



Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

Executive Committee Meeting Agenda

Thursday, August 8, 2024, 1:15 pm

Call to Order– Steve Robinson, President

Roll Call – Brad Bodenmiller

Action on Minutes of July 11, 2024

Financial Report - Todd Freyhof, Treasurer

ODOT Reports

RTPO Report – Tyler Bumbalough

1. PWP Amendment #2 FY24
2. PWP Amendment #1 FY25
3. Urbana Signal Study

New Business:

1. Review of Jerome Township Parcel Amendment (Union County) – Staff Report by Gram Dick
2. Review of Richland Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith

Director's Report

Comments from Individuals

Adjourn

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2024 Budget Summary

as of July 31, 2024

Revenues

		Estimated	Received	Cash Balance	%
450112	Membership Contributions	\$ 246,934.19	\$ 257,234.65	\$10,300.46	104%
450105	Grants	\$ 24,400.00	\$ -	(\$24,400.00)	0%
450105.LUC13	ODOT RTPO Grant	\$ -	\$ -	\$0.00	0%
420107	Charges for Services	\$ 71,396.87	\$ 64,075.82	(\$7,321.05)	90%
420121	Subdivision Plats	\$ 65,000.00	\$ 55,747.32	(\$9,252.68)	86%
420122	Mapping	\$ 350.00	\$ -	(\$350.00)	0%
470101	Interest	\$ 8,000.00	\$ 12,243.03	\$4,243.03	153%
480108	Annual Dinner	\$ 2,950.00	\$ -	(\$2,950.00)	0%
480111	Refund	\$ -	\$ 209.27	\$209.27	
	Estimated Total Revenue	\$ 419,031.06	\$ 389,510.09	(\$29,520.97)	93%

Expenditures:

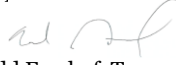
		Estimated Budget	Intra-Fund Transfers	Adjusted Budget	Expended	%
510100	Salaries & Wages	\$ 258,000.00		\$ 258,000.00	\$ 148,680.05	58%
510205	PERS	\$ 36,120.00		\$ 36,120.00	\$ 20,815.35	58%
510215	Medicare	\$ 3,741.00		\$ 3,741.00	\$ 2,092.63	56%
510225	Workers Compensation	\$ 1,393.20		\$ 1,393.20	\$ 779.41	56%
510305	Medical	\$ 36,000.00		\$ 36,000.00	\$ 20,416.34	57%
510310	Dental Insurance	\$ 1,550.00		\$ 1,550.00	\$ 895.58	58%
510315	Vision Insurance	\$ 65.00		\$ 65.00	\$ 35.14	54%
510320	Life Insurance	\$ 500.00		\$ 500.00	\$ 246.12	49%
520115	Office Supplies	\$ 5,000.00	\$ 5,000.00	\$ 10,000.00	\$ 5,694.65	57%
520155	Subscription Fees	\$ 2,500.00		\$ 2,500.00	\$ 1,696.17	68%
520160	Membership & Dues	\$ 5,000.00		\$ 5,000.00	\$ 3,870.00	77%
530100	Contract Services	\$ 13,500.00		\$ 17,605.93	\$ 6,703.17	38%
530110	Tuition Reimbursement	\$ -		\$ -	\$ -	0%
530171	Professional Development	\$ 2,000.00		\$ 2,000.00	\$ 1,126.00	56%
530310	Auditing Services	\$ 3,000.00		\$ 3,000.00	\$ -	0%
530650	Maintenance & Repair	\$ 10,000.00	\$ (10,000.00)	\$ -	\$ -	0%
530702	Annual Dinner	\$ 4,000.00		\$ 4,000.00	\$ -	0%
530800	Building	\$ 35,500.00		\$ 38,671.60	\$ 22,257.47	58%
540100	Equipment	\$ 2,500.00	\$ 5,000.00	\$ 7,500.00	\$ 674.09	9%
550100	Travel & Expense	\$ 10,000.00		\$ 11,055.62	\$ 5,751.97	52%
550305	Contingencies	\$ 7,500.00		\$ 7,730.61	\$ 4,109.95	53%
	Estimated Total Expenditures	\$ 437,869.20		\$ 446,432.96	\$ 245,844.09	55%

STATEMENT:

Cash Balance January 1, 2024	\$ 530,655.85
Estimated Cash Balance December 31, 2024	\$ 480,308.70
Actual Cash On Hand December 31, 2024	
Estimated Total Revenue	\$ 419,031.06
Actual 2024 Revenue	\$ 389,510.09
Difference (+/Under)	\$ (29,520.97)
Estimated Adjusted Total Expenditures	\$ 446,432.96
Actual 2024 Expenditures	\$ 245,844.09
Difference (+/Under)	\$ 200,588.87

**LUC Regional Planning Commission
Treasurer's Report**

Beginning Balance on July 1, 2024			\$ 702,236.05
Receipts			
The Mannik & Smith Group	The Shops at Hawks Landing Tabling fee	\$	300.00
Union County	Interest	\$	2,014.84
Total Receipts			<u>\$ 2,314.84</u>
Total Cash on Hand			\$ 704,550.89
Expenditures			
Employee Salaries	2 Pay Periods	\$	19,824.00
PERS	2 Pay Periods	\$	2,775.38
Medicare	2 Pay Periods	\$	278.49
Worker's Compensation	2 Pay Periods	\$	103.72
CEBCO	Health Insurance	\$	2,916.62
Dental Insurance	Dental Insurance	\$	127.94
VSP	Vision Insurance	\$	5.02
Life Insurance	Life Insurance	\$	35.16
Marysville Journal Tribune	Legal Ad	\$	23.75
TRC	per Lease agreement	\$	3,171.60
Brad Bodenmiller	Mileage - May 2024	\$	236.06
Gram Dick	Mileage - June 2024	\$	74.24
Heather Martin	Mileage - June 2024	\$	101.50
Richwood Banking Visa	Miscellaneous Expenses	\$	555.56
Total Expenditures			<u>\$ 30,229.04</u>
Balance on Hand as of July 31, 2024			\$ 674,321.85

Respectfully Submitted,

 Todd Freyhof, Treasurer

Memorandum

To: LUC Executive Committee

**From: Louis Agresta
TCC Transportation Director**

**Phone 937-521-2134
lagresta@clarkcountyohio.gov**

Re: RTPO Planning Report

Date: July 31, 2024

The following are items for discussion at the August 8, 2024 LUC Executive Committee Meeting.

FY24 Planning Work Program Amendment #2 Resolution Approval

TCC staff is requesting a final amendment to the FY 2024 Planning Work Program. The amendment balances the FY2024 budget by moving \$4,000 from Direct Labor, Fringe, and Indirect Benefits from 605.1 (Surveillance) to Direct Labor, Fringe, and Indirect Benefits in work element 602.1 (Transportation Improvement Program). The transfers do not change the Grand Total Budget of \$160,990.01.

The Planning Work Program is a LUC adopted document. TCC Staff is requesting approval of the amendment via resolution.

FY25 Planning Work Program Amendment #1 Resolution Approval

The FY2025 Planning Work Program Amendment 1 sets the FY24 SPR carry forward budget at \$44,000. This is a \$4,000 increase from what was projected in the initial iteration of the Planning Work Program. The additional funding was added to Consultant Expenses in work element 601.21 (General Planning Services). The \$4,000 increase results in a new Grand Total Budget of \$166,991.00.

The Planning Work Program is a LUC adopted document. TCC Staff is requesting approval of the amendment via resolution.

Urbana Signal Study Update

The City of Urbana's Signal Study was completed in June, 2024 but was appended in July. The appended version analyzed the intersection of Kenton Street and Scioto Street for a signal removal alternative. The alternative included curb bump-outs for two way stop control benefit. The signal at US 36 and SR 29 was also analyzed and ultimately gave recommendations for pedestrian amenities. The final memo provides signal asset assessments for several signal systems within the City of Urbana. The memo was used by the City of Urbana to apply for ODOT funding to improve the signal systems. The final memo, plus appendix has been uploaded to the LUC website for review.

