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**Ahmad Al-Akhras, Ph.D., P.E.
Robert Lawler, P.E.**

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**Mid-Ohio Regional Planning Commission
285 East Main Street
Columbus, OH 43215**



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TRIP GENERATION STUDY OF FREE-STANDING DISCOUNT SUPERSTORES IN OHIO

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Trip Generation Study of Free-Standing Discount

Superstores in Ohio

Project Number 96-05B

Submitted To

Ohio Department of Transportation

December 1998

Submitted By

Ahmad Al-Akhras, Ph. D., P.E.

Robert E. Lawler, P.E.

 **morpc**

Mid-Ohio Regional Planning Commission

285 E. Main Street

Columbus, OH 43215

Tel (614)228-2663

Fax (614)621-2401



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Executive Summary

The purpose of this study was to develop average trip rates for free-standing discount superstores in the State of Ohio. Specifically, the study focused on two types of large retailers. One type offers variety of customer services in addition to full service grocery department under the same roof. These establishments usually have off-street parking and maintain long store hours seven days a week. The definition of such establishments is similar to land use 813 presented in the ITE Trip Generation manual. The second type is those retailers which offer variety of customer services without full service grocery department. These establishments also have off-street parking and maintain long store hours. The definition of such establishments is similar to land use 815 presented in the ITE manual. The second objective of the study was to find the percent of pass-by trips from the main traffic stream for the evening peak period as a function of the adjacent street traffic.

Mechanical traffic counts were conducted at driveways of every site for seven continuous days. Also, traffic was counted on the main cross roads adjacent to the site. The research team conducted personal surveys, to determine the percent of pass-by traffic at eight stores. The surveys were conducted during the period that would include the peak hour of the adjacent street.

The analysis revealed that there is no evidence to suggest that the average weekday rate was significantly different for any individual weekday. It was also found that the effect of store location (large urban versus small urban/rural) on the average trip rates by retailer was not statistically significant. Finally, the analysis indicated that the average weekday trip rate presented in the ITE Trip Generation manual for land use 813 was not significantly different than those examined in this study that fit the description of LU 813. Moreover, the results showed that average trip rates examined in this study of the stores that fit LU 815 were not significantly different from those of the ITE land use 815. It is recommended that the rates calculated in this study for LU 813 and the rates in ITE for LU 815 be used in the state of Ohio. Summary statistics are:

<u>Description</u>	<u>LU 813</u>	<u>LU 815</u>
Average Weekday (AWDT)	55.75	50.08
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I. Definitions:

Average Weekday Traffic (AWDT) is the average 24-hour traffic volume occurring on weekdays for some period of time less than one year, such as for a week.

Peak Hour of the Average Weekday Traffic (AWDT/PH) is the single hour of the average weekday traffic that has the highest hourly volume.

Average Vehicle Trip Rate is the weighted average of the number of vehicle trips or trip ends per unit of independent variables using a site's driveway(s). The weighted average rate is calculated by summing all trips or trip ends and all independent variable units and then dividing the sum of the trip ends by the sum of the independent variable units.

Average Weekday Trip Rate is the weighted weekday (Monday through Friday) average vehicle trip generation rate during a 24-hour period.

Average Trip Rate for the Peak Hour of the Adjacent Street Traffic is the highest one-hour weighted average vehicle trip generation rate at the site between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m., when the combination of its traffic and the traffic on the adjacent street is the highest.

Average Saturday Trip Rate is the weighted average Saturday vehicle trip generation rate during a 24-hour period.

Average Sunday Trip Rate is the weighted average Sunday vehicle trip generation rate during a 24-hour period.

Independent Variable is a physical, measurable or predictable unit describing the study site or generator that can be used to predict the value of the dependent variable (trip ends).

Gross Floor Area (GFA) of a building is the sum (in square feet) of the area of each floor level, including cellars, basements, mezzanines...., that are within the principal outside faces of the exterior walls, not including architectural setbacks or projects...

Pass-by Trips are intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street which contains direct access to the generator. These trips do not require diversion to another roadway.

II. Statement of the Problem:

Trip generation rates are used by planners and traffic engineers to estimate the

traffic impacts of proposed developments. These rates may influence decisions on such factors as the issuance of driveway permits or the need for traffic signals and turn lanes at the access drives to the site. The determined need for such improvements may involve considerable cost for the developer, a governmental agency (ultimately the taxpayer) or both.

Currently, planners and engineers estimate the impacts of certain free-standing retail facilities by using the rates for Discount Superstores (land use 813), Discount Stores (land use 815), Shopping Centers (land use 820) or Supermarkets (land use 850) from the report on trip generation rates ("Trip Generation, Sixth Edition, November 1997") published by the Institute of Transportation Engineers (ITE). In reality, whether the trip generation characteristics of these superstores, such as Meijer, Wal-Mart and Super K-Mart stores, fit any of the defined categories or have unique trip generation characteristics specific for Ohio is unknown. A definitive study is necessary to make this determination.

III. Objectives of the Study:

This study was conducted to achieve two objectives. The first objective was to develop average trip rates for the independent variable, 1,000 square feet of floor space, for the average weekday and evening peak hour. Since it was not known if the different types of stand-alone facilities would generate the same number of trips for a given size, the study identified important characteristics of the different facilities to determine if trip generation is dependent upon them. These characteristics included the company and location of the store (rural/small urban areas versus large urban areas). The second objective was to find the percent of pass-by trips from the main traffic stream for the p.m. peak period.

IV. Background and Significance of Work:

This section will discuss three main issues. The first issue is the assumptions made in a marketing study to locate a retail store. This includes the population needed to support the store. The second part of this section discusses the ITE Trip Generation estimates presented in the 6th edition manual. The third part is the study approach.

Location of Retail Stores

There are two major variables, population and competition, that drive a decision to build a retail establishment. Each variable is determined for existing and future conditions[1].

Population projections are used to estimate the revenue. The revenue is then reduced based on competition (the type of competition and knowledge of how certain companies perform based on experience).

There is no mathematical model that can be used. Retail planners collect information on the demographics and business environment and formulate a recommendation based on their own experience[2]. Retailers are not subject to modeling because they may have objectives other than profitability in mind for an individual site. For example, they may wish to develop market presence or compete head to head with another merchant.

Service areas generally have a 5- to 10-mile radius with 6 miles being optimal. Franklin County has about 2.8 persons per acre, or approximately 202,000 people per 6-mile radius. There are 5.58 persons per acre inside the Interstate Route 270 outerbelt around Columbus, or 403,000 people per 6-mile radius. Based on these densities, a threshold population of 200,000 people or more is required to consider a store to be located in a large urban area[3].

The research team contacted by phone included corporate headquarters representatives of Meijer, Wal-Mart and K-Mart. At the time of the interviews, there were 55 stand-alone stores in Ohio. The following table shows the number by retailer.

Table 1: Number of stand-alone stores, by retailer, in Ohio

<u>Retailer</u>	<u>Number of Stores</u>
Meijer	30
Super K-Mart	10
<u>Wal-Mart</u>	<u>15</u>
Total	55

ITE Trip Generation

In the early 1970s, the Institute of Transportation Engineers (ITE) started a tremendous effort to gather and analyze trip generation data to help transportation professionals estimate vehicle trips likely to be generated by various land uses[4]. As a result of this effort, the ITE Trip Generation Manual was compiled. The latest version of this manual, the Sixth Edition, was published in November 1997. The manual consists of ten land use groups, each of which is divided into more specific land uses. Definitions of four land uses related to the problem statement are presented below[4].

Land Use 813: Free-Standing Discount Superstore
 "The discount superstores in this category are free-standing discount stores described in Land Use 815 with the exception that they also contain a full service grocery department under the same roof which shares entrances and exits with the discount store area. They are free-standing stores with off-street parking. The stores usually offer a variety of customer services, centralized cashiering

and a wide range of products. They typically maintain long store hours seven days a week. The stores included in these data are often the only store on a site, but can also be found in mutual operation with a related or unrelated garden center and/or service station. They also are sometimes found as separate parcels within a retail complex with their own dedicated parking area. Free-standing discount store (land use 815) is a related use."

Land Use 815: **Free-Standing Discount Store**
 "The discount stores in this category are free-standing stores with off-street parking. They usually offer a variety of customer services, centralized cashiering and a wide range of products. They typically maintain long store hours seven days a week. The stores included in these data are often the only store on a site, but can also be found in mutual operation with a related or unrelated supermarket, garden center and/or service station. Free-standing discount stores are also sometimes found as separate parcels within a retail complex with their own dedicated parking. Free-standing discount superstore (land use 813) is a related use."

Land Use 820: **Shopping Center**
 "A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands."

Land Use 850: **Supermarket**
 "Supermarkets are typically free-standing retail stores selling a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. Supermarkets may also contain facilities such as money machines, pharmacies, and video rental areas."

Definition of land use 813 describes the type of operation of Meijer and Super K-mart. Wal-Mart, on the other hand, is described by land use 815. However, the two land uses may not be representative of Ohio. Land use 813 was compiled based on one source of information; nine studies were conducted of Wal-Mart Supercenters[6] which do not exist in Ohio. Therefore, since the ITE rates were only based on activities of one retailer which does not exist in Ohio, more data, representative of the three retailers operating in Ohio, are needed.

Approach to the Problem

This study followed a three-step approach to achieve its objectives:

i. **Define Sample Size and Site Selection:**

The researcher conducted a literature review of statistical analysis methods. In addition, he conducted a personal interview with the director of Statistical Consulting Service at The Ohio State University. No definite decision on the sample size is possible without extensive experiment design. However, approximately 20 sites were deemed acceptable (see Section IV, Sample Size Calculation).

The selection of specific sites followed a random sample selection using Stratified Sampling technique[8]. The technique of stratification is used to insure the representation of a sample where it might otherwise be unlikely. Stratification would ensure that all different groupings are well represented. Section V, Site Selection, presents more details.

ii. **Grouping Scheme:**

For this study, the following grouping scheme was used for the free-standing discount superstores.

Table 2: Grouping scheme applied to the study

Criteria	Grouping Scheme
Location	Large Urban, Small Urban/Rural
Retailer	Meijer, Wal-Mart, Super K-Mart

As a result, six potentially different groups were used for this study. The definitions of large urban and small urban/rural area were decided with ODOT input. Large Urban was defined as the urbanized area of population of 200,000 or more. Small urban/rural is any other area that does not meet the large urban definition. Stores considered within large urban areas are those within the boundaries of the urban area as well as those within five miles of the boundary. This assumption is based on the earlier discussion about the service area of such stores (see subsection Location of Retail Stores).

iii. **Conduct of Study, Analysis and Conclusions:**

This study followed the established ITE procedures for conducting such studies, summarized as follows:

- 1- Traffic counts at the driveways to calculate trip rates.
- 2- Personal interviews with customers to estimate pass-by trips, and traffic counts on main roads to relate pass-by trips to traffic volume.
- 3- Analysis of results.

The independent variable used in the analysis was 1,000 sq. ft. of floor space. The results were analyzed in several forms. First, the average trip rates, by day of the week, were compared to determine whether there is significant difference among the days. Second, average trip rates, by location, were compared. Finally, average trip rates derived from this study, for Meijer and K-Mart and for Wal-Mart, were compared with the rates for land uses 813 and 815 respectively.

The original scope of work called for developing average trip rates by employee. However, this information was unavailable. Therefore, this part of the scope was eliminated.

The effort to determine pass-by trips was also reduced in scope. The research staff were able to collect data at only eight stores.

Finally, the original scope called for surveys at 20 stand-alone stores. After the survey began, the study team discovered that one of the stores did not meet the criteria of stand-alone stores. The study team dropped this store from the study. The principal investigator reviewed the design of the experiment and found that reducing the number of stores to 19 would not affect the accuracy of the study.

V. Sample Size Calculation

Establishing the sample size lays the foundation for a trip generation study. Without a statistically sound sample size, meaningful conclusions cannot be drawn. The general formulation for the number of trips is a function of many factors which may be represented as follows:

$$\text{Number of Trips} = \text{Constant} + f(\text{size}) + f(\text{retailer}) + f(\text{location}) + f(\text{other factors})$$

Certain assumptions may simplify the process:

- Assume the number of trips is a function of store size only and ignore the effect of other factors.
- Choose a regression equation that represents similar land uses from the ITE manual or some other sources. The variability of the data to be collected may be assumed to be the same as that of this similar land use. To calculate the sample size, the variable is the gross floor area, in 1,000 square feet.
- Define the acceptable confidence interval (C.I.). The C.I. will define the acceptable range of trips from the true number of trips for a certain confidence level. Usually, a 95% confidence level is acceptable. This means that 95% of the time we are confident that the estimate of trips is within this C.I. The confidence interval for an ordinate to the true regression line can be calculated by the following equation:

$$C.I. = y' \pm t_{\alpha/2, n-2} S_{y/x} \sqrt{\frac{1}{n} + \frac{(X - \bar{x})^2}{(n-1)S_x^2}}$$

where: y' = an ordinate to the true regression line. This y' differs from the true or population mean ordinate at $x=X$ which would be obtained if infinitely many observations could be made with the same value X of x ;

$t_{\alpha/2, n-2}$ = a t-value which can be obtained from statistical tables;

$S_{y/x}$ = the standard error of estimation. The square of this value estimates that part of the variance of y left unexplained by the regression of y on x ; and

$\bar{x}$ = mean of the sample; i.e., mean of the different data points in the sample.

n = sample size.

Refer to Figure 1 for an illustration of the methodology.

A) Fitted Curve Equation:

The fitted curve equation for Meijer, Wal-Mart Supercenters and K-Mart Superstores retail stores is assumed to be similar to that of land use 813 --Discount Superstore. Average vehicle trip ends per 1,000 sq. ft. GFA on a weekday are represented by

$$T = 59.492(X) - 1930.270$$

The plot and the equation were based on nine studies. The data that generated the equation were reproduced based on the plot of LU 813 of the ITE Trip Generation Manual. The "replica" equation for LU 813 is:

$$T = 58.149(X) - 1689.8$$

Columns (1), (2) and (3) are the sample number, average vehicle trip ends and size, in 1,000 sq. ft., respectively --see Figure 1.

B) Confidence Interval (C.I.):

As noted before, the C.I. defines the acceptable range of trips (that is, the range from the true number of trips we are willing to accept.) Usually, the confidence level is set at 95% which means, 95% of the time the estimate of the number of trips is within the C.I. The confidence interval is calculated as:

$$C.I. = t_{\alpha/2, n-2} S_{y/x} \sqrt{\frac{1}{n} + \frac{(X - \bar{x})^2}{(n-1)S_x^2}}$$

with the parameters as defined earlier.

The process starts by calculating the C.I. for each assumed sample size. The researcher calculated the C.I. for sample sizes of 3 through 20 ; i.e., Column (4). As shown in the C.I. equation above, the t -value depends on $n-2$ degrees of freedom (d.f.), the assumed sample size minus 2. The t -value is found in statistical tables[10]. For this research, the study design assumed $\alpha = 5\%$. Column (5) shows the values of $t_{\alpha/2, n-2}$ for the different sample sizes. In Column (7), the C.I. at the mean value was calculated. The mean of the data is 153.83 and is calculated by averaging Column (3). Columns (8) and (9) show the C.I. at the ends of the regression line --at the maximum and minimum values of the GFA. The minimum and the maximum values are 128 and 202.5 respectively. The calculations were conducted for each sample size (3 through 20 --see Figure 1).

The values of the C.I.'s were examined. The sample size that provides the acceptable range is selected (how much "error" is acceptable in the difference between the average vehicle trip ends and the true number of trip ends). Note that the numbers are for daily trips. For the peak period, the range will be the percentage of the peak period trips in the daily trips. For this study, a sample size of 20 would produce a range of approximately 850 daily trips at the mean. That means that 95% of the time the estimate of trips would be within ± 850 trips per day.

C) Confidence Interval Limits:

Since the sample size of 20 was selected, the upper and lower bounds of the C.I. along the regression line can be calculated. The calculations are similar to the previous section except the sample size (n) is fixed and the size of the facility (GFA) is made variable. At the mean, Column (11) shows that the lowest estimate of the number of trips is around 6,500, and the highest estimate is 8,000, with an average number of daily trips around 7,300.

Figure 1: Methodology of defining the sample size

A) Fitted Curve Equation (from LU 813)

Mean Y	7255.56	Mean X	153.83
St Dev	2389.75	St Dev X	30.01
Sy/x	1745.52		

(1) Sample Number	(2) Avg Veh. Trip Ends Trips Yi	(3) Size, X (x 1000)
1	4500	128
2	4750	128
3	6200	122
4	7100	127
5	8500	146
6	5000	169
7	8000	181
8	10000	181
9	11250	202.5

Regression Output:

Constant	-1689.762
Std Err of Y Est	1745.5229
R Squared	0.5331747
No. of Observations	9
Degrees of Freedom	7

B) Confidence Interval for an Ordinate to the True Regression Line

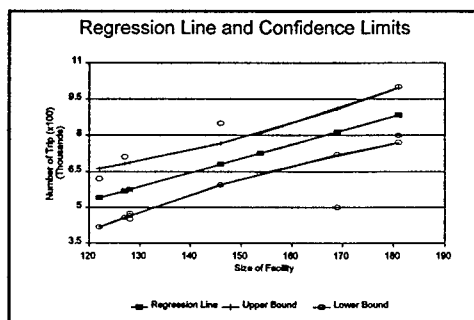
Trips = 58.15 * Size - 1689.76

Min x	128
Max x	202.5

C) Confidence Interval Limits For sample size = 20

n = 20
t = 2.1315

(4) n	(5) n-2	(6) t	(7) C.I. @Mean	(8) C.I. @ Min	(9) C.I. @ Max	(10) Size, X (x 1000)	(11) Conf. Interval	(12) Reg. Line	(13) Upper Bound	(14) Lower Bound
3	1	12.706	12804.83	18607.36	28475.18	128	1109.99	5753.36	6863.35	4643.37
4	2	4.3027	3755.23	5294.92	7972.12	128	1109.99	5753.36	6863.35	4643.37
5	3	3.1825	2484.33	3448.10	5144.23	122	1229.64	5404.47	6634.11	4174.83
6	4	2.7764	1978.48	2719.47	4033.47	127	1129.02	5695.21	6824.23	4566.19
7	5	2.5706	1695.94	2315.83	3420.80	146	861.27	6800.05	7661.32	5938.78
8	6	2.4469	1510.07	2052.23	3022.36	169	937.15	8137.49	9074.64	7200.34
9	7	2.3646	1375.82	1863.08	2737.47	181	1135.45	8835.28	9970.73	7699.83
10	8	2.306	1272.87	1718.82	2520.92	181	1135.45	8835.28	9970.73	7699.83
11	9	2.2622	1190.58	1604.07	2349.15	153.83	831.95	7255.36	8087.31	6423.41
12	10	2.2281	1122.72	1509.82	2208.43					
13	11	2.201	1065.55	1430.72	2090.58					
14	12	2.1788	1016.43	1362.97	1989.84					
15	13	2.1604	973.68	1304.16	1902.54					
16	14	2.1448	935.95	1252.39	1825.82					
17	15	2.1315	902.37	1206.42	1757.78					
18	16	2.1315	876.95	1171.54	1706.08					
19	17	2.1315	853.56	1139.52	1658.69					
20	18	2.1315	831.95	1109.99	1615.04					



VI. Site Selection

After deciding on the number of sites needed, selection of the actual sample to be counted must be done carefully. To draw a simple random sample (SRS) from the potential population of sites is not as trivial as it may first appear. A sample must be drawn from a population in such a way that every possible site of size n has the same chance of being selected. SRSs can be selected using a table of random numbers, which is a set of integers generated such that in the long run the table will contain all ten integers (0, 1, ..., 9) in approximately equal proportions, with no trends in the pattern in which the digits were generated. The telephone book can be used as an alternative. In this study, a computer-generated random numbers table was used.

Stratification is a little more complex. After clearly specifying the strata, each sampling unit of the population is placed into its appropriate strata. For example, assume a strata of rural versus urban. After placing the units of the population into the appropriate category based on its definition, a simple random sample is selected from each category. However, a different random sampling scheme should be used within each category to ensure independence.

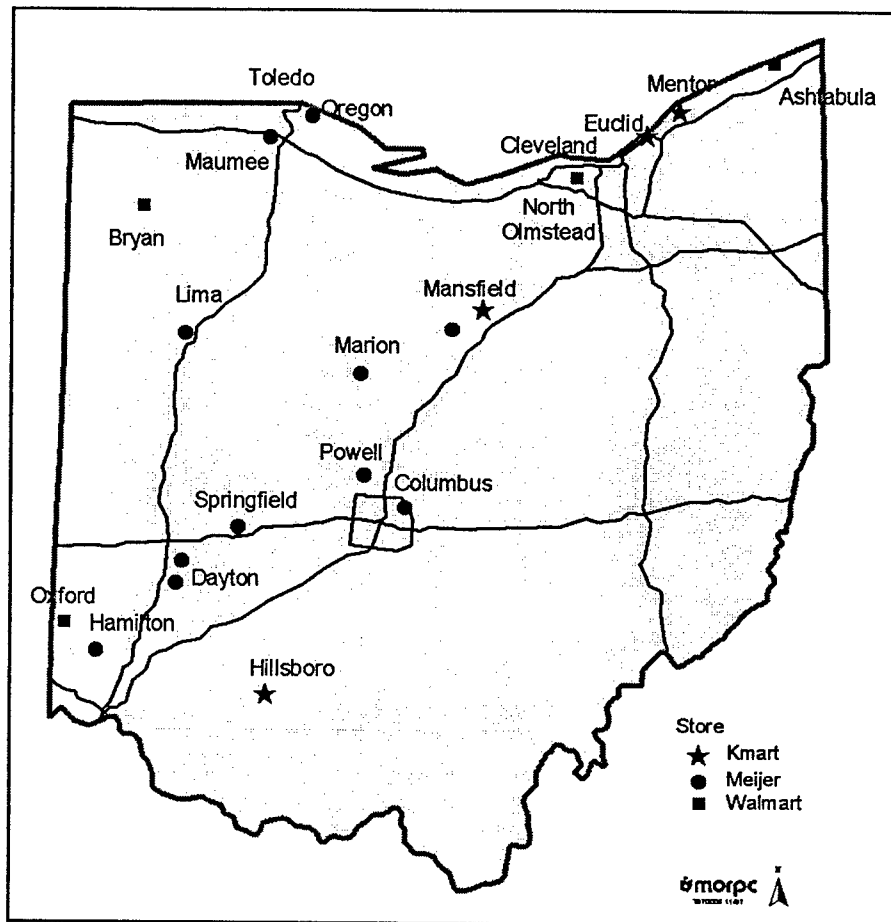
For this study, all stand-alone stores that fit the definition of land uses 813 and 815 were assigned into the various groupings. Specifically, each store was defined and placed in one of the six different categories --see Table 2. After that, the number of stores by category for the sample was determined by multiplying the percentage of stores in that category by the total number of stand-alone stores in Ohio. For example, 22 Meijer stores were considered to satisfy the large urban category. These stores constitute 40 percent of the total stores in the state of Ohio (22 divided by 55.) As such, 40 percent of the total sample size should be in the group of Meijer and Large Urban ($20 \times 0.40 = 8$). Similarly, the number of samples in each group was found --see Table 3.

Table 3: Assigning sample to grouping scheme

	Meijer	Wal-Mart	K-Mart	Total
Total number of stores satisfying LU 813				
Urban	22	6	4	32
Rural/Small/Urban	8	9	6	23
	30	15	10	55
Percentage of stores in each category				
Urban	40.00%	10.91%	7.27%	58.18%
Rural/Small Urban	14.55%	16.36%	10.91%	41.82%
	54.55%	27.27%	18.18%	100.00%
Distribution of sample on categories				
Urban	8	2	2	12
Rural/Small Urban	3	3	2	8
	11	5	4	20

After determining the number of samples in each group, a stratified random sampling approach to define each store location was followed. Each store in each group was assigned a number. A simple random sample was then selected from each group based on the size of that group. Figure 2 shows the locations of all stores in the sample.

Figure 2: Locations of stores in the sample



VII. Data Collection

An extensive data collection effort was done in preparation for the study. Initially, the following information was collected:

- Characteristics of the site including number and physical location of the access points in relation to the individual stores
- County road maps from the county engineers' offices
- Inventory of roads adjacent to the site
- An aerial or site plan of the store
- Name of police contact and address of the police department within whose jurisdiction the store falls
- Contact name and address of the municipality/county/ODOT district responsible for the roadways surrounding the stores.

The first part of the process was to determine which police jurisdiction controlled

the store. Initially, the study team called the stores to find their political jurisdiction. The contacts were often obtained directly from the local political entity where the store is located.

Secondly, the actual location of the store was found through various methods. The county engineering offices were contacted and asked to send a county map. At this time, the study team requested that they mark the actual location of the store. About 70% of the engineers' offices knew this location and/or were willing to provide it. If the engineer's office was unsure, the study team called the store back and had them describe their location.

Access points were determined from aerial photographs when possible. "Current" aerials often were flown prior to construction of many of the stores. Five stores were not covered by an MPO and for the other eight stores, the most current aerials they had dated back to before the store was built. Other sources of aerials were cost prohibitive. Building departments were contacted for site plans. Most site plans were free; some building departments would only copy sections of the plan; one had to be purchased; and one would not release the site plan, thus referring the study team to the architect.

Letters of introduction and intention were sent to 43 police departments and political jurisdictions. In these letters, the study team introduced the recipients to the study, informing them that traffic counts and personal surveys would be conducted within their jurisdictions.

The principal investigator contacted the three retailers to solicit their cooperation. A letter was sent to each retailer explaining the study. Two of the retailers cooperated fully in allowing the study team to count traffic at the driveways of their respective stores and to conduct personal surveys for the purpose of estimating the pass-by traffic. Interpretation of labor-related federal court ruling on store site solicitations limited the participation of one retailer. Traffic data were obtained mostly from the public right-of-way at these sites.

Traffic Counts

The study team retained a consultant to conduct traffic counting at the driveways of selected stores as well as on the main road. At each location in the sample, the consultant conducted seven consecutive, 24-hour counts at each driveway separately for the in-bound and out-bound traffic and total volume. Each count was conducted in 15-minute intervals. The consultant also conducted seven consecutive, 24-hour counts at 15-minute intervals for each direction at one location on the main crossroad.

The consultant provided the raw data in a hard copy format and in an electronic format readable by Quattro Pro. Summaries of these data are presented in Figures 3 through 21. Traffic count data for driveways and main crossroads are presented in

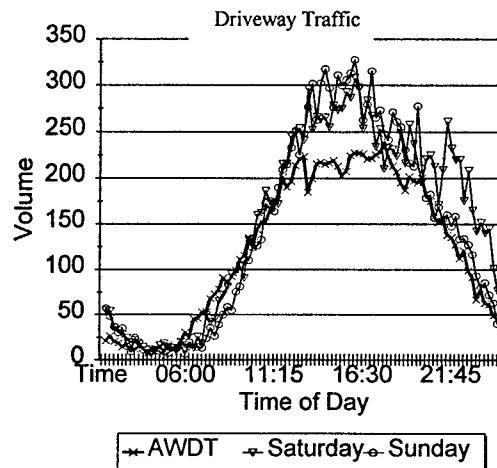
Appendix A. In the figures, AWDT refers to average weekday traffic and is defined as the average 24-hour traffic volume occurring on weekdays for some period of time less than one year, such as for a week. Peak hour of the average weekday traffic (AWDT/PH) is the single hour of the average weekday traffic that has the highest hourly volume.

Figure 3: Summary of data of store M1

Store: **M1**
 Retailer: **Meijer**
 Location: **Ontario** Acreage **60.00**
 Scheme: **Small/Rural** Sq Ft **195,000**
 Date: **March 10 - 16, 97**
 Adjacent Street(s) **Lexington-Springmill Road**
 Driveways: **5**

Driveway Traffic			Total
	In	Out	Volume
Monday	5442	5990	11433
Tuesday	5385	5552	10937
Wednesday	5310	5502	10812
Thursday	5799	6002	11801
Friday	7221	7017	14237
Saturday	7498	7058	14556
Sunday	6999	6591	13591

AWDT	11844
Saturday	14556
Sunday	13591
AWDT/PH	912



Adjacent Street Traffic			Total
	NB	SB	Volume
Monday	6195	6854	13049
Tuesday	6197	6616	12813
Wednesday	6296	6793	13089
Thursday	6250	6749	12999
Friday	6092	6603	12695
Saturday	5350	5696	11046
Sunday	4245	4530	8775

AWDT	12929
Saturday	11046
Sunday	8775

Figure 4: Summary of data of store M2

Store: **M2**

Retailer: **Meijer**

Location: **Hamilton**

Scheme: **Urban**

Date: **April 22 - 28, 1997**

Adjacent Street(s) **SR-127**

Driveways: **5**

Acreage **32.00**

Sq Ft **248,543**

Driveway Traffic			Total
	In	Out	Volume
Monday	5769	5752	11521
Tuesday	5377	5391	10768
Wednesday	5217	5257	10474
Thursday	5646	5660	11306
Friday	6695	6738	13434
Saturday	7661	7744	15405
Sunday	6581	6624	13205

AWDT	11501
Saturday	15405
Sunday	13205
AWDT/PH	869

Adjacent Street Traffic			Total
	NB	SB	Volume
Monday	8941	8265	17206
Tuesday	8661	8386	17047
Wednesday	8510	8295	16805
Thursday	8770	8642	17412
Friday	10270	9985	20255
Saturday	10506	10288	20794
Sunday	8076	7838	15914

AWDT	17745
Saturday	20794
Sunday	15914

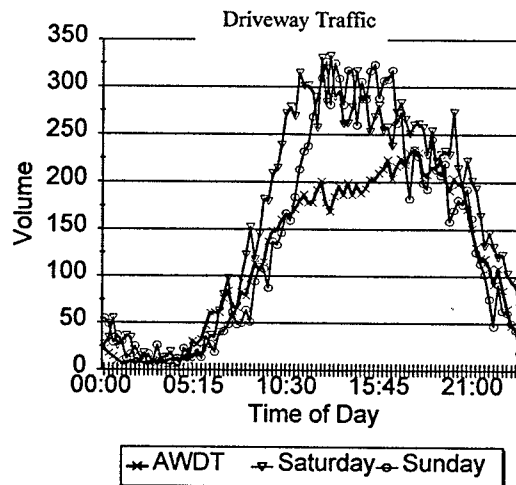


Figure 5: Summary of data of store M3

Store: **M3**

Retailer: **Mejier**

Location: **North Dayton**

Acreage **28.82**

Scheme: **Urban**

Sq Ft **210,000**

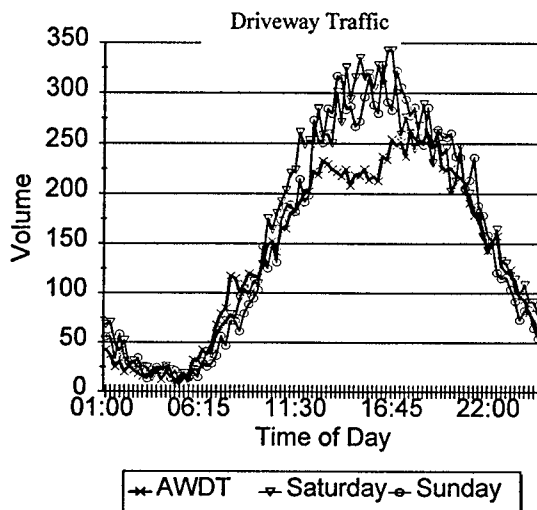
Date: **March 19 - 25, 1997**

Adjacent Street(s) **SR-201, Dayton-Harshman Rd**

Driveways: **3**

Driveway Traffic			Total
	In	Out	Volume
Monday	6397	6793	13190
Tuesday	5928	6222	12151
Wednesday	6138	7028	13166
Thursday	6787	7178	13966
Friday	7620	7140	14759
Saturday	7532	7926	15458
Sunday	7149	7606	14756

AWDT	13446
Saturday	15458
Sunday	14756
AWDT/PH	1007



Adjacent Street Traffic			Total				Total
	NB	SB	Volume	NB	SB	Volume	Volume
Monday	13383	12644	26027	15154	14940	30094	
Tuesday	13152	12210	25362	14763	14589	29352	
Wednesday	13681	12807	26488	15356	15052	30408	
Thursday	13944	13154	27098	15994	15723	31717	
Friday	15033	14083	29116	17282	17378	34660	
Saturday	12677	11456	24133	14128	13885	28013	
Sunday	10307	9827	20134	11571	11768	23339	
AWDT			26818				31246
Saturday			24133				28013
Sunday			20134				23339

Figure 6: Summary of data of store M4

Store: **M4**

Retailer: **Mejier**

Location: **South Dayton**

Acreage **31.616**

Scheme: **Urban**

Sq Ft **237,120**

Date: **March 19 - 25, 1997**

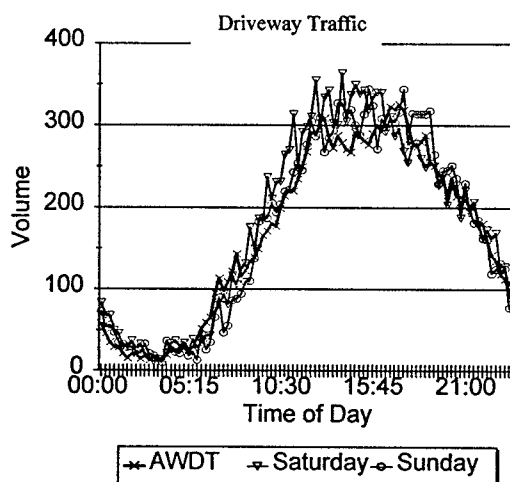
Adjacent Street(s) **Alex-Bellbrook, SR-741**

Driveways: **3**

Driveway Traffic

	In	Out	Total Volume
Monday	7811	8414	16225
Tuesday	7540	8259	15799
Wednesday	7885	7856	15741
Thursday	7949	7744	15692
Friday	8544	8415	16959
Saturday	8698	8601	17299
Sunday	8194	8232	16425

AWDT	16083
Saturday	17299
Sunday	16425
AWDT/PH	1245



Adjacent Street Traffic

	WB	EB	Total Volume	SB	NB	Total Volume
Monday	10113	8648	18761	11515	10986	22501
Tuesday	9886	8679	18565	11349	10873	22222
Wednesday	10323	9477	19800	11781	11976	23757
Thursday	10360	9312	19672	11792	11950	23742
Friday	10894	10286	21180	12894	13159	26053
Saturday	9229	8776	18005	11225	11826	23051
Sunday	7768	7556	15324	9021	9521	18542
AWDT			19596			23655
Saturday			18005			23051
Sunday			15324			18542

Figure 7: Summary of data of store M5

Store: **M5**

Retailer: **Meijer**

Location: **Maumee**

Scheme: **Urban**

Date: **March 31 - April 6, 1996**

Adjacent Street(s): **Holland, US-20**

Driveways: **3**

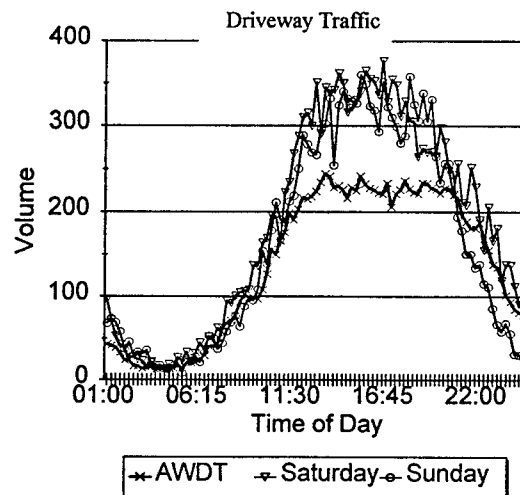
Acreage **26.364**

Sq Ft **197,548**

Driveway Traffic

	In	Out	Total Volume
Monday	6891	6827	13718
Tuesday	6171	6269	12440
Wednesday	5989	6086	12075
Thursday	6560	6573	13133
Friday	7216	7280	14496
Saturday	8945	8696	17641
Sunday	7809	7778	15587

