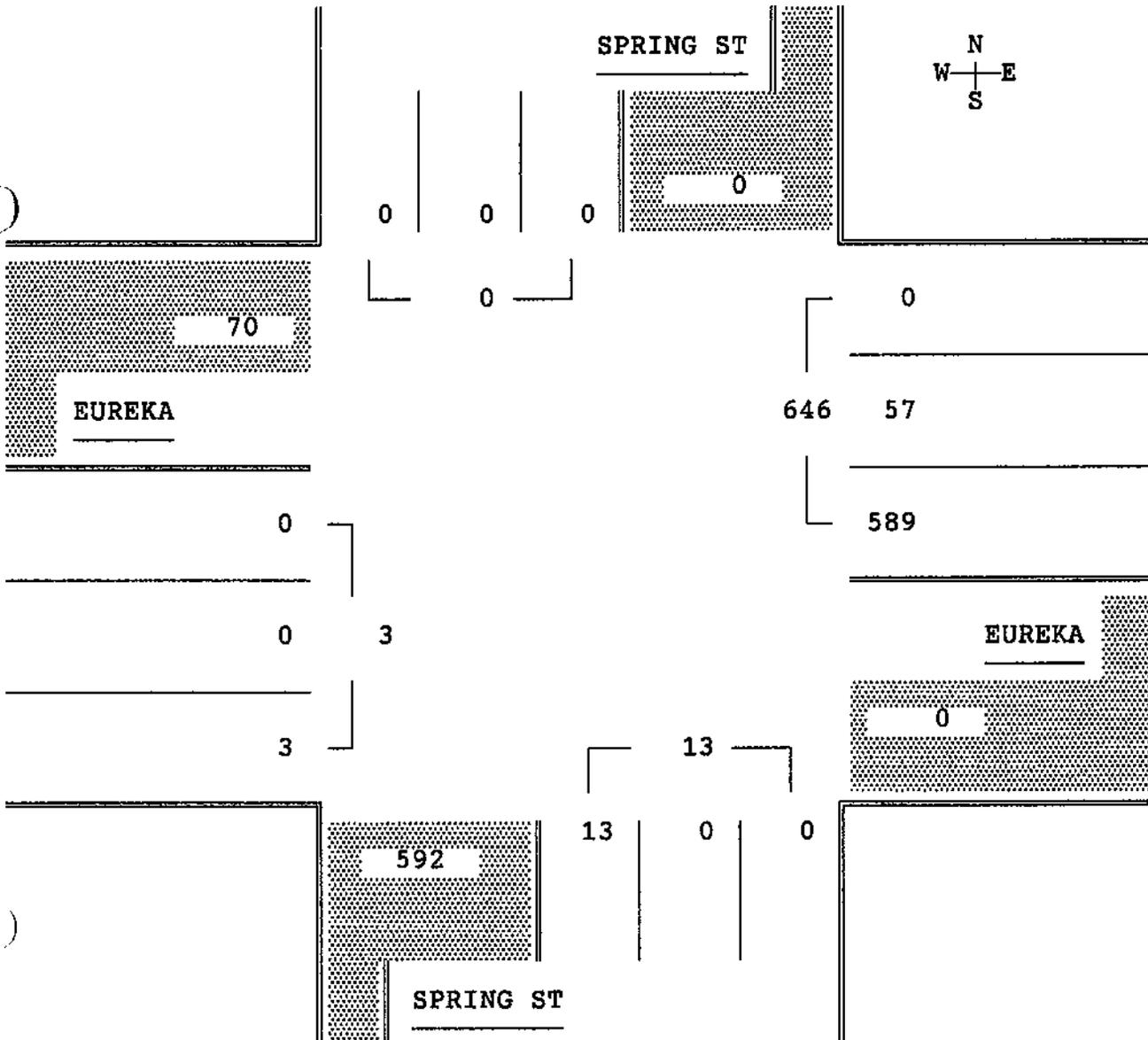
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR VOLUMES PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	1:15 AM	0.64	0	57	589	646	0	9 91	
South	1:15 AM	0.81	0	0	13	13	0	0 100	
West	1:00 AM	0.50	4	0	0	4	100	0 0	

Entire Intersection

North	1:15 AM	0.00	0	0	0	0	0	0
East		0.64	0	57	589	646	0	9 91
South		0.81	0	0	13	13	0	0 100
West		0.38	3	0	0	3	100	0 0



Counter Measures

Site Code : 13
 N/S STREET: SPRING ST
 E/W STREET: GREGORY
 CITY : CENTRALCITY/GILP

PAGE: 1
 FILE: SPGRFRPM

Movements by: Vehicles

DATE: 4/13/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	20	17	0	0	0	35	5	0	0	4	1	82
2:15	1	14	14	0	0	0	38	7	0	1	7	0	82
2:30	1	19	16	0	0	0	51	12	0	1	4	0	104
2:45	0	22	21	0	0	0	39	2	0	0	3	1	88
NR TOTAL	2	75	68	0	0	0	163	26	0	2	18	2	356
3:00 PM	1	18	13	0	0	0	39	10	1	0	5	1	88
3:15	1	20	14	0	0	0	49	4	0	0	6	1	95
3:30	1	20	16	0	0	0	53	5	0	0	8	1	104
3:45	1	21	19	0	0	0	32	6	0	0	3	0	82
NR TOTAL	4	79	62	0	0	0	173	25	1	0	22	3	369
4:00 PM	1	23	16	0	0	0	38	3	0	0	10	1	92
4:15	4	13	21	0	0	0	50	4	0	1	9	0	102
4:30	0	18	28	0	0	0	51	6	0	0	4	0	107
4:45	0	14	22	0	0	0	67	5	1	0	6	1	116
NR TOTAL	5	68	87	0	0	0	206	18	1	1	29	2	417
5:00 PM	0	28	24	0	0	0	51	5	1	2	4	0	115
5:15	1	28	14	0	0	0	54	4	0	0	3	2	106
5:30	0	20	21	0	0	0	62	4	1	1	3	0	112
5:45	4	21	17	0	0	0	43	8	1	1	4	3	102
NR TOTAL	5	97	76	0	0	0	210	21	3	4	14	5	435
6:00 PM	1	28	13	0	0	0	74	6	0	0	7	1	130
6:15	0	14	17	0	0	0	66	6	0	0	6	0	109
6:30	0	17	15	0	0	0	71	9	0	1	6	0	119
6:45	2	24	23	0	0	0	52	1	1	0	4	0	107
NR TOTAL	3	83	68	0	0	0	263	22	1	1	23	1	465
7:00 PM	0	22	18	0	0	0	58	10	0	1	7	0	116
7:15	2	13	31	0	0	0	41	6	1	0	4	0	98
7:30	0	16	24	0	0	0	57	8	0	0	6	2	113
7:45	1	23	16	0	0	0	35	3	2	1	6	2	89
NR TOTAL	3	74	89	0	0	0	191	27	3	2	23	4	416
8:00 PM	0	19	18	0	0	0	45	4	0	0	5	0	91
8:15	2	13	10	0	0	0	38	3	0	1	2	1	70
8:30	1	17	16	0	0	0	38	3	0	0	7	0	82
8:45	0	10	20	0	0	0	31	7	0	0	3	0	71
NR TOTAL	3	59	64	0	0	0	152	17	0	1	17	1	314
AV TOTAL	25	535	514	0	0	0	1358	156	9	11	146	18	2772