Staff is requesting approval of the attached resolution

STIP Rural Consultation Update

The Statewide Transportation Improvement Program (STIP) Rural Consultation provides an opportunity for ODOT and rural local officials to discuss their current transportation plans and transportation improvement needs for the 2026-2029 STIP development period. The STIP Rural Consultation meeting will be held Monday, September 9, 2024 at 10:30 am. The meeting will be at the Village of West Liberty in the upstairs meeting area. Meeting attendees should include County Engineers, County Commissioners, City and Village Mayors and Councils, Transportation Planners, Township Trustees, and Public Transit Operators. TCC staff will be sending meeting invites to the appropriate parties in the coming weeks.

Other

LUC TAC meeting dates for 2024 are as follows

- September 9
- December 2

All meetings will be held at the West Liberty Admin Village Offices and will begin at 9:30 am.

FY 2024 Budget Status (as of June 30, 2024)

<i>Work Elements</i>	<i>Total Budget</i>	<i>Balance</i>	<i>Percent Expended</i>	<i>Monthly Expense</i>	<i>YTD Expenses</i>
625.1 RTPO Planning	\$ 122,990.00	\$ 45,744.11	63%	\$ 22,029.69	\$ 77,245.89
625.11 RTPO Planning (fy23)	\$ 38,000.00	\$ 226.69	99%		\$ 37,773.31



A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN REGIONAL PLANNING COMMISSION TO APPROVE
AMENDMENT # 2 FOR THE STATE FISCAL YEAR 2024 PLANNING WORK PROGRAM

WHEREAS, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign Counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement #38513 between ODOT and LUC; and

WHEREAS, LUC is responsible for producing and implementing an annual Planning Work Program (PWP), in cooperation with ODOT to describe the budget and work that will be performed by the LUC for the respective year; and

WHEREAS, \$4,000.00 will be moved from Direct Labor, Fringe Benefits, and Indirect Costs from work element 605.1 (Surveillance) to Direct Labor, Fringe Benefits, and Indirect Costs in work element 602.1 (Transportation Improvement Program); and

WHEREAS, this budget amendment does not result in a change to the FY2024 PWP Grand Total budget of \$160,990.01

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby approve the amendment to the FY2025 Planning Work Program as shown above and illustrated in the attachment.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

Steve Robinson
President, LUC Executive Committee

Bradley Bodenmiller
Secretary, LUC Executive Committee

Date

Financial Responsibility by Cost Category - Budget Table
RTPO FY2024 - Amendment # 02

	<i>Amended Budget # 02</i>	<i>Amended Budget # 01</i>	<i>Difference</i>
601.1 Short Range Planning (FY 24)			
Direct Labor	\$ 4,431.00	\$ 4,431.00	\$0.00
Fringe Benefits	\$ 3,323.25	\$ 3,323.25	\$0.00
Indirect Expenses	\$ 2,756.08	\$ 2,756.08	\$0.00
Direct Expenses	\$ 1,489.67	\$ 1,489.67	\$0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$0.00
601.1 Subtotal	\$ 12,000.00	\$ 12,000.00	\$0.00
601.11 Short Range Planning (FY 23)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$0.00	\$0.00	\$0.00
601.11 Subtotal	\$0.00	\$0.00	\$0.00
601.2 General Planning Services (FY 24)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$ 80,000.00	\$ 80,000.00	\$0.00
601.2 Subtotal	\$ 80,000.00	\$ 80,000.00	\$0.00
601.21 General Planning Services (FY 23)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$ 38,000.00	\$ 38,000.00	\$0.00
601.21 Subtotal	\$ 38,000.00	\$ 38,000.00	\$0.00
602.1 Transportation Improvement Program (FY24)			
Direct Labor	\$ 4,018.00	\$ 2,518.00	\$ 1,500.00
Fringe Benefits	\$ 3,388.50	\$ 1,888.50	\$ 1,500.00
Indirect Expenses	\$ 2,566.20	\$ 1,566.20	\$ 1,000.00
Direct Expenses	\$ 27.30	\$ 27.30	\$0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$0.00
602.1 Subtotal	\$ 10,000.00	\$ 6,000.00	\$ 4,000.00

Financial Responsibility by Cost Category - Budget Table
RTPO FY2024 - Amendment # 02