AWDT	13172
Saturday	17641
Sunday	15587
AWDT/PH	910



Adjacent Street Traffic

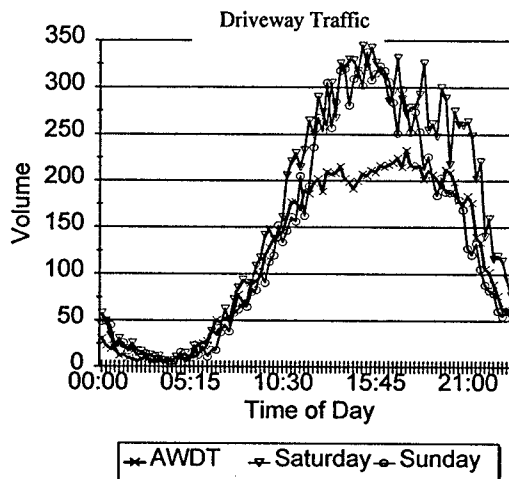
	WB	EB	Total Volume	NB	SB	Total Volume
Monday	5855	6002	11857	10633	12611	23244
Tuesday	5723	5927	11650	8663	14133	22796
Wednesday	5934	6164	12098	8649	14804	23453
Thursday	5994	6156	12150	11654	12241	23895
Friday	6872	7072	13944	13566	13469	27035
Saturday	5025	5222	10247	12148	11733	23881
Sunday	3629	3562	7191	8837	7865	16702
AWDT			12340			24085
Saturday			10247			23881
Sunday			7191			16702

Figure 8: Summary of data of store M6

Store: **M6**
 Retailer: **Meijer**
 Location: **Lima**
 Scheme: **Small/Rural**
 Date: **April 8 - 14, 1997**
 Adjacent Street(s) **SR-309**
 Driveways: **4**

Acreage **49.05**
 Sq Ft **185,252**

Driveway Traffic			Adjusted
	In	Out	Volume
Monday	5295	5262	10557
Tuesday	5248	5283	10531
Wednesday	5662	5631	11293
Thursday	5563	5491	11054
Friday	6857	6715	13572
Saturday	7747	7902	15649
Sunday	6465	6509	12974
AWDT			11401
Saturday			15649
Sunday			12974
AWDT/PH			877



Adjacent Street Traffic			Adjusted
	WB	EB	Volume
Monday	11237	11808	23045
Tuesday	11373	12171	23544
Wednesday	11638	12312	23950
Thursday	11726	12413	24139
Friday	12716	13482	26198
Saturday	10449	11107	21556
Sunday	7865	8385	16250
AWDT			24175
Saturday			21556
Sunday			16250

Figure 9: Summary of data of store M7

Store: **M7**

Retailer: **Meijer**

Location: **Columbus**

Scheme: **Urban**

Date: **March 2 - 8, 97**

Adjacent Street(s) **Hamilton Road**

Driveways: **6**

Acreage **41.515**

Sq Ft **197,000**

Driveway Traffic

	In	Out	Total Volume
Monday	4811	4736	9547
Tuesday	4891	4547	9439
Wednesday	4586	5344	9930
Thursday	4879	4986	9865
Friday	5374	5436	10810
Saturday	6258	5897	12155
Sunday	5986	5630	11616

AWDT	9918
Saturday	12155
Sunday	11616
AWDT/PH	780

Adjacent Street Traffic

	NB	SB	Total Volume
Monday	6160	6217	12377
Tuesday	6458	6554	13012
Wednesday	6513	6400	12913
Thursday	6769	6598	13367
Friday	7888	7463	15351
Saturday	7643	7660	15303
Sunday	6324	6411	12735

AWDT	13404
Saturday	15303
Sunday	12735

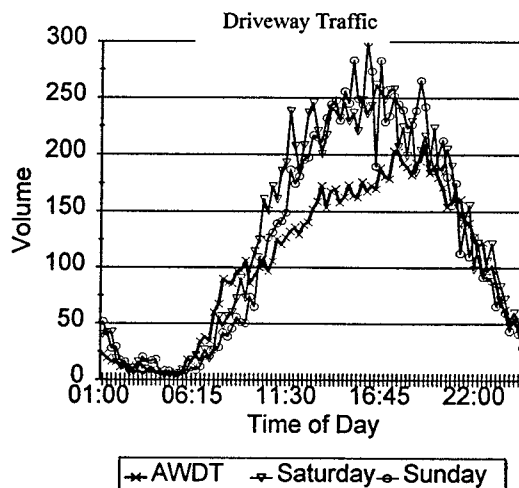


Figure 10: Summary of data of store M8

Store: **M8**

Retailer: **Meijer**

Location: **Oregon**

Scheme: **Urban**

Date: **March 31 - April 6, 1997**

Adjacent Street(s) **South Weeling, Crites**

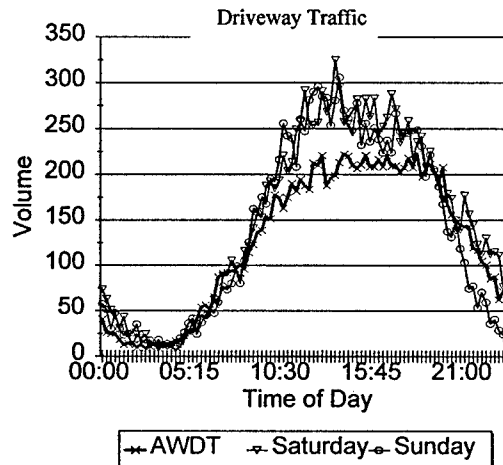
Driveways: **6**

Acreage **25.87**

Sq Ft **195,708**

Driveway Traffic			Total
	In	Out	Volume
Monday	6148	6010	12158
Tuesday	5706	5663	11369
Wednesday	5646	5661	11307
Thursday	6104	6141	12245
Friday	6464	6492	12956
Saturday	7161	7198	14358
Sunday	6599	6700	13299

AWDT	12007
Saturday	14358
Sunday	13299
AWDT/PH	854



Adjacent Street Traffic			Total				Total
	SB	NB	Volume	EB	WB		Volume
Monday	3235	4224	7459	1305	1645		2950
Tuesday	3091	4012	7103	1292	1543		2835
Wednesday	3087	4006	7093	1308	1457		2765
Thursday	3140	4127	7267	1321	1597		2918
Friday	3709	4599	8308	1480	1792		3272
Saturday	3447	4613	8060	1367	1722		3089
Sunday	2348	3633	5981	1140	1390		2530
AWDT			7446				2948
Saturday			8060				3089
Sunday			5981				2530

Figure 11: Summary of data of store M9

Store: **M9**

Retailer: **Meijer**

Location: **Springfield**

Scheme: **Urban**

Date: **April 22 - 28, 1997**

Adjacent Street(s) **SR-41**

Driveways: **6**

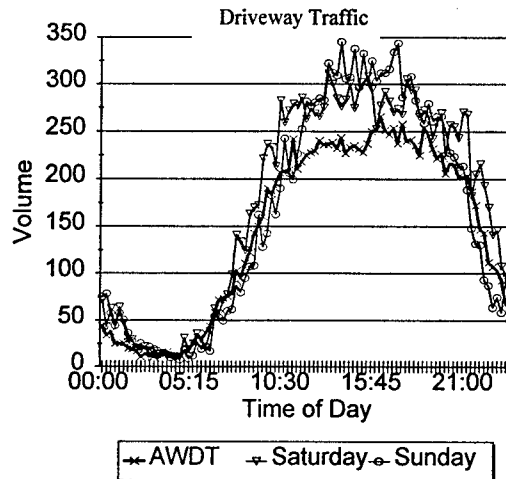
Acreage **50.247**

Sq Ft **216,568**

Driveway Traffic

	In	Out	Total Volume
Monday	6950	7043	13993
Tuesday	6340	6427	12767
Wednesday	6583	6647	13230
Thursday	6697	6783	13480
Friday	7850	7771	15621
Saturday	8436	8270	16705
Sunday	7782	7723	15506

AWDT	13818
Saturday	16705
Sunday	15506
AWDT/PH	989



Adjacent Street Traffic

	EB	WB	Total Volume
Monday	11607	11767	23374
Tuesday	11400	11893	23293
Wednesday	10768	11304	22072
Thursday	11906	11861	23767
Friday	13071	12955	26026
Saturday	11671	11764	23435
Sunday	9027	9076	18103

AWDT	23706
Saturday	23435
Sunday	18103

Figure 12: Summary of data of store M10

Store: **M10**

Retailer: **Meijer**

Location: **Marion**

Scheme: **Small/Rural**

Date: **March 10 - 16, 1997**

Adjacent Street(s) **SR-95**

Driveways: **4**

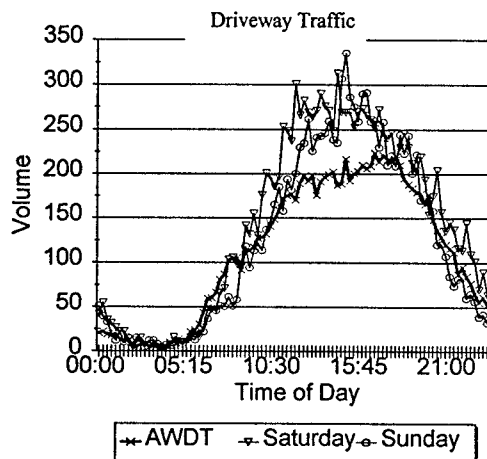
Acreage **30.53**

Sq Ft **215,000**

Driveway Traffic

	In	Out	Total Volume
Monday	5116	5228	10344
Tuesday	5020	5067	10087
Wednesday	5136	5109	10245
Thursday	5280	5328	10608
Friday	6242	6235	12476
Saturday	6878	6762	13640
Sunday	5848	5916	11764

AWDT	10752
Saturday	13640
Sunday	11764
AWDT/PH	875



Adjacent Street Traffic

	EB	WB	Total Volume
Monday	3122	4938	8060
Tuesday	3230	5074	8304
Wednesday	3455	5244	8699
Thursday	3366	5236	8602
Friday	3575	5419	8994
Saturday	2775	4324	7099
Sunday	2479	3679	6158

AWDT	8532
Saturday	7099
Sunday	6158

Figure 13: Summary of data of store M11

Store: **M11**

Retailer: **Meijer**

Location: **Powell**

Scheme: **Urban**

Date: **May 10 - 16, 1997**

Adjacent Street(s) **US-23, Powell Road**

Driveways: **3**

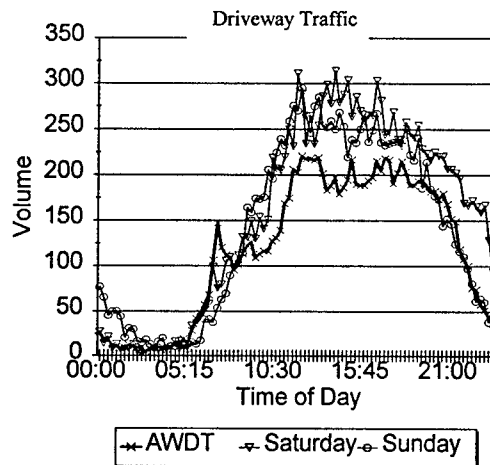
Acreage **31.20**

Sq Ft **200,000**

Driveway Traffic

	In	Out	Total Volume
Monday	5950	5938	11888
Tuesday	5747	5756	11503
Wednesday	5751	5744	11494
Thursday	5439	5443	10882
Friday	5545	5530	11075
Saturday	7504	7462	14966
Sunday	6689	6812	13500

AWDT	11368
Saturday	14966
Sunday	13500
AWDT/PH	855



Adjacent Street Traffic

	SB	NB	Total Volume	EB	WB	Total Volume
Monday	19319	18659	37978	7649	6782	14431
Tuesday	19652	18929	38581	6813	5017	11830
Wednesday	19678	19078	38756	6509	4358	10867
Thursday	18827	19276	38103	6749	4279	11028
Friday	20775	21159	41934	7319	4609	11928
Saturday	17787	17513	35300	6047	4155	10202
Sunday	17347	16190	33537	5316	4837	10153
AWDT			39070			12017
Saturday			35300			10202
Sunday			33537			10153

Figure 14: Summary of data of store K1

Store: **K1**

Retailer: **K-Mart**

Location: **Euclid**

Scheme: **Urban**

Date: **September 24 - 30, 1996**

Adjacent Street(s) **Babbitt Road**

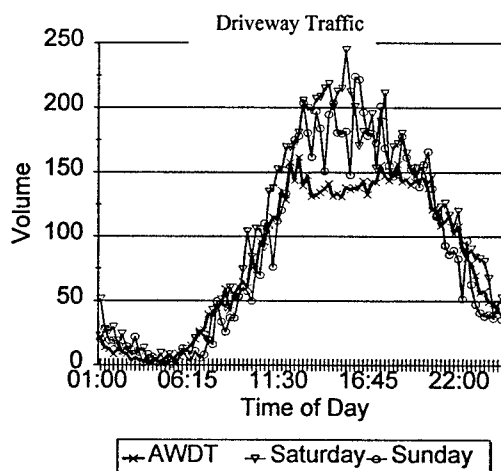
Driveways: **4**

Acreage **31.06**

Sq Ft **217,987**

Driveway Traffic			Total
	In	Out	Volume
Monday	3788	3865	7653
Tuesday	3866	3796	7662
Wednesday	3762	3769	7531
Thursday	4133	3820	7953
Friday	4225	4280	8505
Saturday	5002	4811	9813
Sunday	4075	4455	8530

AWDT	7861
Saturday	9813
Sunday	8530
AWDT/PH	588



Adjacent Street Traffic			Total
	SB	NB	Volume
Monday	9394	9427	18821
Tuesday	9544	9578	19122
Wednesday	9928	9695	19623
Thursday	9929	9712	19641
Friday	10802	10645	21447
Saturday	8405	8430	16835
Sunday	6024	6000	12024
AWDT	19731		
Saturday	16835		
Sunday	12024		

Figure 15: Summary of data of store K2

Store: **K2**

Retailer: **K-Mart**

Location: **Mansfield**

Acreage **20.04**

Scheme: **Small/Rural**

Sq Ft **173,086**

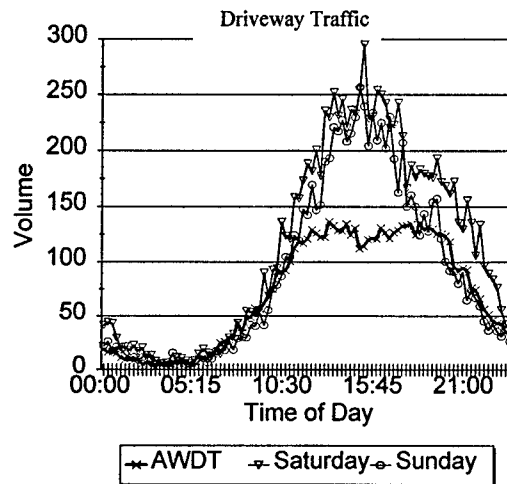
Date: **October 13 - 19, 1996**

Adjacent Street(s) **Lexington-Springmill Road**

Driveways: **3**

Driveway Traffic			Total
	In	Out	Volume
Monday	3198	3241	6439
Tuesday	3043	3059	6103
Wednesday	3107	3112	6219
Thursday	3155	3191	6346
Friday	4505	4451	8956
Saturday	5320	5473	10792
Sunday	4323	4195	8518

AWDT	6813
Saturday	10792
Sunday	8518
AWDT/PH	521



Adjacent Street Traffic			Total
	SB	NB	Volume
Monday	9801	9221	19022
Tuesday	9850	9300	19150
Wednesday	9936	9403	19339
Thursday	10033	9485	19518
Friday	12097	11136	23233
Saturday	13453	12385	25838
Sunday	9764	8962	18726
AWDT			20052
Saturday			25838
Sunday			18726

Figure 16: Summary of data of store K3

Store: **K3**

Retailer: **K-Mart**

Location: **Hillsboro**

Scheme: **Small/Rural**

Date: **October 11 - 17, 1996**

Adjacent Street(s) **US-62**

Driveways: **4**

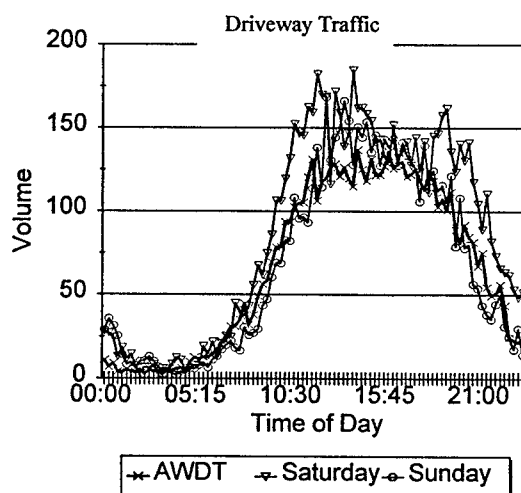
Acreage **22.08**

Sq Ft **166,861**

Driveway Traffic

	In	Out	Total Volume
Monday	2928	2856	5784
Tuesday	2842	2794	5636
Wednesday	2879	3000	5880
Thursday	3032	3055	6087
Friday	4010	4103	8113
Saturday	4090	4158	8247
Sunday	3255	3192	6447

AWDT	6300
Saturday	8247
Sunday	6447
AWDT/PH	504



Adjacent Street Traffic

	NB	SB	Total Volume
Monday	8683	6103	14786
Tuesday	8299	6122	14421
Wednesday	8179	6023	14202
Thursday	8455	6312	14767
Friday	9541	6962	16503
Saturday	8319	6248	14567
Sunday	6638	4417	11055

AWDT	14936
Saturday	14567
Sunday	11055

Figure 17: Summary of data of store K4

Store: **K4**

Retailer: **K-Mart**

Location: **Mentor**

Scheme: **Urban**

Date: **September 16 - 22, 1996**

Adjacent Street(s) **Mentor Road**

Driveways: **6**

Acreage **22.00**

Sq Ft **167,000**

Driveway Traffic			Total
	In	Out	Volume
Monday	6321	6362	12683
Tuesday	6130	5944	12073
Wednesday	5870	5877	11747
Thursday	5483	5897	11380
Friday	6481	6771	13252
Saturday	8513	8417	16930
Sunday	8217	7580	15797

AWDT	12227
Saturday	16930
Sunday	15797
AWDT/PH	882

Adjacent Street Traffic			Total
	WB	EB	Volume
Monday	11095	10627	21722
Tuesday	11197	10690	21887
Wednesday	11130	10447	21577
Thursday	11270	10899	22169
Friday	12782	12597	25379
Saturday	12907	12114	25021
Sunday	8919	8785	17704

AWDT	22547
Saturday	25021
Sunday	17704

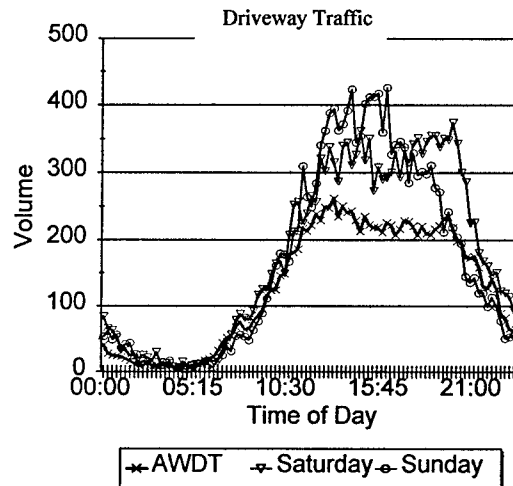


Figure 18: Summary of data of store W1

Store: **W1**

Retailer: **Wal-Mart**

Location: **North Olmstead**

Acreage **14.928**

Scheme: **Urban**

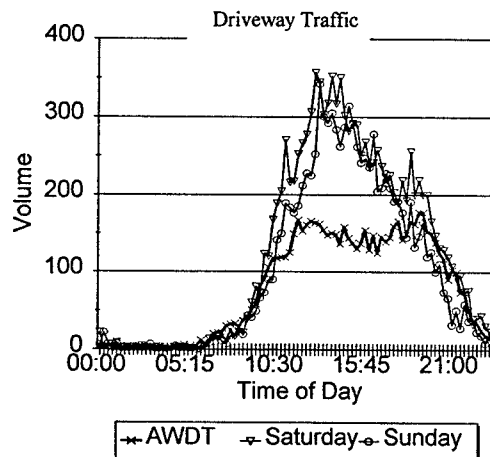
Sq Ft **145,700**

Date: **September 24 - 30, 1996**

Adjacent Street(s) **Great Northern, Brookpark**

Driveways: **6**

Driveway Traffic			Total
	In	Out	Volume
Monday	4104	4050	8153
Tuesday	3689	3771	7461
Wednesday	3334	3379	6713
Thursday	3492	3598	7090
Friday	3918	4199	8117
Saturday	6020	5763	11782
Sunday	4894	4795	9689



AWDT	7507
Saturday	11782
Sunday	9689
AWDT/PH	608

Adjacent Street Traffic			Total			
	SB	NB	Volume	EB	WB	Volume
Monday	12677	12153	24830	6844	7539	14383
Tuesday	12995	12298	25293	6775	7685	14460
Wednesday	12874	12370	25244	7224	7957	15181
Thursday	13083	12740	25823	7050	7927	14977
Friday	14606	14236	28842	8162	9026	17188
Saturday	14505	13762	28267	7777	9028	16805
Sunday	10922	10435	21357	5975	6846	12821
AWDT			26006			15238
Saturday			28267			16805
Sunday			21357			12821

Figure 19: Summary of data of store W3

Store: **W3**

Retailer: **Wal-Mart**

Location: **Ashtabula**

Scheme: **Small/Rural**

Date: **September 17 - 23, 1996**

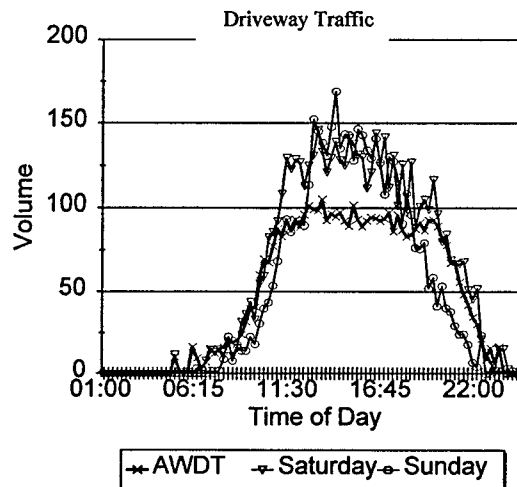
Adjacent Street(s) **US-20**

Driveways: **2**

Acreage **21.18**

Sq Ft **130,032**

Driveway Traffic			Total
	In	Out	Volume
Monday	2315	2307	4623
Tuesday	2159	2185	4344
Wednesday	2100	2120	4220
Thursday	2100	2134	4234
Friday	2745	2762	5507
Saturday	2831	2873	5704
Sunday	2409	2290	4698



AWDT	4586
Saturday	5704
Sunday	4698
AWDT/PH	350

Adjacent Street Traffic			Total
	WB	EB	Volume
Monday	6364	5913	12277
Tuesday	5951	5565	11516
Wednesday	6451	5883	12334
Thursday	6425	5964	12389
Friday	7209	6744	13953
Saturday	5611	5643	11254
Sunday	4146	4584	8730

AWDT	12494
Saturday	11254
Sunday	8730

Figure 20: Summary of data of store W4

Store: **W4**

Retailer: **Wal-Mart**

Location: **Bryan**

Scheme: **Small/Rural**

Date: **November 16 - 22, 1996**

Adjacent Street(s) **SR-15**

Driveways: **3**

Acreage **19.23**

Sq Ft **102,087**

Driveway Traffic

	In	Out	Total Volume
Monday	2339	2636	4974
Tuesday	2386	2457	4843
Wednesday	2411	2645	5057
Thursday	2705	2615	5320
Friday	3297	3448	6745
Saturday	3433	3173	6606
Sunday	2659	2373	5032

AWDT	5388
Saturday	6606
Sunday	5032
AWDT/PH	477

Adjacent Street Traffic

	SB	NB	Total Volume
Monday	4124.5	4124.5	8249
Tuesday	4324	4324	8648
Wednesday	4341.5	4341.5	8683
Thursday	4440.5	4440.5	8881
Friday	4964.5	4964.5	9929
Saturday	3912	3912	7824
Sunday	2707	2707	5414

AWDT	8878
Saturday	7824
Sunday	5414

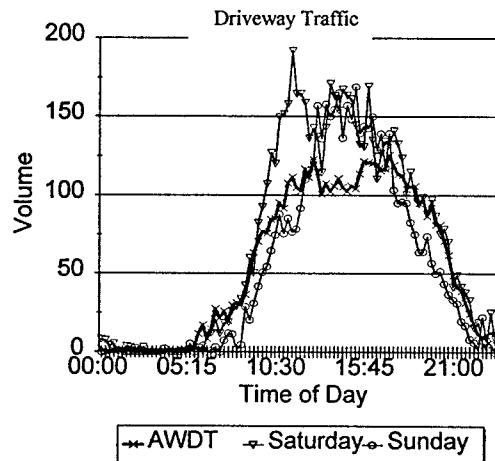


Figure 21: Summary of data of store W5

Store: **W5**

Retailer: **Wal-Mart**

Location: **Oxford**

Scheme: **Small/Rural**

Acreage

Sq Ft **102,087**

Date: **October 4 - 10, 1996**

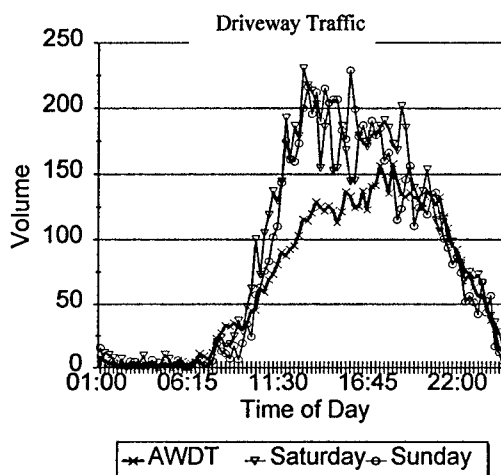
Adjacent Street(s) **Locust Street, Spring Street**

Driveways: **3**

Driveway Traffic

	In	Out	Total Volume
Monday	3061	3209	6270
Tuesday	3091	3238	6329
Wednesday	3162	3290	6452
Thursday	3402	2997	6398
Friday	3673	3646	7319
Saturday	4297	4247	8543
Sunday	3957	4027	7983

AWDT	6554
Saturday	8543
Sunday	7983
AWDT/PH	598



Adjacent Street Traffic

	SB	NB	Total Volume	EB	WB	Total Volume
Monday	4057	4068	8125	5758	5440	11198
Tuesday	4153	4359	8512	5904	5627	11531
Wednesday	4145	4241	8386	5819	5567	11386
Thursday	4354	4635	8989	6295	6090	12385
Friday	5166	5235	10401	6829	6902	13731
Saturday	5236	5195	10431	6886	6359	13245
Sunday	4320	4317	8637	5915	5403	11318
AWDT			8883			12046
Saturday			10431			13245
Sunday			8637			11318

Pass-by Estimation --personal surveys

Trip generation rates are usually derived from actual measurements of traffic on the driveways of land uses. However, in some cases, some of the traffic generated at the site is attracted from traffic passing the site on the way from one location to another. Pass-by trips, as defined by the ITE Trip Generation Manual, are "trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on an adjacent street which contains direct access to the site. These trips do not require a diversion from another roadway."

The study team conducted the personal surveys at eight stores. The ITE guidelines to conduct such surveys were followed. Figure 22 shows the form that was used to collect the data required to determine the pass-by trips. The study team collected the data from approximately 3 p.m. to 6:30 p.m. to include the evening peak. Table 4 presents the proportion of pass-by trips in the total trips generated at each site studied. The data analysis investigated the relationship of the percent of pass-by trips with the gross floor area and the adjacent street p.m. peak hour traffic. Table 5 summarizes the results. As can be seen, there is virtually no correlation with the adjacent street p.m. peak hour traffic ($R^2 = 0.009$). However, there is a better correlation with the gross floor area ($R^2 = 0.468$). The correlation was improved with the multivariable analysis ($R^2 = 0.471$). A review of the partial R^2 indicates that the gross floor area explains 46.8 percent of the correlation, and the p.m. peak hour adjacent street traffic explains an additional 0.01 percent.

Figure 22: Personal interview form for pass-by

Interview Survey Form		Page	of
Name of Store:	Gross Square Feet:	Gross Floor Area:	
Date of Survey:	Day of Week:	Time	pm to pm
Location:			
Name of adjacent roadway with full site access (all Movements):			
with partial site access (right in, right out):			
with no direct site access:			
Interview Questions:			
1) Where did you come from immediately before arriving at [store name]?			
Home		Work	Other Retail Store Other
2) When you leave here, will you return to where you came from?			
Yes		No	
3) Would you have driven past here on the adjacent street if you had not been coming here? In other words, is this your normal route where you just came from and where you are going next?			
Yes		No	

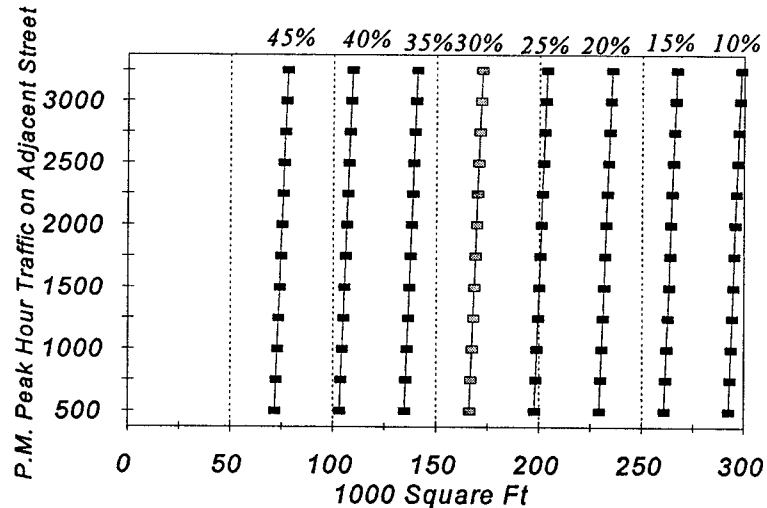
Time of Day	Interview No.	Q1 (H, W, R, O)	Q2 (Y, N)	Q3 (Y, N)
	1			
	2			
	3			
	4			

Table 4: Pass-by trips and non pass-by trips, by time of day, for the afternoon

Time	Trip Category	W1 N. Olmstead 9/25	W3 Ashtabula 9/18	W4 Bryan 11/19	W5 Oxford 10/9	K1 Euclid 9/26	K2 Mansfield 10/15	K3 Hillsboro 10/8	K4 Mentor 9/19
2:45	Non Pass-By	5	2						
	Pass-By	0	1						
3:00	Non Pass-By	12	14		1	8			4
	Pass-By	1	3		1	0			1
3:15	Non Pass-By	14	21		6	14		3	9
	Pass-By	9	1		2	0		1	1
3:30	Non Pass-By	10	23	2	12	14	7	8	14
	Pass-By	5	2	2	0	1	7	3	4
3:45	Non Pass-By	12	10	2	7	14	13	7	15
	Pass-By	4	2	7	5	4	9	8	2
4:00	Non Pass-By	14	9	7	11	11	12	6	18
	Pass-By	3	1	1	2	4	6	5	5
4:15	Non Pass-By	8	7	5	8	7	17	7	12
	Pass-By	5	2	4	2	4	3	4	6
4:30	Non Pass-By	7	6	2	10	5	10	11	8
	Pass-By	6	7	4	4	4	2	3	5
4:45	Non Pass-By	10	8	7	8	14	17	14	10
	Pass-By	4	3	4	3	1	2	6	5
5:00	Non Pass-By	14	8	7	6	14	13	13	15
	Pass-By	6	5	1	1	2	2	6	4
5:15	Non Pass-By	8	9	8	4	13	12	12	15
	Pass-By	5	4	5	5	6	3	4	3
5:30	Non Pass-By	7	10	4	6	5	5	10	9
	Pass-By	8	6	4	4	6	1	5	6
5:45	Non Pass-By	11	10	7	10	7	10	12	13
	Pass-By	3	5	5	3	2	2	2	5
6:00	Non Pass-By	4	7	5	6	6	4	11	5
	Pass-By	4	6	1	2	4	1	4	4
6:15	Non Pass-By	9	9	4	4	5		6	6
	Pass-By	2	3	2	1	5		1	1
6:30	Non Pass-By				0	5			
	Pass-By				3	0			
Total Non Pass-By		145	153	60	99	142	120	120	153
Total Pass-By		65	51	40	38	43	38	52	52
Total Driveway Traffic		210	204	100	137	185	158	172	205

Table 5: Pass-by trips during p.m. peak hour of adjacent street traffic

Store	Peak Hour	Adjacent Street p.m. Traffic	Area	1,000 Sq. Ft.	% Pass-by
K1	05:00 PM	1764	217987	217.987	29.09%
K2	04:45 PM	1622	173086	173.086	16.67%
K3	04:00 PM	1165	166861	166.861	32.14%
K4	04:30 PM	1771	167000	167	26.15%
W1	05:00 PM	3346	145700	145.7	35.48%
W3	05:30 PM	1066	130032	130.032	42.86%
W4	04:30 PM	737	102087	102.087	36.84%
W5	05:15 PM	1714	102087	102.087	43.90%
Independent Variable		Equation			R ²
Adj. Street p.m. Traffic		% Pass-by = 0.347 - 0.00001103 Adj. p.m. Traffic			0.009
1000 Sq. Ft.		% Pass-by = 0.565 - 0.00157 1000 Sq. Ft.			0.468
Adj. Street p.m. Traffic, 1000 Sq. Ft.		% Pass By = 0.559 + 0.00000601 Adj. p.m.. Traffic - 0.0015859 1000 Sq. Ft.			0.471



The scatter plot displays the relationship between the percentage of pass-by trips and the area of the store. The Y-axis represents 'P.M. Peak Hour Traffic on Adjacent Street' ranging from 0 to 3000. The X-axis represents '1000 Square Ft' ranging from 0 to 300. Vertical dashed lines are drawn at intervals of 50 units on the X-axis, corresponding to the percentage labels (45%, 40%, 35%, 30%, 25%, 20%, 15%, 10%) above the plot area. Data points are plotted as small squares, showing a general downward trend as the percentage of pass-by trips decreases.

Fitted Curve Equation:

% Pass By = 0.559 + 0.00000601 Adjacent Street p.m. Traffic - 0.0015859 1000 Sq Ft

R² = 0.471

VIII. Analysis

Part of the purpose of this study was to develop average trip rates for the independent variable, 1,000 square feet of floor space, for average weekday as well as evening peak hour. A grouping scheme was also developed to determine whether different groups had different trip rates.

The only independent variable used in the analysis was 1,000 sq. ft. of floor space. Several analyses were conducted. The first was to determine whether the trip rates were significantly different among the days of the week. The second was to test whether the location of store (large urban vs. small urban/rural) had any significant effect on trip rates. The last was to determine whether there was a significant difference in rates between the results of this study and those of the ITE manual.

Difference in Rates Among Days of Week

This test would allow the aggregation of the weekday rates if the differences were not significant. Otherwise, statistical justification would exist for analyzing weekdays separately, although how this would affect site impact studies is not clear. Table 6 presents the average trip rate for each day of the week and the average trip rate for the average weekday traffic.

The AWDT rate is calculated by dividing the average weekday traffic by the value of the independent variable, 1,000 sq. ft. The weekday rate (e.g., rate for Monday) is calculated by dividing the driveway traffic for Monday at a particular store location divided by the area of the store in 1,000 sq. ft.