Counter Measures

PAGE: 1
FILE: spgrfrpa

Site Code : 13
N/S STREET: SPRING ST
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

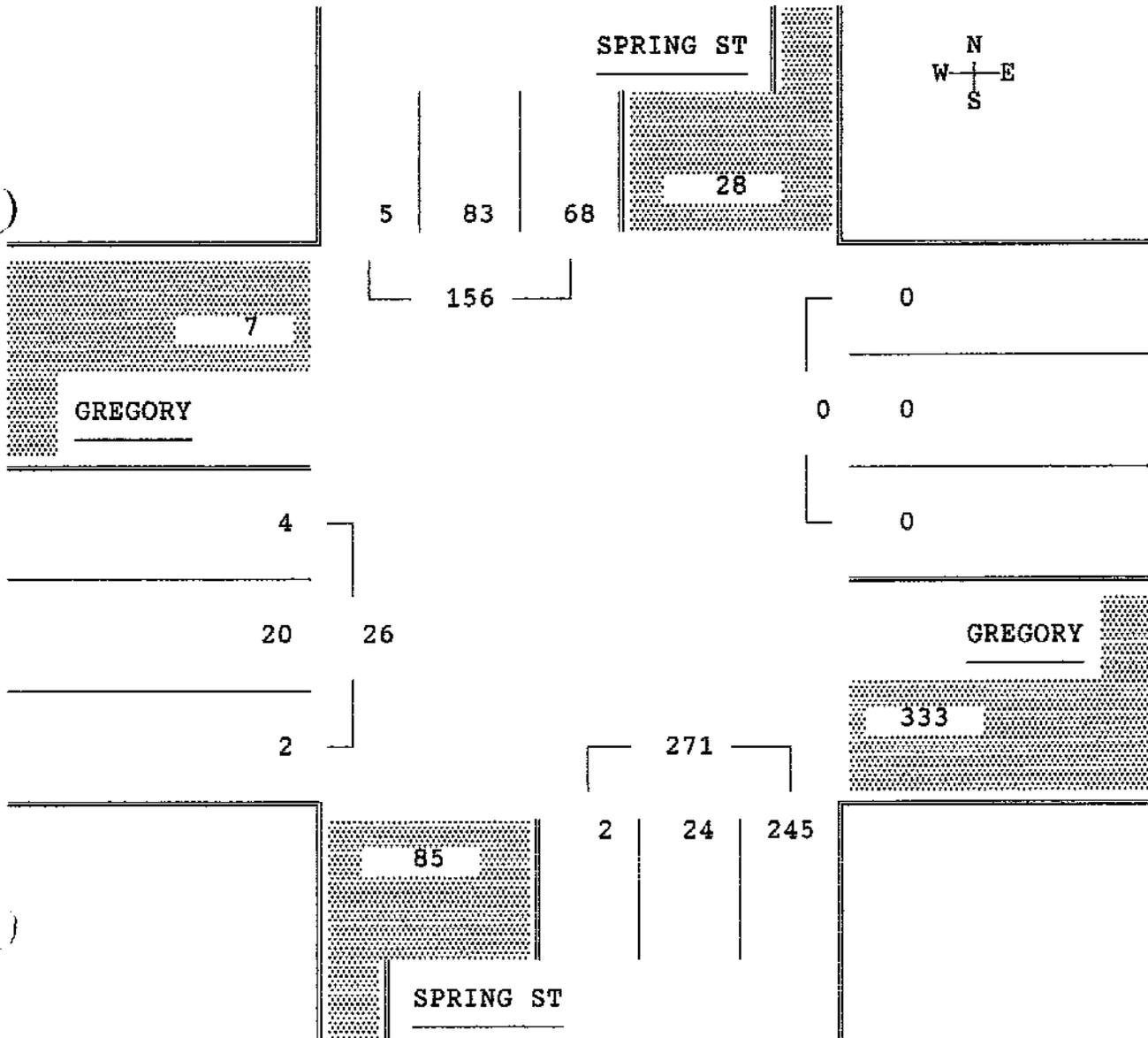
DATE: 4/13/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 5:30 PM - 6:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	5:30 PM	0.93	5	83	68	156	3	53	44
East	5:30 PM	0.00	0	0	0	0	0	0	0
South	5:30 PM	0.85	245	24	2	271	90	9	1
West	5:30 PM	0.81	2	20	4	26	8	77	15

Entire Intersection

North	5:30 PM	0.93	5	83	68	156	3	53	44
East		0.00	0	0	0	0	0	0	0
South		0.85	245	24	2	271	90	9	1
West		0.81	2	20	4	26	8	77	15



Counter Measures

Site Code : 13
 N/S STREET: SPRING ST
 E/W STREET: GREGORY
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: SPGRSAAM