	<i>Amended Budget # 02</i>	<i>Amended Budget # 01</i>	<i>Difference</i>
<u>605.1 Surveillance (FY 24)</u>			
Direct Labor	\$ 1,018.00	\$ 2,518.00	\$ (1,500.00)
Fringe Benefits	\$ 388.50	\$ 1,888.50	\$ (1,500.00)
Indirect Expenses	\$ 566.20	\$ 1,566.20	\$ (1,000.00)
Direct Expenses	\$ 14,027.30	\$ 14,027.30	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
605.1 Subtotal	\$ 16,000.00	\$ 20,000.00	\$ (4,000.00)
<u>605.11 Surveillance (FY23)</u>			
Direct Labor	\$ 0.00	\$ 0.00	\$ 0.00
Fringe Benefits	\$ 0.00	\$ 0.00	\$ 0.00
Indirect Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Direct Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
605.11 Subtotal	\$ 0.00	\$ 0.00	\$ 0.00
<u>610.1 Long Range Plan (FY 24)</u>			
Direct Labor	\$ 1,202.00	\$ 1,202.00	\$ 0.00
Fringe Benefits	\$ 901.50	\$ 901.50	\$ 0.00
Indirect Expenses	\$ 747.64	\$ 747.64	\$ 0.00
Direct Expenses	\$ 148.86	\$ 148.86	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
610.1 Subtotal	\$ 3,000.00	\$ 3,000.00	\$ 0.00
<u>674.1 Coordinated Transportation (FY24)</u>			
Direct Labor	\$ 291.00	\$ 291.00	\$ 0.00
Fringe Benefits	\$ 218.25	\$ 218.25	\$ 0.00
Indirect Expenses	\$ 181.00	\$ 181.00	\$ 0.00
Direct Expenses	\$ 309.75	\$ 309.75	\$ 0.00
Consultant Services	\$ 0.00	\$ 0.00	\$ 0.00
674.1 Subtotal	\$ 1,000.00	\$ 1,000.00	\$ 0.00
<u>697.1 Public Involvement (FY24)</u>			
Direct Labor	\$ 0.00	\$ 0.00	\$ 0.00
Fringe Benefits	\$ 0.00	\$ 0.00	\$ 0.00
Indirect Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Direct Expenses	\$ 990.00	\$ 990.00	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Total Financial Responsibility			
Direct Labor	\$ 10,960.00	\$ 10,960.00	\$ 0.00
Fringe Benefits	\$ 8,220.00	\$ 8,220.00	\$ 0.00
Indirect & Other Related Expenses	\$ 6,817.12	\$ 6,817.12	\$ 0.00
Direct Expenses	\$ 16,992.88	\$ 16,992.88	\$ 0.00
Consultant Services	\$ 118,000.00	\$ 118,000.00	\$ 0.00
Grand Total	\$ 160,990.00	\$ 160,990.00	\$ 0.00



A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN REGIONAL PLANNING COMMISSION TO APPROVE
AMENDMENT # 1 FOR THE STATE FISCAL YEAR 2025 PLANNING WORK PROGRAM

WHEREAS, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign Counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement #38513 between ODOT and LUC; and

WHEREAS, LUC is responsible for producing and implementing an annual Planning Work Program (PWP), in cooperation with ODOT to describe the budget and work that will be performed by the LUC for the respective year; and

WHEREAS, \$44,000.00 of the LUC FY2024 Statewide Planning and Research (SPR) funding will be carried forward and added to Consultant Expenses in work element 601.21 (General Planning Services) and spent before December 31, 2024; and

WHEREAS, this budget amendment results in an overall increase of \$4,000.00 to the FY2025 PWP and a new Grand Total budget of \$166,991.00

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby approve the amendment to the FY2025 Planning Work Program as shown above and illustrated in the attachment.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

Steve Robinson
President, LUC Executive Committee

Bradley Bodenmiller
Secretary, LUC Executive Committee

Date

Financial Responsibility by Cost Category - Budget Table
RTPO FY2025 - Amendment # 01