Table 6: Average trip rates for each day of the week and for average weekday

Store	Name	Location	Trip Rates							
			AWDT	Mon	Tue	Wed	Thu	Fri	Sat	Sun
M1	Ontario	Small/Rural	60.74	58.63	56.09	55.44	60.52	73.01	74.65	69.70
M2	Hamilton	Urban	46.27	46.35	43.33	42.14	45.49	54.05	61.98	53.13
M3	North Dayton	Urban	64.03	62.81	57.86	62.69	66.50	70.28	73.61	70.26
M4	South Dayton	Urban	67.83	68.42	66.63	66.38	66.18	71.52	72.95	69.27
M5	Maumee	Urban	66.68	69.44	62.97	61.12	66.48	73.38	89.30	78.90
M6	Lima	Small/Rural	61.55	56.99	56.85	60.96	59.67	73.26	84.47	70.03
M7	Columbus	Urban	50.35	48.46	47.91	50.40	50.08	54.88	61.70	58.96
M8	Oregon	Urban	61.35	62.12	58.09	57.78	62.57	66.20	73.37	67.95
M9	Springfield	Urban	63.80	64.61	58.95	61.09	62.24	72.13	77.14	71.60
M10	Marion	Small/Rural	50.01	48.11	46.92	47.65	49.34	58.03	63.44	54.72
M11	Powell	Urban	56.84	59.44	57.51	57.47	54.41	55.37	74.83	67.50
K1	Euclid	Urban	36.06	35.11	35.15	34.55	36.48	39.02	45.02	39.13
K2	Mansfield	Small/Rural	39.36	37.20	35.26	35.93	36.66	51.75	62.35	49.21
K3	Hillsboro	Small/Rural	37.76	34.66	33.78	35.24	36.48	48.62	49.43	38.64
K4	Mentor	Urban	73.22	75.95	72.30	70.34	68.14	79.35	101.38	94.59
W1	North Olmstead	Urban	51.52	55.96	51.21	46.08	48.66	55.71	80.87	66.50
W3	Ashtabula	Small/Rural	35.26	35.55	33.41	32.45	32.56	42.35	43.87	36.13
W4	Bryan	Small/Rural	52.78	48.73	47.44	49.53	52.11	66.07	64.70	49.29
W5	Oxford	Small/Rural	64.20	61.42	62.00	63.21	62.68	71.70	83.69	78.20
Average Trip Rates			54.97	54.57	52.03	52.41	53.91	61.93	70.31	62.50

In general, measurements are not precisely reproducible. Depending on the size of the experimental error, the experiment must be repeated in order to draw valid conclusions. In this case, each experiment was repeated seven times (each site was counted seven days).

The data obtained from an experiment involving several levels (days of the week) of one or more factors (trip rate) are analyzed by the technique of analysis of variance (ANOVA). This technique allows breakdown of the variance of the measured variable into the portions caused by the several factors, varied singly or in combination, and a portion caused by experimental error. More precisely, ANOVA consists of (1) a partitioning of the total sum of squares of deviations from the mean into two or more component sums of squares, each of which is associated with a particular factor or with experimental error and (2) a parallel partitioning of the total number of degrees of freedom.

The analysis of variance procedure attempts to analyze the variation of a response and to assign portions of this variation to each of a set of independent variables. Since any experiment will rarely include all the variables affecting the response (average rate) in the experiment, random variation in the response is observed even though all independent variables considered are held constant.

In this case, the researcher is interested in comparing more than one mean; i.e., average rates for each day of the week. To do so, the calculations of the analysis of variance (ANOVA) are usually displayed in an ANOVA table as illustrated by Table 7.

Table 7: ANOVA table for randomized design

Source	d.f.	SS	MS	F
Treatment	$p - 1$	SST	$MST = SST/p - 1$	MST/MSE
Error	$n - p$	SSE	$MSE = SSE/n - p$	
Total	$n - 1$	$\sum_{i=1}^p \sum_{j=1}^n (y_{ij} - \bar{y})^2$		

p is the number of days per week

n is the total number of experiments conducted (5 weekday counts at each of the 19 sites = 95 counts)

The first column represents the source of the sum of squares. The treatment represents the factor that may affect the response. The error source corresponds to the random variation not explained by the independent variable. The second column represents the number of degrees of freedom associated with each source. The third and fourth columns represent the sums of squares and mean squares, respectively. The fifth

column is the calculated F value, which compares the MST and MSE. When comparing more than two means, the calculated F value is compared to an F statistic with $p-1$ and $n-p$ degrees of freedom for specific level of significance α ; i.e., $F_{\alpha, p-1, n-p}$. If the calculated F value is larger than the F statistic --found in statistical table--, then the hypothesis that the means are equal with level of significance α is rejected. Otherwise, not rejecting the null hypothesis indicates that there is enough evidence that the means are equal.

The results indicate there is no evidence to suggest that the average weekday rates are different, permitting the calculation of an average trip rate for the average weekday traffic. The results are shown in Table 8.

Table 8: ANOVA table for testing difference in trip rates by day of week

Source	d.f.	SS	MS	F
Treatment (day of week)	4	1312	328	2.33
Error	90	12658	141	
Total	94	13970		
Treatment	N	Mean	St. Dev	
Monday	19	54.21	12.49	
Tuesday	19	51.77	11.59	
Wednesday	19	52.13	11.76	
Thursday	19	53.54	11.70	
Friday	19	61.93	11.74	

Effect of Store Location on Trip Rate

The second analysis was the effect of store location on average trip rates. The significance in the average trip rates for the stores in the large urban areas versus those in the small urban/rural areas was examined. This test was conducted for each retailer. The null hypothesis is that there is no significant difference in the average trip rates between those stores in the large urban areas versus those in the small urban/rural areas. The null hypothesis is a claim about a population characteristic that is initially assumed to be true. The null hypothesis is rejected when there is evidence to suggest that the average rates are different. If the null hypothesis is not rejected, the conclusion is that there is not significant evidence to indicate if a difference in the average rate exists. That does not mean a difference does not really exist, just that there is no evidence for that.

In this study, the researcher compared the average trip rates between stores in large urban areas versus small urban/rural areas by retailer. Because the sample is small, the two-sample *t*-test was applied. The test deals with small sample inferences concerning

a difference between two normal population means when samples are independently chosen.

The results indicated that the null hypothesis was not rejected for all three comparisons; i.e., large urban versus small urban/rural for Meijer, Wal-Mart and K-Mart. The tests indicate that there is not sufficient evidence to indicate a difference in the average trip rates between stores in large urban areas and stores in small urban/rural areas. Therefore, we calculated an average trip rate, by retailer, disregarding the location of the store. Summary statistics are shown in Table 9.

Table 9: Summary statistics of the effect of location on average trip rate

Retailer	Store	Location	Acreage	1000 Sq Ft	AWDT	Avg Rate	Hypothesis
Meijer	Urban						$H_0: \mu_{\text{Urban}} = \mu_{\text{Small/Rural}}$ $t = 0.443$ $t_{0.05, 9} = 1.833$ <u>Decision:</u> Do not reject H_0 . There is not sufficient evidence to indicate a difference in the average rate.
	M2	Hamilton	32.000	249	11501	46.27	
	M3	North Dayton	28.820	210	13446	64.03	
	M4	South Dayton	31.616	237	16083	67.83	
	M5	Maumee	26.364	198	13172	66.68	
	M7	Columbus	41.515	197	9918	50.35	
	M8	Oregon	25.870	196	12007	61.35	
	M9	Springfield	50.247	217	13818	63.80	
	M11	Powell	31.200	200	11368	56.84	
	Avg Rate					59.5094	
	St Dev					7.8291	
	Small/Rural						
	M1	Ontario	60.000	195	11844	60.74	
	M6	Lima	49.050	185	11401	61.55	
	M10	Marion	30.530	215	10752	50.01	
Avg Rate					52.1785		
St Dev					6.4400		
K-Mart	Urban						$H_0: \mu_{\text{Urban}} = \mu_{\text{Small/Rural}}$ $t = 1.863$ $t_{0.05, 2} = 2.92$ <u>Decision:</u> Do not reject H_0 . There is not sufficient evidence to indicate a difference in the average rate.
	K1	Euclid	31.060	218	7861	36.06	
	K4	Mentor	22.000	167	12227	73.22	
	Avg Rate					52.1785	
	St Dev					26.2726	
	Small/Rural						
	K2	Mansfield	20.040	173	6813	39.36	
	K3	Hillsboro	22.080	167	6300	37.76	
	Avg Rate					38.5726	
St Dev					1.1341		
Wal-Mart	Urban						$H_0: \mu_{\text{Urban}} = \mu_{\text{Small/Rural}}$ $t = -0.246$ $t_{0.05, 2} = 2.92$ <u>Decision:</u> Do not reject H_0 . There is not sufficient evidence to indicate a difference in the average rate.
	W1	North Olmstead	14.928	146	7507	51.52	
	Avg Rate					51.5234	
	Small/Rural						
	W3	Ashtabula	21.180	130	4586	35.26	
	W4	Bryan	19.230	102	5388	52.78	
	W5	Oxford	20.000	102	6554	64.20	
	Avg Rate					49.4518	
	St Dev					14.5733	

Difference in Trip Rates Among Retailers

Originally, the research team proposed to investigate whether the average trip rates generated by stores of different retailers were different. The null hypothesis was that the average trip rates were equal across retailers. However, after thorough reviews of the literature and discussions with ODOT staff, the researchers decided that it was not customary to single out certain businesses from a group of like firms in terms of their trip generation rates. Moreover, the findings would simply be the result of statistical analyses that may or may not reveal actual behavior. Therefore, the study team, with concurrence of ODOT staff, opted not to compare retailers against each other.

Difference in Trip Rates Between this Study and ITE Rates

The last step of the analysis was to compare the results of this study with the data presented in the ITE Trip Generation Manual. The researcher tested the average rates corresponding to Meijer and K-Mart against the rates of land use 813 (Discount Superstores) presented in the ITE Trip Generation Manual. Also, he tested the average rates of Wal-Mart against the rates of land use 815 (Free-Standing Discount Store). As presented earlier, Wal-Mart stores in the state of Ohio fall under the definition of land use 815. The null hypothesis was that the average trip rates, presented in the ITE manual and those found in this study were equal. Rejection of the null hypotheses would indicate that there is sufficient evidence to indicate that a difference in the average rate exists.

In both cases, the two-sample *t*-test was applied. The results indicated that, when comparing the average trip rates of this study corresponding to Meijer and K-Mart with ITE land use 813, there was no statistical evidence to reject the null hypothesis. Similarly, the results also indicated that the average rates of Wal-Mart were not different from those of land use 815. Results of the tests are presented in Tables 10 and 11.

Table 10: Summary statistics of the difference between this study and the ITE LU813

Retailer	Store	Location	Acreage	1000 Sq Ft	AWDT	Avg Rate	Hypothesis
This Study	M1	Ontario	60.000	195	11844	60.74	$H_0: \mu_{\text{This Study}} = \mu_{\text{ITE LU813}}$ $t = -1.475$ $t_{0.05, 16} = 1.75$ <u>Decision:</u> Do Not Reject H_0 . There is not sufficient evidence to indicate a difference in the average rate [10].
	M2	Hamilton	32.000	249	11501	46.27	
	M3	North Dayton	28.820	210	13446	64.03	
	M4	South Dayton	31.616	237	16083	67.83	
	M5	Maumee	26.364	198	13172	66.68	
	M6	Lima	49.050	185	11401	61.55	
	M7	Columbus	41.515	197	9918	50.35	
	M8	Oregon	25.870	196	12007	61.35	
	M9	Springfield	50.247	217	13818	63.80	
	M10	Marion	30.530	215	10752	50.01	
	M11	Powell	31.200	200	11368	56.84	
	K1	Euclid	31.060	218	7861	36.06	
	K2	Mansfield	20.040	173	6813	39.36	
	K3	Hillsboro	22.080	167	6300	37.76	
	K4	Mentor	22.000	167	12227	73.22	
	Average Rate					55.75	
	St Dev					11.73	
ITE Land Use 813[4]	Average Rate					46.96	
	St Dev					12.25	

Table 11: Summary statistics of the difference between this study and the ITE LU815

Retailer	Store	Location	Acreage	1000 Sq Ft	AWDT	Avg Rate	Hypothesis
This Study	W1	North Olmstead	14.928	146	7507	51.52	$H_0: \mu_{\text{This Study}} = \mu_{\text{ITE LU815}}$ $t = -0.869$ $t_{0.05, 17} = 1.74$ <u>Decision:</u> Do Not Reject H_0 . There is not sufficient evidence to indicate a difference in the average rate [10].
	W3	Ashtabula	21.180	130	4586	35.26	
	W4	Bryan	19.230	102	5388	52.78	
	W5	Oxford	20.000	102	6554	64.20	
	Average Rate					50.08	
	St Dev					11.91	
ITE Land Use 815[4]	Average Rate					56.63	
	St Dev					20.12	

IX. Summary of Results

In this section, the summary of results is presented. As noted earlier, Meijer and Super K-Mart stores fit the definition of ITE land use 813 and Wal-Mart fits the definition of ITE land use 815. Therefore, average rates for Meijer and Super K-Mart are presented together and those of Wal-Mart are presented by themselves. Table 12 presents a summary of the results of the study.

Regression analysis of the Meijer and Super K-Mart data did not yield acceptable R^2 values, while regression analysis of the Wal-Mart data led to very small R^2 values. Consequently, the data is presented in Figures 23 through 30 as plots only.

Table 12: Summary of results of the study

Description	Statistic	All Stores	Meijer/K-Mart (LU 813)	Wal-Mart (LU 815)
Average Weekday (AWDT)	Average Rate	54.97	55.75	50.08
	Minimum	35.26	36.06	35.26
	Maximum	73.22	73.22	64.20
	Standard Deviation	11.61	11.73	11.91
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	50%	50%
Average Weekday During the Peak Hour of Adjacent Street (AWDT/PH)	Out	50%	50%	50%
	Average Rate	4.20	4.19	4.24
	Minimum	2.69	2.70	2.69
	Maximum	5.86	5.28	5.86
	Standard Deviation	0.89	0.81	1.31
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
Average Saturday	In	50%	49%	51%
	Out	50%	51%	49%
	Average Rate	70.31	70.67	68.00
	Minimum	43.87	45.02	43.87
	Maximum	101.38	101.38	83.69
	Standard Deviation	14.89	14.54	18.30
	Avg 1000 Sq Ft GFA	184	202	120
Average Sunday	Directional Distribution			
	In	50%	50%	51%
	Out	50%	50%	49%
	Average Rate	62.50	63.36	57.10
	Minimum	36.13	38.64	36.13
	Maximum	94.59	94.59	78.20
	Standard Deviation	15.34	14.85	18.56
Average Sunday	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	50%	51%
	Out	50%	50%	49%

Figure 23: Average weekday trip rate for Meijer/Super K-Mart

Meijer/Super K-Mart (LU 813)

Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Weekday

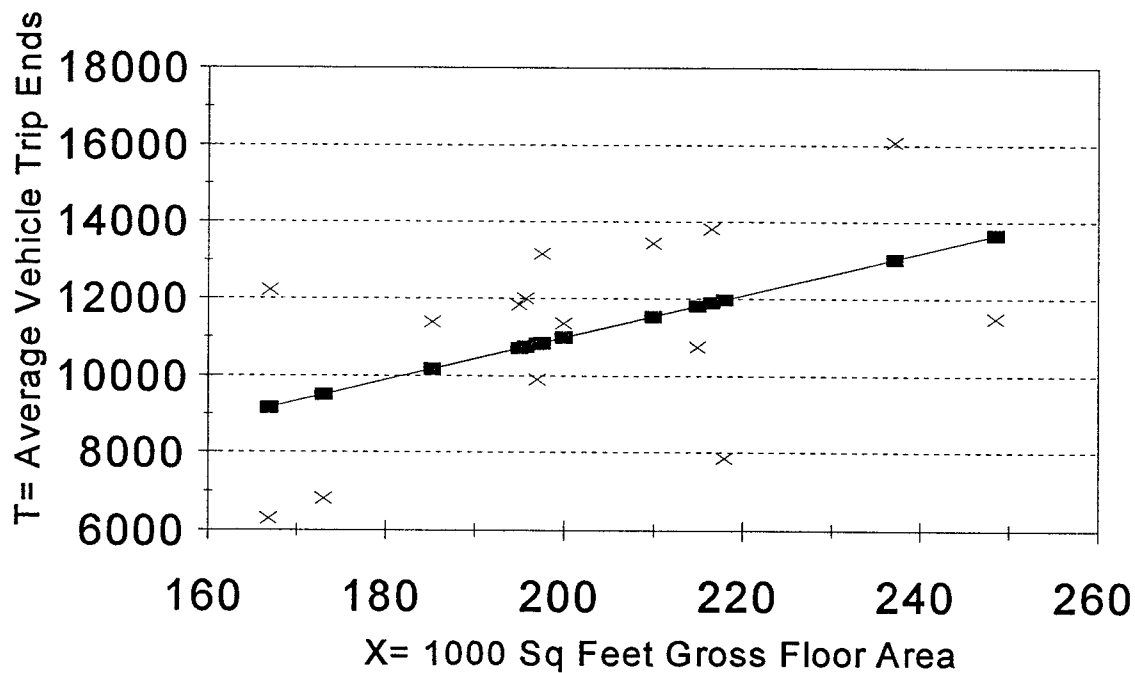
Average 1000 Square Feet GFA : 202

Directional Distribution : 50% entering, 50% exiting

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
55.75	36.06 - 73.22	11.73

Data Plot and Equation



—x— Actual Data —■— Fitted Curve

Fitted Curve Equation: Not given

$R^2 = ***$

Figure 24: Average weekday trip rate during one hour between 4 and 6 p.m. for Meijer/Super K-Mart

Meijer/Super K-Mart (LU 813)

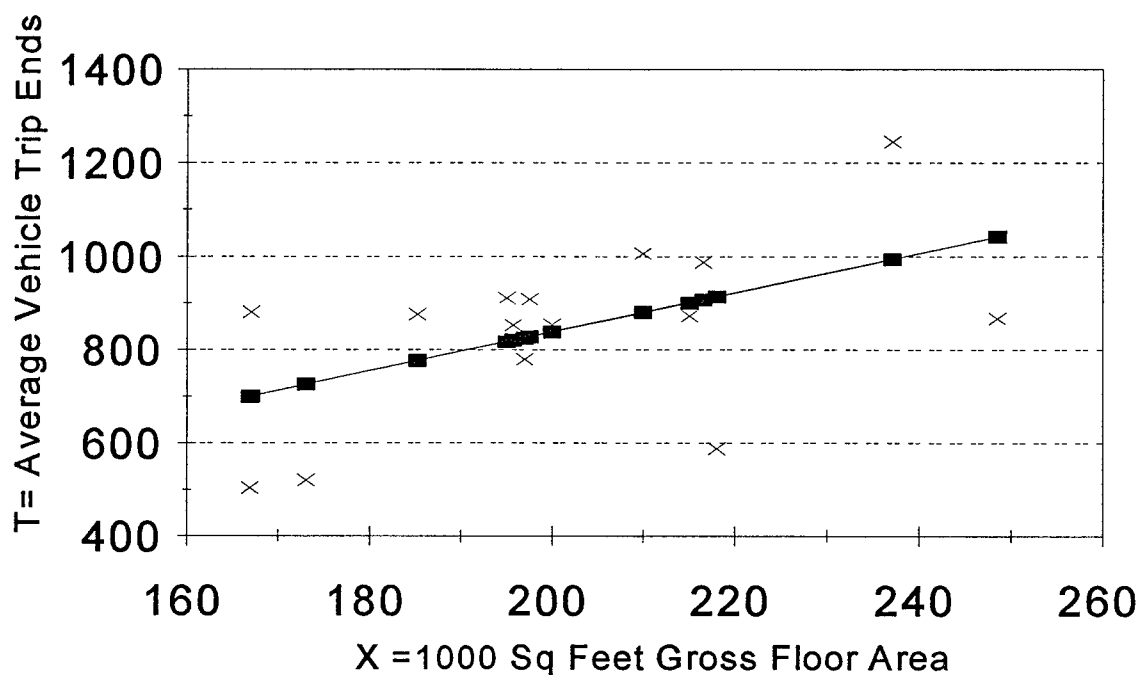
**Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

**Average 1000 Square Feet GFA : 202
Directional Distribution : 50% entering, 50% exiting**

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.19	2.70 - 5.28	0.81

Data Plot and Equation



—x— Actual Data —■— Fitted Curve

Fitted Curve Equation: Not given

$R^2 = *$**

Figure 25: Average Saturday trip rate for Meijer/Super K-Mart

Meijer/Super K-Mart (LU 813)

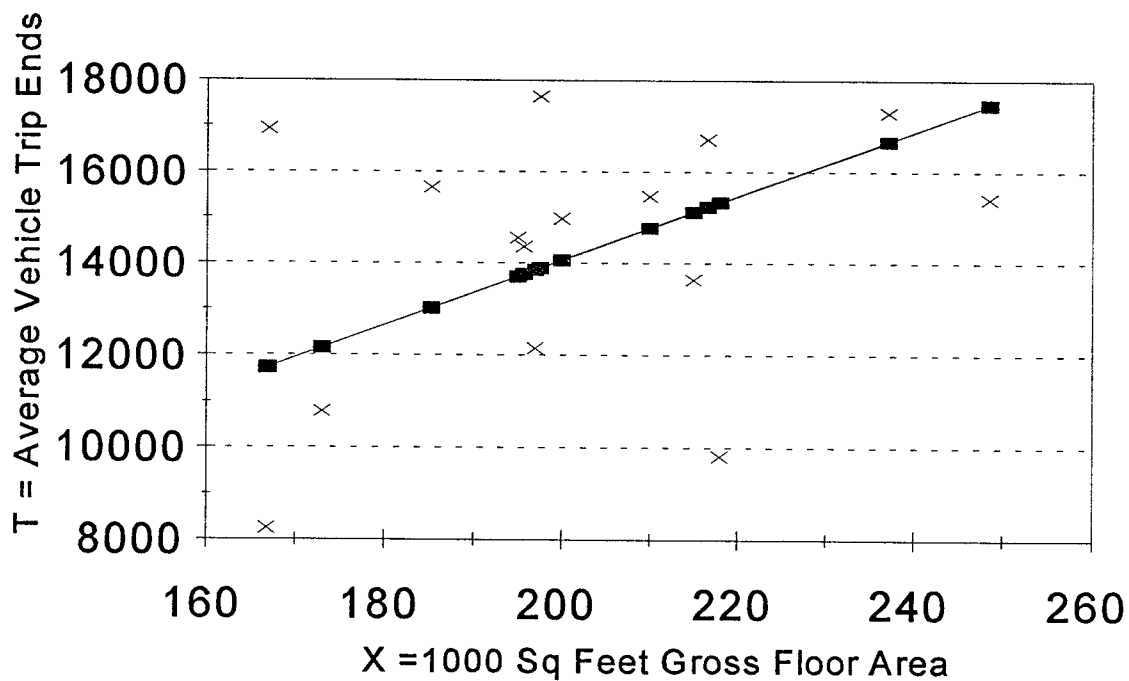
Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Saturday

Average 1000 Square Feet GFA : 202

Directional Distribution : 50% entering, 50% exiting

Trip Generation per 1000 Square Feet Gross Floor Area		
Average Rate	Range of Rates	Standard Deviation
70.67	45.02 - 101.38	14.54

Data Plot



—x— Actual Data —■— Fitted Curve

Fitted Curve Equation: Not given

$R^2 = ***$

Figure 26: Average Sunday trip rate for Meijer/Super K-Mart

Meijer/Super K-Mart (LU 813)

Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Sunday

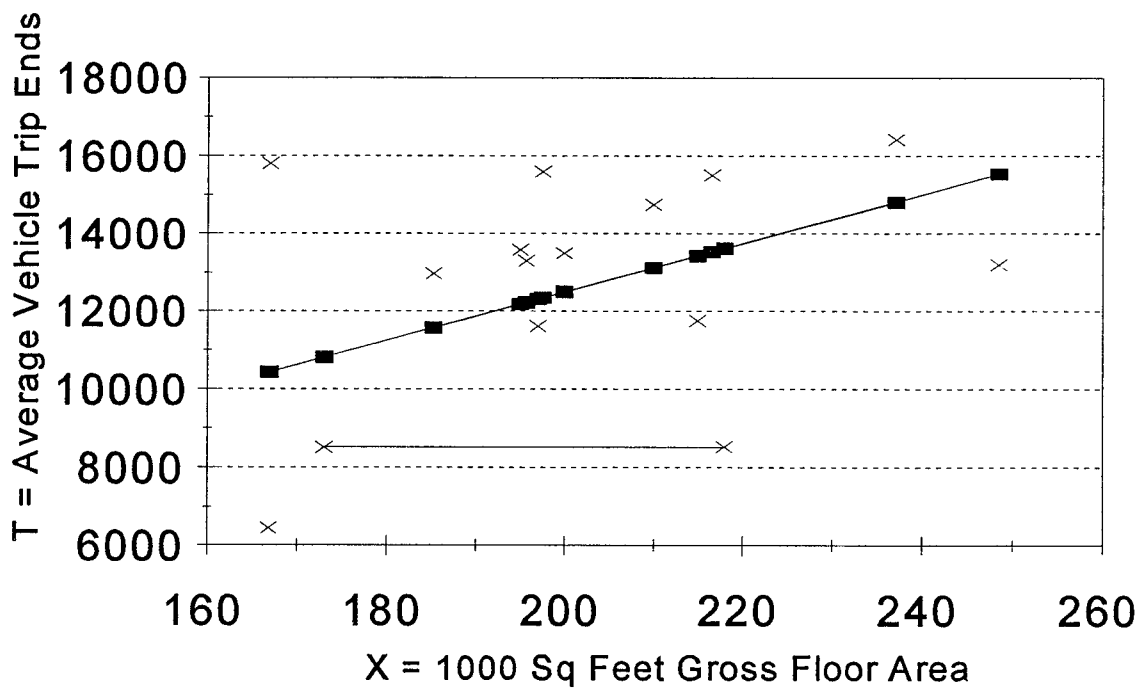
Average 1000 Square Feet GFA : 202

Directional Distribution : 50% entering, 50% exiting

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
63.36	38.64 - 94.59	14.85

Data Plot and Equation



—x— Actual Data —■— Fitted Curve

Fitted Curve Equation: Not given

$R^2 = ***$

Figure 27: Average weekday trip rate for Wal-Mart

Wal-Mart (LU 815)

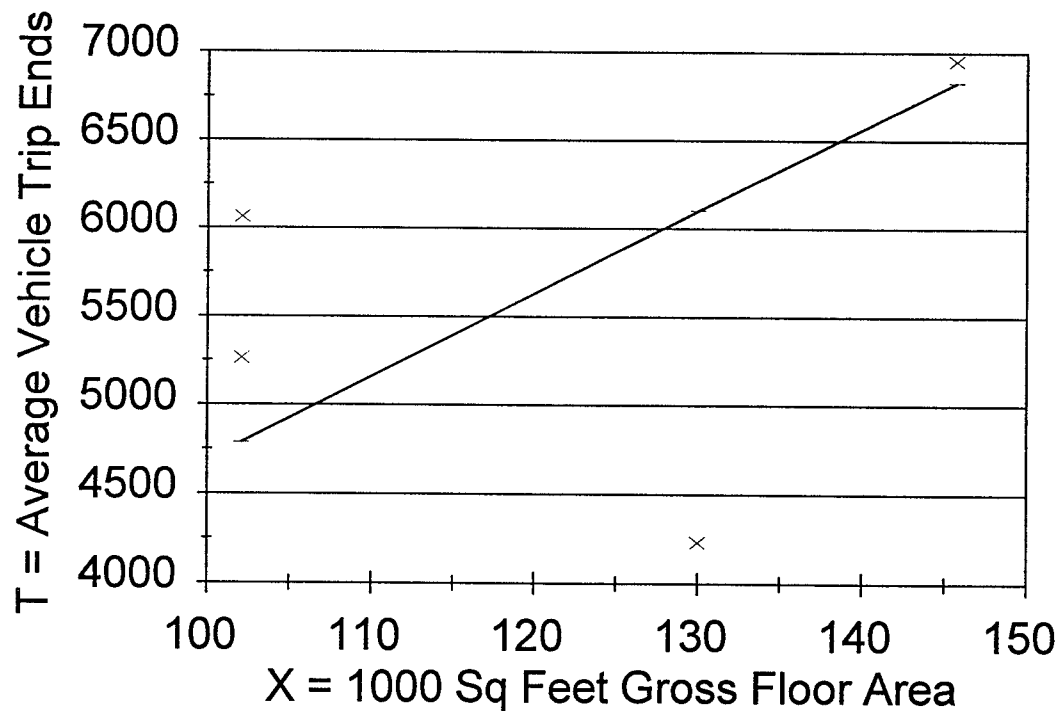
Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Weekday

Average 1000 Square Feet GFA : 120

Directional Distribution : 50% entering, 50% exiting

Trip Generation per 1000 Square Feet Gross Floor Area		
Average Rate	Range of Rates	Standard Deviation
50.08	35.26 - 64.20	11.91

Data Plot and Equation



× Actual Data — Avg Rate

Fitted Curve Equation: Not Given

R² = ***

Figure 28: Average weekday trip rate during one hour between 4 and 6 p.m. for Wal-Mart

Wal-Mart (LU 815)

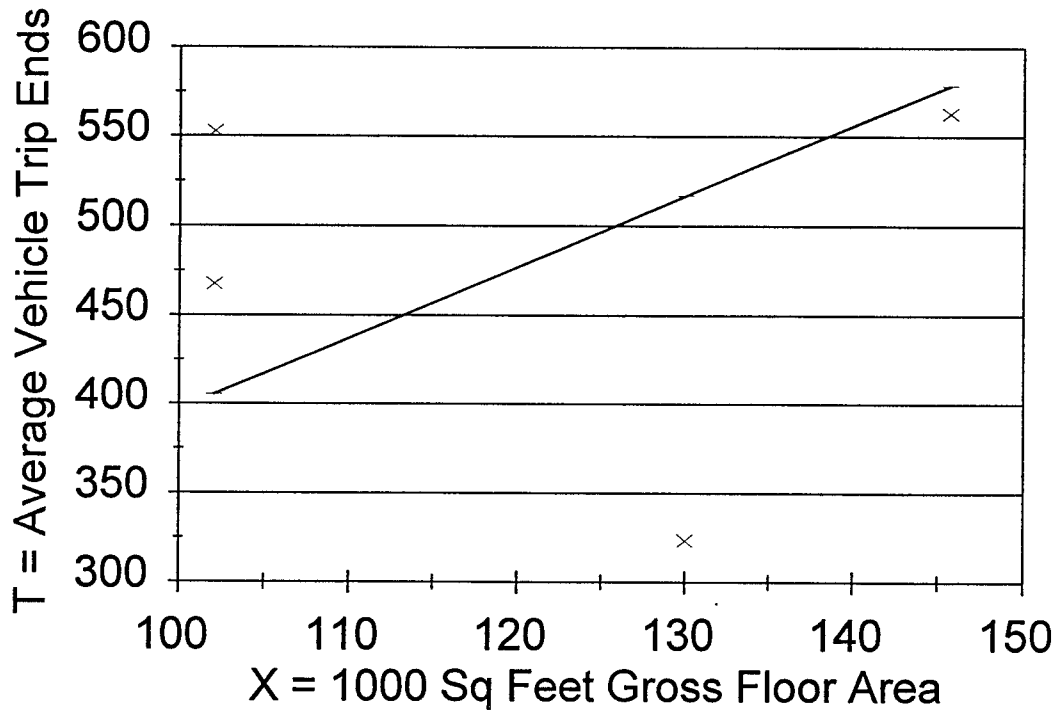
Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Weekday,
Peak Hour of Adjacent Street Traffic, One
Hour Between 4 and 6 p.m.

Average 1000 Square Feet GFA : 120
Directional Distribution : 51% entering, 49% exiting

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.24	2.69 - 5.86	1.31

Data Plot and Equation



x Actual Data — Avg Rate

Fitted Curve Equation: Not Given

$R^2 = ***$

Figure 29: Average Saturday trip rate for Wal-Mart

Wal-Mart (LU 815)

Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Saturday

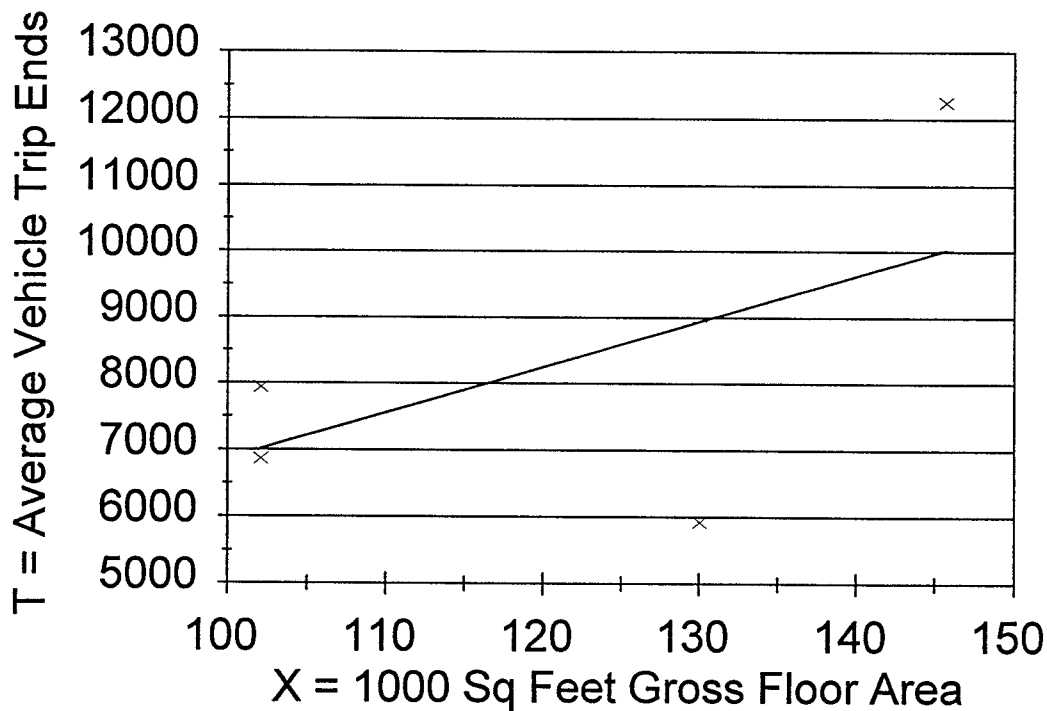
Average 1000 Square Feet GFA : 120

Directional Distribution : 51% entering, 49% exiting

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
68.00	43.87 - 83.69	18.30

Data Plot and Equation



x Actual Data — Avg Rate

Fitted Curve Equation: Not Given

$R^2 = ***$

Figure 30: Average Sunday trip rate for Wal-Mart

Wal-Mart (LU 815)

Average Vehicle Trip Ends vs : 1000 Square Feet Gross Floor Area
on a : Sunday

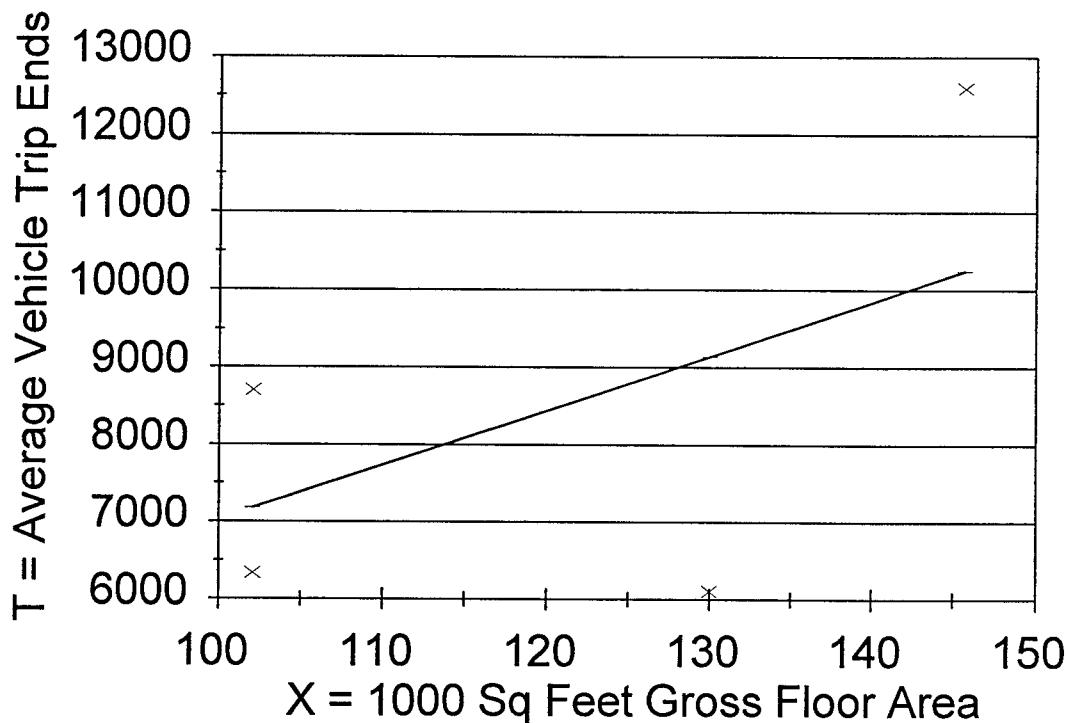
Average 1000 Square Feet GFA : 120

Directional Distribution : 51% entering, 49% exiting

Trip Generation per 1000 Square Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
57.10	36.13 - 78.20	18.56

Data Plot and Equation



x Actual Data — Avg Rate

Fitted Curve Equation: Not Given

$R^2 = ***$

X. Summary, Conclusions and Recommendations

Summary

The purpose of this study was to develop average trip rates for free-standing discount superstores in the state of Ohio. Specifically, the study focused on two types of large retailers. One type offers a variety of customer services in addition to a full-service grocery department under the same roof. These establishments usually have off-street parking and maintain long store hours seven days a week. Retailers that fit these criteria were Meijer and Super K-Mart. The definition of such establishments is similar to land use 813 presented in the ITE Trip Generation Manual. The second type is those retailers which offer a variety of customer services without a full-service grocery department. These establishments also have off-street parking and maintain long store hours. Such facilities include Wal-Mart. The definition of such establishments is similar to land use 815 presented in the ITE manual. The ITE manual presents average rates for free-standing discount superstores; however, it is based on a study conducted on Wal-Mart Supercenters, which do not exist in Ohio. Therefore, this study was needed to investigate whether the ITE rates can be applied in Ohio.