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	33	5	0	0	0	4	2	0	0	5	0	49
1:15	0	37	14	0	0	0	14	1	0	0	1	0	67
1:30	1	50	16	0	0	0	16	1	1	1	5	0	91
1:45	0	166	8	0	0	0	6	2	0	0	4	0	186
HR TOTAL	1	286	43	0	0	0	40	6	1	1	15	0	393
2:00 AM	0	133	6	0	0	0	3	1	0	0	4	5	152
2:15	0	35	5	0	0	0	1	0	0	0	2	0	43
2:30	0	16	0	0	0	0	0	1	0	0	4	0	21
2:45	0	11	0	0	0	0	1	0	0	0	1	0	13
HR TOTAL	0	195	11	0	0	0	5	2	0	0	11	5	229
DAY TOTAL	1	481	54	0	0	0	45	8	1	1	26	5	622

Counter Measures

PAGE: 1
FILE: SPGRSAAM

Site Code : 13
N/S STREET: SPRING ST
E/W STREET: GREGORY
CITY/CTY : CENTRALCITY/GILP

Movements by: Vehicles

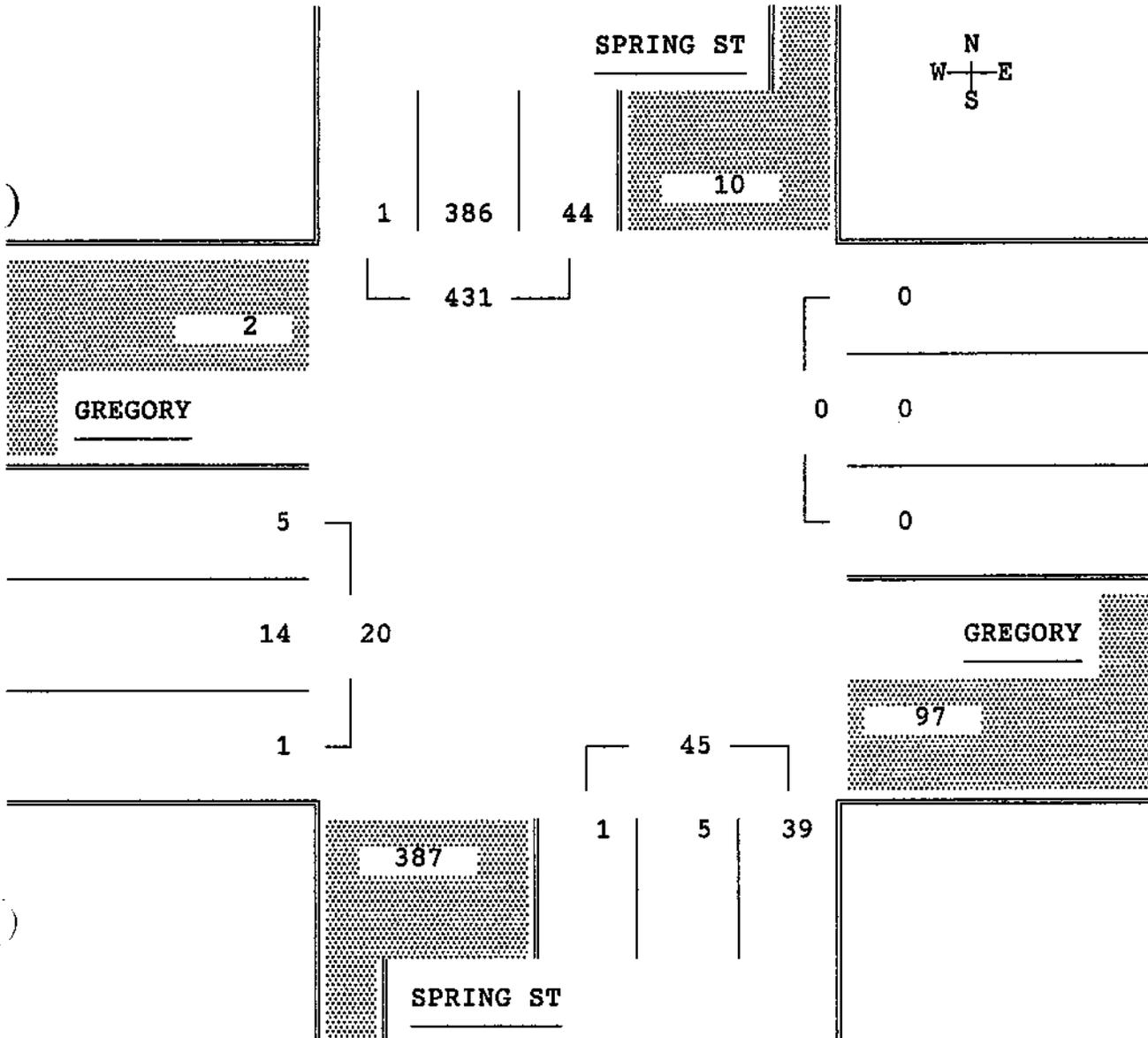
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	1:15 AM	0.62	1	386	44	431	0	90	10
East	1:15 AM	0.00	0	0	0	0	0	0	0
South	1:00 AM	0.65	40	6	1	47	85	13	2
West	1:30 AM	0.58	1	15	5	21	5	71	24

Entire Intersection

North	1:15 AM	0.62	1	386	44	431	0	90	10
East		0.00	0	0	0	0	0	0	0
South		0.63	39	5	1	45	87	11	2
West		0.56	1	14	5	20	5	70	25