	<i>Amended Budget # 01</i>	<i>Original Approved Budget</i>	<i>Difference</i>
601.1 Short Range Planning (FY 25)			
Direct Labor	\$ 11,000.00	\$ 11,000.00	\$0.00
Fringe Benefits	\$ 8,602.00	\$ 8,602.00	\$0.00
Indirect Expenses	\$ 5,973.00	\$ 5,973.00	\$0.00
Direct Expenses	\$ 425.00	\$ 425.00	\$0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$0.00
601.1 Subtotal	\$ 26,000.00	\$ 26,000.00	\$0.00
601.11 Short Range Planning (FY 24)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$0.00	\$0.00	\$0.00
601.11 Subtotal	\$0.00	\$0.00	\$0.00
601.2 General Planning Services (FY 25)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$ 70,000.00	\$ 70,000.00	\$0.00
601.2 Subtotal	\$ 70,000.00	\$ 70,000.00	\$0.00
601.21 General Planning Services (FY 24)			
Direct Labor	\$0.00	\$0.00	\$0.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Indirect Expenses	\$0.00	\$0.00	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Services	\$ 44,000.00	\$ 40,000.00	\$ 4,000.00
601.21 Subtotal	\$ 44,000.00	\$ 40,000.00	\$ 4,000.00
602.1 Transportation Improvement Program (FY25)			
Direct Labor	\$ 5,500.00	\$ 5,500.00	\$0.00
Fringe Benefits	\$ 4,301.00	\$ 4,301.00	\$0.00
Indirect Expenses	\$ 2,986.50	\$ 2,986.50	\$0.00
Direct Expenses	\$0.00	\$0.00	\$0.00
Consultant Expenses	\$0.00	\$0.00	\$0.00
602.1 Subtotal	\$ 12,787.50	\$ 12,787.50	\$0.00

Financial Responsibility by Cost Category - Budget Table
RTPO FY2025 - Amendment # 01

	Amended Budget # 01	Approved Budget	Difference
<u>605.1 Surveillance (FY 25)</u>			
Direct Labor	\$ 1,500.00	\$ 1,500.00	\$ 0.00
Fringe Benefits	\$ 1,173.00	\$ 1,173.00	\$ 0.00
Indirect Expenses	\$ 814.50	\$ 814.50	\$ 0.00
Direct Expenses	\$ 9,512.50	\$ 9,512.50	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
605.1 Subtotal	\$ 13,000.00	\$ 13,000.00	\$ 0.00
<u>605.11 Surveillance (FY24)</u>			
Direct Labor	\$ 0.00	\$ 0.00	\$ 0.00
Fringe Benefits	\$ 0.00	\$ 0.00	\$ 0.00
Indirect Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Direct Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
605.11 Subtotal	\$ 0.00	\$ 0.00	\$ 0.00
<u>610.1 Long Range Plan (FY 25)</u>			
Direct Labor	\$ 0.00	\$ 0.00	\$ 0.00
Fringe Benefits	\$ 0.00	\$ 0.00	\$ 0.00
Indirect Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Direct Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
610.1 Subtotal	\$ 0.00	\$ 0.00	\$ 0.00
<u>674.1 Coordinated Transportation (FY25)</u>			
Direct Labor	\$ 300.00	\$ 300.00	\$ 0.00
Fringe Benefits	\$ 234.60	\$ 234.60	\$ 0.00
Indirect Expenses	\$ 162.90	\$ 162.90	\$ 0.00
Direct Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Consultant Services	\$ 0.00	\$ 0.00	\$ 0.00
674.1 Subtotal	\$ 697.50	\$ 697.50	\$ 0.00
<u>697.1 Public Involvement (FY25)</u>			
Direct Labor	\$ 0.00	\$ 0.00	\$ 0.00
Fringe Benefits	\$ 0.00	\$ 0.00	\$ 0.00
Indirect Expenses	\$ 0.00	\$ 0.00	\$ 0.00
Direct Expenses	\$ 506.00	\$ 506.00	\$ 0.00
Consultant Expenses	\$ 0.00	\$ 0.00	\$ 0.00
697.1 Subtotal	\$ 506.00	\$ 506.00	\$ 0.00
Total Financial Responsibility			
Direct Labor	\$ 18,300.00	\$ 18,300.00	\$ 0.00
Fringe Benefits	\$ 14,310.60	\$ 14,310.60	\$ 0.00
Indirect & Other Related Expenses	\$ 9,936.90	\$ 9,936.90	\$ 0.00
Direct Expenses	\$ 10,443.50	\$ 10,443.50	\$ 0.00
Consultant Services	\$ 114,000.00	\$ 110,000.00	\$ 4,000.00
Grand Total	\$ 166,991.00	\$ 162,991.00	\$ 4,000.00



A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ACCEPTING
THE URBANA SIGNAL STUDY IN ITS FINAL FORM

WHEREAS, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) for Logan and Champaign counties by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant Agreement #38513 between ODOT and LUC; and

WHEREAS, LUC has the authority and responsibility for the direction, coordination, and administration of the area-wide transportation planning process in accordance with federal laws.