The second objective of the study was to find the percent of pass-by trips from the main traffic stream for the evening peak period. The 6th edition of the ITE manual does not have data on pass-by trips. Earlier editions, however, included some data for different individual establishments. The Institute of Transportation Engineers (ITE) is currently in the process of preparing a "Trip Generation Handbook". The handbook will include a chapter on a recommended methodology for interpreting and applying the pass-by data and will provide instructions on how to conduct a pass-by survey. Therefore, the study desired to find the percent of pass-by trips as a function of the adjacent street traffic.

In order to achieve the objectives of this study, traffic counts for the trip rates and personal surveys for the pass-by traffic were needed at each site. The experiment was designed to find the number of sites that are needed to provide meaningful results. Twenty stores were found to be sufficient. However, for technical difficulties, only nineteen stores were counted. This lower number of stores did not affect the accuracy of the study. The sites were selected according to a grouping scheme agreed upon with ODOT. The scheme was based on the location of stores and retailers. Specifically, the stores were divided into two groups, stores located in large urban areas and those located in small urban or rural areas. Eleven stores were large urban and eight stores were small urban or rural.

The consultant conducted mechanical traffic counts at the driveway of every site for seven continuous days. The consultant also counted traffic on the main crossroads adjacent to the site. The counts were examined for accuracy and the consultant re-counted traffic at some locations due to mechanical malfunctions.

The research team conducted personal surveys to determine the percent of pass-by traffic at eight stores. The surveys were conducted during the period that would include the peak hour of the adjacent street.

The researcher summarized the driveway traffic by day of the week for each store. He also summarized the adjacent roadway(s) traffic by day of the week.

The analysis revealed that there is no evidence to suggest that the average weekday rate was significantly different for any individual weekday. It was also found that the effect of store location (large urban versus small urban/rural) on the average trip rates by retailer was not statistically significant. Finally, the analysis indicated that the average weekday trip rate presented in the ITE Trip Generation Manual for land use 813 was not significantly different from those of Meijer and Super K-mart. Moreover, the results showed that Wal-Mart average trip rates were not significantly different from those of ITE land use 815.

Conclusions and Recommendations

The research team concludes that there is not a significant difference between the average weekday trip rates of Meijer/Super K-Mart and the average trip rates presented in the ITE manual for land use 813. The team also found that there is no significant difference between the average trip rates of Wal-Mart and those of ITE land use 815. However, since the data collected and analyzed are those of stores in the state of Ohio, the research team recommends that the Ohio Department of Transportation use the rates presented in this study for land use 813 and the rates given by the ITE Trip Generation for land use 815. The average weekday trip rates, average weekday trip rates during one hour between 4 and 6 p.m., average Saturday trip rates, and average Sunday trip rates are presented again in Table 13. Pass-by trips in relation to the adjacent street traffic volume are also presented in Table 14.

Table 13: Summary of trip rates for the study

Description	Statistic	All Stores	Meijer/K-Mart (LU 813)	Wal-Mart (LU 815)
Average Weekday (AWDT)	Average Rate	54.97	55.75	50.08
	Minimum	35.26	36.06	35.26
	Maximum	73.22	73.22	64.20
	Standard Deviation	11.61	11.73	11.91
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	50%	50%
	Out	50%	50%	50%
Average Weekday During the Peak Hour of Adjacent Street (AWDT/PH)	Average Rate	4.20	4.19	4.24
	Minimum	2.69	2.70	2.69
	Maximum	5.86	5.28	5.86
	Standard Deviation	0.89	0.81	1.31
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	49%	51%
	Out	50%	51%	49%
Average Saturday	Average Rate	70.31	70.67	68.00
	Minimum	43.87	45.02	43.87
	Maximum	101.38	101.38	83.69
	Standard Deviation	14.89	14.54	18.30
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	50%	51%
	Out	50%	50%	49%
Average Sunday	Average Rate	62.50	63.36	57.10
	Minimum	36.13	38.64	36.13
	Maximum	94.59	94.59	78.20
	Standard Deviation	15.34	14.85	18.56
	Avg 1000 Sq Ft GFA	184	202	120
	Directional Distribution			
	In	50%	50%	51%
	Out	50%	50%	49%

TABLE 14: Pass-by trips during p.m. peak hour of adjacent street traffic

Store	Peak Hour	Adjacent Street p.m. Traffic	Area	1,000 Sq. Ft.	% Pass-by
K1	05:00 PM	1764	217987	217.987	29.09%
K2	04:45 PM	1622	173086	173.086	16.67%
K3	04:00 PM	1165	166861	166.861	32.14%
K4	04:30 PM	1771	167000	167	26.15%
W1	05:00 PM	3346	145700	145.7	35.48%
W3	05:30 PM	1066	130032	130.032	42.86%
W4	04:30 PM	737	102087	102.087	36.84%
W5	05:15 PM	1714	102087	102.087	43.90%
Independent Variable		Equation			R ²
Adj. Street p.m. Traffic		% Pass-by = 0.347 - 0.00001103 Adj. p.m. Traffic			0.009
1000 Sq. Ft.		% Pass-by = 0.565 - 0.00157 1000 Sq. Ft.			0.468
Adj. Street p.m. Traffic, 1000 Sq. Ft.		% Pass By = 0.559 + 0.00000601 Adj. p.m. Traffic - 0.0015859 1000 Sq. Ft.			0.471
Fitted Curve Equation:					
% Pass By = 0.559 + 0.00000601 Adjacent Street p.m. Traffic - 0.0015859 1000 Sq Ft					
R ² = 0.471					

XI. References

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4. "TRIP GENERATION, 6th Edition," Institute of Transportation Engineers, Washington, D.C., 1997.
5. Unpublished traffic impact study for a Meijer store in Lancaster, Ohio.
6. "TRIP GENERATION," February 1995 Update to the 5th Edition, Institute of Transportation Engineers, 1995.
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9. "1990 Census of Population and Housing, Population and Housing Unit Counts, Ohio," U.S. Department of Commerce, Economics and Statistics Administration, Bureau of the Census, Washington, D.C., April 1993.
10. Devore, Jay and Roxy Peck, "Statistics: the Exploration and Analysis of Data," 3rd Edition, Duxbury Press, 1997.
11. Personal telephone interviews with staff of Wal-Mart store #1913 in Bowling Green, Ohio and Super K-Mart regional office at store #4992 in Euclid, Ohio, conducted by Ahmad Al-Akhras, Mid-Ohio Regional Planning Commission, December 10, 1997.

XII. Appendix A

Traffic Counts

Meijer
M1, Ontario
Small/Rural

Factored

Driveway Traffic

M1 Time	03/10/97 Monday		03/11/97 Tuesday		03/12/97 Wednesday		03/13/97 Thursday		03/14/97 Friday		03/15/97 Saturday		03/16/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
01:00	20	16	7	5	3	4	5	6	16	21	25	30	20	37
01:15	16	13	8	14	6	6	15	8	19	26	19	36	24	24
01:30	16	13	7	10	3	10	4	8	14	16	17	19	7	29
01:45	5	4	4	4	5	13	14	10	9	24	11	22	11	19
02:00	9	6	5	8	1	8	11	11	7	6	11	17	16	19
02:15	8	5	7	15	1	3	4	17	7	14	6	18	4	11
02:30	4	8	1	3	1	4	13	5	8	9	14	6	1	8
02:45	1	4	7	5	5	6	2	12	9	5	8	13	14	11
03:00	6	5	5	5	6	6	12	9	13	11	4	13	3	16
03:15	5	0	6	10	6	2	7	6	5	14	8	6	2	9
03:30	1	3	2	4	4	3	1	8	6	2	0	6	6	5
03:45	7	10	3	9	4	12	6	6	1	5	2	4	8	4
04:00	8	1	9	3	2	7	2	12	8	8	5	6	5	5
04:15	11	3	2	10	8	7	8	2	16	10	6	10	5	4
04:30	7	3	4	2	4	11	2	3	6	4	8	10	4	1
04:45	5	13	7	7	9	6	13	9	11	5	8	6	3	4
05:00	9	8	6	4	5	9	5	5	7	4	7	6	6	7
05:15	6	9	6	5	9	3	13	6	9	6	6	2	5	8
05:30	13	17	13	6	11	9	8	12	11	8	12	8	11	6
05:45	15	12	18	12	18	12	20	12	14	18	9	7	4	2
06:00	9	11	14	13	4	10	22	22	12	10	6	8	9	10
06:15	14	25	36	17	17	17	26	37	22	14	8	5	9	7
06:30	23	16	29	27	26	16	20	30	25	17	18	8	9	5
06:45	19	17	30	26	25	16	38	31	40	21	12	7	7	6
07:00	24	25	34	28	26	20	25	37	19	29	32	18	15	9
07:15	37	30	45	35	32	26	25	36	43	32	36	7	22	13
07:30	35	44	42	36	39	37	40	42	26	22	26	19	15	12
07:45	33	48	45	39	36	32	39	40	53	28	37	29	27	12
08:00	46	39	63	33	49	44	47	47	53	33	41	32	22	28
08:15	36	39	57	37	37	45	40	36	51	49	54	28	34	25
08:30	34	36	47	49	58	49	42	35	63	48	56	39	34	21
08:45	46	60	46	40	49	53	53	58	51	41	53	44	41	35
09:00	37	56	71	46	71	46	67	51	68	41	64	40	50	31
09:15	51	52	62	43	67	59	74	53	71	46	50	40	68	41
09:30	66	54	64	70	67	70	70	81	77	56	80	53	65	45
09:45	41	66	60	53	84	63	74	64	60	57	84	50	74	51
10:00	62	65	83	56	71	61	93	94	83	49	72	87	84	42
10:15	63	75	85	71	82	62	99	72	82	71	90	72	70	62
10:30	78	76	80	72	79	82	67	77	76	75	109	77	103	70
10:45	53	92	106	98	75	60	98	75	79	84	108	67	85	81
11:00	75	108	78	70	83	86	105	93	105	77	91	82	93	70
11:15	87	88	104	101	89	83	102	87	80	66	101	71	105	84
11:30	75	97	108	101	112	80	108	120	108	96	124	91	118	91
11:45	81	94	90	102	83	100	114	93	106	86	119	97	116	99
12:00	97	103	79	98	90	83	98	117	122	96	146	99	139	94
12:15	86	124	116	91	120	93	112	104	112	109	110	139	142	109
12:30	92	156	108	100	104	103	100	100	130	108	151	103	120	106
12:45	123	129	101	102	100	112	108	104	132	105	121	120	127	121
13:00	29	30	105	108	109	108	104	97	119	113	155	141	146	131
13:15	109	80	83	100	104	95	105	112	98	111	120	132	170	132
13:30	119	126	85	96	90	104	114	100	139	104	134	132	144	119
13:45	119	108	100	99	105	106	119	112	117	102	137	127	166	136
14:00	117	110	114	92	103	113	97	113	109	105	151	114	174	143
14:15	121	118	104	92	120	98	95	100	102	132	131	124	158	139
14:30	104	109	113	111	84	105	99	108	126	136	146	132	143	133
14:45	111	119	106	107	82	100	97	103	124	115	140	133	180	132
15:00	100	117	88	100	98	85	88	110	119	108	152	123	156	143
15:15	133	105	97	94	85	102	98	109	105	108	145	148	153	153
15:30	106	121	103	130	95	108	116	101	105	138	152	134	168	145
15:45	119	111	106	109	102	119	114	108	119	131	165	143	147	180
16:00	100	129	113	119	100	104	114	137	114	105	151	146	139	160
16:15	128	106	121	113	100	86	133	100	111	132	125	129	139	124
16:30	103	115	95	116	102	124	130	121	97	100	141	143	158	122
16:45	118	117	79	117	109	123	79	117	126	122	134	132	174	141
17:00	137	132	92	106	103	106	113	97	120	122	111	123	137	129
17:15	143	133	97	118	88	119	129	105	104	103	122	132	128	145
17:30	112	126	107	97	124	116	129	142	130	107	102	108	129	119
17:45	131	115	88	103	93	87	121	130	134	114	114	118	124	117
18:00	106	137	117	92	96	106	96	122	88	106	110	121	129	142
18:15	87	120	89	98	60	85	113	116	145	120	112	111	130	131
18:30	70	92	88	94	87	76	109	117	126	114	137	112	132	123
18:45	95	92	80	79	82	100	88	88	116	113	114	102	123	108
19:00	120	93	99	91	101	89	86	94	122	112	139	119	116	101
19:15	77	86	102	90	79	84	107	114	137	108	98	139	104	108
19:30	108	92	78	90	97	95	100	89	108	117	116	102	125	153
19:45	85	94	80	118	83	95	92	104	132	118	98	98	97	114
20:00	87	86	74	98	63	122	64	71	125	124	132	88	77	102
20:15	76	95	64	91	56	61	75	110	122	124	117	108	86	96
20:30	68	98	61	72	61	61	56	84	134	96	105	108	67	89
20:45	64	75	41	63	62	82	55	63	124	128	85	86	84	84
21:00	71	85	54	63	72	55	56	62	144	124	111	98	88	67
21:15	38	63	56	50	57	51	45	75	123	132	131	130	71	88
21:30	58	57	54	43	49	63	50	62	116	124	130	102	61	86
21:45	50	60	40	50	44	47	38	60	117	130	131	88	76	83
22:00	27	51	28	64	30	52	34	28	119	128	101	119	67	66
22:15	37	56	24	39	47	63	61	55	92	130	77	99	61	73
22:30	24	53	19	40	43	47	35	48	87	100	100	108	61	66
22:45	32	42	17	34	28	56	27	40	82	99	62	103	46	70
23:00	15	26	20	34	17	39	24	25	53	82	56	86	33	60
23:15	20	36	20	30	20	21	22	40	71	108	67	84	37	43
23:30	15	21	16	23	16	27	20	21	59	97	64	76	44	41
23:45	13	23	18	24	26	13	35	24	63	67	47	98	33	39
00:00	11	19	11	18	15	16	11	27	57	62	50	51	23	40
00:15	15	11	15	18	9	17	9	18	38	77	24	53	16	24
00:30	9	11	6	14	8	10	17	11	39	53	38	39	12	21
00:45	14	13	8	10	17	13	12	14	22	40	32	39	7	23
Total	5442	5990	5385	5552	5310	5502	5799	6002	7221	7017	7498	7058	6999	6591
In/Out Tot		11433		10937		10812		11801		14237		14556		13591

[illegible]

**Meijer
M2, Hamilton
Urban**

Factored

Driveway Traffic

M2 Time	04/28/97 Monday		04/22/97 Tuesday		04/23/97 Wednesday		04/24/97 Thursday		04/25/97 Friday		04/26/97 Saturday		04/27/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	8	10	13	21	10	12	8	13	5	11	10	17	22	32
00:15:00	10	11	7	9	9	10	5	4	9	14	17	17	23	25
00:30:00	8	9	4	6	6	5	7	9	7	9	27	28	14	15
00:45:00	2	6	6	11	6	5	4	7	2	3	10	16	17	20
01:00:00	3	4	1	3	3	1	5	6	4	5	14	16	15	15
01:15:00	3	1	3	4	1	2	0	2	9	13	10	27	5	7
01:30:00	3	2	2	4	5	6	4	4	7	8	14	20	7	10
01:45:00	4	4	3	6	5	5	1	1	2	5	3	4	11	14
02:00:00	4	7	4	6	3	4	4	6	4	3	4	5	7	8
02:15:00	3	4	5	5	4	3	4	4	2	1	8	10	6	8
02:30:00	2	4	3	2	2	4	4	4	7	6	3	2	7	10
02:45:00	3	1	3	3	3	5	8	4	6	6	2	8	6	2
03:00:00	2	0	3	1	4	5	3	2	8	6	5	4	13	13
03:15:00	1	1	2	2	1	1	4	4	14	13	6	7	4	6
03:30:00	4	2	3	1	5	4	7	10	4	5	8	6	3	3
03:45:00	3	3	12	12	4	3	4	3	6	7	11	8	2	4
04:00:00	8	7	9	9	3	4	5	4	2	4	4	8	3	4
04:15:00	3	3	4	5	1	2	6	5	10	11	7	5	1	1
04:30:00	9	7	3	2	6	4	6	6	8	6	6	6	11	12
04:45:00	5	4	4	1	7	6	7	4	6	5	9	10	10	8
05:00:00	10	10	19	12	23	14	16	16	18	16	8	4	7	6
05:15:00	21	21	12	12	17	16	10	10	7	9	10	12	6	12
05:30:00	19	20	22	23	19	10	18	14	11	7	9	6	9	4
05:45:00	22	19	33	26	23	20	18	16	33	28	14	9	20	16
06:00:00	41	34	36	24	37	28	34	20	29	20	23	14	16	11
06:15:00	42	29	35	22	35	32	35	26	29	20	19	15	9	10
06:30:00	40	24	31	24	33	26	27	28	36	37	34	29	22	18
06:45:00	40	39	43	40	38	33	39	41	36	30	42	38	21	20
07:00:00	41	38	41	34	37	39	46	40	55	50	48	50	28	21
07:15:00	38	27	34	25	26	24	39	41	42	40	35	21	30	32
07:30:00	34	36	39	35	34	25	29	27	39	33	35	33	26	23
07:45:00	40	31	48	43	31	37	42	37	54	52	54	44	27	24
08:00:00	41	38	40	43	41	31	37	36	39	48	64	59	31	33
08:15:00	45	35	56	51	53	44	54	40	56	51	86	66	24	26
08:30:00	55	46	65	72	58	45	61	53	57	57	68	50	49	45
08:45:00	44	38	54	51	49	49	50	54	74	67	79	67	50	59
09:00:00	80	65	64	50	44	39	55	39	78	64	96	86	56	52
09:15:00	73	73	70	57	57	55	70	74	87	72	101	79	49	38
09:30:00	77	69	97	84	63	59	68	63	91	74	104	105	72	65
09:45:00	71	68	82	80	79	63	72	62	95	76	109	106	72	61
10:00:00	78	67	84	64	78	75	88	86	94	89	124	115	78	68
10:15:00	99	87	81	78	66	58	85	84	102	86	141	131	85	82
10:30:00	94	87	100	85	86	72	61	55	99	85	138	141	86	74
10:45:00	92	71	86	73	82	90	89	81	105	89	141	128	97	87
11:00:00	95	93	77	85	71	77	83	84	119	114	160	155	109	104
11:15:00	108	114	98	81	92	94	86	83	90	91	157	145	118	114
11:30:00	80	90	90	90	83	76	88	89	108	99	147	154	116	122
11:45:00	91	89	72	79	96	90	97	81	96	101	143	152	141	127
12:00:00	103	96	74	85	80	89	113	111	102	111	128	129	146	144
12:17:00	108	107	98	101	79	84	98	108	107	117	168	163	164	145
12:30:00	90	85	81	90	75	80	85	86	109	111	146	138	163	164
12:45:00	99	96	53	72	86	93	85	86	90	87	169	164	148	133
13:00:00	101	96	104	96	76	91	85	78	100	96	138	151	168	157
13:15:00	109	102	78	84	97	95	103	85	106	123	147	149	160	149
13:30:00	97	105	88	83	81	85	74	100	104	116	130	131	146	135
13:45:00	110	115	94	86	86	104	85	93	111	114	128	134	154	164
14:00:00	100	94	88	84	67	65	99	89	119	128	135	144	144	171
14:15:00	105	111	78	78	108	99	100	91	107	110	160	157	125	135
14:30:00	81	90	85	98	95	92	112	106	82	101	154	132	152	154
14:45:00	96	99	91	89	99	84	111	110	90	98	138	149	137	150
15:00:00	119	119	88	92	88	90	94	110	108	109	130	123	161	156
15:15:00	94	113	88	110	97	86	99	96	121	109	135	134	160	164
15:30:00	103	114	104	100	101	96	80	91	139	121	136	145	156	132
15:45:00	120	110	97	95	105	105	96	101	116	122	122	132	149	157
16:00:00	114	109	98	101	104	106	110	105	139	132	123	135	155	153
16:15:00	122	112	104	101	96	91	102	83	100	110	122	116	155	163
16:30:00	111	109	103	88	98	103	109	119	124	119	128	146	121	140
16:45:00	117	114	104	87	111	117	112	104	128	129	136	148	137	136
17:00:00	92	100	115	110	107	99	111	118	121	119	135	131	113	108
17:15:00	135	134	107	98	101	98	123	113	117	127	119	132	82	101
17:30:00	120	127	101	109	95	117	122	124	124	131	134	126	117	117
17:45:00	128	129	110	107	103	100	111	99	134	136	138	123	111	116
18:00:00	99	107	104	115	88	95	110	111	108	102	129	128	105	95
18:15:00	90	99	105	107	100	91	112	110	118	107	104	125	98	95
18:30:00	109	97	98	98	106	102	116	107	128	116	123	131	125	120
18:45:00	99	105	95	93	89	105	120	122	123	121	110	113	106	107
19:00:00	116	114	86	88	100	104	103	110	149	148	119	110	104	103
19:15:00	99	98	99	106	107	108	94	106	96	105	113	120	121	98
19:30:00	80	84	107	105	100	96	95	97	100	92	113	116	66	92
19:45:00	108	115	81	88	75	98	92	98	132	134	128	146	74	97
20:00:00	82	84	98	110	89	92	96	95	112	132	104	111	78	104
20:15:00	87	102	88	103	77	84	106	106	117	121	92	104	83	94
20:30:00	65	78	62	71	78	78	93	112	111	112	112	111	93	99
20:45:00	62	81	55	78	72	86	67	74	89	94	97	105	83	79
21:00:00	61	62	58	50	37	68	61	71	93	95	93	101	59	67
21:15:00	52	61	46	63	43	44	49	71	83	90	78	87	49	65
21:30:00	50	62	38	53	42	65	54	62	79	93	62	71	48	54
21:45:00	37	51	54	44	36	34	55	72	69	94	70	77	36	40
22:00:00	43	52	30	40	38	43	31	46	59	74	58	74	20	26
22:15:00	39	42	44	57	39	48	50	60	77	89	59	62	45	46
22:30:00	35	35	31	37	30	35	26	34	78	86	51	73	34	29
22:45:00	27	30	27	25	22	23	21	25	61	68	55	49	28	33
23:00:00	17	18	14	19	20	26	23	28	34	38	42	53	23	26
23:15:00	15	15	12	20	23	22	17	18	31	45	36	53	18	25
23:30:00	13	16	11	12	14	15	16	20	24	37	32	36	7	12
23:45:00	8	12	6	10	12	17	21	21	24	25	17	22	8	8
Total In/Out Tot	5769	5752	5377	5391	5217	5257	5646	5660	6695	6738	7661	7744	6581	6624
		11521		10768		10474		11306		13434		15405		13205

SR137		4226		4226	
M2		Time		North	
04/23/97	01:30	20	10	5	
04/23/97	01:15	10	11	6	
04/23/97	01:00	6	6	10	
04/23/97	01:45	4	4	4	
04/23/97	02:00	4	4	4	
04/23/97	02:15	11	11	8	
04/23/97	02:30	11	11	12	
04/23/97	02:45	6	6	7	
04/23/97	03:15	5	5	4	
04/23/97	03:30	3	3	4	
04/23/97	03:45	2	2	9	
04/23/97	04:00	4	4	7	
04/23/97	04:15	10	10	9	
04/23/97	04:30	12	12	12	
04/23/97	04:45	13	13	2	
04/23/97	05:00	10	10	7	
04/23/97	05:15	17	17	7	
04/23/97	05:30	15	15	12	
04/23/97	05:45	35	35	13	
04/23/97	06:00	46	46	22	
04/23/97	06:15	28	28	28	
04/23/97	06:30	75	75	46	
04/23/97	06:45	97	97	46	
04/23/97	07:00	121	121	59	
04/23/97	07:15	114	114	52	
04/23/97	07:30	129	129	73	
04/23/97	07:45	144	144	61	
04/23/97	08:00	151	151	68	
04/23/97	08:15	116	116	54	
04/23/97	08:30	135	135	50	
04/23/97	08:45	102	102	72	
04/23/97	09:00	112	112	90	
04/23/97	09:15	71	71	71	
04/23/97	09:30	102	102	83	
04/23/97	09:45	110	110	87	
04/23/97	10:00	116	116	94	
04/23/97	10:15	88	88	101	
04/23/97	10:30	101	101	104	
04/23/97	10:45	122	122	104	
04/23/97	11:00	132	132	106	
04/23/97	11:15	110	110	113	
04/23/97	11:30	109	109	135	
04/23/97	11:45	140	140	123	
04/23/97	12:00	140	140	133	
04/23/97	12:15	119	119	128	
04/23/97	12:30	147	147	135	
04/23/97	12:45	149	149	129	
04/23/97	13:00	132	132	138	
04/23/97	13:15	159	159	130	
04/23/97	13:30	123	123	127	
04/23/97	13:45	112	112	120	
04/23/97	14:00	149	149	129	
04/23/97	14:15	134	134	130	
04/23/97	14:30	140	140	140	
04/23/97	14:45	148	148	138	
04/23/97	15:00	131	131	146	
04/23/97	15:15	137	137	151	
04/23/97	15:30	137	137	161	
04/23/97	15:45	187	187	195	
04/23/97	16:00	188	188	176	
04/23/97	16:15	143	143	201	
04/23/97	16:30	155	155	187	
04/23/97	16:45	187	187	186	
04/23/97	17:00	187	187	195	
04/23/97	17:15	184	184	197	
04/23/97	17:30	183	183	211	
04/23/97	17:45	163	163	211	
04/23/97	18:00	162	162	177	
04/23/97	18:15	152	152	182	
04/23/97	18:30	149	149	153	
04/23/97	18:45	174	174	205	
04/23/97	19:00	174	174	205	
04/23/97	19:15	132	132	144	
04/23/97	19:30	131	131	120	
04/23/97	19:45	117	117	127	
04/23/97	20:00	127	127	128	
04/23/97	20:15	119	119	132	
04/23/97	20:30	102	102	130	
04/23/97	20:45	116	116	134	
04/23/97	21:00	99	99	137	
04/23/97	21:15	113	113	108	
04/23/97	21:30	88	88	95	
04/23/97	21:45	95	95	98	
04/23/97	22:00	61	61	76	
04/23/97	22:15	53	53	70	
04/23/97	22:30	50	50	66	
04/23/97	22:45	59	59	48	
04/23/97	23:00	47	47	34	
04/23/97	23:15	42	42	40	
04/23/97	23:30	36	36	32	
04/23/97	23:45	25	25	30	
04/23/97	24:00	1	1	30	
04/23/97	1.010417	1	1	20	
04/23/97	1.020633	12	12	25	
04/23/97	1.03125	10	10	15	

SR127		4226		4226	
M2		Time		North	
04/23/97	01:30	11	12		
04/23/97	01:15	6	6	12	
04/23/97	01:00	7	7	18	
04/23/97	01:45	6	6	16	
04/23/97	02:00	10	10	9	
04/23/97	02:15	4	4	6	
04/23/97	02:30	12	12	6	
04/23/97	02:45	7	7	11	
04/23/97	03:15	5	5	4	
04/23/97	03:30	6	6	8	
04/23/97	03:45	2	2	4	
04/23/97	04:00	6	6	7	
04/23/97	04:15	5	5	6	
04/23/97	04:30	6	6	10	
04/23/97	04:45	7	7	4	
04/23/97	05:00	9	9	7	
04/23/97	05:15	22	22	10	
04/23/97	05:30	32	32	18	
04/23/97	05:45	52	52	17	
04/23/97	06:00	42	42	20	
04/23/97	06:15	102	102	43	
04/23/97	06:30	114	114	44	
04/23/97	06:45	130	130	56	
04/23/97	07:00	144	144	63	
04/23/97	07:15	132	132	75	
04/23/97	07:30	132	132	75	
04/23/97	07:45	131	131	77	
04/23/97	08:00	161	161	82	
04/23/97	08:15	107	107	87	
04/23/97	08:30	107	107	87	
04/23/97	08:45	108	108	78	
04/23/97	09:00	117	117	90	
04/23/97	09:15	111	111	75	
04/23/97	09:30	121	121	71	
04/23/97	09:45	104	104	95	
04/23/97	10:00	102	102	90	
04/23/97	10:15	104	104	95	
04/23/97	10:30	104	104	95	
04/23/97	10:45	98	98	103	
04/23/97	11:00	107	107	104	
04/23/97	11:15	111	111	104	
04/23/97	11:30	110	110	113	
04/23/97	11:45	134	134	136	
04/23/97	12:00	124	124	134	
04/23/97	12:15	114	114	114	
04/23/97	12:30	127	127	162	
04/23/97	12:45	140	140	160	
04/23/97	13:00	132	132	138	
04/23/97	13:15	128	128	139	
04/23/97	13:30	142	142	135	
04/23/97	13:45	140	140	126	
04/23/97	14:00	128	128	123	
04/23/97	14:15	142	142	119	
04/23/97	14:30	137	137	112	
04/23/97	14:45	131	131	144	
04/23/97	15:00	131	131	144	
04/23/97	15:15	127	127	145	
04/23/97	15:30	131	131	157	
04/23/97	15:45	123	123	145	
04/23/97	16:00	142	142	164	
04/23/97	16:15	142	142	164	
04/23/97	16:30	140	140	179	
04/23/97	16:45	145	145	170	
04/23/97	17:00	154	154	185	
04/23/97	17:15	150	150	178	
04/23/97	17:30	173	173	179	
04/23/97	17:45	168	168	177	
04/23/97	18:00	152	152	169	
04/23/97	18:15	140	140	158	
04/23/97	18:30	139	139	175	
04/23/97	18:45	140	140	182	
04/23/97	19:00	152	152	181	
04/23/97	19:15	152	152	191	
04/23/97	19:30	142	142	171	
04/23/97	19:45	101	101	157	
04/23/97	20:00	125	125	128	
04/23/97	20:15	119	119	132	
04/23/97	20:30	116	116	130	
04/23/97	20:45	124	124	134	
04/23/97	21:00	99	99	124	
04/23/97	21:15	98	98	124	
04/23/97	21:30	105	105	106	
04/23/97	21:45	72	72	93	
04/23/97	22:00	66	66	78	
04/23/97	22:15	75	75	66	
04/23/97	22:30	40	40	47	
04/23/97	22:45	45	45	41	
04/23/97	23:00	42	42	47	
04/23/97	23:15	36	36	32	
04/23/97	23:30	25	25	30	
04/23/97	23:45	1	1	30	
04/23/97	1.010417	1	1	23	
04/23/97	1.020633	12	12	25	
04/23/97	1.03125	13	13	21	