Counter Measures

PAGE: 1
FILE: SPGRSAPM

Site Code : 13
N/S STREET: SPRING ST
E/W STREET: GREGORY
CITY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	25	30	0	0	0	79	22	1	0	9	0	166
2:15	1	24	30	0	0	0	73	8	1	2	10	1	150
2:30	2	33	30	0	0	0	76	19	0	2	6	0	168
2:45	0	24	24	0	0	0	80	13	0	0	12	3	156
HR TOTAL	3	106	114	0	0	0	308	62	2	4	37	4	640
3:00 PM	2	20	30	0	0	0	85	13	1	1	9	0	161
3:15	0	20	26	0	0	0	77	4	0	0	2	1	130
3:30	1	15	22	0	0	0	85	10	0	1	9	1	144
3:45	4	22	39	0	0	0	75	15	0	0	13	0	168
HR TOTAL	7	77	117	0	0	0	322	42	1	2	33	2	603
4:00 PM	0	32	30	0	0	0	103	8	1	1	9	1	185
4:15	1	32	31	0	0	0	89	2	0	0	11	1	167
4:30	0	28	28	0	0	0	102	20	0	0	7	0	185
4:45	2	30	36	0	0	0	95	9	1	2	8	2	185
HR TOTAL	3	122	125	0	0	0	389	39	2	3	35	4	722
5:00 PM	0	41	29	0	0	0	71	12	0	0	4	0	157
5:15	5	39	37	0	0	0	89	7	0	1	8	1	187
5:30	2	39	21	0	0	0	95	11	1	1	10	1	181
5:45	4	42	23	0	0	0	65	10	2	2	7	1	156
HR TOTAL	11	161	110	0	0	0	320	40	3	4	29	3	681
6:00 PM	0	29	17	0	0	0	82	8	4	0	13	2	155
6:15	2	25	22	0	0	0	84	14	4	3	8	1	163
6:30	0	38	23	0	0	0	87	6	3	0	7	0	164
6:45	1	22	30	0	0	0	60	12	0	0	8	0	133
HR TOTAL	3	114	92	0	0	0	313	40	11	3	36	3	615
7:00 PM	2	33	24	0	0	0	68	4	0	3	10	2	146
7:15	0	28	23	0	0	0	74	8	1	3	5	1	143
7:30	0	28	18	0	0	0	62	10	2	1	7	1	129
7:45	1	26	13	0	0	0	78	5	2	0	3	0	128
HR TOTAL	3	115	78	0	0	0	282	27	5	7	25	4	546
8:00 PM	3	31	15	0	0	0	78	10	1	0	9	1	148
8:15	1	14	20	0	0	0	47	8	1	0	4	1	96
8:30	1	32	32	0	0	0	54	4	1	1	5	0	130
8:45	1	26	20	0	0	0	48	1	2	1	2	0	101
HR TOTAL	6	103	87	0	0	0	227	23	5	2	20	2	475
DAY TOTAL	36	798	723	0	0	0	2161	273	29	25	215	22	4282

Site Code : 13
N/S STREET: SPRING ST
E/W STREET: GREGORY
CITY/CTRY : CENTRALCITY/GILP

Movements by: Vehicles

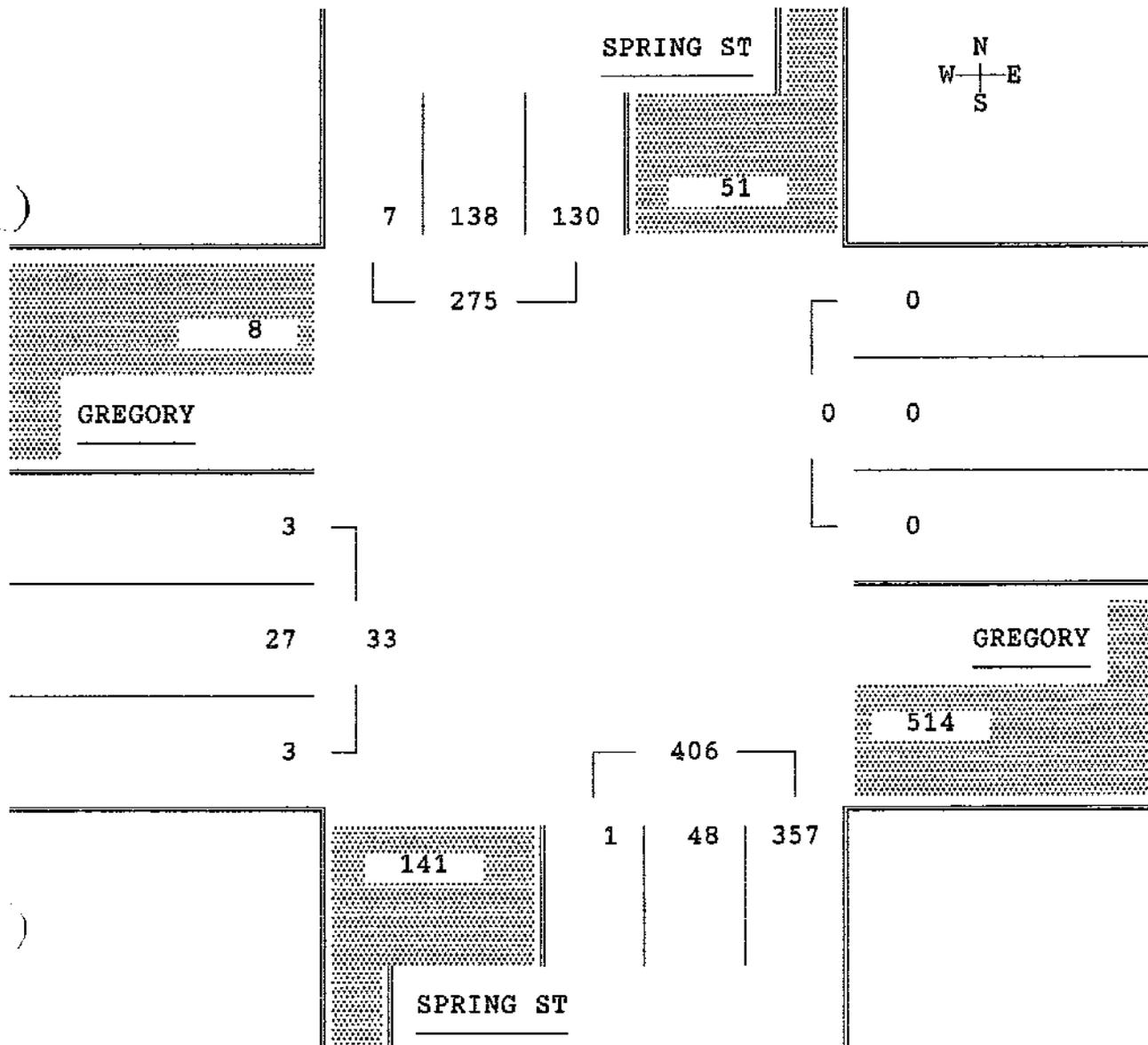
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 4:30 PM - 5:30 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	4:30 PM	0.85	7	138	130	275	3	50	47
East	4:30 PM	0.00	0	0	0	0	0	0	0
South	4:30 PM	0.83	357	48	1	406	88	12	0
West	4:30 PM	0.69	3	27	3	33	9	82	9

