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M E M O R A N D U M

DATE: September 17, 2009
TO: Thom Sheridan, P.E., P.S.
FROM: Christopher J. Papp, P.E.
RE: Stratford & Prescott Traffic Analysis

Existing Conditions and Procedure:

The intersection of Stratford & Prescott is a 3-leg multi-way stop of two two-lane roads. Prescott terminates at this intersection. At this time State Route 8 is under construction requiring the closure of access from Boston Mills to State Route 8. Several large employers exist on Boston Mills and are now access State Route 8 via the SR 303 interchange. Due to the large increase and traffic and geometric restrictions at this interchange the traffic conditions are poor at peak hours.

TMS Engineers was hired to do traffic counts at the intersection of Stratford and Prescott. From the counts it was anticipated that we could determine if there was evidence of additional traffic resulting from the above conditions. The Engineering Department completed a study in June of 2004 at Stratford and Nathan. From that study we could extract existing/historical counts on Stratford. The TMS counts were taken for 1 week on each leg. The Engineering Department does not have previous count information on Prescott.

Data:

From the 2004 study Stratford had an ADT of around 715 vehicles. The TMS counts showed Stratford's ADT around 1075 vehicles the last week in July 2009 and then around 815 vehicles the second week in August. The 2004 study did not count traffic for 24 hours so the 715 vehicle count is an estimate. The estimate is based on a typical traffic distribution curve and utilizing the two peak hours worth of data collected. The 815 number is within normal traffic variation especially considering the 715 was an estimate. The 1075 count would be evidence of increased traffic if it had been sustained.

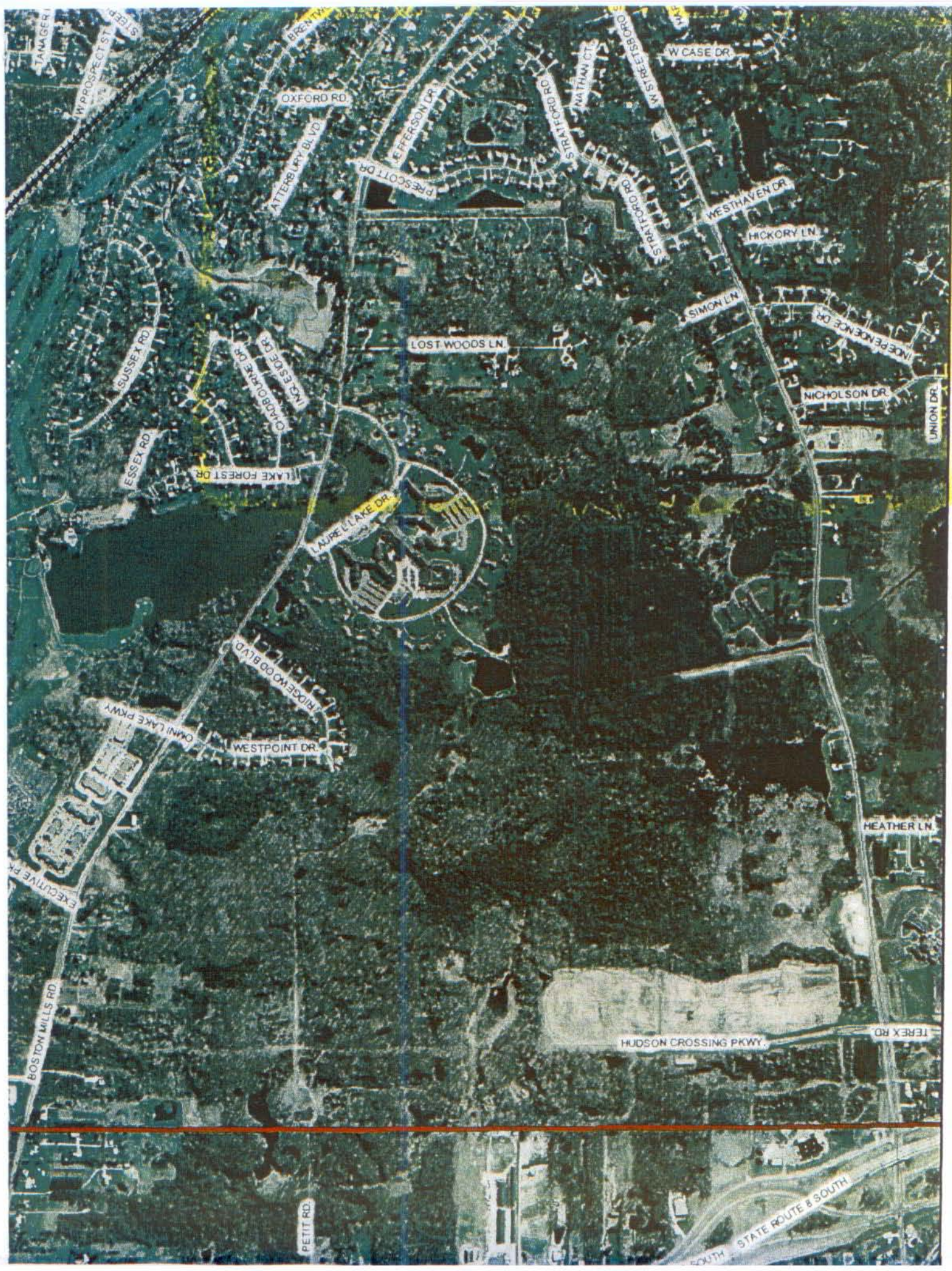
Conclusions:

The pre and post traffic counts showed some evidence of increased volumes the first week of counting and then about normal the third week. There are a number of conclusions that could be drawn from this information. One scenario would be that motorists tried this "short cut" for awhile and decided it was an inefficient alternate. A second possibility is something changed that created or relieved traffic conditions with respect to the State Route construction or otherwise.

The results indicate two potential conclusions:

1. the increase in traffic has resolved or
2. the traffic increase is intermittent.

Please let me know if you have any questions or additional concerns.
Chris Papp



PETIT RD.

STATE ROUTE 8 SOUTH