SR127		4226	
M2		North	
Date	Time	South	North
04/23/97	01:00	8	12
04/23/97	01:15	14	18
04/23/97	01:30	6	7
04/23/97	01:45	2	9
04/23/97	02:15	1	11
04/23/97	02:30	1	11
04/23/97	02:45	8	4
04/23/97	03:00	8	6
04/23/97	03:15	12	8
04/23/97	03:30	12	8
04/23/97	03:45	6	7
04/23/97	04:15	11	4
04/23/97	04:30	3	14
04/23/97	04:45	10	11
04/23/97	05:15	11	10
04/23/97	05:30	11	6
04/23/97	05:45	13	17
04/23/97	06:00	43	17
04/23/97	06:15	55	18
04/23/97	06:30	55	18
04/23/97	06:45	69	46
04/23/97	07:00	110	45
04/23/97	07:15	110	64
04/23/97	07:30	142	62
04/23/97	07:45	131	75
04/23/97	08:00	139	71
04/23/97	08:15	137	82
04/23/97	08:30	114	66
04/23/97	08:45	92	60
04/23/97	09:00	107	69
04/23/97	09:15	112	64
04/23/97	09:30	108	91
04/23/97	09:45	104	96
04/23/97	10:15	114	96
04/23/97	10:30	114	117
04/23/97	10:45	94	111
04/23/97	11:00	111	117
04/23/97	11:15	120	110
04/23/97	11:30	120	111
04/23/97	11:45	130	127
04/23/97	12:00	139	126
04/23/97	12:15	129	135
04/23/97	12:30	137	142
04/23/97	12:45	140	136
04/23/97	13:00	151	151
04/23/97	13:15	168	145
04/23/97	13:30	137	145
04/23/97	13:45	144	184
04/23/97	16:45	144	167
04/23/97	17:00	167	186
04/23/97	17:15	133	190
04/23/97	17:30	154	192
04/23/97	17:45	122	152
04/23/97	18:00	163	152
04/23/97	18:15	171	197
04/23/97	18:30	176	194
04/23/97	18:45	147	181
04/23/97	19:00	172	197
04/23/97	19:15	136	172
04/23/97	19:30	135	172
04/23/97	19:45	141	118
04/23/97	20:00	146	146
04/23/97	20:15	123	156
04/23/97	20:30	112	119
04/23/97	20:45	115	129
04/23/97	21:00	90	98
04/23/97	21:15	90	98
04/23/97	21:30	38	46
04/23/97	21:45	27	50
04/23/97	22:00	30	40
04/23/97	22:15	21	31
04/23/97	22:30	20	32
04/23/97	22:45	103	103
04/23/97	23:00	129	129
04/23/97	23:15	129	129
04/23/97	23:30	129	129
04/23/97	23:45	129	129
04/23/97	24:00	129	129
04/23/97	24:15	129	129
04/23/97	24:30	129	129
04/23/97	24:45	129	129
04/23/97	25:00	129	129
04/23/97	25:15	129	129
04/23/97	25:30	129	129
04/23/97	25:45	129	129
04/23/97	26:00	129	129
04/23/97	26:15	129	129
04/23/97	26:30	129	129
04/23/97	26:45	129	129
04/23/97	27:00	129	129
04/23/97	27:15	129	129
04/23/97	27:30	129	129
04/23/97	27:45	129	129
04/23/97	28:00	129	129
04/23/97	28:15	129	129
04/23/97	28:30	129	129
04/23/97	28:45	129	129
04/23/97	29:00	129	129
04/23/97	29:15	129	129
04/23/97	29:30	129	129
04/23/97	29:45	129	129
04/23/97	30:00	129	129
04/23/97	30:15	129	129
04/23/97	30:30	129	129
04/23/97	30:45	129	129
04/23/97	31:00	129	129
04/23/97	31:15	129	129
04/23/97	31:30	129	129
04/23/97	31:45	129	129
04/23/97	32:00	129	129
04/23/97	32:15	129	129
04/23/97	32:30	129	129
04/23/97	32:45	129	129
04/23/97	33:00	129	129
04/23/97	33:15	129	129
04/23/97	33:30	129	129
04/23/97	33:45	129	129
04/23/97	34:00	129	129
04/23/97	34:15	129	129
04/23/97	34:30	129	129
04/23/97	34:45	129	129
04/23/97	35:00	129	129
04/23/97	35:15	129	129
04/23/97	35:30	129	129
04/23/97	35:45	129	129
04/23/97	36:00	129	129
04/23/97	36:15	129	129
04/23/97	36:30	129	129
04/23/97	36:45	129	129
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04/23/97	37:15	129	129
04/23/97	37:30	129	129
04/23/97	37:45	129	129
04/23/97	38:00	129	129
04/23/97	38:15	129	129
04/23/97	38:30	129	129
04/23/97	38:45	129	129
04/23/97	39:00	129	129
04/23/97	39:15	129	129
04/23/97	39:30	129	129
04/23/97	39:45	129	129
04/23/97	40:00	129	129
04/23/97	40:15	129	129
04/23/97	40:30	129	129
04/23/97	40:45	129	129
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04/23/97	41:15	129	129
04/23/97	41:30	129	129
04/23/97	41:45	129	129
04/23/97	42:00	129	129
04/23/97	42:15	129	129
04/23/97	42:30	129	129
04/23/97	42:45	129	129
04/23/97	43:00	129	129
04/23/97	43:15	129	129
04/23/97	43:30	129	129
04/23/97	43:45	129	129
04/23/97	44:00	129	129
04/23/97	44:15	129	129
04/23/97	44:30	129	129
04/23/97	44:45	129	129
04/23/97	45:00	129	129
04/23/97	45:15	129	129
04/23/97	45:30	129	129
04/23/97	45:45	129	129
04/23/97	46:00	129	129
04/23/97	46:15	129	129
04/23/97	46:30	129	129
04/23/97	46:45	129	129
04/23/97	47:00	129	129
04/23/97	47:15	129	129
04/23/97	47:30	129	129
04/23/97	47:45	129	129
04/23/97	48:00	129	129
04/23/97	48:15	129	129
04/23/97	48:30	129	129
04/23/97	48:45	129	129
04/23/97	49:00	129	129
04/23/97	49:15	129	129
04/23/97	49:30	129	129
04/23/97	49:45	129	129
04/23/97	50:00	129	129
04/23/97	50:15	129	129
04/23/97	50:30	129	129
04/23/97	50:45	129	129
04/23/97	51:00	129	129
04/23/97	51:15	129	129
04/23/97	51:30	129	129
04/23/97	51:45	129	129
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04/23/97	52:15	129	129
04/23/97	52:30	129	129
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04/23/97	53:00	129	129
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04/23/97	53:45	129	129
04/23/97	54:00	129	129
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04/23/97	54:30	129	129
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04/23/97	59:15	129	129
04/23/97	59:30	129	129
04/23/97	59:45	129	129
04/23/97	60:00	129	129
04/23/97	60:15	129	129
04/23/97	60:30	129	129
04/23/97	60:45	129	129
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04/23/97	61:15	129	129
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04/23/97	62:15	129	129
04/23/97	62:30	129	129
04/23/97	62:45	129	129
04/23/97	63:00	129	129
04/23/97	63:15	129	129
04/23/97	63:30	129	129
04/23/97	63:45	129	129
04/23/97	64:00	129	129
04/23/97	64:15	129	129
04/23/97	64:30	129	129
04/23/97	64:45	129	129
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04/23/97	65:15	129	129
04/23/97	65:30	129	129
04/23/97	65:45	129	129
04/23/97	66:00	129	129
04/23/97	66:15	129	129
04/23/97	66:30	129	129
04/23/97	66:45	129	129
04/23/97	67:00	129	129
04/23/97	67:15	129	129
04/23/97	67:30	129	129
04/23/97	67:45	129	129
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04/23/97	68:15	129	129
04/23/97	68:30	129	129
04/23/97	68:45	129	129
04/23/97	69:00	129	129
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04/23/97	71:30	129	129
04/23/97	71:45	129	129
04/23/97	72:00	129	129
04/23/97	72:15	129	129
04/23/97	72:30	129	129
04/23/97	72:45	129	129
04/23/97	73:00	129	129
04/23/97	73:15	129	129
04/23/97	73:30	129	129
04/23/97	73:45	129	129
04/23/97	74:00	129	129
04/23/97	74:15	129	129
04/23/97	74:30	129	129
04/23/97	74:45	129	129
04/23/97	75:00	129	129
04/23/97	75:15	129	129
04/23/97	75:30	129	129
04/23/97	75:45	129	129
04/23/97	76:00	129	129
04/23/97	76:15	129	129
04/23/97	76:30	129	129
04/23			

Mejier
M3, North Dayton
Urban

Factored

Driveway Traffic

M3 Time	03/24/96		03/25/96		03/19/97		03/20/96		03/21/96		03/22/96		03/23/96	
	Mon IN	Mon OUT	Tue IN	Tue OUT	Wed IN	Wed OUT	Thur IN	Thur OUT	Fri IN	Fri OUT	Sat IN	Sat OUT	Sun IN	Sun OUT
01:00	31	25	19	11	25	19	22	15	29	15	40	28	34	22
01:15	19	6	10	14	24	21	11	19	39	22	39	31	37	19
01:30	14	13	9	7	17	11	13	11	15	15	27	23	16	17
01:45	11	16	17	18	11	11	19	5	34	11	30	11	36	22
02:00	6	9	12	6	12	13	8	6	15	13	22	30	10	24
02:15	7	15	19	13	13	5	9	19	14	17	8	19	15	14
02:30	12	9	17	16	4	8	8	6	21	8	17	14	20	8
02:45	17	4	3	10	8	8	11	9	10	12	8	17	18	16
03:00	6	6	13	1	7	8	9	3	14	11	14	12	12	7
03:15	5	9	11	3	5	4	7	9	13	14	14	11	11	2
03:30	6	4	20	3	7	10	20	7	19	8	9	5	13	9
03:45	7	10	8	7	8	10	25	7	20	6	14	8	15	10
04:00	9	9	9	2	12	6	1	5	5	4	13	9	11	11
04:15	12	4	24	4	17	7	9	7	8	7	22	4	9	15
04:30	9	3	8	6	11	3	14	6	10	9	17	6	10	4
04:45	5	8	9	0	4	4	13	3	12	6	3	5	13	9
05:00	8	1	1	5	3	7	1	9	3	2	9	7	8	4
05:15	3	11	13	8	12	6	6	2	10	3	4	15	10	7
05:30	7	7	10	10	9	2	4	7	8	13	6	4	6	8
05:45	13	11	18	15	16	18	19	25	6	20	11	12	7	13
06:00	17	6	20	11	18	7	21	15	29	17	12	10	7	8
06:15	29	21	26	17	18	22	24	20	18	17	18	9	12	18
06:30	25	18	13	14	25	19	12	23	20	19	19	21	16	9
06:45	16	25	21	21	28	10	37	28	34	21	17	21	16	13
07:00	36	21	25	28	32	34	42	32	61	29	39	20	19	17
07:15	40	24	50	37	48	31	45	32	48	41	44	22	29	28
07:30	37	33	34	31	52	47	57	37	50	48	40	32	26	20
07:45	62	64	57	59	63	57	60	41	57	67	39	40	47	25
08:00	52	60	57	44	49	42	68	67	86	52	36	39	32	39
08:15	52	43	56	46	42	48	57	53	55	55	42	53	28	33
08:30	50	41	57	57	55	53	62	52	70	49	48	57	36	44
08:45	58	67	52	58	47	50	62	55	63	88	48	51	34	54
09:00	57	54	52	53	58	61	73	62	63	56	56	56	44	50
09:15	60	42	57	68	54	45	54	83	56	60	60	50	67	36
09:30	63	56	52	56	50	66	85	71	62	81	55	75	71	76
09:45	76	74	69	50	61	84	84	86	72	83	94	81	56	69
10:00	73	85	52	77	95	82	83	66	74	75	71	93	64	85
10:15	55	68	53	71	65	84	70	68	102	71	89	92	61	71
10:30	90	68	72	90	68	90	85	74	94	96	99	93	87	86
10:45	64	84	67	81	81	85	76	94	89	103	88	116	81	105
11:00	78	98	76	73	87	118	70	112	85	106	97	124	107	81
11:15	85	90	78	96	82	91	71	98	99	120	115	109	86	96
11:30	71	104	74	93	101	106	85	102	110	107	118	143	93	121
11:45	89	89	86	128	104	112	73	117	117	102	105	144	80	111
12:00	108	90	82	95	99	117	80	137	96	109	121	132	91	108
12:15	98	120	95	117	85	112	98	110	147	131	139	111	116	157
12:30	109	115	106	115	93	117	93	106	108	132	125	159	103	150
12:45	104	111	125	114	103	113	121	110	123	139	155	104	118	133
13:00	111	141	86	116	116	128	115	112	107	120	132	128	142	142
13:15	97	111	99	117	100	128	98	132	130	111	121	130	143	137
13:30	121	109	119	71	93	115	125	106	138	111	131	170	153	164
13:45	88	109	88	91	71	136	84	137	132	150	129	142	133	181
14:00	97	121	95	106	101	130	115	126	107	125	156	170	147	136
14:15	110	101	95	96	114	91	107	109	123	95	143	151	130	157
14:30	113	101	108	88	112	102	96	128	121	125	129	186	122	144
14:45	136	100	64	106	118	101	113	106	132	112	156	179	122	150
15:00	107	118	93	92	77	131	113	134	128	132	146	170	130	166
15:15	82	104	110	85	91	101	118	124	137	117	161	159	145	170
15:30	111	128	91	118	89	114	119	102	115	98	136	169	141	147
15:45	91	111	88	105	85	116	103	136	120	109	170	158	146	134
16:00	109	129	123	125	120	120	97	135	120	108	140	169	155	173
16:15	121	128	112	117	109	124	95	132	113	120	168	175	155	136
16:30	151	105	117	152	110	151	110	137	115	124	161	182	138	145
16:45	107	146	127	100	102	159	142	131	121	107	142	158	165	158
17:00	116	116	99	129	124	139	137	137	138	125	139	120	136	170
17:15	126	117	102	119	106	143	99	114	134	124	115	162	121	173
17:30	109	165	98	123	110	153	144	157	128	128	114	146	134	143
17:45	120	116	117	131	104	158	137	140	134	120	112	132	139	146
18:00	141	130	123	122	122	113	133	131	113	129	134	134	117	139
18:15	137	145	101	132	107	128	120	136	133	130	149	140	131	117
18:30	119	149	110	118	107	138	143	146	134	140	127	127	144	142
18:45	114	140	124	104	136	132	136	119	103	121	115	115	120	129
19:00	126	141	100	118	98	169	125	151	115	113	114	146	114	150
19:15	107	134	110	91	86	112	127	103	131	128	121	118	121	136
19:30	117	120	91	101	116	108	112	106	121	128	123	122	132	124
19:45	117	127	104	88	94	124	111	116	142	104	111	91	120	141
20:00	109	92	103	80	105	118	130	106	136	116	107	105	126	111
20:15	122	103	68	103	98	130	112	122	136	88	117	130	128	108
20:30	95	114	81	99	87	120	111	118	107	118	111	92	91	115
20:45	91	102	85	75	86	97	90	118	117	91	94	106	116	97
21:00	70	85	80	76	83	94	90	101	111	100	89	95	121	116
21:15	62	122	65	105	76	100	96	89	109	83	85	89	89	99
21:30	60	84	77	75	63	110	88	70	101	87	96	61	76	103
21:45	60	76	46	63	79	69	74	85	68	96	69	74	71	88
22:00	74	83	51	65	75	67	84	97	76	92	61	87	85	67
22:15	85	87	67	64	66	67	90	79	102	80	100	64	57	64
22:30	57	59	57	62	61	58	53	80	84	67	62	71	67	48
22:45	46	62	51	63	52	64	45	75	64	84	58	73	76	40
23:00	45	74	54	52	59	47	59	81	97	55	52	66	44	60
23:15	30	57	47	44	55	44	61	46	76	66	64	50	51	41
23:30	66	38	50	21	37	47	60	35	87	39	53	46	35	38
23:45	43	32	35	47	23	45	62	51	63	67	60	49	43	40
1	45	29	25	38	38	27	28	58	46	68	46	46	38	45
1.010417	20	40	34	33	35	25	43	40	51	42	32	59	38	27
1.020833	26	30	17	21	21	24	31	35	63	34	31	48	25	29
1.03125	30	11	23	18	28	26	24	20	45	25	32	40	32	34
Total	6397	6793	5928	6222	6138	7028	6787	7178	7620	7140	7532	7926	7149	7606
In/Out Tot		13190		12151		13166		13966		14759		15458		14756

Year	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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Mejier
M4, South Dayton
Urban

Factored Driveway Traffic

M4 Time	03/24/97 Monday		03/25/97 Tuesday		03/19/97 Wednesday		03/20/97 Thursday		03/21/97 Friday		03/22/97 Saturday		03/23/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	24	24	25	35	25	29	21	32	25	51	30	54	30	42
00:15:00	17	27	15	27	10	20	15	15	31	51	30	37	26	27
00:30:00	19	24	11	26	13	11	12	16	20	24	31	36	18	38
00:45:00	10	14	11	13	21	8	10	15	17	28	22	28	22	25
01:00:00	13	17	7	14	7	22	11	15	13	24	17	29	10	25
01:15:00	7	12	11	10	12	14	4	4	10	15	11	19	10	23
01:30:00	5	8	3	10	6	11	4	4	10	15	12	18	13	16
01:45:00	2	7	10	14	10	16	4	14	10	13	12	25	10	19
02:00:00	14	10	6	8	7	9	7	11	15	16	13	15	11	13
02:15:00	4	6	4	10	8	12	6	3	9	11	11	22	7	14
02:30:00	9	8	8	13	6	13	7	8	8	10	10	12	14	19
02:45:00	6	4	1	8	5	9	7	5	14	6	4	11	8	13
03:00:00	9	10	6	8	8	6	6	8	7	17	3	8	9	10
03:15:00	7	6	10	6	6	5	8	5	4	9	4	10	8	7
03:30:00	3	7	7	10	2	8	5	7	8	8	11	3	4	6
03:45:00	9	4	5	5	13	8	20	11	16	6	10	12	22	15
04:00:00	5	1	13	8	16	14	40	12	20	11	26	7	16	10
04:15:00	11	3	17	14	16	10	12	22	13	12	15	22	9	14
04:30:00	9	7	11	15	10	16	17	16	12	17	17	14	10	11
04:45:00	13	13	17	12	23	18	15	17	30	14	17	17	17	13
05:00:00	15	9	12	9	7	19	12	19	12	15	15	9	7	11
05:15:00	19	12	18	15	12	11	13	13	22	9	22	17	15	9
05:30:00	18	6	20	16	28	14	24	21	24	25	16	12	6	7
05:45:00	29	21	31	13	39	27	27	21	28	19	25	10	29	16
06:00:00	36	21	31	24	36	37	29	22	33	25	25	19	14	12
06:15:00	38	21	34	26	36	23	37	27	50	33	32	11	21	14
06:30:00	55	40	51	41	56	40	51	35	56	51	46	27	41	24
06:45:00	51	44	76	60	70	46	64	47	56	54	54	27	57	33
07:00:00	48	47	46	36	57	40	50	51	59	57	57	37	24	23
07:15:00	49	47	67	33	65	55	72	39	69	51	48	33	34	21
07:30:00	53	45	52	60	82	61	66	57	72	62	70	47	42	44
07:45:00	77	53	80	59	66	73	92	65	83	71	64	42	48	40
08:00:00	69	31	67	53	64	57	63	54	65	60	67	60	53	41
08:15:00	57	53	57	57	59	57	54	69	75	77	71	62	61	48
08:30:00	70	72	82	57	70	63	77	53	74	49	88	88	65	45
08:45:00	79	63	80	77	70	42	70	55	101	59	90	60	95	42
09:00:00	82	58	91	66	78	79	77	51	106	59	106	81	95	88
09:15:00	97	70	92	60	88	90	93	56	105	79	99	86	108	81
09:30:00	96	80	73	93	102	81	84	72	90	87	134	103	106	81
09:45:00	91	76	105	88	87	79	98	86	100	93	112	99	117	89
10:00:00	105	85	94	83	80	86	97	61	106	90	122	110	97	97
10:15:00	125	87	129	92	92	77	95	95	113	92	119	113	126	78
10:30:00	95	116	124	104	106	104	104	110	111	97	139	125	117	103
10:45:00	118	116	104	103	104	88	118	98	134	121	149	121	112	110
11:00:00	123	121	109	100	116	85	114	102	120	113	173	140	133	110
11:15:00	105	133	99	152	109	109	115	117	119	118	112	136	131	123
11:30:00	125	132	126	136	108	99	134	112	147	128	180	112	125	120
11:45:00	151	140	136	115	132	126	129	116	148	146	166	133	146	131
12:00:00	144	157	133	152	135	134	155	150	166	134	155	157	134	171
12:15:00	143	160	145	153	152	118	144	106	148	176	172	184	155	132
12:30:00	147	175	114	202	129	129	146	149	165	162	152	144	158	152
12:45:00	143	212	128	178	129	169	129	147	155	155	157	178	134	133
13:00:00	140	154	136	195	139	124	156	116	152	117	201	142	160	125
13:15:00	144	164	124	119	136	129	126	133	143	143	152	152	163	131
13:30:00	147	214	120	137	144	130	123	128	147	148	172	129	164	164
13:45:00	130	157	146	159	123	129	127	118	149	159	184	180	158	170
14:00:00	128	141	128	169	140	135	139	137	130	107	175	129	176	137
14:15:00	144	137	129	135	137	146	123	107	155	123	189	148	166	154
14:30:00	130	145	136	145	142	154	125	159	153	171	172	178	145	156
14:45:00	131	154	139	148	151	165	123	135	158	129	150	189	160	129
15:00:00	134	162	109	174	137	132	135	147	141	139	169	175	156	158
15:15:00	144	158	105	146	147	136	130	122	149	146	167	154	165	180
15:30:00	141	179	117	176	143	148	119	137	154	138	173	162	165	160
15:45:00	147	164	148	171	167	157	141	131	138	140	159	182	153	136
16:00:00	117	153	124	152	146	139	152	142	181	157	169	172	135	156
16:15:00	146	188	158	170	149	149	153	137	146	154	158	136	156	142
16:30:00	165	179	156	189	179	162	124	143	156	163	141	170	154	155
16:45:00	143	176	156	190	175	129	130	153	157	191	145	142	171	133
17:00:00	148	199	149	198	190	172	133	148	146	145	159	138	171	145
17:15:00	164	162	168	177	164	156	146	136	147	176	124	144	178	166
17:30:00	142	195	143	146	127	147	189	135	143	138	123	131	124	153
17:45:00	141	148	145	121	159	139	140	126	146	137	129	146	150	165
18:00:00	139	147	125	132	128	137	144	128	140	148	141	137	128	186
18:15:00	153	156	119	148	161	153	135	107	135	134	127	133	170	144
18:30:00	149	158	130	144	126	161	163	141	153	118	105	144	141	173
18:45:00	124	119	126	119	130	96	143	137	135	150	115	140	141	177
19:00:00	128	113	115	118	107	140	130	141	130	131	128	123	123	141
19:15:00	107	126	102	113	110	143	124	131	131	117	105	122	99	130
19:30:00	98	112	108	121	110	121	138	127	125	121	118	122	116	129
19:45:00	115	101	109	99	104	88	121	132	87	121	109	95	122	124
20:00:00	102	101	117	106	109	137	123	138	127	124	101	125	126	125
20:15:00	92	99	118	115	95	117	106	124	98	105	102	126	106	130
20:30:00	110	114	79	118	112	102	88	124	110	113	92	96	91	111
20:45:00	77	108	105	101	100	129	109	101	113	105	108	113	107	123
21:00:00	109	102	82	96	95	81	115	117	117	94	101	93	77	124
21:15:00	88	98	86	103	105	109	103	122	106	114	105	102	82	99
21:30:00	76	99	71	78	81	105	84	102	92	124	74	104	90	95
21:45:00	71	101	74	81	73	99	89	114	92	112	78	85	70	93
22:00:00	74	92	42	75	57	71	90	94	86	122	67	107	66	96
22:15:00	62	75	52	60	53	87	75	85	75	90	75	88	56	64
22:30:00	57	91	49	75	54	69	58	73	69	84	63	107	41	84
22:45:00	47	61	52	59	43	59	56	74	58	87	48	72	66	67
23:00:00	46	60	33	72	45	68	48	63	56	77	58	71	45	81
23:15:00	48	53	40	51	46	42	49	72	33	57	40	66	33	44
23:30:00	37	49	37	39	29	43	35	42	44	60	50	77	26	49
23:45:00	29	36	30	40	33	38	25	38	39	55	40	65	28	31
Total	7811	8414	7540	8259	7885	7856	7949	7744	8544	8415	8698	8601	8194	8232
In/Out Tot		16225		15799		15741		15692		16959		17299		16425

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

Meijer
M5, Maumee
Urban

Factored Driveway Traffic

M5 Time	03/31/96 Monday		04/01/97 Tuesday		04/02/97 Wednesday		04/03/97 Thursday		4/4/97 Friday		04/05/97 Saturday		04/06/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
01:00	0	0	18	47	12	32	18	33	19	35	43	54	26	42
01:15	4	12	17	29	16	32	9	26	27	37	28	44	33	41
01:30	10	19	17	29	19	22	18	30	13	18	13	40	21	48
01:45	2	8	5	22	13	36	9	18	15	36	18	25	16	42
02:00	3	4	8	32	0	13	6	13	5	33	15	23	15	22
02:15	1	10	8	16	7	22	5	14	10	27	4	23	17	29
02:30	1	10	3	5	6	14	5	9	7	24	6	22	8	23
02:45	7	5	3	9	6	9	4	13	14	13	8	17	9	25
03:00	6	6	2	8	6	11	5	11	5	9	12	11	10	21
03:15	3	5	3	11	0	9	4	4	10	22	4	13	8	28
03:30	3	8	0	5	7	18	4	14	3	15	7	15	6	15
03:45	3	6	2	9	1	5	11	6	2	14	9	9	7	6
04:00	7	6	6	9	5	8	4	7	8	13	2	12	4	14
04:15	5	5	2	6	5	12	1	6	10	10	4	10	6	7
04:30	9	5	5	4	2	10	3	3	7	27	8	11	4	4
04:45	10	5	4	5	9	3	2	12	6	15	1	13	9	8
05:00	8	6	1	10	8	7	0	3	9	33	20	7	15	6
05:15	5	5	3	3	8	3	0	9	7	28	7	16	3	5
05:30	9	10	4	8	6	9	11	8	14	22	20	14	17	4
05:45	18	14	6	5	16	8	4	7	10	14	5	16	9	17
06:00	24	11	7	2	5	9	10	6	15	16	20	12	14	14
06:15	27	9	3	7	11	12	13	12	12	16	18	27	10	11
06:30	15	27	11	15	13	10	24	5	17	10	23	15	13	20
06:45	30	15	18	14	25	8	30	12	35	15	25	27	35	18
07:00	23	20	17	5	21	14	22	29	29	22	33	16	24	26
07:15	26	30	19	15	22	13	27	16	31	19	33	30	21	16
07:30	37	33	22	23	46	18	26	34	39	33	26	31	26	18
07:45	42	31	30	28	49	22	36	29	43	31	57	38	34	24
08:00	29	40	34	24	39	38	50	33	45	26	55	37	45	24
08:15	50	31	39	30	48	29	36	26	47	50	57	44	39	38
08:30	42	45	59	41	44	51	44	36	53	53	61	44	28	36
08:45	49	36	55	44	49	32	70	52	58	66	70	36	43	45
09:00	60	45	49	41	49	52	43	49	52	51	51	57	44	54
09:15	71	54	44	32	36	47	67	46	53	44	74	63	55	40
09:30	84	45	25	36	76	34	39	38	56	51	81	55	59	49
09:45	89	51	53	40	56	46	45	47	60	52	93	71	86	68
10:00	79	76	72	44	60	64	67	55	67	48	103	66	91	47
10:15	88	103	81	66	65	64	92	48	107	67	115	81	105	73
10:30	96	68	67	60	91	65	75	61	82	83	119	76	121	90
10:45	103	102	99	62	72	74	82	76	93	68	84	80	99	92
11:00	98	88	95	69	91	83	75	68	121	91	124	99	94	94
11:15	109	84	106	85	100	89	98	87	133	105	121	114	114	98
11:30	120	87	102	83	94	67	97	84	121	98	164	104	121	98
11:45	111	95	124	98	101	109	102	75	105	95	175	113	138	112
12:00	157	110	113	110	97	90	96	93	117	99	179	131	170	119
12:15	118	115	105	99	99	114	90	114	100	121	154	161	148	130
12:30	117	122	111	110	100	93	114	100	112	111	156	144	146	123
12:45	156	104	115	87	95	96	140	87	126	112	184	167	148	118
13:00	108	126	125	106	127	79	163	104	139	96	161	130	165	131
13:15	129	130	133	134	97	89	145	142	108	115	183	162	165	137
13:30	114	117	128	113	116	118	144	118	129	112	188	150	167	165
13:45	116	113	99	114	117	105	115	125	126	113	174	168	138	116
14:00	130	94	115	103	92	93	146	133	140	106	201	161	197	127
14:15	98	142	143	110	99	100	125	101	104	108	195	155	184	156
14:30	121	144	89	95	89	109	107	101	116	110	156	160	169	163
14:45	128	136	98	98	96	105	132	123	106	119	172	149	178	151
15:00	140	123	101	94	141	86	106	118	113	103	166	165	160	166
15:15	136	117	129	110	116	103	115	122	153	109	175	165	200	160
15:30	134	113	112	100	96	112	118	124	121	133	187	178	170	179
15:45	126	127	96	109	93	104	142	106	114	121	181	175	173	150
16:00	135	136	108	95	98	94	106	131	101	125	202	151	172	146
16:15			108	118	110	92	113	116	123	119	187	149	146	147
16:30			88	111	91	118	104	135	113	115	188	189	173	179
16:45			128	108	90	111	118	107	125	126	164	164	161	161
17:00			99	91	90	88	97	112	121	104	172	183	148	162
17:15			100	108	80	94	114	101	105	129	154	194	149	150
17:30	146	135	102	106	97	93	105	122	98	123	151	160	133	147
17:45	121	144	104	128	109	113	94	102	153	115	161	168	151	137
18:00	128	124	110	95	119	114	126	90	118	111	147	159	202	156
18:15	113	119	119	99	111	110	114	104	99	126	162	143	168	157
18:30	133	111	93	120	111	87	110	119	118	104	128	136	162	144
18:45	134	118	126	96	110	108	119	135	106	118	147	127	163	175
19:00	125	125	114	121	101	96	108	114	137	125	122	147	130	175
19:15	118	120	126	117	102	95	121	123	114	103	136	134	159	172
19:30	133	109	123	120	86	88	115	97	138	122	121	144	120	144
19:45	125	108	106	115	119	109	107	100	115	104	154	144	122	112
20:00	126	127	118	91	102	97	99	110	131	137	144	137	113	143
20:15	107	132	95	105	121	108	112	107	140	108	111	137	124	132
20:30	88	108	111	119	102	116	96	122	127	110	106	115	104	140
20:45	101	134	96	94	95	108	102	116	126	113	126	130	70	124
21:00	85	108	80	123	90	93	99	95	93	117	101	110	82	96
21:15	74	85	79	123	92	90	80	85	115	121	93	115	61	89
21:30	73	84	95	91	74	90	87	103	92	118	136	116	72	78
21:45	71	73	84	91	79	88	78	98	122	120	96	133	47	87
22:00	66	87	81	76	75	106	105	101	120	120	88	103	54	84
22:15	51	91	68	101	51	84	82	101	104	109	78	77	64	51
22:30	68	80	61	94	46	84	57	89	97	100	80	126	31	80
22:45	58	78	45	74	53	62	68	72	80	99	74	92	38	48
23:00	46	62	40	74	68	56	70	84	77	97	82	99	21	46
23:15	41	67	47	78	45	76	42	75	64	80	50	69	25	33
23:30	40	68	22	44	46	49	45	63	43	88	64	74	23	45
23:45	26	49	34	53	39	73	24	61	44	65	68	69	19	37
1	23	35	35	33	24	56	48	64	43	62	34	78	5	26
1.010417	32	48	25	37	24	30	38	52	45	75	30	61	3	27
1.020833	26	31	25	51	25	40	46	48	35	65	28	62	10	19
1.03125	24	34	16	41	29	41	20	38	35	64	32	49	4	26

Total	6891	6827	6171	6269	5989	6086	6560	6573	7216	7280	8945	8696	7809	7778
In/Out Tot	13718			12440		12075		13133		14496		17641		15587

Meijer
M6, Lima
Small/Rural

Factored

Driveway Traffic

M6 Time	04/14/97		04/08/97		04/09/97		04/10/97		04/11/97		04/12/97		04/13/97					
	Monday	IN	OUT	Tuesday	IN	OUT	Wednesday	IN	OUT	Thursday	IN	OUT	Saturday	IN	OUT	Sunday	IN	OUT
00:00:00	8	19	16	15	16	25	10	19	17	20	16	42	18	31				
00:15:00	7	10	16	5	14		10	15	12	17	22	28	23	26				
00:30:00	16	6	7	3	6		7	8	16	20	14	20	19	26				
00:45:00	8	15	12	5	9		6	7	15	16	5	15	9	16				
01:00:00	3	8	10	5	5		6	5	4	8	16	15	8	17				
01:15:00	3	5	4	3	7	6	6	15	6	11	5	15	14	12				
01:30:00	3	7	2	4	2	1	5	6	10	9	9	11	8	9				
01:45:00	0	1	3	2	5	6	3	4	4	16	7	19	5	15				
02:00:00	1	3	2	4	5	4	2	3	7	2	10	8	3	9				
02:15:00	3	4	3	3	2	4	3	3	8	8	9	8	5	9				
02:30:00	4	5	2	1	7	5	7	7	5	4	2	12	9	6				
02:45:00	5	1	3	2	3	6	5	2	2	2	5	8	5	3				
03:00:00	2	4	4	3	5	0	6	2	3	4	7	4	4	4				
03:15:00	4	0	4	2	1	3	7	4	4	2	8	4	3	6				
03:30:00	4	3	5	5	4	3	5	2	2	1	3	4	6	2				
03:45:00	4	2	2	5	8	3	3	3	3	6	0	7	2	0				
04:00:00	8	3	2	2	1	1	7	2	6	4	3	4	1	2				
04:15:00	3	6	5	1	7	2	7	7	8	5	7	4	2	1				
04:30:00	10	2	2	2	10	7	2	4	8	1	10	0	9	7				
04:45:00	8	4	4	4	2	1	6	4	6	4	9	6	1	4				
05:00:00	4	4	5	1	3	4	9	4	10	1	5	5	7	2				
05:15:00	11	3	9	5	9	4	14	3	13	10	14	9	7	3				
05:30:00	17	5	19	3	17	6	22	5	22	9	10	5	10	3				
05:45:00	19	11	22	10	19	4	10	7	16	11	11	7	13	9				
06:00:00	16	9	26	18	15	9	11	10	16	11	16	7	8	3				
06:15:00	19	8	21	20	18	25	24	15	19	23	28	11	6	12				
06:30:00	21	28	32	14	18	25	40	30	25	20	21	16	13	5				
06:45:00	22	30	40	20	23	16	29	18	26	19	23	19	26	11				
07:00:00	28	23	37	19	23	22	31	25	24	28	40	23	23	23				
07:15:00	29	19	27	23	27	17	29	26	34	34	25	26	21	17				
07:30:00	32	26	32	27	44	28	36	25	26	22	42	31	30	28				
07:45:00	37	28	45	37	52	32	44	34	56	27	52	34	41	21				
08:00:00	33	24	35	26	35	17	48	31	56	46	50	44	42	26				
08:15:00	47	34	37	29	42	25	39	33	35	34	54	37	35	30				
08:30:00	48	43	57	52	49	40	53	37	45	35	53	37	36	45				
08:45:00	46	36	48	40	63	44	48	35	57	44	63	46	46	37				
09:00:00	66	43	46	51	59	46	58	36	54	34	62	56	59	43				
09:15:00	71	54	88	52	58	53	67	47	62	50	77	65	51	40				
09:30:00	73	63	72	42	76	74	66	44	71	61	77	71	70	43				
09:45:00	68	64	88	68	71	44	77	62	78	71	70	68	67	53				
10:00:00	75	56	80	76	88	76	64	64	81	55	71	68	80	72				
10:15:00	101	61	77	71	84	54	75	63	78	61	88	73	76	58				
10:30:00	81	68	86	93	97	84	72	49	95	76	114	92	82	64				
10:45:00	79	73	79	93	90	93	90	91	101	96	130	91	81	80				
11:00:00	95	68	95	82	93	97	72	81	113	91	132	98	84	72				
11:15:00	86	80	80	74	94	83	83	74	108	81	113	102	112	93				
11:30:00	89	83	104	106	108	80	90	89	90	111	109	124	87	75				
11:45:00	89	97	101	68	97	115	90	87	95	91	137	128	94	100				
12:00:00	100	114	90	89	118	82	94	80	116	104	119	131	118	118				
12:15:00	86	95	93	94	87	103	124	98	118	112	145	145	151	117				
12:30:00	90	90	91	88	93	100	98	91	81	120	117	157	127	126				
12:45:00	97	87	97	98	100	113	104	99	149	105	141	119	153	152				
13:00:00	123	99	74	88	110	94	108	114	114	113	161	144	143	114				
13:15:00	111	88	83	98	94	103	119	130	128	87	147	121	134	151				
13:30:00	112	126	76	89	97	111	101	117	114	136	151	175	165	153				
13:45:00	97	111	87	81	97	104	98	85	121	130	168	153	162	158				
14:00:00	95	91	89	74	113	125	87	82	120	118	157	173	150	131				
14:15:00	83	103	88	87	91	89	89	88	122	118	172	157	144	165				
14:30:00	86	91	91	90	105	89	98	112	107	129	144	174	146	170				
14:45:00	97	102	100	80	104	109	106	113	122	103	172	173	167	135				
15:00:00	97	93	76	102	109	120	103	104	110	114	153	169	169	169				
15:15:00	108	106	94	96	85	104	118	104	116	124	173	170	156	152				
15:30:00	83	111	95	90	91	100	110	132	119	115	164	163	154	161				
15:45:00	109	102	108	108	120	104	116	117	110	90	166	152	138	185				
16:00:00	112	103	91	106	122	96	93	108	116	128	141	171	171	147				
16:15:00	92	113	95	118	123	105	120	96	117	108	143	143	162	144				
16:30:00	106	110	97	107	114	126	101	112	112	113	145	151	132	152				
16:45:00	105	125	90	113	121	129	98	124	114	106	170	162	117	134				
17:00:00	100	90	93	116	108	110	118	88	131	121	134	154	152	146				
17:15:00	113	96	116	119	120	101	116	134	131	119	137	135	124	154				
17:30:00	88	110	88	107	101	112	121	115	131	114	131	148	126	126				
17:45:00	101	85	110	92	93	103	103	123	129	134	130	149	140	134				
18:00:00	102	85	109	97	118	94	106	89	139	143	139	154	131	122				
18:15:00	86	85	99	91	111	99	98	111	119	108	157	169	96	116				
18:30:00	89	100	99	102	93	106	92	100	141	130	133	122	110	116				
18:45:00	82	95	84	109	119	109	80	97	134	125	129	133	87	116				
19:00:00	97	89	86	106	98	111	90	84	128	120	116	132	79	105				
19:15:00	89	97	86	85	96	112	92	79	113	115	151	149	99	104				
19:30:00	91	110	99	89	96	136	86	84	143	126	140	149	93	95				
19:45:00	80	94	95	96	71	99	76	116	158	161	93	125	95	92				
20:00:00	83	95	91	99	84	94	90	95	130	133	131	144	88	99				
20:15:00	74	75	64	89	89	105	74	76	121	128	142	119	92	88				
20:30:00	69	78	74	90	76	79	75	76	125	132	132	128	74	95				
20:45:00	69	76	63	80	92	83	82	88	170	115	114	150	49	79				
21:00:00	57	76	81	65	87	94	84	77	142	119	142	107	52	69				
21:15:00	49	66	36	61	52	73	47	80	103	134	101	101	55	78				
21:30:00	40	45	44	62	55	72	56	66	93	139	104	117	52	54				
21:45:00	37	36	49	49	36	49	46	56	68	103	52	89	47	42				
22:00:00	35	40	44	52	28	51	40	54	59	111	63	97	39	44				
22:15:00	36	42	24	52	29	37	35	52	52	90	41	76	35	45				
22:30:00</																		