Entire Intersection

North	4:30 PM	0.85	7	138	130	275	3	50	47
East		0.00	0	0	0	0	0	0	0
South		0.83	357	48	1	406	88	12	0
West		0.69	3	27	3	33	9	82	9



Counter Measures

Site Code : 13
 N/S STREET: SPRING ST
 E/W STREET: GREGORY
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: SPGRSUAN

Movements by: Vehicles

DATE: 4/15/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	24	15	0	0	0	6	1	0	0	6	0	52
1:15	3	56	8	0	0	0	11	1	0	2	1	1	83
1:30	3	69	15	0	0	0	12	2	0	0	6	2	109
1:45	0	225	12	0	0	0	8	2	0	1	3	1	252
HR TOTAL	6	374	50	0	0	0	37	6	0	3	16	4	496
2:00 AM	0	196	5	0	0	0	3	2	0	1	6	2	215
2:15	0	73	3	0	0	0	2	0	0	0	2	0	80
2:30	0	23	2	0	0	0	1	0	0	0	3	1	30
2:45	0	10	0	0	0	0	1	0	0	0	1	0	12
HR TOTAL	0	302	10	0	0	0	7	2	0	1	12	3	337
DAY TOTAL	6	676	60	0	0	0	44	8	0	4	28	7	833

Counter Measures

PAGE: 1
FILE: FVGRFRPM

Site Code : 14
N/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/13/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	0	0	0	0	0	0	0	0	16	40	0	56
2:15	0	0	0	0	0	0	0	0	0	13	31	0	44
2:30	0	0	0	0	0	0	0	0	0	17	51	0	68
2:45	0	0	0	0	0	0	0	0	0	14	47	0	61
HR TOTAL	0	0	0	0	0	0	0	0	0	60	169	0	229
3:00 PM	0	0	0	0	0	0	0	0	0	15	40	0	55
3:15	0	0	0	0	0	0	0	0	0	5	45	0	50
3:30	0	0	0	0	0	0	0	0	0	13	53	0	66
3:45	0	0	0	0	0	0	0	0	0	14	35	0	49
HR TOTAL	0	0	0	0	0	0	0	0	0	47	173	0	220
4:00 PM	0	0	0	0	0	0	0	0	0	14	52	0	66
4:15	0	0	0	0	0	0	0	0	0	18	50	0	68
4:30	0	0	0	0	0	0	0	0	0	21	48	0	69
4:45	0	0	0	0	0	0	0	0	0	27	60	0	87
HR TOTAL	0	0	0	0	0	0	0	0	0	80	210	0	290
5:00 PM	0	0	0	0	0	0	0	0	0	18	53	0	71
5:15	0	0	0	0	0	0	0	0	0	22	52	0	74
5:30	0	0	0	0	0	0	0	0	0	21	53	0	74
5:45	0	0	0	0	0	0	0	0	0	16	52	0	68
HR TOTAL	0	0	0	0	0	0	0	0	0	77	210	0	287
6:00 PM	0	0	0	0	0	0	0	0	0	21	62	0	83
6:15	0	0	0	0	0	0	0	0	0	23	56	0	79
6:30	0	0	0	0	0	0	0	0	0	23	64	0	87
6:45	0	0	0	0	0	0	0	0	0	24	47	0	71
HR TOTAL	0	0	0	0	0	0	0	0	0	91	229	0	320
7:00 PM	0	0	0	0	0	0	0	0	0	18	59	0	77
7:15	0	0	0	0	0	0	0	0	0	25	49	0	74
7:30	0	0	0	0	0	0	0	0	0	19	59	0	78
7:45	0	0	0	0	0	0	0	0	0	15	42	0	57
HR TOTAL	0	0	0	0	0	0	0	0	0	77	209	0	286
8:00 PM	0	0	0	0	0	0	0	0	0	20	43	0	63
8:15	0	0	0	0	0	0	0	0	0	18	30	0	48
8:30	0	0	0	0	0	0	0	0	0	17	37	0	54
8:45	0	0	0	0	0	0	0	0	0	9	35	0	44
HR TOTAL	0	0	0	0	0	0	0	0	0	64	145	0	209
DAY TOTAL	0	0	0	0	0	0	0	0	0	496	1345	0	1841

Counter Measures

Site Code : 14
 N/S STREET: FORTUNE VALLEY PARKING
 E/W STREET: GREGORY
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: fvgrfrpn
 DATE: 4/13/07