WHEREAS, the Clark County- Springfield TCC provides transportation planning services so that the LUC RTPO can conduct a continuing, cooperative, and comprehensive regional transportation planning process consistent with Federal and State Laws and Processes; and

WHEREAS, LUC deemed the Urbana Signal Study as an important transportation planning initiative to fully inventory several signal systems within the City of Urbana and help identify a maintenance plan for the identified signal systems moving forward; and

WHEREAS, LUC has reviewed the Final report dated June 12, 2024 and appended July 24, 2024 and finds the study to be satisfactorily complete.

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby accept the Simon Kenon Trail Assessment Study.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

Steve Robinson
President, LUC Executive Committee

Bradley Bodenmiller
Secretary, LUC Executive Committee

Date

To: Louis Agresta
Clark County-Springfield Transportation Coordinating Committee

June 12, 2024

Tyler Bumbalough, PE
Doug Crabill
City of Urbana

From: Becca Lengua, PE
Randy Kill, PE, PTOE
Heather Mackling, PE, PTOE
Kendra Schenk, PE, PTOE, RSP₂₁
Burgess & Niple, Inc.

Subject: Urbana Signal Assessment

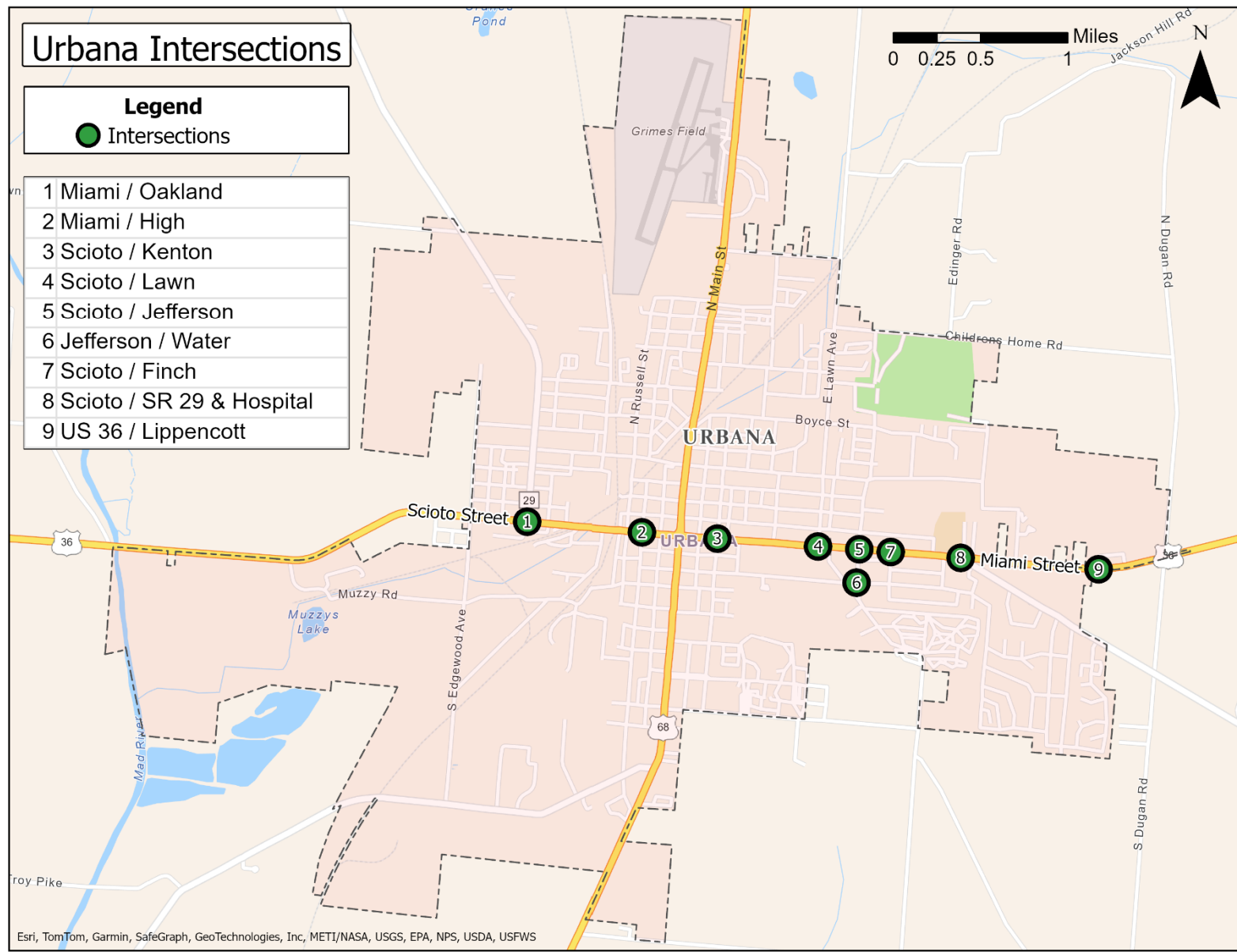
The City of Urbana partnered with Burgess & Niple (B&N) to conduct an analysis of the signals along the US 36/Scioto Street/Miami Street corridor (see **Figure 1**). The analysis encompassed nine signalized intersections and included a signal warrant analysis, field inspection of the existing signal supports and facilities, and a cost estimate of recommended improvements to the intersections.