[illegible]

Meijer
M7, Columbus
Urban

Factored Driveway Traffic

M7 Time	Monday 03/03/97		Tuesday 03/04/97		Wednesday 03/05/97		Thursday 03/06/97		Friday 03/07/97		Saturday 03/08/97		Sunday 03/02/97	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
01:00	7	11	12	9	12	16	8	14	14	10	12	29	25	27
01:15	9	11	11	11	1	13	6	8	9	19	20	22	16	26
01:30	7	7	9	4	11	8	10	8	8	10	12	30	12	16
01:45	3	9	5	6	9	12	4	12	7	11	12	7	10	20
02:00	6	8	4	10	2	12	5	3	2	5	5	7	2	15
02:15	6	10	5	9	6	8	2	6	5	0	5	8	6	10
02:30	2	5	1	6	10	19	4	6	2	8	4	2	4	5
02:45	2	3	4	3	4	8	2	2	2	0	4	6	7	4
03:00	0	4	2	6	3	6	5	8	1	4	7	9	5	5
03:15	6	1	3	1	4	7	3	0	4	1	9	4	4	16
03:30	3	6	5	1	7	5	2	2	3	2	5	4	9	7
03:45	6	5	4	6	0	4	2	6	3	2	2	9	5	12
04:00	1	3	4	0	5	5	1	3	4	4	7	1	4	14
04:15	5	10	3	8	6	6	1	1	1	4	3	2	5	0
04:30	2	0	2	3	1	2	1	0	2	2	0	4	3	5
04:45	5	2	3	1	7	2	6	0	5	4	4	0	4	4
05:00	3	3	2	1	3	7	0	1	1	1	2	4	2	3
05:15	5	1	3	2	1	3	0	1	2	3	3	1	5	1
05:30	3	2	3	1	2	7	3	2	5	4	4	5	4	4
05:45	11	10	8	4	12	6	13	12	10	5	9	0	3	2
06:00	10	8	10	9	5	13	11	7	7	5	11	7	7	4
06:15	18	8	15	6	13	10	12	10	12	3	13	8	9	0
06:30	18	18	25	11	18	11	16	14	20	18	11	6	9	3
06:45	19	24	14	18	30	16	16	12	21	21	17	9	12	8
07:00	16	10	22	21	17	15	24	12	20	13	11	8	11	10
07:15	29	32	29	34	24	47	13	36	28	29	18	8	17	9
07:30	30	37	37	35	36	39	32	24	33	35	34	23	14	14
07:45	36	47	45	43	47	58	44	46	35	49	36	12	29	13
08:00	31	44	42	46	39	55	46	43	27	60	28	29	26	12
08:15	48	28	43	32	44	47	42	58	34	55	36	24	26	20
08:30	40	40	55	37	51	52	54	61	40	55	39	33	25	31
08:45	47	45	53	34	57	59	54	37	58	43	57	34	35	16
09:00	58	53	58	35	57	42	52	60	63	57	44	29	28	23
09:15	44	38	36	42	48	46	49	43	43	39	58	41	47	27
09:30	39	39	50	36	46	75	47	39	40	53	66	48	38	27
09:45	56	38	53	30	50	49	60	46	69	47	79	46	79	31
10:00	49	56	60	27	60	49	71	54	58	58	93	68	58	43
10:15	46	32	58	31	61	45	51	47	73	40	82	69	83	44
10:30	62	35	52	40	63	43	65	39	70	59	96	76	74	58
10:45	58	50	90	45	76	64	57	40	90	58	98	63	81	59
11:00	69	36	69	63	43	82	63	50	73	55	110	75	80	62
11:15	59	49	81	39	60	74	70	72	63	67	119	74	88	61
11:30	74	53	68	56	77	66	61	50	82	76	134	104	94	93
11:45	72	58	83	49	59	68	65	67	76	84	121	87	108	67
12:00	57	50	70	45	74	69	69	82	72	60	106	80	116	65
12:15	84	62	85	44	59	71	67	61	74	84	109	99	114	81
12:30	75	54	78	69	72	74	65	61	84	72	124	113	101	97
12:45	88	65	77	64	75	91	68	65	89	79	133	112	129	89
13:00	82	70	72	60	89	88	97	78	84	75	105	116	100	115
13:15	84	75	90	70	64	98	104	98	98	83	101	100	101	110
13:30	84	57	86	63	84	90	64	85	77	79	127	91	136	96
13:45	61	70	86	70	81	104	80	115	93	78	131	110	141	103
14:00	83	72	59	78	89	100	86	78	112	93	127	112	145	103
14:15	83	84	79	76	87	69	67	70	80	95	117	115	125	105
14:30	88	81	75	71	96	83	86	61	75	97	120	126	147	109
14:45	90	90	78	81	84	98	85	75	87	98	129	101	125	121
15:00	64	98	66	78	73	114	61	83	80	101	108	129	152	132
15:15	72	67	84	74	60	104	84	68	94	104	121	100	126	124
15:30	88	89	86	72	59	101	93	73	95	126	134	114	120	125
15:45	72	75	63	90	94	84	88	97	77	99	107	130	144	156
16:00	83	90	73	81	64	113	83	106	89	83	123	121	118	156
16:15	94	79	72	78	77	89	67	84	112	97	135	127	94	96
16:30	104	93	79	92	80	113	94	89	88	112	137	119	112	171
16:45	91	104	85	76	73	80	108	95	95	98	127	123	124	105
17:00	101	83	88	81	74	109	71	87	95	106	111	146	107	128
17:15	91	98	89	107	84	124	94	119	91	117	114	144	119	133
17:30	80	107	85	103	91	131	84	117	101	113	96	111	122	123
17:45	97	110	94	97	96	104	92	105	84	85	117	107	118	122
18:00	108	95	92	93	81	90	88	102	104	95	107	93	104	119
18:15	93	102	109	89	84	78	69	107	88	93	119	110	115	111
18:30	95	109	87	106	99	88	109	75	103	95	83	102	128	111
18:45	101	122	93	85	80	95	110	80	105	101	114	90	145	121
19:00	99	98	119	97	100	95	116	97	116	108	107	110	133	109
19:15	67	78	103	103	93	101	94	94	97	90	86	102	98	107
19:30	81	76	96	91	77	115	97	103	97	113	115	108	97	90
19:45	71	72	93	78	80	93	118	106	102	89	106	82	105	95
20:00	84	75	103	89	67	82	90	83	103	82	80	107	107	106
20:15	70	50	81	91	62	68	106	69	84	92	99	106	94	87
20:30	76	87	73	93	73	87	74	74	85	73	89	101	53	103
20:45	86	101	81	70	57	82	66	90	78	94	79	78	70	105
21:00	89	79	69	105	74	49	74	80	88	97	60	85	60	54
21:15	74	96	62	73	50	45	55	71	93	80	62	81	57	81
21:30	61	64	66	64	55	75	70	87	91	68	83	73	57	54
21:45	60	60	60	59	53	70	53	69	69	88	47	52	66	62
22:00	52	44	54	61	54	54	76	64	68	74	59	64	60	48
22:15	65	50	64	44	57	74	46	63	84	65	36	58	43	48
22:30	49	48	30	62	32	47	42	59	54	65	50	57	39	53
22:45	48	57	41	57	38	48	46	65	56	55	53	69	43	45
23:00	31	58	36	48	33	41	32	48	48	52	51	47	29	37
23:15	30	35	22	36	27	37	31	31	38	50	37	46	36	39
23:30	30	35	30	30	19	32	21	32	38	48	36	36	23	37
23:45	25	39	17	21	18	19	20	31	26	29	26	27	24	20
1	13	35	15	30	21	26	14	30	32	40	23	37	19	36
1.010417	13	32	21	14	17	21	16	29	30	34	17	35	12	29
1.020833	12	15	19	14	14	23	16	15	27	29	18	22	14	14
1.03125	15	7	16	9	9	20	14	10	25	25	21	33	13	13
Total	4811	4736	4891	4547	4586	5344	4879	4986	5374	5436	6258	5897	5986	5630
In/Out Tot		9547		9439		9930		9865		10810		12155		11616

[illegible]

Meijer
M8, Oregon
Urban

Factored Driveway Traffic

M8 Time	Monday 03/31/97		Tuesday 04/01/97		Wednesday 04/02/97		Thursday 04/03/97		Friday 04/04/97		Saturday 04/05/97		Sunday 04/06/97	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	11	16	15	25	21	30	17	20	18	31	32	41	23	35
00:15:00	1	3	10	18	13	19	21	15	10	23	24	39	17	34
00:30:00	5	7	4	10	13	20	14	16	19	17	22	29	17	13
00:45:00	4	3	16	21	15	16	12	11	13	14	17	27	23	25
01:00:00	6	8	5	9	6	15	5	15	10	12	8	23	12	18
01:15:00	2	3	2	5	10	4	9	8	8	13	15	28	6	17
01:30:00	0	5	7	12	5	9	4	10	5	12	12	12	14	11
01:45:00	4	9	2	3	7	10	15	9	10	9	4	9	12	14
02:00:00	3	4	3	3	5	5	5	6	5	8	15	9	16	19
02:15:00	0	1	7	2	7	5	10	17	7	10	9	11	9	5
02:30:00	0	0	8	3	2	5	8	8	4	6	16	8	6	12
02:45:00	10	2	4	3	5	5	7	9	6	3	5	6	11	7
03:00:00	4	4	2	12	6	10	8	5	11	9	5	9	4	8
03:15:00	1	1	2	5	8	3	3	8	5	8	3	6	11	8
03:30:00	15	7	3	6	3	7	3	5	2	7	4	8	5	8
03:45:00	15	5	8	8	0	1	6	7	12	6	7	4	6	8
04:00:00	14	12	4	1	6	6	5	4	2	2	7	3	7	6
04:15:00	21	17	5	0	10	4	6	1	13	9	1	7	6	9
04:30:00	14	6	5	10	12	2	14	7	10	8	4	6	13	7
04:45:00	24	13	9	8	12	9	8	8	16	4	7	11	20	6
05:00:00	21	9	13	1	13	9	28	9	17	12	14	12	19	17
05:15:00	21	22	12	6	8	2	16	18	15	14	24	12	27	15
05:30:00	34	35	16	6	27	8	20	18	29	12	20	9	13	11
05:45:00	45	29	26	18	29	15	32	18	39	18	33	13	16	21
06:00:00	45	49	26	14	35	22	17	19	27	19	22	19	29	16
06:15:00	29	30	29	26	25	35	28	13	23	19	27	19	30	23
06:30:00	37	29	36	27	39	24	37	35	36	27	42	20	28	20
06:45:00	49	36	55	27	70	33	38	53	46	27	26	31	41	18
07:00:00	51	42	46	44	70	48	47	30	37	40	50	39	38	39
07:15:00	59	28	38	47	59	30	55	39	48	53	50	41	49	25
07:30:00	50	41	45	35	45	50	57	49	51	44	57	48	38	42
07:45:00	49	43	53	33	46	43	51	44	64	51	67	32	52	44
08:00:00	76	41	39	48	50	55	42	44	65	44	38	48	41	39
08:15:00	61	49	56	25	56	41	60	38	43	48	69	47	65	40
08:30:00	67	64	62	52	65	41	47	47	73	52	72	49	67	58
08:45:00	90	46	52	42	66	65	75	39	80	59	90	51	84	79
09:00:00	90	79	55	48	70	46	76	65	75	76	88	71	73	85
09:15:00	72	70	70	55	72	64	82	59	90	60	82	72	100	76
09:30:00	99	86	82	51	58	84	72	58	94	84	92	96	99	69
09:45:00	87	91	73	57	69	73	76	85	72	74	93	99	101	94
10:00:00	92	80	83	68	101	82	93	77	116	97	84	101	96	96
10:15:00	84	72	82	93	76	81	93	82	95	116	102	91	126	90
10:30:00	67	70	90	64	90	88	86	83	91	85	123	97	126	130
10:45:00	76	84	70	83	84	80	93	100	100	104	125	79	131	111
11:00:00	102	80	92	93	99	85	105	90	109	96	109	105	114	125
11:15:00	100	98	102	87	91	70	99	70	96	96	128	121	123	85
11:30:00	114	104	72	83	76	96	114	100	104	108	137	121	135	126
11:45:00	119	96	81	76	77	79	109	92	121	89	154	138	125	122
12:00:00	100	99	82	83	81	67	99	98	102	107	146	109	145	137
12:15:00	113	104	112	94	107	86	105	114	122	103	110	144	128	162
12:30:00	116	106	105	106	92	89	104	111	125	95	126	131	138	158
12:45:00	98	125	120	98	100	121	99	128	104	110	137	154	138	148
13:00:00	82	87	96	89	68	82	107	78	127	123	146	123	143	141
13:15:00	80	96	92	97	85	89	114	103	103	118	128	149	133	121
13:30:00	116	95	94	94	95	77	108	98	109	108	165	160	130	150
13:45:00	111	114	85	106	83	112	103	124	122	105	152	144	180	126
14:00:00	110	103	121	113	95	115	108	114	108	124	126	131	117	153
14:15:00	97	111	114	102	113	95	113	123	108	124	143	113	143	118
14:30:00	105	100	101	115	95	97	94	106	125	112	120	125	133	137
14:45:00	89	93	102	103	97	92	82	130	112	134	117	166	137	141
15:00:00	102	119	88	82	97	111	111	113	111	118	116	139	108	124
15:15:00	104	110	113	120	74	102	129	104	117	131	139	144	119	137
15:30:00	105	104	96	118	92	100	92	121	85	129	126	137	99	137
15:45:00	90	92	134	108	88	107	95	124	107	98	145	139	126	125
16:00:00	134	96	111	117	90	109	108	110	98	109	117	127	111	127
16:15:00	90	110	95	102	101	92	113	116	111	113	123	129	117	106
16:30:00	100	112	99	122	96	114	104	111	132	113	124	138	114	123
16:45:00	105	93	119	114	102	91	105	107	106	104	163	125	120	104
17:00:00	93	112	98	113	108	130	107	91	86	110	124	148	137	130
17:15:00	127	106	84	95	103	79	111	117	103	90	123	113	131	115
17:30:00	123	136	86	111	89	95	101	85	110	98	135	110	117	128
17:45:00	114	102	87	110	107	83	100	133	124	128	109	149	133	112
18:00:00	127	103	101	94	85	96	107	129	98	99	103	112	123	124
18:15:00	119	118	103	113	107	110	121	112	108	104	103	132	112	137
18:30:00	100	116	82	79	91	90	125	98	101	100	117	125	104	127
18:45:00	90	115	91	95	98	102	107	101	108	127	94	114	96	101
19:00:00	124	106	119	114	92	91	95	96	120	97	125	101	87	134
19:15:00	104	117	87	105	88	94	93	116	107	104	86	117	104	101
19:30:00	91	98	104	92	87	114	84	94	75	110	102	97	84	103
19:45:00	86	110	95	106	79	104	96	124	115	122	89	85	69	98
20:00:00	67	90	76	88	91	87	71	88	90	92	74	105	65	73
20:15:00	78	79	80	82	78	85	65	76	83	74	87	87	69	62
20:30:00	81	87	60	83	63	64	69	68	86	92	57	82	57	94
20:45:00	84	75	75	77	57	74	58	77	58	91	68	72	55	63
21:00:00	61	69	78	72	70	64	69	78	70	82	92	85	45	58
21:15:00	58	78	73	74	76	61	81	54	69	92	84	72	27	48
21:30:00	43	57	55	44	58	58	59	75	77	72	64	81	31	46
21:45:00	48	65	50	61	56	58	56	57	73	61	58	66	31	23
22:00:00	37	43	29	49	57	71	46	69	48	76	46	67	31	39
22:15:00	49	60	45	34	35	38	45	65	58	75	59	71	21	38
22:30:00	32	33	37	55	32	58	43	52	38	44	55	58	16	20
22:45:00	29	35	49	42	31	54	45	43	51	59	58	57	25	16
23:00:00	21	22	30	37	37	32	33	28	30	41	50	61	10	18
23:15:00	27	27	35	36	34	31	41	41	41	44	30	47	5	19
23:30:00	25	26	19	26	27	31	32	63	30	58	45	37	7	11
23:45:00	20	22	21	18	26	28	20	17	36	27	17	45	4	7
Total	6148	6010	5706	5663	5646	5661	6104	6141	6464	6492	7161	7198	6599	6700
In/Out Tot	12158			11369		11307	12245		12956		14358		13299	

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Meijer
M9, Springfield
Urban

Factored Driveway Traffic

M9 Time	04/28/97 Monday		04/22/97 Tuesday		04/23/97 Wednesday		04/24/97 Thursday		04/25/97 Friday		04/26/97 Saturday		04/27/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	15	30	16	17	16	24	30	18	29	23	38	33	30	46
00:15:00	9	23	11	22	18	13	15	19	16	22	21	22	27	51
00:30:00	5	18	16	21	5	29	11	13	40	27	27	36	22	36
00:45:00	7	18	5	13	12	16	10	11	15	19	23	23	21	23
01:00:00	7	7	19	12	10	7	11	13	24	16	26	38	15	43
01:15:00	7	18	2	17	6	13	11	11	17	23	27	20	28	22
01:30:00	4	7	5	16	5	2	15	13	9	20	5	21	18	18
01:45:00	9	3	4	10	4	8	5	21	10	20	12	18	15	13
02:00:00	5	11	12	9	9	7	4	4	6	16	8	12	5	16
02:15:00	2	11	4	1	9	2	7	7	5	4	7	11	11	14
02:30:00	5	0	4	2	4	10	15	4	11	12	9	13	11	8
02:45:00	7	4	7	0	2	1	10	11	15	13	5	4	8	13
03:00:00	2	1	9	7	2	6	4	2	7	12	5	11	9	10
03:15:00	4	2	5	7	2	1	9	10	6	11	3	6	3	11
03:30:00	16	2	17	16	7	2	10	3	5	7	5	10	7	8
03:45:00	10	2	11	9	11	3	9	10	12	2	9	2	8	4
04:00:00	4	11	15	1	4	8	7	4	11	6	7	2	6	3
04:15:00	7	9	12	7	2	2	10	3	5	7	2	7	5	7
04:30:00	5	9	11	4	14	0	4	4	10	4	6	3	5	2
04:45:00	16	4	11	9	10	3	15	3	11	2	30	1	8	10
05:00:00	15	2	15	3	8	10	9	2	9	8	7	12	2	7
05:15:00	15	10	19	2	23	6	16	3	24	11	16	9	12	0
05:30:00	22	7	27	27	16	7	14	13	19	9	23	13	18	9
05:45:00	19	7	20	6	22	22	15	7	23	11	25	4	15	3
06:00:00	18	20	18	20	23	10	13	24	23	12	11	10	7	14
06:15:00	17	10	25	26	22	26	33	19	24	18	21	18	10	7
06:30:00	33	21	21	26	44	27	24	26	35	34	38	24	46	9
06:45:00	44	22	66	27	49	18	36	29	39	28	42	16	37	16
07:00:00	45	11	41	31	58	37	47	27	44	27	44	28	27	22
07:15:00	33	51	25	27	49	52	49	24	41	26	40	38	40	20
07:30:00	31	34	39	38	33	30	40	49	53	44	68	31	37	24
07:45:00	58	36	65	29	76	48	50	32	77	47	79	62	51	37
08:00:00	45	37	66	22	51	41	57	38	74	44	76	59	51	29
08:15:00	59	31	67	51	79	58	52	51	54	52	58	67	64	31
08:30:00	76	40	64	60	66	77	52	49	86	43	94	70	62	46
08:45:00	80	41	76	38	83	80	94	60	78	84	95	75	58	50
09:00:00	75	67	90	65	80	77	84	56	82	77	98	74	79	83
09:15:00	96	77	96	58	77	61	99	64	93	81	124	98	73	56
09:30:00	96	71	98	78	103	73	116	97	128	91	125	112	68	74
09:45:00	99	75	100	93	95	93	109	70	109	78	114	120	114	69
10:00:00	98	83	86	109	95	91	98	87	134	98	117	97	76	87
10:15:00	104	102	94	101	117	91	114	108	107	95	157	127	103	88
10:30:00	126	74	115	89	117	99	93	92	133	104	142	118	144	99
10:45:00	109	85	84	105	111	99	106	95	126	125	152	120	96	111
11:00:00	115	133	115	128	112	132	119	105	115	137	153	127	103	97
11:15:00	117	119	102	95	115	90	101	120	108	87	123	154	122	104
11:30:00	133	90	97	109	98	105	104	100	133	120	142	144	129	123
11:45:00	137	120	100	97	116	103	109	111	124	108	140	123	152	130
12:00:00	117	98	115	87	113	125	113	115	120	137	154	121	136	141
12:15:00	106	125	113	118	104	120	115	94	120	130	165	104	146	135
12:30:00	147	124	101	120	96	105	113	117	144	134	138	128	153	132
12:45:00	126	152	112	113	104	92	92	138	134	117	136	140	141	142
13:00:00	126	125	100	91	131	120	104	129	119	137	151	161	175	148
13:15:00	117	118	118	119	120	122	144	99	110	127	147	153	165	148
13:30:00	146	133	97	130	109	112	93	98	127	117	156	130	153	157
13:45:00	126	131	88	103	132	115	98	130	140	153	151	125	181	164
14:00:00	116	125	94	105	92	119	111	95	128	150	158	125	159	147
14:15:00	121	137	98	102	112	120	125	92	116	142	138	163	162	145
14:30:00	113	122	121	118	112	125	86	118	137	124	144	131	175	163
14:45:00	118	125	82	115	119	122	109	120	138	108	140	155	144	153
15:00:00	113	110	87	84	126	118	125	111	136	131	145	158	184	149
15:15:00	132	120	106	97	107	105	118	130	127	142	155	154	151	151
15:30:00	137	157	106	92	136	134	146	94	107	141	133	162	178	147
15:45:00	102	135	115	112	133	115	136	140	137	135	133	120	170	133
16:00:00	116	145	116	100	139	115	146	185	129	138	142	135	156	157
16:15:00	122	133	119	129	115	129	130	147	111	122	156	137	170	142
16:30:00	120	133	106	141	126	127	101	115	113	153	150	132	157	160
16:45:00	137	132	125	113	121	121	127	129	141	121	127	143	155	180
17:00:00	125	130	103	118	107	115	114	124	133	119	137	137	162	182
17:15:00	143	128	111	128	124	124	137	145	118	131	134	134	127	159
17:30:00	138	127	115	120	101	120	116	101	122	142	138	168	171	130
17:45:00	137	134	95	78	117	101	135	140	137	135	147	147	143	165
18:00:00	109	154	105	120	91	111	128	121	137	101	132	162	137	145
18:15:00	108	115	125	109	97	109	103	107	123	129	140	125	132	138
18:30:00	134	141	129	118	124	123	120	139	134	110	137	135	117	141
18:45:00	142	144	110	122	104	118	112	129	136	113	134	133	148	131
19:00:00	118	128	120	104	114	95	106	85	133	155	128	114	126	135
19:15:00	96	131	111	118	97	103	91	115	123	124	112	148	109	157
19:30:00	108	122	102	118	121	112	91	109	136	115	132	138	124	142
19:45:00	99	114	96	108	87	93	101	99	107	125	106	119	115	135
20:00:00	116	105	81	104	102	113	86	122	116	133	132	125	115	113
20:15:00	97	118	75	101	91	132	77	107	138	140	121	134	104	120
20:30:00	106	133	87	80	76	98	92	101	126	115	125	119	86	127
20:45:00	99	108	78	82	85	95	90	108	132	132	132	139	104	110
21:00:00	97	93	80	121	89	81	104	91	129	135	128	140	80	109
21:15:00	89	101	106	95	67	92	67	88	109	119	82	101	68	80
21:30:00	87	102	66	91	75	83	78	90	96	95	96	110	56	75
21:45:00	51	84	46	65	49	75	66	75	91	131	107	109	47	83
22:00:00	40	70	45	73	44	84	56	84	97	123	80	113	40	53
22:15:00	47	67	35	37	39	47	46	70	71	104	73	98	33	54
22:30:00	33	58	42	72	29	50	30	69	69	88	48	93	29	34
22:45:00	31	52	36	57	35	63	41	53	66	82	72	74	29	46
23:00:00	21	58	36	48	25	34	41	51	55	93	31	78	21	38
23:15:00	19	29	22	44	25	29	25	42	47	57	40	58	36	59
23:30:00	25	17	20	30	18	32	25	33	35	67	37	57	22	28
23:45:00	13	31	16	22	12	30	25	44	35	33	35	41	32	40
Total	6950	7043	6340	6427	6583	6647	6697	6783	7850	7771	8436	8270	7782	7723
In/Out Tot		13993		12767		13230		13480		15621		16705		15506

[illegible]

Meijer
M10, Marion
Small/Rural

Factored Driveway Traffic

M10 Time	03/10/97 MONDAY		03/11/97 TUESDAY		03/12/97 WEDNESDAY		03/13/97 THURSDAY		03/14/97 FRIDAY		03/15/97 SATURDAY		03/16/97 SUNDAY	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	7	9	10	14	8	9	7	6	11	20	20	22	18	33
00:15:00	5	9	5	13	10	17	13	15	14	9	20	35	14	25
00:30:00	5	14	8	5	7	11	7	16	4	20	12	23	9	24
00:45:00	5	8	8	6	10	11	3	12	11	15	9	23	4	16
01:00:00	3	15	6	13	4	4	7	9	17	18	8	19	8	4
01:15:00	4	6	6	14	0	8	2	14	7	11	8	15	9	14
01:30:00	2	4	1	13	0	1	4	6	4	14	8	15	2	8
01:45:00	5	7	2	8	4	5	2	18	2	8	5	9	11	4
02:00:00	3	0	2	3	2	2	1	2	7	2	1	5	4	4
02:15:00	0	4	4	2	1	2	1	2	3	7	3	9	5	11
02:30:00	1	2	6	9	3	5	3	2	2	2	5	11	4	6
02:45:00	3	4	2	6	6	2	6	9	3	4	0	7	4	1
03:00:00	0	1	2	4	2	4	1	3	3	5	5	1	6	6
03:15:00	1	1	2	3	1	3	4	6	3	4	4	5	4	8
03:30:00	1	0	3	5	2	2	1	4	5	6	2	3	3	5
03:45:00	5	0	1	0	0	2	3	3	5	3	1	2	4	1
04:00:00	4	5	2	0	3	2	4	4	2	6	2	0	2	5
04:15:00	3	4	2	7	5	8	2	3	9	6	4	4	1	5
04:30:00	5	5	8	5	3	2	23	6	4	1	10	6	4	2
04:45:00	5	4	3	11	4	3	11	17	6	6	6	5	8	2
05:00:00	7	5	5	5	8	2	6	3	4	0	5	5	4	4
05:15:00	2	2	6	8	10	3	4	7	9	4	9	2	10	3
05:30:00	8	2	15	8	11	9	16	9	18	9	10	5	9	6
05:45:00	10	6	15	9	12	9	25	11	11	9	15	6	10	3
06:00:00	20	9	18	12	12	14	20	15	18	14	9	7	12	12
06:15:00	15	19	13	14	26	22	26	35	28	21	14	13	11	11
06:30:00	23	24	33	28	44	25	31	32	29	27	27	21	23	14
06:45:00	37	18	30	28	42	27	47	25	24	21	31	16	28	21
07:00:00	39	21	46	15	51	28	37	33	35	27	22	25	21	25
07:15:00	44	40	49	33	34	46	37	44	42	34	38	28	21	30
07:30:00	35	38	44	46	51	38	42	30	60	49	42	29	29	21
07:45:00	58	46	45	59	59	45	50	43	64	46	53	50	28	34
08:00:00	61	51	65	40	49	54	58	40	55	49	64	42	33	18
08:15:00	44	50	47	56	56	59	52	64	45	55	46	53	36	22
08:30:00	42	39	57	49	44	55	33	37	53	47	59	36	59	41
08:45:00	69	45	68	46	69	45	67	47	58	55	79	63	63	56
09:00:00	52	38	68	45	74	60	66	54	59	51	80	53	51	43
09:15:00	58	48	55	58	65	59	63	43	79	60	84	71	63	50
09:30:00	74	71	58	54	78	47	68	51	79	59	76	55	67	55
09:45:00	67	58	77	54	71	76	60	60	71	47	100	77	60	54
10:00:00	63	63	77	59	67	59	70	53	88	59	115	86	67	70
10:15:00	68	55	67	59	72	51	83	76	86	86	99	97	83	65
10:30:00	82	80	81	78	70	49	86	58	87	71	103	83	96	69
10:45:00	97	79	69	59	77	69	105	68	92	78	118	79	108	77
11:00:00	86	68	87	77	85	84	88	97	93	95	146	107	76	82
11:15:00	98	88	91	77	77	85	81	84	113	81	141	108	105	88
11:30:00	84	97	102	86	91	65	87	88	89	95	122	116	98	84
11:45:00	80	88	87	83	88	76	102	68	87	93	152	149	102	99
12:00:00	83	86	84	98	101	93	108	117	81	95	138	128	129	101
12:15:00	70	96	98	75	120	97	87	101	132	114	150	132	114	121
12:30:00	78	78	94	93	113	97	86	76	131	114	143	126	126	135
12:45:00	81	88	105	97	109	100	85	113	113	101	128	135	124	102
13:00:00	91	78	88	86	76	93	87	86	107	85	137	134	113	128
13:15:00	103	78	106	84	78	92	110	91	109	102	158	132	119	124
13:30:00	105	90	96	101	86	96	92	102	107	103	146	130	140	106
13:45:00	111	101	97	91	96	84	101	93	105	116	130	141	141	119
14:00:00	113	91	114	98	90	90	105	80	107	122	122	127	148	90
14:15:00	106	104	77	84	79	75	78	101	125	106	156	158	129	106
14:30:00	74	97	77	109	85	98	90	103	97	113	144	125	147	160
14:45:00	99	120	75	113	114	127	98	107	86	144	137	132	171	165
15:00:00	100	96	98	89	80	101	91	106	102	99	133	137	135	151
15:15:00	109	111	103	76	99	85	96	98	124	102	123	130	137	139
15:30:00	96	96	98	87	101	107	91	99	114	129	138	132	116	143
15:45:00	125	103	114	92	105	103	106	85	114	101	135	139	160	130
16:00:00	101	95	107	97	95	101	93	96	127	119	115	151	126	165
16:15:00	99	118	105	106	86	72	110	104	116	128	129	132	115	144
16:30:00	95	124	109	125	102	103	109	110	122	120	126	125	135	125
16:45:00	103	104	102	112	79	91	103	124	135	118	136	137	109	121
17:00:00	113	111	89	103	93	102	118	109	131	137	129	117	120	139
17:15:00	119	120	94	95	88	89	95	117	148	116	121	120	93	117
17:30:00	84	107	95	97	127	93	90	90	143	141	106	141	97	124
17:45:00	108	103	102	101	98	112	107	98	132	139	108	107	104	105
18:00:00	100	104	76	98	98	99	106	105	133	132	124	107	144	100
18:15:00	102	95	94	92	91	99	84	98	117	103	123	124	126	97
18:30:00	79	88	80	87	86	98	95	82	127	119	106	124	105	139
18:45:00	95	93	84	76	84	82	93	84	115	113	100	112	100	101
19:00:00	87	78	81	78	79	89	92	86	119	106	95	109	101	121
19:15:00	61	81	83	82	78	84	118	81	105	118	110	109	81	89
19:30:00	77	90	75	83	72	78	67	88	99	98	98	96	91	79
19:45:00	91	98	60	81	76	81	86	97	111	103	76	78	72	99
20:00:00	71	72	58	74	67	69	65	88	76	99	84	91	72	86
20:15:00	53	76	61	66	57	83	54	60	65	107	105	99	43	78
20:30:00	51	65	42	63	62	60	59	77	82	86	72	85	60	61
20:45:00	63	68	53	61	54	66	48	47	68	74	67	69	40	67
21:00:00	53	65	40	59	50	63	50	67	62	70	73	72	37	47
21:15:00	35	68	43	44	52	58	55	64	54	83	62	76	35	39
21:30:00	36	38	38	40	43	40	40	51	44	66	61	56	33	48
21:45:00	49	48	35	47	39	60	30	50	50	66	66	48	33	50
22:00:00	19	51	36	48	41	50	33	37	60	48	63	82	29	32
22:15:00	38	51	20	42	29	30	28	42	46	59	46	64	28	38
22:30:00	20	30	20	30	24	36	36	45	48	41	38	64	22	35
22:45:00	21	33	10	21	20	26	23	34	35	54	23	47	12	26
23:00:00	15	27	15	38	25	28	19	34	36	69	27	63	13	28
23:15:00	24	22	17	27	15	15	16	33	33	60	27	38	12	20
23:30:00	16	19	10	18	21	27	19	25	29	49	28	43	11	20
23:45:00	9	20	9	20	9	20	13	17	23	40	35	36	10	18
Total	5116	5228	5020	5067	5136	5109	5280	5328	6242	6235	6878	6762	5848	5916
In/Out Tot	10344	10344	10087	10087	10245	10245	10608	10608	12476	12476	13640	13640	11764	11764

[illegible]