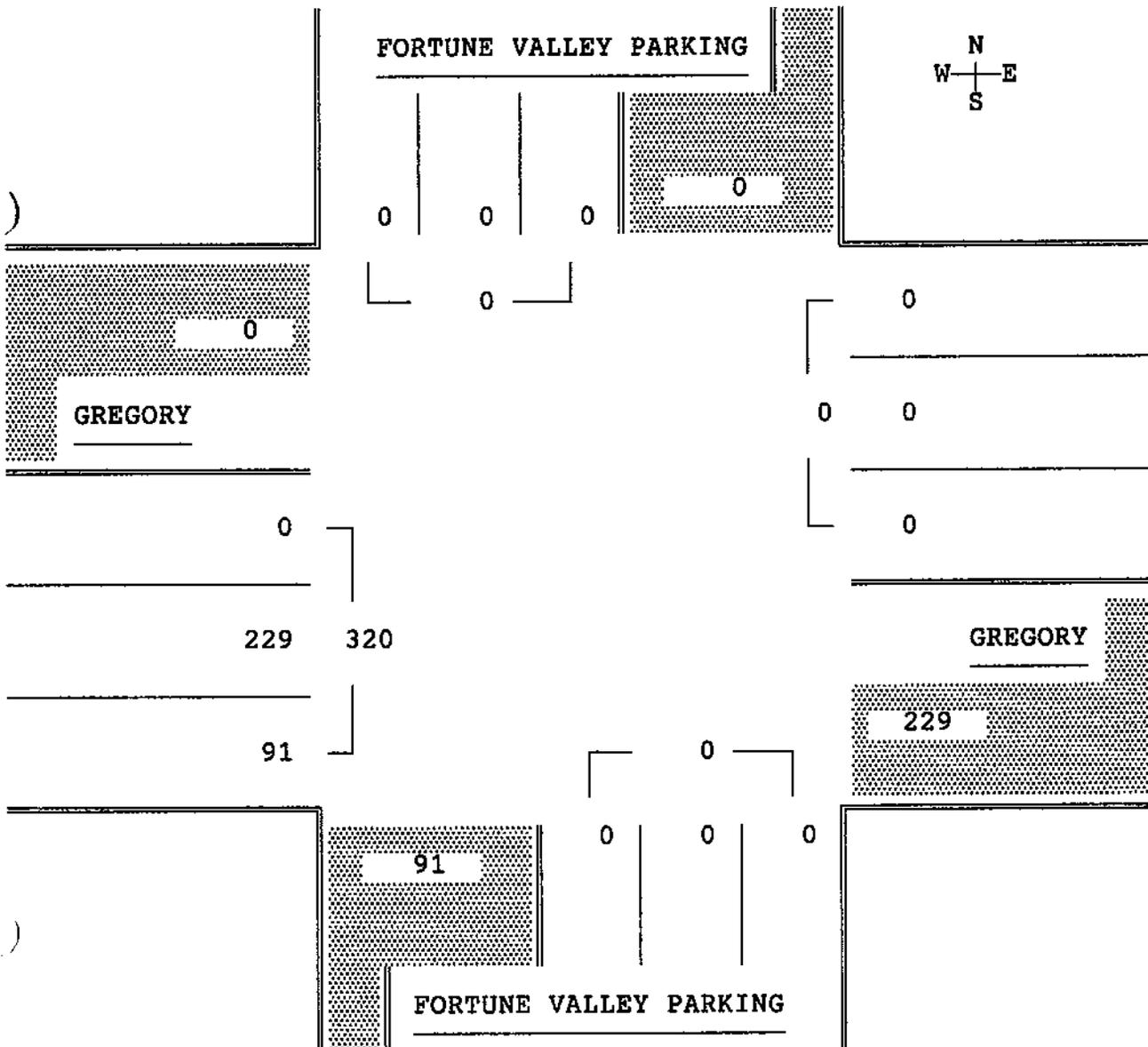
Movements by: Vehicles

PEAK PERIOD ANALYSIS FOR THE PERIOD: 2:00 PM - 9:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR VOLUMES PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	12:00 AM	0.00	0	0	0	0	0	0	
South	12:00 AM	0.00	0	0	0	0	0	0	
West	6:00 PM	0.92	91	229	0	320	28	72	

Entire Intersection

North	6:00 PM	0.00	0	0	0	0	0	0
East		0.00	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0
West		0.92	91	229	0	320	28	72



Counter Measures

PAGE: 1
FILE: FVGRSAAM

Site Code : 14
N/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	0	0	0	0	0	2	11	0	13
1:15	0	0	0	0	0	0	0	0	0	1	29	0	30
1:30	0	0	0	0	0	0	0	0	0	1	33	0	34
1:45	0	0	0	0	0	0	0	0	0	5	16	0	21
HR TOTAL	0	0	0	0	0	0	0	0	0	9	89	0	98
2:00 AM	0	0	0	0	0	0	0	0	0	0	16	0	16
2:15	0	0	0	0	0	0	0	0	0	1	7	0	8
2:30	0	0	0	0	0	0	0	0	0	0	5	0	5
2:45	0	0	0	0	0	0	0	0	0	0	2	0	2
HR TOTAL	0	0	0	0	0	0	0	0	0	1	30	0	31
DAY TOTAL	0	0	0	0	0	0	0	0	0	10	119	0	129

Site Code : 14
N/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

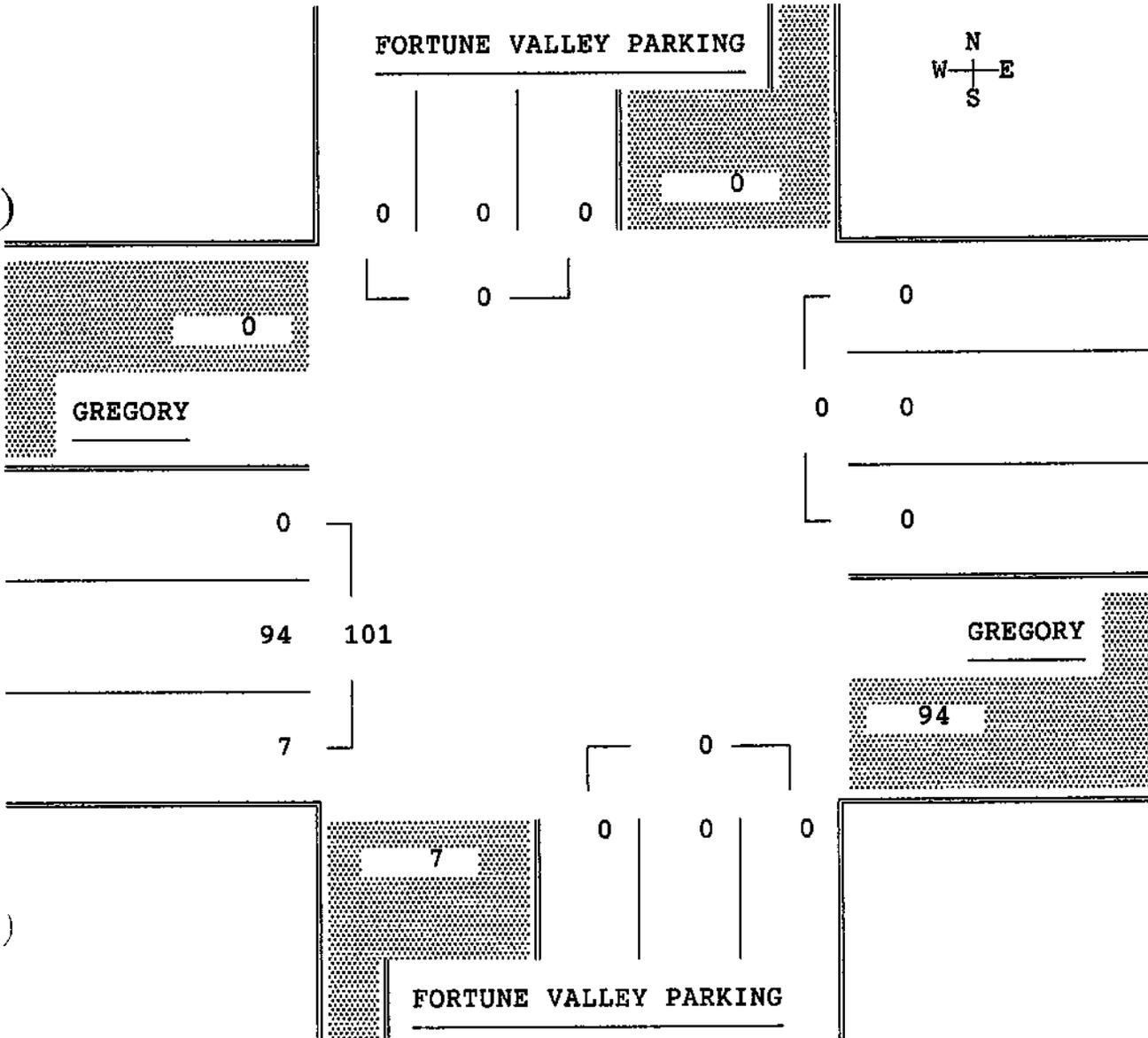
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR VOLUMES PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	12:00 AM	0.00	0	0	0	0	0	0	
South	12:00 AM	0.00	0	0	0	0	0	0	
West	1:15 AM	0.74	7	94	0	101	7	93	

Entire Intersection

North	1:15 AM	0.00	0	0	0	0	0	0
East		0.00	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0
West		0.74	7	94	0	101	7	93



Counter Measures

Site Code : 14
 N/S STREET: FORTUNE VALLEY PARKING
 E/W STREET: GREGORY
 CITY/CNTY : CENTRALCITY/GILP

PAGE: 1
 FILE: FVGRSAPM

Movements by: Vehicles

DATE: 4/14/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
2:00 PM	0	0	0	0	0	0	0	0	0	30	112	0	142
2:15	0	0	0	0	0	0	0	0	0	30	81	0	111
2:30	0	0	0	0	0	0	0	0	0	22	93	0	115
2:45	0	0	0	0	0	0	0	0	0	16	104	0	120
HR TOTAL	0	0	0	0	0	0	0	0	0	98	390	0	488
3:00 PM	0	0	0	0	0	0	0	0	0	23	96	0	119
3:15	0	0	0	0	0	0	0	0	0	22	88	0	110
3:30	0	0	0	0	0	0	0	0	0	29	95	0	124
3:45	0	0	0	0	0	0	0	0	0	37	91	0	128
HR TOTAL	0	0	0	0	0	0	0	0	0	111	370	0	481
4:00 PM	0	0	0	0	0	0	0	0	0	28	114	0	142
4:15	0	0	0	0	0	0	0	0	0	30	83	0	113
4:30	0	0	0	0	0	0	0	0	0	41	94	0	135
4:45	0	0	0	0	0	0	0	0	0	38	91	0	129
HR TOTAL	0	0	0	0	0	0	0	0	0	137	382	0	519
5:00 PM	0	0	0	0	0	0	0	0	0	26	73	0	99
5:15	0	0	0	0	0	0	0	0	0	29	86	0	115
5:30	0	0	0	0	0	0	0	0	0	18	116	0	134
5:45	0	0	0	0	0	0	0	0	0	28	67	0	95
HR TOTAL	0	0	0	0	0	0	0	0	0	101	342	0	443
6:00 PM	0	0	0	0	0	0	0	0	0	15	92	0	107
6:15	0	0	0	0	0	0	0	0	0	28	74	0	102
6:30	0	0	0	0	0	0	0	0	0	19	87	0	106
6:45	0	0	0	0	0	0	0	0	0	36	62	0	98
HR TOTAL	0	0	0	0	0	0	0	0	0	98	315	0	413
7:00 PM	0	0	0	0	0	0	0	0	0	23	75	0	98
7:15	0	0	0	0	0	0	0	0	0	21	87	0	108
7:30	0	0	0	0	0	0	0	0	0	17	61	0	78
7:45	0	0	0	0	0	0	0	0	0	16	69	0	85
HR TOTAL	0	0	0	0	0	0	0	0	0	77	292	0	369
8:00 PM	0	0	0	0	0	0	0	0	0	18	79	0	97
8:15	0	0	0	0	0	0	0	0	0	18	45	0	63
8:30	0	0	0	0	0	0	0	0	0	21	67	0	88
8:45	0	0	0	0	0	0	0	0	0	16	55	0	71
HR TOTAL	0	0	0	0	0	0	0	0	0	73	246	0	319
DAY TOTAL	0	0	0	0	0	0	0	0	0	695	2337	0	3032