Meijer
M11, Powell
Urban

Factored

Driveway Traffic

M11 Time	05/12/97 Monday		05/13/97 Tuesday		05/14/97 Wednesday		05/15/97 Thursday		05/16/97 Friday		05/10/97 Saturday		05/11/97 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	5	17	6	23	8	18	9	20	15	8	13	14	29	48
00:15:00	7	15	8	10	7	4	8	16	7	10	3	11	25	41
00:30:00	4	7	9	8	6	12	12	13	5	13	8	13	17	29
00:45:00	0	6	4	10	10	6	2	10	4	5	2	5	25	26
01:00:00	5	5	3	6	3	8	3	5	3	10	5	8	21	30
01:15:00	3	4	4	9	1	3	6	4	3	3	5	2	19	26
01:30:00	3	2	4	3	2	6	5	6	4	6	3	6	7	13
01:45:00	2	4	4	10	5	5	10	10	4	4	2	5	13	18
02:00:00	1	6	3	5	2	3	3	14	3	7	6	6	15	15
02:15:00	6	7	9	5	6	3	1	4	0	5	1	4	2	14
02:30:00	3	9	0	6	1	11	10	4	0	3	0	2	7	8
02:45:00	0	0	1	2	6	4	3	3	1	2	2	5	10	8
03:00:00	5	4	5	4	1	5	1	4	3	4	3	6	3	10
03:15:00	4	4	4	5	1	3	8	9	9	3	5	3	5	4
03:30:00	6	6	8	3	4	1	3	4	4	4	2	3	9	7
03:45:00	9	2	4	5	4	4	3	6	3	7	2	5	9	11
04:00:00	8	4	1	5	4	0	3	5	2	2	4	5	5	1
04:15:00	3	8	1	5	6	5	6	3	7	3	6	4	4	7
04:30:00	10	3	9	3	3	6	15	7	12	5	11	5	8	3
04:45:00	8	1	15	8	14	5	4	2	4	3	6	1	11	6
05:00:00	13	12	8	3	11	10	7	12	14	6	7	5	5	6
05:15:00	11	3	9	10	8	6	8	3	7	4	10	3	2	5
05:30:00	22	8	12	4	18	10	26	11	24	7	25	9	8	7
05:45:00	26	14	33	11	25	10	34	12	30	12	29	8	8	5
06:00:00	25	18	40	18	27	23	19	18	24	27	21	22	12	5
06:15:00	36	27	25	30	22	19	38	25	37	28	29	22	27	13
06:30:00	35	33	41	31	36	36	33	29	36	31	35	24	19	22
06:45:00	74	49	48	46	56	42	49	60	51	57	42	57	26	11
07:00:00	76	74	84	78	89	82	70	51	79	53	37	39	34	19
07:15:00	72	60	61	63	72	61	70	43	58	43	51	29	31	32
07:30:00	72	55	65	55	63	50	46	50	58	48	64	42	41	29
07:45:00	59	41	62	48	77	55	49	48	58	53	62	48	51	39
08:00:00	55	44	60	50	52	43	56	34	44	39	56	43	57	45
08:15:00	51	39	62	48	63	41	55	45	52	50	70	42	60	43
08:30:00	60	45	65	50	61	51	69	46	66	55	74	58	70	45
08:45:00	64	46	89	56	75	42	62	46	76	54	82	50	93	71
09:00:00	74	56	76	51	73	56	75	48	68	53	79	70	84	74
09:15:00	64	55	85	62	51	30	49	41	53	56	72	59	96	79
09:30:00	65	50	52	56	57	59	59	54	67	46	87	68	94	80
09:45:00	54	46	63	60	65	47	70	55	68	56	74	67	92	84
10:00:00	75	52	61	39	62	55	61	51	73	54	78	73	110	96
10:15:00	87	54	73	50	69	49	82	49	66	58	106	113	108	88
10:30:00	80	61	70	62	63	55	62	66	76	57	116	92	127	97
10:45:00	74	65	94	66	60	54	65	64	83	72	112	94	112	128
11:00:00	105	72	74	80	84	74	90	76	96	92	109	111	134	98
11:15:00	88	82	95	87	91	79	101	79	94	79	133	116	142	116
11:30:00	138	92	111	80	123	87	120	77	118	85	131	100	140	136
11:45:00	98	97	124	96	94	105	108	94	107	92	174	137	130	140
12:00:00	125	114	134	103	117	89	95	109	118	99	149	140	148	147
12:15:00	91	110	111	121	109	126	95	110	97	117	111	123	128	137
12:30:00	129	113	115	119	116	89	98	99	95	117	132	133	128	117
12:45:00	113	118	97	110	101	99	104	111	108	121	118	116	138	137
13:00:00	120	121	108	115	124	130	92	99	92	96	122	133	142	143
13:15:00	112	110	93	102	117	122	81	88	90	95	168	118	117	137
13:30:00	74	113	76	87	101	101	90	91	96	88	153	146	124	128
13:45:00	92	103	98	97	85	102	81	94	105	84	135	143	132	126
14:00:00	94	110	83	99	108	104	92	97	91	106	154	160	125	124
14:15:00	82	89	88	112	83	94	79	102	78	90	153	126	126	142
14:30:00	80	95	81	100	83	108	97	104	102	81	143	145	123	130
14:45:00	108	104	94	88	98	107	87	80	115	92	157	147	118	102
15:00:00	120	119	129	122	108	110	87	98	86	104	131	133	101	138
15:15:00	102	91	89	112	102	109	81	85	91	88	140	145	117	118
15:30:00	105	108	85	90	111	101	85	85	88	88	129	141	127	122
15:45:00	104	105	94	100	87	99	94	86	89	87	112	147	140	126
16:00:00	92	106	109	81	96	101	94	92	95	104	136	130	115	121
16:15:00	104	109	95	108	84	97	102	98	88	103	135	130	124	124
16:30:00	133	142	108	97	93	92	102	123	83	105	145	158	131	136
16:45:00	103	108	96	116	116	108	84	96	109	88	132	149	105	131
17:00:00	137	121	108	110	107	121	111	90	98	88	115	130	103	130
17:15:00	134	129	121	107	115	95	91	101	88	105	110	137	129	105
17:30:00	103	118	79	101	84	95	98	95	90	91	135	134	123	112
17:45:00	106	110	110	98	98	101	95	95	97	101	120	119	102	135
18:00:00	107	109	86	104	139	122	110	90	112	95	103	129	126	113
18:15:00	106	110	104	101	123	106	98	103	80	88	132	125	130	121
18:30:00	116	116	83	86	90	107	94	81	89	84	125	120	103	119
18:45:00	98	101	90	98	92	99	110	80	89	84	123	118	106	110
19:00:00	93	96	82	88	103	107	109	98	105	87	120	135	106	135
19:15:00	89	99	120	87	98	100	100	99	91	90	113	116	77	108
19:30:00	107	99	103	105	96	84	77	94	98	86	110	114	102	112
19:45:00	102	104	97	92	83	92	84	96	74	84	110	107	95	90
20:00:00	86	91	80	103	84	95	84	107	81	100	103	122	80	97
20:15:00	83	95	71	99	92	103	67	81	85	92	109	112	79	94
20:30:00	80	99	77	92	94	115	96	93	77	85	114	107	61	84
20:45:00	88	98	85	78	81	82	70	85	81	94	109	98	72	81
21:00:00	75	87	64	87	58	93	62	82	65	87	88	118	63	84
21:15:00	62	85	66	67	68	89	72	90	75	76	89	113	60	64
21:30:00	47	85	50	81	38	68	50	59	49	66	92	105	53	63
21:45:00	42	57	51	62	43	68	37	71	38	72	71	99	45	65
22:00:00	46	65	36	64	45	59	33	48	41	64	78	89	47	50
22:15:00	25	42	35	47	25	48	23	44	37	54	96	77	35	46
22:30:00	18	43	29	39	28	47	26	37	40	64	82	84	25	37
22:45:00	17	33	28	38	21	21	32	35	25	40	68	92	27	37
23:00:00	17	34	24	34	25	29	17	28	13	39	68	100	27	33
23:15:00	13	22	20	31	17	30	18	22	12	37	46	83	14	24
23:30:00	19	17	14	24	16	18	11	24	12	25	37	57	20	24
23:45:00	11	17	8	29	13	16	7	29	10	25	31	50	12	16
Total	5950	5938	5747	5756	5751	5744	5439	5443	5545	5530	7504	7462	6689	6812
In/Out Tot		11888		11503		11494		10882		11075		14966		13500

K-Mart
K1, Euclid
Urban

Factored Driveway Traffic

K1 Time	09/30/96 Monday		09/24/96 Tuesday		09/25/96 Wednesday		09/26/96 Thursday		09/27/96 Friday		09/28/96 Saturday		09/29/96 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
01:00	1	3	7	17	5	13	19	15	9	13	29	22	9	11
01:15	5	3	9	7	6	8	6	11	7	8	14	14	9	19
01:30	9	7	7	5	1	5	10	9	4	5	10	16	7	12
01:45	2	5	4	9	3	3	5	1	5	4	12	17	9	10
02:00	2	4	4	4	3	5	6	10	13	10	6	9	10	9
02:15	0	4	7	8	4	7	1	9	4	8	10	14	2	9
02:30	4	5	5	4	1	5	1	4	5	7	7	7	3	12
02:45	2	2	3	2	3	2	0	0	0	3	4	4	5	8
03:00	1	1	5	4	1	1	2	4	4	2	6	2	6	15
03:15	1	2	1	3	0	3	3	2	2	3	6	4	5	4
03:30	1	1	3	1	2	2	1	0	0	4	6	7	0	1
03:45	0	0	0	0	2	2	1	1	3	2	2	1	3	5
04:00	0	0	1	0	3	2	1	0	0	0	3	0	3	3
04:15	2	4	5	4	3	0	1	1	2	0	4	1	2	1
04:30	2	1	0	0	1	0	1	0	0	1	4	5	1	0
04:45	0	0	6	8	0	5	6	3	1	0	0	0	3	0
05:00	3	2	8	7	2	1	1	2	5	10	4	4	0	0
05:15	2	2	2	3	3	1	3	4	2	1	1	1	-1	1
05:30	2	8	2	4	1	0	5	11	6	5	4	1	2	1
05:45	5	3	4	4	5	3	6	4	5	9	5	5	8	5
06:00	1	11	3	2	8	3	6	0	17	10	8	4	4	2
06:15	4	5	13	8	14	9	6	2	9	8	4	4	1	1
06:30	5	11	7	20	6	13	7	8	16	9	12	9	6	4
06:45	4	15	13	12	17	10	15	15	16	14	8	16	1	4
07:00	5	12	10	13	17	19	10	15	18	16	10	13	6	2
07:15	11	9	15	24	23	21	31	23	28	13	10	9	13	7
07:30	14	16	12	12	19	21	26	25	34	13	28	15	8	8
07:45	12	25	17	20	20	15	34	22	34	24	22	22	30	20
08:00	25	13	30	22	29	13	27	19	26	33	31	20	19	15
08:15	18	23	24	20	38	27	50	24	47	25	30	14	17	9
08:30	22	19	10	17	28	20	23	20	31	23	35	25	18	19
08:45	22	14	27	26	31	26	32	26	35	37	31	22	16	21
09:00	15	28	26	20	40	27	41	33	35	38	31	21	30	23
09:15	34	28	36	29	42	27	40	26	32	28	46	28	36	24
09:30	38	17	37	24	39	25	30	21	46	23	63	41	23	34
09:45	53	43	51	39	38	36	45	28	51	35	48	36	27	23
10:00	25	24	43	39	47	32	40	50	44	22	63	44	33	41
10:15	59	59	44	28	62	37	52	33	62	46	59	47	38	32
10:30	51	48	62	52	49	43	44	33	54	43	54	37	55	56
10:45	61	61	61	52	41	45	52	60	69	40	84	51	52	55
11:00	63	52	63	61	68	41	63	38	69	57	84	53	52	44
11:15	49	48	62	49	71	55	54	39	74	70	79	73	58	55
11:30	56	57	74	74	82	76	69	55	71	66	83	69	59	61
11:45	59	58	53	59	88	58	61	66	65	75	103	66	69	64
12:00	82	86	100	73	100	77	74	62	60	73	98	72	73	82
12:15	66	72	84	64	66	71	89	63	57	85	98	74	91	84
12:30	101	86	77	96	79	89	67	75	62	74	101	80	98	80
12:45	64	64	81	72	64	81	86	56	60	70	116	89	105	98
13:00	72	66	73	94	69	65	70	78	69	81	103	97	104	76
13:15	82	73	63	65	63	61	59	66	55	70	109	89	84	77
13:30	72	72	57	61	47	73	80	71	65	62	108	99	88	109
13:45	58	48	63	69	64	68	63	72	89	78	116	93	93	90
14:00	80	61	61	47	65	64	74	78	82	73	116	99	78	73
14:15	71	62	85	76	52	63	65	72	70	87	121	98	88	107
14:30	48	64	57	71	68	61	62	73	72	83	98	102	101	102
14:45	60	68	73	61	62	83	61	52	67	83	99	113	90	90
15:00	58	65	61	72	71	64	72	57	64	71	111	104	87	93
15:15	73	60	81	60	50	80	64	58	73	73	144	101	83	99
15:30	74	60	46	60	85	80	59	62	71	87	112	100	71	77
15:45	77	78	72	62	63	59	76	55	68	78	104	97	102	122
16:00	68	63	70	75	69	65	72	65	70	72	86	85	103	119
16:15	75	64	73	68	57	78	63	86	72	81	98	84	97	99
16:30	82	72	56	74	65	57	68	57	60	73	92	88	90	88
16:45	56	70	57	57	76	77	75	61	101	81	99	96	84	96
17:00	63	80	56	64	67	76	75	73	64	90	81	72	67	106
17:15	83	75	77	59	71	71	81	82	92	87	90	99	103	98
17:30	72	70	70	76	75	60	85	86	67	76	89	122	79	89
17:45	77	60	65	73	84	72	76	64	67	80	76	74	71	84
18:00	74	68	89	50	79	82	87	76	76	63	84	86	66	81
18:15	70	71	99	71	64	76	81	99	77	72	83	89	75	73
18:30	91	66	70	60	79	60	71	62	73	81	98	83	82	96
18:45	62	66	76	68	68	77	66	78	75	85	86	78	83	78
19:00	76	85	71	75	61	57	75	60	69	71	55	98	69	84
19:15	63	61	73	71	69	73	83	73	75	73	70	76	70	84
19:30	81	84	75	58	61	73	93	73	59	65	66	87	71	68
19:45	75	74	62	66	63	60	85	87	72	83	57	95	75	81
20:00	83	88	53	76	59	71	52	63	75	64	62	80	57	109
20:15	57	77	43	47	52	59	57	73	66	71	69	78	58	80
20:30	75	86	52	49	40	58	67	59	52	65	53	62	56	60
20:45	43	55	50	57	47	43	63	72	49	63	46	77	54	70
21:00	67	69	56	47	52	53	62	59	49	47	55	71	41	52
21:15	53	55	53	55	44	58	61	64	68	69	59	58	34	52
21:30	54	48	58	52	40	49	59	46	61	46	63	45	49	40
21:45	52	80	46	39	50	58	53	51	59	52	47	73	35	48
22:00	44	43	44	55	29	45	51	37	46	55	42	51	23	28
22:15	24	57	36	44	34	41	42	39	50	48	38	48	39	58
22:30	34	47	35	52	25	32	32	31	57	52	40	50	28	35
22:45	22	28	35	44	25	35	47	28	38	48	29	56	17	31
23:00	22	23	29	27	23	17	38	23	36	43	35	48	23	17
23:15	21	24	29	25	27	25	35	39	33	31	35	46	16	22
23:30	17	23	19	22	15	21	30	25	36	39	34	34	16	24
23:45	24	29	14	28	16	24	22	16	26	40	12	26	13	24
1	13	19	16	23	14	14	20	19	38	38	18	29	22	25
1.010417	11	16	20	17	15	25	17	24	28	24	17	36	15	21
1.020833	8	14	20	16	10	8	19	27	25	29	13	23	14	21
1.03125	8	13	12	15	9	12	14	17	26	32	10	22	5	7
Total	3788	3865	3866	3796	3762	3769	4133	3820	4225	4280	5002	4811	4075	4455
In/Out Tot		7653		7662		7531		7953		8505		9813		8530

K-Mart
K2, Mansfield
Small/Rural

Factored

Driveway Traffic

K2 Time	10/14/96		10/15/96		10/16/96		10/17/96		10/18/96		10/19/96		10/20/96	
	Monday	Out	Tuesday	Out	Wednesday	Out	Thursday	Out	Friday	Out	Saturday	Out	Sunday	Out
00:00:00	2	8	5	14	10	12	7	8	17	12	15	26	3	19
00:15:00	5	4	10	4	7	11	4	9	9	18	27	18	8	19
00:30:00	5	5	14	14	3	8	2	11	9	11	22	21	12	6
00:45:00	8	6	6	9	9	11	7	4	9	9	10	19	9	13
01:00:00	3	4	3	7	9	9	5	5	7	4	13	8	6	13
01:15:00	1	6	3	7	3	4	1	5	2	14	13	9	6	8
01:30:00	5	2	6	4	3	10	4	5	4	4	9	9	2	9
01:45:00	3	4	3	2	8	5	6	3	5	5	9	15	6	6
02:00:00	1	1	3	3	3	4	6	11	5	8	10	7	5	4
02:15:00	7	2	0	0	2	1	6	3	5	0	13	8	8	4
02:30:00	2	3	5	4	1	2	1	5	2	8	4	7	7	7
02:45:00	1	5	0	1	3	5	0	1	8	2	7	7	4	7
03:00:00	0	5	0	1	0	0	0	0	2	5	2	7	2	6
03:15:00	2	6	1	1	1	1	2	2	2	4	5	2	3	3
03:30:00	3	6	0	2	2	2	1	3	5	1	1	3	5	3
03:45:00	2	2	3	1	6	4	3	4	2	1	1	2	1	6
04:00:00	10	6	2	1	6	3	2	2	3	3	2	2	3	12
04:15:00	2	6	1	5	5	5	0	8	1	6	7	5	2	3
04:30:00	7	2	5	4	8	4	4	2	4	5	2	9	5	1
04:45:00	1	3	7	4	5	5	7	2	6	2	3	6	1	4
05:00:00	2	2	0	2	3	3	8	2	0	4	5	1	3	2
05:15:00	10	2	8	3	5	2	3	4	5	2	8	1	1	2
05:30:00	6	5	5	3	5	6	2	4	13	5	11	4	6	2
05:45:00	8	4	5	3	6	2	11	0	13	3	12	7	6	4
06:00:00	9	2	10	3	6	4	5	2	6	4	8	8	5	2
06:15:00	2	14	8	3	10	6	6	9	6	10	8	5	5	5
06:30:00	10	6	13	4	10	6	11	7	13	8	5	10	8	10
06:45:00	8	5	14	9	15	7	19	8	26	14	9	5	9	10
07:00:00	9	11	26	10	13	11	9	11	20	10	16	7	8	10
07:15:00	12	11	15	13	23	14	19	18	12	16	19	11	15	11
07:30:00	10	11	16	12	20	12	16	12	16	20	15	18	7	11
07:45:00	30	14	26	13	30	33	18	21	20	16	21	23	21	7
08:00:00	13	15	32	11	23	14	20	7	28	11	17	17	19	11
08:15:00	33	15	21	18	46	15	15	19	29	26	38	17	13	16
08:30:00	37	13	22	16	37	24	27	17	31	19	31	23	19	22
08:45:00	42	24	44	13	37	24	36	11	40	16	35	16	26	15
09:00:00	26	29	24	22	39	33	28	22	42	16	32	24	34	20
09:15:00	37	25	45	26	36	26	35	25	31	22	52	38	22	19
09:30:00	45	33	28	35	45	31	30	26	39	36	38	31	32	23
09:45:00	30	31	57	27	41	38	43	25	50	31	49	44	48	27
10:00:00	40	25	46	51	44	45	72	35	57	42	56	39	42	37
10:15:00	61	40	49	36	46	52	38	39	57	34	80	56	50	37
10:30:00	61	45	41	51	44	33	39	44	50	51	75	49	58	47
10:45:00	49	42	53	51	49	46	50	39	70	53	66	55	61	43
11:00:00	60	64	46	62	46	45	56	45	66	70	80	78	78	47
11:15:00	77	58	49	48	52	49	62	46	70	79	82	75	61	58
11:30:00	62	64	56	59	66	41	64	43	79	51	91	82	73	75
11:45:00	50	63	65	52	56	55	59	55	89	61	99	89	87	55
12:00:00	61	57	59	53	83	51	52	62	79	89	86	96	94	76
12:15:00	72	56	52	66	51	62	67	51	81	73	111	90	80	67
12:30:00	56	62	69	66	58	63	55	46	70	65	94	84	77	75
12:45:00	59	63	44	66	60	58	74	49	75	63	121	115	102	88
13:00:00	77	63	59	66	60	64	58	60	80	93	122	108	105	88
13:15:00	66	66	63	49	63	54	71	73	85	74	152	100	128	93
13:30:00	67	76	56	49	55	50	64	63	89	74	114	118	120	97
13:45:00	68	62	50	52	66	55	55	41	106	86	115	131	107	121
14:00:00	63	84	53	62	62	71	45	59	85	90	123	98	111	97
14:15:00	59	66	64	56	59	53	48	67	81	70	118	119	117	99
14:30:00	71	71	53	64	68	73	51	56	66	81	100	133	132	98
14:45:00	69	57	44	55	27	75	48	58	66	62	138	117	145	112
15:00:00	51	68	41	68	48	45	41	59	61	88	144	151	107	132
15:15:00	66	66	55	51	60	51	53	55	74	67	108	120	96	109
15:30:00	48	69	51	48	55	56	73	43	85	78	103	128	128	106
15:45:00	59	63	53	56	48	46	53	46	102	76	137	118	86	123
16:00:00	59	50	73	51	38	66	67	58	81	114	119	132	129	95
16:15:00	59	68	49	66	48	54	68	60	76	86	131	112	101	101
16:30:00	52	51	63	48	63	49	51	73	74	82	113	108	113	117
16:45:00	64	60	56	55	56	52	64	68	84	74	75	148	88	105
17:00:00	55	62	53	58	63	58	68	63	83	81	103	140	87	76
17:15:00	62	61	62	58	59	67	39	73	89	92	93	121	100	107
17:30:00	53	59	61	70	55	66	59	73	90	79	94	73	71	79
17:45:00	68	75	68	62	36	54	78	63	82	86	86	101	81	79
18:00:00	49	63	74	59	63	45	63	56	70	79	81	95	74	76
18:15:00	64	70	41	55	64	54	67	76	102	85	89	94	58	66
18:30:00	51	66	46	60	57	55	49	69	125	70	88	92	58	85
18:45:00	75	54	55	55	45	50	68	60	104	89	78	99	64	64
19:00:00	60	70	46	50	47	59	70	81	79	89	92	84	75	78
19:15:00	46	66	47	66	48	56	56	66	92	85	84	110	78	79
19:30:00	68	53	48	57	42	57	42	71	84	105	83	89	52	69
19:45:00	27	58	39	60	50	70	60	66	92	97	75	93	30	70
20:00:00	64	55	52	44	37	53	54	46	72	115	65	97	46	46
20:15:00	28	51	30	30	46	48	36	53	71	85	81	92	50	41
20:30:00	34	47	42	48	33	37	31	44	73	74	59	77	30	50
20:45:00	42	38	47	41	37	48	48	45	48	78	68	62	41	50
21:00:00	24	44	34	41	35	49	40	42	73	82	73	83	24	40
21:15:00	29	40	29	37	27	34	26	46	52	62	70	66	38	36
21:30:00	21	28	23	39	33	35	25	49	56	64	38	68	32	34
21:45:00	20	28	26	26	28	31	28	44	53	48	51	83	23	36
22:00:00	16	18	17	19	30	32	17	33	45	55	50	46	19	26
22:15:00	12	19	15	29	25	23	18	31	29	57	32	57	6	31
22:30:00	21	19	13	22	17	22	7	26	31	51	30	55	27	17
22:45:00	15	13	17	25	19	18	9	16	37	48	37	40	22	14
23:00:00	13	16	9	19	17	23	16	15	37	51	13	43	12	19
23:15:00	8	9	15	12	9	17	23	22	24	40	16	27	12	26
23:30:00	6	9	19	16	9	13	17	11	19	40	16	20	15	11
23:45:00	9	14	10	11	3	8	16	14	11	28	17	16	17	5
Total	3198	3241	3043	3059	3107	3112	3155	3191	4505	4451	5320	5473	4323	4195
in/Out Tot		6439		6103		6219		6346		8956		10792		8518

Learners-Spring Rd									
K2	Sunday	1013	1015	1017	1019	1021	1023	1025	1027
101596	03:00:00	18	22	30	38	46	54	62	70
101597	03:00:00	19	23	31	39	47	55	63	71
101598	03:00:00	20	24	32	40	48	56	64	72
101599	03:00:00	21	25	33	41	49	57	65	73
101600	03:00:00	22	26	34	42	50	58	66	74
101601	03:00:00	23	27	35	43	51	59	67	75
101602	03:00:00	24	28	36	44	52	60	68	76
101603	03:00:00	25	29	37	45	53	61	69	77
101604	03:00:00	26	30	38	46	54	62	70	78
101605	03:00:00	27	31	39	47	55	63	71	79
101606	03:00:00	28	32	40	48	56	64	72	80
101607	03:00:00	29	33	41	49	57	65	73	81
101608	03:00:00	30	34	42	50	58	66	74	82
101609	03:00:00	31	35	43	51	59	67	75	83
101610	03:00:00	32	36	44	52	60	68	76	84
101611	03:00:00	33	37	45	53	61	69	77	85
101612	03:00:00	34	38	46	54	62	70	78	86
101613	03:00:00	35	39	47	55	63	71	79	87
101614	03:00:00	36	40	48	56	64	72	80	88
101615	03:00:00	37	41	49	57	65	73	81	89
101616	03:00:00	38	42	50	58	66	74	82	90
101617	03:00:00	39	43	51	59	67	75	83	91
101618	03:00:00	40	44	52	60	68	76	84	92
101619	03:00:00	41	45	53	61	69	77	85	93
101620	03:00:00	42	46	54	62	70	78	86	94
101621	03:00:00	43	47	55	63	71	79	87	95
101622	03:00:00	44	48	56	64	72	80	88	96
101623	03:00:00	45	49	57	65	73	81	89	97
101624	03:00:00	46	50	58	66	74	82	90	98
101625	03:00:00	47	51	59	67	75	83	91	99
101626	03:00:00	48	52	60	68	76	84	92	100
101627	03:00:00	49	53	61	69	77	85	93	101
101628	03:00:00	50	54	62	70	78	86	94	102
101629	03:00:00	51	55	63	71	79	87	95	103
101630	03:00:00	52	56	64	72	80	88	96	104
101631	03:00:00	53	57	65	73	81	89	97	105
101632	03:00:00	54	58	66	74	82	90	98	106
101633	03:00:00	55	59	67	75	83	91	99	107
101634	03:00:00	56	60	68	76	84	92	100	108
101635	03:00:00	57	61	69	77	85	93	101	109
101636	03:00:00	58	62	70	78	86	94	102	110
101637	03:00:00	59	63	71	79	87	95	103	111
101638	03:00:00	60	64	72	80	88	96	104	112
101639	03:00:00	61	65	73	81	89	97	105	113
101640	03:00:00	62	66	74	82	90	98	106	114
101641	03:00:00	63	67	75	83	91	99	107	115
101642	03:00:00	64	68	76	84	92	100	108	116
101643									

K-Mart
K3, Hillsboro
Small/Rural

Factored Driveway Traffic

K3 Time	10/14/96		10/15/96		10/16/96		10/17/96		10/11/96		10/12/96		10/13/96	
	Monday	Out	Tuesday	Out	Wednesday	Out	Thursday	Out	Friday	Out	Saturday	Out	Sunday	Out
00:00:00	2	8	4	6	6	3	2	7	4	13	13	15	10	19
00:15:00	2	6	1	1	1	5	2	5	3	10	9	18	15	21
00:30:00	3	7	6	7	4	3	3	3	5	3	6	16	5	26
00:45:00	2	1	3	2	1	3	2	1	4	3	6	7	7	18
01:00:00	1	2	0	5	0	3	4	1	0	5	3	16	6	8
01:15:00	1	3	2	2	2	3	3	2	4	5	3	9	3	6
01:30:00	2	0	1	0	1	1	4	3	1	9	4	10	6	3
01:45:00	3	0	2	3	3	2	1	2	3	1	2	6	3	3
02:00:00	1	0	0	2	4	6	4	6	2	3	1	2	4	6
02:15:00	2	0	0	1	2	3	3	1	1	1	4	2	3	8
02:30:00	2	1	2	1	7	5	1	3	2	2	5	1	6	7
02:45:00	2	3	4	0	4	1	4	0	4	1	3	6	4	6
03:00:00	1	2	1	1	1	6	4	1	2	0	2	2	4	3
03:15:00	1	1	1	0	0	2	1	2	3	3	2	5	2	1
03:30:00	4	3	4	2	0	3	3	0	1	3	4	1	0	5
03:45:00	0	5	4	2	4	2	1	2	4	1	2	7	1	2
04:00:00	3	1	2	5	5	5	1	3	0	5	4	9	0	2
04:15:00	2	1	1	0	1	1	7	10	5	3	5	6	1	3
04:30:00	2	2	2	2	3	2	3	3	0	2	3	2	1	2
04:45:00	6	0	4	10	4	2	3	3	10	7	5	1	4	2
05:00:00	4	2	9	6	13	6	10	2	8	2	8	0	4	2
05:15:00	6	6	4	6	4	11	7	3	5	5	5	2	4	3
05:30:00	8	2	10	8	7	3	9	5	8	5	8	11	6	3
05:45:00	6	1	4	13	4	8	6	8	10	3	8	7	1	6
06:00:00	7	3	11	7	11	9	5	3	8	10	7	15	9	2
06:15:00	7	2	9	10	6	8	9	7	13	16	8	6	2	11
06:30:00	10	10	12	7	8	6	13	9	16	21	11	10	12	6
06:45:00	14	8	19	14	11	7	11	9	18	17	15	10	14	6
07:00:00	13	8	14	15	15	22	16	21	21	10	13	11	10	13
07:15:00	11	15	12	13	13	17	18	19	18	21	18	27	8	10
07:30:00	21	18	20	15	24	8	18	11	20	19	22	18	10	7
07:45:00	31	19	30	18	22	10	32	9	32	19	28	9	25	6
08:00:00	28	6	22	8	28	10	19	13	22	5	24	19	18	8
08:15:00	21	22	19	9	23	13	24	17	20	23	36	19	17	10
08:30:00	37	13	19	16	34	27	27	17	37	19	39	29	20	9
08:45:00	28	15	35	15	34	21	46	33	37	19	35	27	36	8
09:00:00	45	21	27	10	37	29	44	17	40	24	50	25	30	17
09:15:00	45	36	36	29	46	21	26	27	49	33	51	35	36	24
09:30:00	49	30	49	27	41	34	34	27	60	41	64	42	38	31
09:45:00	50	27	42	32	47	29	49	38	53	26	69	38	52	17
10:00:00	51	33	48	36	48	41	58	34	59	60	69	50	47	35
10:15:00	61	44	43	31	47	41	47	25	71	56	83	49	45	38
10:30:00	48	46	52	51	47	40	56	58	66	50	99	54	53	55
10:45:00	52	50	53	52	47	42	55	54	67	51	78	68	58	38
11:00:00	57	50	61	43	57	47	67	40	63	41	82	64	54	42
11:15:00	55	59	52	55	69	65	33	73	80	62	83	80	54	39
11:30:00	63	68	76	60	66	44	60	51	74	92	90	70	74	40
11:45:00	69	32	48	35	60	43	59	52	71	62	89	93	77	62
12:00:00	62	46	60	56	59	83	55	39	65	63	93	78	64	50
12:15:00	59	96	59	59	60	38	55	47	81	47	77	92	94	74
12:30:00	75	52	61	62	47	70	68	55	77	65	65	51	66	65
12:45:00	64	57	56	39	69	62	67	63	93	73	90	82	78	66
13:00:00	58	63	60	44	51	55	66	67	80	62	83	76	83	66
13:15:00	59	66	45	55	74	60	55	59	73	84	82	57	82	84
13:30:00	63	58	60	57	47	81	42	42	82	66	77	70	72	82
13:45:00	48	49	65	62	59	49	46	39	70	88	89	96	81	47
14:00:00	74	64	58	60	69	68	63	70	84	75	81	81	77	74
14:15:00	70	56	65	50	64	52	59	55	85	70	63	99	70	74
14:30:00	53	56	64	51	54	57	61	48	66	82	72	87	78	75
14:45:00	63	55	55	59	49	96	58	72	61	90	79	75	85	50
15:00:00	56	50	59	59	61	75	48	56	70	74	69	72	69	76
15:15:00	48	49	61	68	53	62	66	54	76	72	70	73	50	78
15:30:00	60	60	63	44	61	52	59	76	67	92	77	57	62	81
15:45:00	63	79	52	70	52	68	63	66	84	84	66	64	73	65
16:00:00	44	63	61	66	58	52	68	72	81	65	68	84	64	80
16:15:00	46	55	61	68	60	51	53	70	77	98	64	68	66	62
16:30:00	61	49	61	48	56	73	53	89	79	81	69	67	65	76
16:45:00	62	49	61	47	60	57	68	46	87	68	68	74	68	66
17:00:00	50	42	55	64	61	62	59	58	95	65	65	63	57	73
17:15:00	36	56	46	57	49	83	66	59	81	93	59	86	56	70
17:30:00	46	63	54	52	52	57	53	62	66	88	59	65	61	44
17:45:00	52	48	47	50	42	68	73	41	90	54	63	79	64	75
18:00:00	49	41	43	55	54	65	59	67	75	115	60	51	62	56
18:15:00	45	54	48	49	53	48	56	70	88	81	84	62	61	64
18:30:00	40	57	44	39	50	38	53	52	79	63	67	80	56	56
18:45:00	46	44	46	44	50	46	50	66	77	67	80	78	46	70
19:00:00	53	44	39	43	43	38	56	47	78	62	73	89	48	57
19:15:00	46	65	34	59	35	55	53	49	69	93	69	67	52	70
19:30:00	43	18	29	48	25	48	43	49	61	82	67	57	48	31
19:45:00	35	42	31	23	31	30	41	43	66	64	72	68	50	58
20:00:00	36	46	40	41	22	47	29	65	47	86	51	80	27	51
20:15:00	29	48	27	40	26	38	31	42	54	89	57	84	36	44
20:30:00	36	44	27	43	26	35	26	51	44	76	52	66	18	39
20:45:00	17	38	20	43	24	25	31	38	47	54	34	71	23	31
21:00:00	21	52	24	55	20	40	23	44	29	67	44	46	14	30
21:15:00	22	33	20	26	20	17	12	30	34	60	33	78	18	21
21:30:00	16	22	23	23	20	30	28	16	35	36	36	46	16	19
21:45:00	20	18	26	15	21	22	22	24	22	63	27	47	20	24
22:00:00	16	29	11	32	24	29	21	39	26	56	33	33	17	33
22:15:00	10	22	10	14	10	32	15	35	20	52	21	42	11	21
22:30:00	6	10	7	11	7	10	6	15	14	35	23	39	9	16
22:45:00	6	6	4	9	8	6	8	21	15	32	25	29	7	10
23:00:00	6	8	12	14	7	13	11	7	15	17	14	34	12	18
23:15:00	6	19	2	7	4	21	9	9	17	25	15	36	6	8
23:30:00	6	11	7	7	8	9	11	14	11	25	13	26	8	9
23:45:00	8	9	4	11	5	6	8	15	13	8	16	21	6	3
Total In/Out Tot	2928	2856	2842	2794	2879	3000	3032	3055	4010	4103	4090	4158	3255	3192
		5784		5636		5880		6087		8113		8247		6447

[illegible]

K-Mart
K4, Mentor
Urban

Factored Driveway Traffic

K4 Time	09/16/96 Monday		09/17/96 Tuesday		09/18/96 Wednesday		09/19/96 Thursday		09/20/96 Friday		09/21/96 Saturday		09/22/96 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
00:00:00	22	14	33	19	25	14	22	26	20	10	46	38	27	26
00:15:00	13	8	12	19	12	22	8	14	13	20	33	33	31	31
00:30:00	17	16	12	14	7	11	9	14	14	10	32	32	20	28
00:45:00	8	14	18	23	11	12	7	8	3	17	18	35	27	29
01:00:00	6	14	8	12	8	15	9	17	9	15	10	23	14	22
01:15:00	12	4	11	12	2	14	8	7	11	19	19	16	16	26
01:30:00	2	9	11	16	4	8	6	11	6	9	5	20	16	27
01:45:00	0	3	9	11	5	13	5	7	4	9	9	19	14	10
02:00:00	3	3	3	11	2	7	4	11	4	1	10	11	2	11
02:15:00	4	5	2	5	2	8	4	7	2	2	11	15	5	11
02:30:00	8	5	5	17	0	4	3	11	6	15	8	14	6	9
02:45:00	3	2	5	0	1	4	6	3	5	10	8	8	4	7
03:00:00	3	5	1	8	6	4	3	9	2	4	21	10	4	4
03:15:00	2	9	6	7	2	11	8	9	8	9	6	9	5	4
03:30:00	5	5	3	5	5	2	3	9	2	5	5	9	2	8
03:45:00	7	4	6	3	2	2	4	10	1	3	3	10	5	12
04:00:00	2	2	5	2	4	3	8	2	2	1	3	5	1	3
04:15:00	3	1	3	9	4	1	2	2	3	7	6	2	3	4
04:30:00	3	9	4	2	5	4	1	2	5	4	8	8	0	4
04:45:00	3	1	6	9	8	3	6	4	9	3	7	2	2	1
05:00:00	3	1	5	3	5	8	6	0	4	1	6	4	5	5
05:15:00	3	1	9	9	3	0	6	2	6	0	10	2	3	3
05:30:00	5	7	5	2	7	5	5	3	12	2	7	5	8	4
05:45:00	10	7	16	11	5	4	9	4	12	12	3	8	12	4
06:00:00	6	8	12	13	6	8	12	11	17	9	11	7	8	2
06:15:00	7	7	8	10	10	7	18	17	16	16	6	10	2	5
06:30:00	20	15	14	20	20	13	9	13	21	19	10	7	9	11
06:45:00	23	13	24	8	27	13	42	16	30	26	24	10	17	8
07:00:00	35	22	26	21	42	14	41	19	20	21	27	19	19	20
07:15:00	35	22	34	34	25	28	25	23	29	20	31	26	18	13
07:30:00	26	48	21	39	29	32	33	38	41	33	37	43	31	23
07:45:00	48	24	46	22	50	40	36	24	53	37	53	35	30	26
08:00:00	54	38	25	20	37	20	39	23	32	36	46	36	30	23
08:15:00	44	46	33	26	19	16	41	38	39	27	44	36	42	5
08:30:00	37	28	48	28	59	27	35	28	57	41	55	37	39	24
08:45:00	51	23	59	34	59	28	44	19	63	51	60	58	42	35
09:00:00	62	24	75	34	70	38	37	32	57	45	77	49	64	25
09:15:00	53	35	86	52	79	43	65	53	61	53	79	45	65	47
09:30:00	78	43	71	50	69	53	66	46	77	65	86	63	77	56
09:45:00	75	57	64	56	69	51	55	62	61	74	71	94	97	64
10:00:00	67	53	88	65	91	89	70	64	84	60	97	71	111	69
10:15:00	102	77	80	60	80	72	53	53	89	80	79	71	110	69
10:30:00	101	69	92	80	100	96	102	82	97	65	126	83	108	60
10:45:00	94	102	92	74	111	73	92	83	97	88	136	117	122	92
11:00:00	102	71	94	97	105	100	85	61	104	112	138	119	130	84
11:15:00	105	128	105	83	110	100	84	109	123	142	108	118	179	131
11:30:00	141	114	100	121	93	98	101	90	111	101	129	111	154	110
11:45:00	114	118	136	93	108	110	97	113	114	109	150	116	145	105
12:00:00	131	123	104	122	133	132	93	112	123	124	137	120	168	117
12:15:00	150	99	120	118	96	95	113	101	127	130	157	165	187	154
12:30:00	154	146	137	78	134	118	119	99	131	131	161	142	210	153
12:45:00	135	132	128	101	129	102	132	133	116	132	196	142	216	172
13:00:00	136	142	146	148	132	117	123	125	109	133	165	152	238	157
13:15:00	126	96	147	107	109	108	100	134	128	121	133	155	203	160
13:30:00	152	145	139	133	102	101	114	122	119	128	165	175	195	177
13:45:00	112	117	143	136	102	121	100	136	117	123	176	169	207	185
14:00:00	140	122	122	132	125	113	106	131	106	122	172	140	219	205
14:15:00	128	133	131	134	96	133	96	86	104	108	170	157	187	157
14:30:00	99	132	98	111	105	129	93	106	87	108	184	178	166	187
14:45:00	103	145	114	114	95	118	124	111	108	146	156	162	216	186
15:00:00	87	133	121	123	106	106	87	123	107	121	172	179	190	221
15:15:00	120	137	123	105	109	101	92	106	79	125	119	155	239	173
15:30:00	115	96	120	118	99	114	92	93	133	116	133	175	213	204
15:45:00	91	89	113	122	119	122	98	109	94	101	137	153	190	170
16:00:00	113	120	137	106	95	110	106	116	118	112	144	148	229	197
16:15:00	133	138	94	126	90	108	70	126	114	113	162	138	143	184
16:30:00	104	114	96	107	94	97	93	117	101	118	171	161	174	168
16:45:00	139	113	116	106	113	93	84	95	113	112	150	144	155	191
17:00:00	138	110	136	111	90	126	100	93	110	130	188	144	176	162
17:15:00	118	153	101	130	136	92	88	93	112	117	176	138	143	142
17:30:00	129	133	110	117	117	90	98	92	95	125	178	165	161	168
17:45:00	92	133	98	102	124	134	77	89	104	87	189	162	135	161
18:00:00	94	113	115	119	97	118	101	109	131	107	182	146	150	152
18:15:00	122	106	125	92	96	105	100	106	81	120	170	177	160	138
18:30:00	117	118	102	97	107	83	87	118	106	108	185	170	144	167
18:45:00	129	105	125	92	105	109	90	98	127	106	183	172	123	155
19:00:00	109	105	104	100	136	98	136	108	124	89	174	165	131	141
19:15:00	115	137	106	108	99	111	104	109	140	134	171	180	118	94
19:30:00	132	142	106	122	111	90	105	101	125	141	151	198	121	121
19:45:00	130	125	88	98	79	111	97	111	126	129	149	226	101	118
20:00:00	114	129	82	95	71	105	97	87	97	116	156	187	93	112
20:15:00	93	122	70	89	79	117	96	92	107	121	139	161	92	102
20:30:00	84	76	67	89	72	87	74	130	96	97	120	167	67	78
20:45:00	67	112	67	74	71	88	62	104	101	121	89	136	46	89
21:00:00	85	104	72	64	74	77	86	84	132	102	109	119	71	72
21:15:00	48	105	55	94	63	68	67	90	92	113	78	104	54	66
21:30:00	70	75	46	68	31	46	53	81	74	107	80	89	58	62
21:45:00	45	58	54	70	57	57	47	61	81	108	81	80	48	51
22:00:00	56	76	54	50	66	82	52	83	79	110	64	84	44	70
22:15:00	31	53	45	71	38	93	49	75	66	108	64	87	36	63
22:30:00	26	49	20	55	39	55	34	56	48	66	53	70	31	47
22:45:00	26	35	28	40	39	44	31	41	56	73	55	65	17	34
23:00:00	18	24	25	24	31	36	26	29	70	44	63	51	21	32
23:15:00	20	32	29	19	25	22	24	28	48	64	42	51	22	35
23:30:00	8	15	10	17	11	26	18	21	35	39	55	65	19	13
23:45:00	14	10	12	23	19	20	13	17	30	46	33	35	9	15
Total	6321	6362	6130	5944	5870	5877	5483	5897	6481	6771	8513	8417	8217	7580
In/Out Tot		12683		12073		11747		11380		13252		16930		15797

[illegible]

Wal-Mart
W1, North Olmstead
Urban

Factored Driveway Traffic

W1	09/30/96		09/24/96		09/25/96		09/26/96		09/27/96		09/28/96		09/29/96	
Time	Monday	Out	Tuesday	Out	Wednesday	Out	Thursday	Out	Friday	Out	Saturday	Out	Sunday	Out
00:00:00	4	2	1	1	2	0	2	3	4	5	9	13	5	1
00:15:00	3	3	1	1	2	2	3	2	1	4	1	2	15	6
00:30:00	2	1	1	1	8	4	3	5	1	0	2	4	7	1
00:45:00	2	1	0	0	3	1	1	2	2	2	4	3	0	1
01:00:00	0	1	0	0	0	1	0	0	1	2	5	4	5	2
01:15:00	0	0	0	0	1	2	0	0	0	1	2	1	1	1
01:30:00	0	0	0	0	0	0	0	0	0	1	1	3	3	0
01:45:00	1	0	0	0	1	1	2	1	0	1	2	1	1	0
02:00:00	0	0	1	1	0	0	2	2	1	1	2	2	3	0
02:15:00	0	0	0	0	0	1	1	2	0	0	1	0	2	1
02:30:00	0	0	1	0	1	1	0	1	-1	2	1	4	1	2
02:45:00	0	0	1	1	0	1	0	0	1	1	1	2	2	2
03:00:00	0	0	2	1	1	1	0	0	1	0	0	2	5	2
03:15:00	0	0	1	0	0	0	0	0	0	0	1	2	0	1
03:30:00	0	0	0	0	0	1	0	0	0	0	2	2	1	0
03:45:00	0	0	0	0	1	1	1	1	0	0	0	1	3	0
04:00:00	0	1	0	1	0	1	1	1	0	0	0	0	0	0
04:15:00	2	2	0	1	0	1	0	0	0	0	0	0	3	0
04:30:00	0	0	0	0	1	1	3	1	2	2	1	2	4	1
04:45:00	4	3	2	0	5	3	2	2	1	0	2	2	1	0
05:00:00	3	1	6	1	7	0	5	1	6	2	3	1	0	1
05:15:00	4	0	2	0	1	0	4	0	2	0	2	0	1	0
05:30:00	0	0	1	1	1	1	2	1	2	1	2	0	1	0
05:45:00	6	3	6	2	4	1	1	1	3	0	1	0	0	0
06:00:00	10	1	10	0	13	3	13	2	6	1	1	0	0	0
06:15:00	2	2	6	2	5	5	4	0	5	2	2	3	5	1
06:30:00	7	4	4	4	4	3	7	6	3	3	8	6	4	4
06:45:00	11	7	12	3	13	9	11	14	17	6	7	7	10	6
07:00:00	14	7	14	7	11	9	10	10	13	14	6	8	14	2
07:15:00	12	5	20	11	13	10	12	3	10	13	14	6	10	1
07:30:00	26	11	17	14	14	10	20	11	17	10	5	6	3	3
07:45:00	13	13	25	16	15	20	13	16	17	14	15	12	10	8
08:00:00	25	15	22	13	17	16	23	12	15	10	10	7	12	6
08:15:00	11	18	23	10	18	13	19	8	13	12	15	8	13	14
08:30:00	12	12	23	21	20	11	18	22	27	22	11	11	9	10
08:45:00	21	17	23	16	24	16	36	19	18	24	17	22	20	24
09:00:00	31	29	27	25	22	18	32	31	24	19	33	27	23	18
09:15:00	33	23	39	34	28	27	30	30	28	17	44	37	28	21
09:30:00	56	48	55	49	43	25	29	28	39	33	39	34	41	25
09:45:00	45	42	40	42	44	42	56	53	49	41	66	57	36	37
10:00:00	63	59	70	65	44	41	37	36	56	57	65	55	51	38
10:15:00	61	55	87	81	41	51	51	45	59	57	85	83	46	44
10:30:00	51	59	56	60	53	51	66	55	65	69	93	96	80	61
10:45:00	63	55	77	74	60	54	50	54	47	59	108	97	79	70
11:00:00	76	73	56	58	57	68	47	66	38	54	130	141	92	98
11:15:00	61	65	73	88	59	61	58	56	48	55	113	103	87	97
11:30:00	88	74	87	69	86	66	73	72	64	67	106	112	85	91
11:45:00	105	106	91	84	57	82	66	81	88	74	137	116	94	92
12:00:00	81	78	94	85	74	53	89	81	66	82	131	136	101	111
12:15:00	83	89	101	102	79	72	68	59	69	82	140	138	107	120
12:30:00	83	86	93	98	59	83	71	79	78	99	162	144	103	123
12:45:00	90	85	84	88	69	59	87	81	94	80	194	164	115	137
13:00:00	89	104	78	81	66	67	77	75	90	85	167	177	169	173
13:15:00	83	64	50	53	81	80	74	91	96	98	147	156	141	159
13:30:00	79	89	74	84	58	64	58	69	81	81	165	153	144	147
13:45:00	72	71	73	75	65	56	73	78	67	102	170	182	138	167
14:00:00	80	71	77	69	67	78	58	59	90	95	154	163	124	160
14:15:00	68	73	72	75	62	60	54	57	84	77	167	183	136	127
14:30:00	88	81	75	98	75	78	61	60	81	93	148	154	137	149
14:45:00	88	89	53	69	64	71	61	69	75	79	147	135	163	151
15:00:00	81	73	53	70	63	57	55	55	85	98	143	149	153	139
15:15:00	78	75	67	63	37	52	55	59	75	89	143	147	135	126
15:30:00	66	67	64	66	73	68	66	73	62	78	129	123	119	123
15:45:00	87	86	84	76	57	80	69	71	79	82	144	124	120	128
16:00:00	74	67	51	57	49	60	73	61	72	78	126	110	111	124
16:15:00	81	81	69	75	77	77	60	68	69	77	117	124	146	132
16:30:00	85	77	55	51	42	46	59	60	75	72	138	120	101	104
16:45:00	80	77	70	72	78	53	79	74	59	85	124	113	112	97
17:00:00	68	89	56	58	53	72	72	73	75	80	112	104	117	111
17:15:00	82	84	60	64	59	71	75	69	78	81	110	116	115	94
17:30:00	82	81	78	83	66	62	70	89	83	101	105	99	111	81
17:45:00	101	93	72	74	71	66	75	96	84	96	91	98	94	98
18:00:00	86	76	64	74	62	63	51	68	90	74	108	111	95	82
18:15:00	84	89	54	66	68	72	80	73	82	75	100	93	73	72
18:30:00	80	100	84	75	67	77	69	80	101	93	148	108	103	88
18:45:00	92	99	68	61	75	81	80	79	80	91	98	102	60	71
19:00:00	98	112	75	86	89	85	74	89	91	85	117	102	75	71
19:15:00	106	126	73	76	64	69	80	95	92	105	99	101	71	93
19:30:00	86	89	80	79	68	73	77	73	61	75	100	100	60	59
19:45:00	80	80	83	77	56	65	79	78	72	80	78	88	61	65
20:00:00	88	84	65	80	51	54	57	64	65	80	67	79	43	56
20:15:00	61	71	52	63	50	61	54	66	66	77	63	68	56	54
20:30:00	76	82	43	62	43	51	57	44	64	63	67	61	36	38
20:45:00	44	47	57	45	45	39	37	36	49	52	62	57	34	32
21:00:00	50	54	48	54	47	39	38	51	61	68	58	49	14	18
21:15:00	40	35	36	40	65	50	59	54	58	60	61	32	24	26
21:30:00	40	31	23	42	30	33	35	27	59	46	54	41	18	9
21:45:00	43	42	23	27	27	32	41	44	41	48	39	36	37	21
22:00:00	12	21	20	25	18	25	23	30	30	49	43	33	23	13
22:15:00	14	11	10	25	13	23	16	24	21	29	16	16	26	15
22:30:00	8	14	11	23	10	25	14	17	11	37	24	16	15	7
22:45:00	8	10	13	18	11	9	9	14	17	21	23	21	11	7
23:00:00	10	9	5	10	9	12	4	7	8	15	16	14	4	4
23:15:00	7	11	2	7	7	11	6	9	2	22	12	12	11	6
23:30:00	6	11	4	6	5	10	2	16	11	9	7	6	6	1
23:45:00	3	8	5	12	2	6	10	5	3	17	7	3	6	8
Total in/Out Tot	4104	4050	3689	3771	3334	3379	3492	3598	3918	4199	6020	5763	4894	4795
		8153		7461		6713		7090		8117		11782		9689

Wal-Mart
W3, Ashtabula
Small/Rural

Factored Driveway Traffic

W3 Time	09/23/96 Monday		09/17/96 Tuesday		09/18/96 Wednesday		09/19/96 Thursday		09/20/96 Friday		09/21/96 Saturday		09/22/96 Sunday	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	3	0	0	0	0	0	0	0	0
04:45	0	0	0	1	0	1	0	0	0	1	0	0	0	0
05:00	0	14	0	8	2	10	0	9	0	9	1	11	0	0
05:15	0	1	0	1	1	1	0	1	0	4	0	1	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	1	0	1	0	2	1	3	0	1	0	0
06:00	0	16	1	16	0	14	1	18	0	18	0	0	0	0
06:15	6	8	1	5	6	7	5	1	5	4	1	2	0	0
06:30	2	1	4	3	0	0	0	3	1	2	0	0	0	0
06:45	0	4	4	5	6	4	4	3	3	2	3	5	0	0
07:00	0	16	2	14	1	14	0	11	4	15	1	14	1	1
07:15	1	10	1	4	10	10	5	9	4	9	7	6	0	0
07:30	5	8	11	4	8	5	7	9	9	9	5	10	0	2
07:45	3	12	5	15	2	12	5	6	11	11	5	6	1	8
08:00	4	17	7	11	8	20	4	15	5	14	8	11	5	18
08:15	0	13	6	18	8	20	3	10	5	13	4	7	1	7
08:30	5	4	6	9	8	17	8	15	13	18	4	12	6	10
08:45	8	20	6	12	9	20	8	11	9	15	10	21	6	8
09:00	7	19	7	22	8	23	7	18	17	29	8	28	7	7
09:15	10	21	18	24	7	27	13	30	22	30	17	26	6	17
09:30	11	27	11	14	19	27	18	25	14	35	17	16	9	9
09:45	16	33	13	32	23	42	30	29	26	57	26	29	9	21
10:00	27	44	23	36	27	38	24	46	38	47	21	39	16	23
10:15	39	30	21	36	46	32	23	38	33	40	35	48	11	32
10:30	28	39	35	39	52	41	31	35	39	48	37	49	19	34
10:45	47	46	42	42	40	36	42	43	47	54	33	60	25	44
11:00	36	53	30	38	33	46	28	53	43	57	42	66	33	53
11:15	50	49	27	43	36	55	37	52	55	61	55	74	38	56
11:30	37	41	42	44	49	35	50	32	45	59	59	63	40	46
11:45	44	49	41	54	45	51	44	34	42	64	59	69	48	42
12:00	39	40	44	43	35	45	40	47	66	46	60	66	38	55
12:15	35	58	49	60	39	47	41	45	50	58	55	58	39	51
12:30	64	55	35	56	47	55	39	48	60	49	62	63	50	63
12:45	52	54	40	49	44	46	35	42	60	74	64	67	66	87
13:00	76	35	57	46	52	28	60	38	53	46	59	87	60	85
13:15	52	44	68	56	39	54	42	61	58	51	68	65	79	60
13:30	50	54	39	44	49	42	43	40	48	54	62	60	62	69
13:45	48	53	58	62	35	43	38	43	44	60	77	53	72	76
14:00	51	43	39	44	40	59	43	41	56	59	51	88	84	85
14:15	64	54	48	39	52	42	38	42	64	46	69	60	69	66
14:30	45	46	43	48	49	43	57	30	53	48	60	64	62	82
14:45	57	46	35	57	47	37	36	47	42	43	80	61	70	73
15:00	54	42	57	66	43	45	52	32	57	59	68	70	64	64
15:15	57	40	56	49	52	36	40	41	50	46	75	57	84	62
15:30	58	43	62	42	45	28	41	36	63	26	62	68	74	69
15:45	60	44	51	40	43	36	47	45	52	43	51	61	65	69
16:00	33	50	57	77	37	50	36	42	46	45	59	61	74	56
16:15	54	40	56	36	50	40	45	46	44	59	80	64	72	69
16:30	50	41	48	41	38	36	48	49	60	50	64	61	65	62
16:45	53	56	43	35	42	41	51	35	51	61	68	74	53	55
17:00	54	63	52	47	42	43	38	39	44	64	60	52	68	62
17:15	43	39	49	34	38	43	37	42	46	60	66	65	90	37
17:30	49	65	37	41	44	41	45	52	59	46	56	45	84	34
17:45	51	43	39	50	40	37	44	38	35	59	59	66	63	28
18:00	39	41	45	35	38	29	45	33	58	52	58	39	67	42
18:15	46	36	46	32	33	40	39	44	63	41	66	61	51	45
18:30	49	44	41	40	35	44	43	36	55	51	48	40	46	30
18:45	40	45	43	33	42	42	43	44	52	73	49	52	51	24
19:00	38	42	42	31	44	32	33	52	52	67	52	53	48	31
19:15	53	50	40	40	40	36	57	39	62	47	53	46	30	22
19:30	48	44	49	40	37	38	48	33	55	72	51	65	41	18
19:45	48	42	42	31	41	36	49	37	49	70	59	37	26	16
20:00	37	38	39	30	41	22	27	41	83	56	41	39	37	17
20:15	36	32	49	22	43	37	35	27	47	61	51	33	22	19
20:30	40	27	30	24	34	29	38	31	54	29	37	32	18	20
20:45	38	15	23	24	35	24	33	28	78	42	32	35	25	5
21:00	29	31	24	20	17	14	31	26	59	29	30	37	14	10
21:15	17	20	18	18	27	16	25	18	42	41	34	34	15	9
21:30	25	15	25	15	16	16	27	20	35	19	32	20	5	13
21:45	22	16	17	9	16	11	21	9	35	19	32	14	2	5
22:00	18	11	10	13	16	11	17	16	31	9	45	7	2	2
22:15	15	2	12	4	15	3	19	5	29	2	18	3	19	4
22:30	3	3	6	0	1	4	7	5	10	4	9	4	0	0
22:45	2	4	2	8	28	3	17	6	3	6	5	3	0	0
23:00	7	5	1	1	1	6	5	4	1	1	1	1	1	0
23:15	21	0	21	1	0	0	4	2	31	5	11	4	1	1
23:30	2	1	2	3	0	0	0	0	1	1	13	2	0	0
23:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1.010417	0	3	0	1	0	0	0	0	0	0	0	0	0	0
1.020833	0	0	1	0	0	0	0	0	1	2	2	1	0	0
1.03125	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Total In/Out Tot	2315	2307	2159	2185	2100	2120	2100	2134	2745	2762	2831	2873	2409	2290
		4623		4344		4220		4234		5507		5704		4698

[illegible]

Wal-Mart
W4, Bryan
Small/Rural

Factored Driveway Traffic

W4 Time	11/18/96		11/19/96		11/20/96		11/21/96		11/22/96		11/16/96		11/17/96	
	Monday	Out	Tuesday	Out	Wednesday	Out	Thursday	Out	Friday	Out	Saturday	Out	Sunday	Out
00:00:00	0	7	0	0	0	0	0	0	0	0	4	2	0	0
00:15:00	0	0	0	0	0	0	0	0	0	0	1	7	0	0
00:30:00	0	0	0	0	0	0	0	0	0	2	1	3	1	0
00:45:00	0	1	0	0	0	0	1	2	0	1	1	4	0	0
01:00:00	1	1	0	2	0	0	0	0	0	0	0	1	1	0
01:15:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0
01:30:00	0	0	2	3	0	0	0	0	1	0	4	0	0	0
01:45:00	2	1	0	0	0	0	0	0	1	2	1	2	0	0
02:00:00	0	0	0	0	0	0	0	0	2	2	0	2	0	0
02:15:00	0	1	0	0	2	0	2	0	0	0	0	1	0	0
02:30:00	1	0	0	0	0	0	1	1	0	0	1	2	0	0
02:45:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15:00	0	0	0	0	0	0	1	0	3	0	0	0	0	0
03:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:45:00	0	0	0	0	0	0	0	1	0	1	0	0	0	2
04:00:00	0	0	1	0	0	0	0	3	0	1	0	0	0	0
04:15:00	1	0	0	0	0	1	1	0	1	2	0	0	0	0
04:30:00	0	0	0	2	0	0	0	0	0	1	0	0	0	0
04:45:00	0	0	0	2	1	1	0	0	1	0	1	0	0	0
05:00:00	1	0	0	0	2	0	1	0	0	0	0	0	0	1
05:15:00	0	0	0	4	1	1	1	0	0	1	1	0	0	5
05:30:00	2	2	1	0	3	0	1	0	5	1	1	2	0	0
05:45:00	7	2	11	2	7	5	11	2	7	1	3	0	0	0
06:00:00	11	13	6	4	16	11	4	7	8	5	1	0	2	2
06:15:00	2	4	6	3	4	7	4	4	6	2	3	8	0	0
06:30:00	8	5	9	14	10	3	10	7	3	2	6	7	0	1
06:45:00	9	4	15	14	23	7	17	17	17	13	13	8	2	1
07:00:00	11	4	9	9	18	12	17	7	7	14	6	5	0	0
07:15:00	13	21	8	10	12	25	6	17	6	11	12	7	2	5
07:30:00	5	10	6	11	9	5	12	10	11	19	10	9	7	4
07:45:00	14	15	15	20	11	4	18	12	19	19	12	14	10	1
08:00:00	12	13	16	8	17	15	17	20	23	14	15	14	2	0
08:15:00	12	16	10	8	20	17	18	11	21	15	25	9	5	0
08:30:00	6	8	18	9	21	20	25	25	32	20	31	11	17	12
08:45:00	23	17	28	11	24	24	31	19	56	16	36	24	14	7
09:00:00	37	11	35	26	31	39	35	26	50	27	34	16	22	9
09:15:00	39	41	39	19	33	38	30	26	55	33	54	28	29	13
09:30:00	40	26	30	39	35	36	40	27	55	57	53	39	27	24
09:45:00	49	37	34	25	37	32	45	28	51	41	51	57	36	19
10:00:00	48	50	42	34	40	47	46	24	47	45	86	41	40	25
10:15:00	52	24	41	29	46	41	61	27	47	57	75	45	44	31
10:30:00	50	57	55	43	55	41	53	33	54	36	75	74	50	38
10:45:00	58	43	52	46	53	35	50	34	61	28	106	46	45	31
11:00:00	50	71	57	50	48	44	58	55	53	52	94	64	46	39
11:15:00	40	53	63	44	55	77	49	50	71	57	105	87	35	41
11:30:00	40	53	50	41	46	62	53	45	67	66	88	76	47	32
11:45:00	52	46	53	41	39	57	48	52	71	56	82	83	58	34
12:00:00	59	59	52	46	57	48	64	38	75	85	89	70	60	50
12:15:00	61	53	63	41	56	56	63	37	57	69	77	59	69	47
12:30:00	68	44	65	52	48	68	58	70	56	85	76	66	75	46
12:45:00	46	61	55	59	59	57	63	44	63	68	100	37	95	62
13:00:00	25	70	52	38	48	51	43	52	74	50	82	33	86	50
13:15:00	30	89	42	48	63	43	62	46	63	51	86	57	90	68
13:30:00	47	36	70	31	52	55	42	59	58	62	101	70	85	65
13:45:00	50	39	54	43	61	33	72	52	58	68	72	92	107	48
14:00:00	48	51	43	48	51	61	59	56	75	62	81	73	92	73
14:15:00	56	39	46	44	51	57	57	55	51	72	91	76	76	60
14:30:00	43	40	64	47	54	49	58	44	59	55	100	63	88	69
14:45:00	54	55	33	62	57	45	40	63	52	68	95	66	89	59
15:00:00	45	44	57	44	53	64	55	34	52	74	61	84	71	98
15:15:00	46	75	52	59	39	68	40	53	59	77	75	58	85	55
15:30:00	75	63	60	48	78	51	68	41	55	66	65	65	77	66
15:45:00	69	56	60	50	54	57	64	63	55	76	74	96	90	52
16:00:00	56	59	53	69	56	46	48	75	78	62	66	69	68	82
16:15:00	44	56	46	63	50	86	70	43	64	78	52	59	69	60
16:30:00	60	64	54	56	66	36	64	55	67	57	63	64	74	65
16:45:00	48	61	60	61	59	52	62	45	83	55	64	70	72	46
17:00:00	77	60	63	50	52	65	72	48	72	68	68	64	55	84
17:15:00	60	51	52	55	42	61	66	55	87	66	92	49	37	66
17:30:00	45	46	43	49	52	64	52	61	62	92	54	78	40	55
17:45:00	36	68	40	61	38	51	61	57	77	74	56	68	35	61
18:00:00	29	64	46	60	40	51	50	49	68	77	35	65	58	37
18:15:00	43	52	36	65	32	41	53	72	68	63	51	64	30	52
18:30:00	33	52	42	55	39	44	48	75	74	68	40	58	30	45
18:45:00	35	44	31	49	45	36	41	52	66	74	42	52	21	43
19:00:00	41	53	35	44	38	55	44	55	53	73	49	50	31	33
19:15:00	29	37	30	48	28	49	41	56	65	50	36	52	31	43
19:30:00	20	50	38	46	35	49	37	60	86	57	51	47	24	33
19:45:00	31	43	19	36	26	38	41	46	55	70	37	50	19	31
20:00:00	33	31	19	40	20	63	38	39	56	66	29	47	23	28
20:15:00	21	32	24	41	23	29	23	44	40	78	29	50	13	31
20:30:00	13	35	17	39	18	37	21	31	39	59	27	44	14	23
20:45:00	15	14	8	24	8	23	12	41	34	63	17	24	9	24
21:00:00	13	29	10	15	8	20	16	24	29	41	18	31	10	21
21:15:00	11	22	9	17	11	13	15	20	22	55	13	28	6	13
21:30:00	11	15	6	16	4	7	17	26	21	34	14	24	4	13
21:45:00	6	15	7	9	6	12	10	16	10	29	5	28	3	5
22:00:00	2	5	5	11	2	9	6	12	15	26	4	12	1	5
22:15:00	2	3	2	7	4	4	4	4	9	17	3	16	2	0
22:30:00	2	2	3	4	3	1	3	5	9	17	2	4	4	19
22:45:00	2	4	2	8	1	4	6	10	4	14	1	2	1	7
23:00:00	0	11	1	9	1	13	4	7	1	16	0	25	0	5
23:15:00	1	9	0	3	2	9	2	19	2	17	1	8	0	0
23:30:00	1	7	0	4	0	3	3	15	2	9	0	3	0	0
23:45:00	2	3	1	7	1	4	0	2	6	9	0	0	0	0
Total	2339	2636	2386	2457	2411	2645	2705	2615	3297	3448	3433	3173	2659	2373
In/Out Tot		4974		4843		5057		5320		6745		6606		5032

[illegible]

Wal-Mart
W5, Oxford
Small/Rural

Factored

Driveway Traffic

W5 Time	10/07/96 Mon IN	10/07/96 Mon Out	10/08/96 Tue IN	10/08/96 Tue Out	10/09/96 Wed IN	10/09/96 Wed Out	10/10/96 Thur IN	10/10/96 Thur Out	10/04/96 Fri IN	10/04/96 Fri Out	10/05/96 Sat IN	10/05/96 Sat Out	10/06/96 Sun IN	10/06/96 Sun Out
01:00	2	1	0	0	4	6	3	11	3	5	3	3	4	11
01:15	2	14	2	1	0	3	0	3	1	3	3	8	1	3
01:30	1	2	2	4	1	1	1	0	0	4	5	5	1	2
01:45	2	1	0	4	2	3	1	3	2	1	1	6	2	3
02:00	1	3	0	0	0	0	0	0	0	4	0	0	1	2
02:15	0	2	0	0	1	5	0	4	1	1	3	4	1	0
02:30	0	0	1	6	0	0	0	3	2	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	1	2	3
03:00	0	0	1	1	0	0	1	0	0	1	3	1	1	4
03:15	0	0	2	1	0	0	0	0	0	1	1	1	0	3
03:30	2	1	0	1	0	0	2	0	0	0	2	7	0	1
03:45	0	0	0	0	2	1	0	1	4	1	0	0	1	1
04:00	1	2	2	3	2	3	0	0	0	0	2	0	3	3
04:15	0	0	0	0	0	0	3	4	0	0	0	0	0	0
04:30	0	2	0	0	1	1	0	0	1	1	1	3	0	0
04:45	4	2	3	1	4	1	0	0	0	0	7	4	3	0
05:00	3	2	0	0	2	2	0	0	0	0	3	4	0	0
05:15	0	0	0	0	2	3	0	0	0	0	1	0	0	0
05:30	3	3	3	1	4	6	4	2	0	2	2	0	2	4
05:45	3	1	0	3	2	4	2	2	5	2	0	0	0	0
06:00	1	0	0	0	1	1	0	0	0	0	0	1	0	0
06:15	2	1	3	1	0	3	3	2	1	1	0	0	0	0
06:30	0	1	2	3	2	2	3	5	2	3	1	3	2	1
06:45	9	2	10	1	10	1	12	0	10	2	4	2	5	0
07:00	7	5	8	0	7	2	8	3	5	2	0	1	1	1
07:15	2	2	7	3	1	2	4	5	3	4	2	1	0	0
07:30	4	5	5	6	5	9	7	7	7	4	0	4	3	2
07:45	17	3	14	5	23	7	17	7	14	6	16	4	8	11
08:00	14	9	22	9	15	11	22	10	16	7	11	13	7	6
08:15	14	16	20	16	17	18	23	10	24	6	13	4	5	6
08:30	11	15	22	14	14	16	10	18	20	22	12	6	2	5
08:45	17	14	19	26	17	15	22	17	12	17	10	15	9	8
09:00	13	17	14	19	8	13	20	11	22	19	24	13	4	2
09:15	21	18	15	10	12	15	23	18	11	14	17	11	11	8
09:30	10	18	19	13	20	12	22	19	25	12	29	18	23	11
09:45	27	12	25	16	23	17	29	19	33	23	44	18	12	12
10:00	27	15	34	21	20	16	31	15	28	18	59	42	41	16
10:15	28	30	37	23	34	34	29	27	35	30	37	36	32	31
10:30	44	22	36	32	25	22	25	35	31	23	55	51	40	35
10:45	35	48	26	38	37	27	35	27	46	26	72	47	49	34
11:00	44	30	45	27	36	29	37	33	50	35	69	68	62	40
11:15	62	29	39	29	43	30	43	36	48	45	69	61	68	43
11:30	40	55	47	52	46	38	34	32	44	65	87	57	80	64
11:45	47	42	55	45	44	31	49	40	51	35	107	86	94	81
12:00	45	50	52	55	51	57	26	41	44	43	87	74	85	76
12:15	43	40	33	48	45	51	45	48	76	48	90	96	88	71
12:30	36	42	56	51	58	52	53	41	64	65	87	91	88	85
12:45	60	50	57	44	60	50	70	50	68	69	136	94	95	105
13:00	56	50	61	42	76	60	65	51	65	46	106	112	114	102
13:15	58	44	57	61	63	71	53	68	63	62	113	100	107	89
13:30	66	61	68	61	51	59	61	59	76	82	89	114	112	100
13:45	50	70	51	64	60	65	52	70	70	73	75	79	85	105
14:00	64	43	41	75	57	70	73	55	70	61	92	94	100	115
14:15	57	71	57	53	61	70	58	71	63	69	100	103	108	96
14:30	63	71	46	51	63	64	59	48	75	72	77	75	90	116
14:45	49	41	47	40	69	79	66	70	51	55	87	67	101	105
15:00	65	66	55	53	64	62	55	52	72	64	90	96	105	79
15:15	59	62	62	49	77	83	74	59	90	67	73	95	97	79
15:30	72	72	63	63	72	67	64	47	70	76	82	63	101	128
15:45	55	59	58	61	52	72	45	57	75	88	69	77	96	103
16:00	48	65	45	59	48	63	59	73	74	93	102	77	86	92
16:15	64	74	50	76	78	73	57	59	70	84	84	91	94	93
16:30	73	72	52	57	48	46	76	48	75	66	90	80	75	100
16:45	64	71	98	64	59	67	66	52	80	82	93	88	93	98
17:00	63	89	64	64	71	59	72	47	84	93	98	82	93	87
17:15	74	82	87	82	57	68	76	73	97	83	96	91	97	88
17:30	70	73	70	72	55	83	86	63	97	78	95	96	74	86
17:45	58	63	59	73	68	57	89	61	76	73	94	91	78	88
18:00	83	71	63	104	64	56	86	65	98	97	80	93	68	82
18:15	62	74	71	71	60	74	90	57	68	95	92	77	46	69
18:30	56	66	50	72	73	71	64	62	76	84	100	102	65	58
18:45	64	65	56	74	50	70	81	55	72	75	70	116	76	69
19:00	56	80	64	78	52	53	80	50	94	73	65	87	66	90
19:15	58	53	59	56	56	74	77	83	69	77	75	65	51	59
19:30	51	61	69	59	69	55	85	60	73	72	63	68	59	66
19:45	61	58	65	55	62	62	51	69	72	64	63	74	68	57
20:00	68	55	74	87	87	68	77	50	60	62	80	74	61	58
20:15	56	71	71	78	61	69	69	60	74	57	51	83	73	59
20:30	62	60	81	67	64	72	59	45	60	64	51	64	56	80
20:45	62	75	61	85	58	58	76	50	75	63	50	56	55	64
21:00	55	45	53	62	53	74	78	56	47	65	63	53	48	53
21:15	57	60	47	50	62	51	51	56	56	55	45	54	39	55
21:30	38	55	47	45	52	42	55	36	55	54	59	40	39	42
21:45	37	49	37	61	43	54	39	43	40	59	38	47	41	45
22:00	33	44	33	45	41	53	45	37	43	48	40	42	21	54
22:15	28	39	20	33	40	51	33	47	40	44	28	40	29	22
22:30	26	33	24	33	36	53	36	35	43	51	27	48	24	32
22:45	21	30	24	29	28	44	28	33	32	44	36	34	21	30
23:00	22	23	22	21	28	24	37	35	26	42	32	42	14	28
23:15	24	25	27	20	28	32	27	32	36	31	31	36	34	33
23:30	15	25	26	31	15	25	22	24	24	40	21	31	22	21
23:45	14	24	5	34	15	17	15	25	12	23	17	23	17	39
1	4	16	9	20	5	25	7	17	11	37	10	26	5	11
1.010417	5	17	2	4	4	5	2	6	9	22	13	15	5	6
1.020833	5	9	2	8	1	0	3	12	4	12	7	7	1	0
1.03125	3	4	2	6	0	3	0	4	2	3	5	18	5	2
Total in/Out Tot	3061	3209 6270	3091	3238 6329	3162	3290 6452	3402	2997 6398	3673	3646 7319	4297	4247 8543	3957	4027 7983

[illegible]