Site Code : 14
N/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

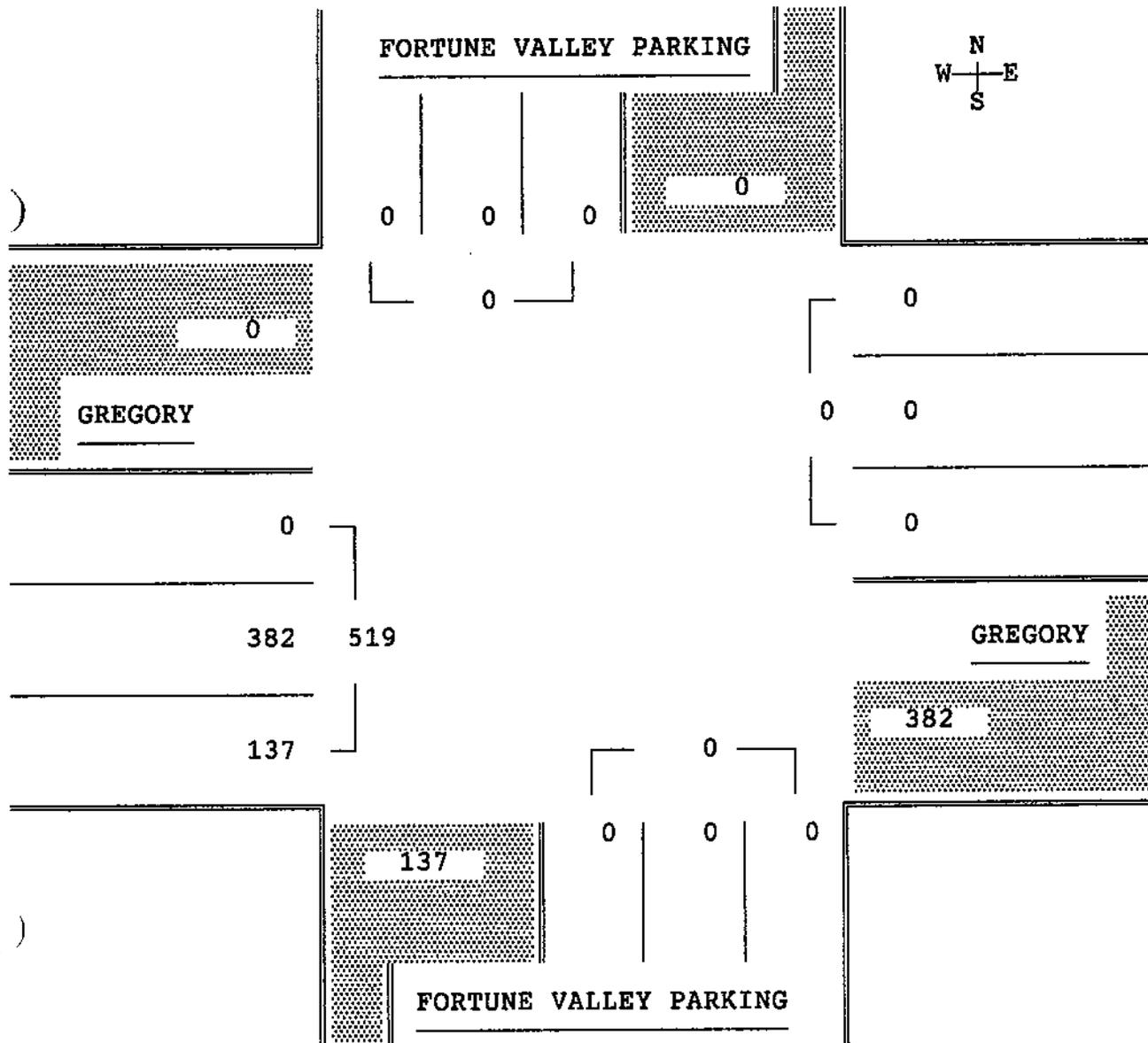
DATE: 4/14/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 2:00 PM - 9:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR VOLUMES PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	12:00 AM	0.00	0	0	0	0	0	0	
South	12:00 AM	0.00	0	0	0	0	0	0	
West	4:00 PM	0.91	137	382	0	519	26	74	

Entire Intersection

North	4:00 PM	0.00	0	0	0	0	0	0
East		0.00	0	0	0	0	0	0
South		0.00	0	0	0	0	0	0
West		0.91	137	382	0	519	26	74



Counter Measures

PAGE: 1
FILE: FVGRSUAN

Site Code : 14
W/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/15/07

Time Begin	From North			From East			From South			From West			Vehicle Total
	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	RT	THRU	LT	
1:00 AM	0	0	0	0	0	0	0	0	0	3	27	0	30
1:15	0	0	0	0	0	0	0	0	0	2	17	0	19
1:30	0	0	0	0	0	0	0	0	0	1	33	0	34
1:45	0	0	0	0	0	0	0	0	0	1	32	0	33
HR TOTAL	0	0	0	0	0	0	0	0	0	7	109	0	116
2:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	13
2:15	0	0	0	0	0	0	0	0	0	0	8	0	8
2:30	0	0	0	0	0	0	0	0	0	2	6	0	8
2:45	0	0	0	0	0	0	0	0	0	0	2	0	2
HR TOTAL	0	0	0	0	0	0	0	0	0	2	29	0	31
DAY TOTAL	0	0	0	0	0	0	0	0	0	9	138	0	147

Counter Measures

Site Code : 14
N/S STREET: FORTUNE VALLEY PARKING
E/W STREET: GREGORY
CITY/CNTY : CENTRALCITY/GILP

Movements by: Vehicles

DATE: 4/15/07

PEAK PERIOD ANALYSIS FOR THE PERIOD: 1:00 AM - 3:00 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	..... VOLUMES .....				.... PERCENTS ...		
			Right	Thru	Left	Total	Right	Thru	Left
North	12:00 AM	0.00	0	0	0	0	0	0	
East	12:00 AM	0.00	0	0	0	0	0	0	
South	12:00 AM	0.00	0	0	0	0	0	0	
West	1:00 AM	0.85	7	109	0	116	6	94	0

Entire Intersection

North	1:00 AM	0.00	0	0	0	0	0	0	
East		0.00	0	0	0	0	0	0	
South		0.00	0	0	0	0	0	0	
West		0.85	7	109	0	116	6	94	0