Signal Warrant Analysis

Nine intersections along the US 36/Scioto Street/Miami Street corridor were analyzed using the *Ohio Manual of Uniform Traffic Control Devices* (OMUTCD) requirements and ODOT *Traffic Engineering Manual* (TEM) Section 402-3.2 guidance. The TEM guidance allows 70 percent of the OMUTCD volume thresholds to be used in the warrant analysis when evaluating the retention of an existing signal. The ODOT Traffic Signal Warrant Spreadsheet was used for the analysis. Traffic counts were conducted on Tuesday September 26, 2023, Thursday September 28, 2023, and Friday December 1, 2023, for five intersections. Additional counts were provided for the remaining four intersections.

From the OMUTCD, Warrant 1 requires the major street and minor street volumes to meet minimum thresholds for a minimum of 8 unique hours in the day. To meet the conditions of Warrant 2 the volumes must meet minimum thresholds for 4 unique hours in the day. From the analysis, five intersections met the 8-hour warrant and two met the 4-hour warrant. Two intersections did not meet the conditions of the signal warrants. Details of the signal warrants are provided in the **Appendix**.

Figure 1 – US 36/Scioto Street Analysis Intersections



Intersections that met the signal warrants

Five intersections met the 8-hour signal warrant thresholds for Condition A or Condition B. These intersections are:

- Miami Street & High Street (70% Volumes)
- Scioto Street & East Lawn Avenue (100% Volumes)
- Scioto Street & Jefferson Avenue (100% Volumes)
- Scioto Street & Finch Street (70% Volumes)
- Scioto Street/US 36 & Scioto Street/SR 29 (100% Volumes)

Two intersections did not meet the 8-hour warrants but did meet the 4-hour warrants. Traffic counts from 10am - 3pm were not available at these locations. Had counts been collected for these five hours, the intersections likely would have met the 8-hour warrant thresholds. These intersections are:

- Miami Street & North Oakland Street (70% Volumes)
- US 36 & Lippencott Lane (70% Volumes)

Intersections that did not meet the signal warrants

Two intersections did not meet either the 8-hour or 4-hour warrants. These two intersections are:

- Jefferson Avenue & Water Street – 7 of 8 hours were met for Warrant 1. The location was 15 vehicles on the major street short of meeting 8 hours.
- Scioto Street & Kenton Street – This intersection does not meet the minimal volume thresholds for the side street for any hour during the day.

Warrant Recommendations

The intersection of Jefferson Avenue and Water Street is one hour short of meeting the requirements for Warrant 1. Counting traffic on a different day may result in a traffic volume high enough to meet Warrant 1. Additionally, a 513-unit planned development is expected to break ground behind the Walmart Supercenter within the next few years. The predicted increase in traffic generated by the development may be enough to justify Jefferson Avenue and Water Street to meet Warrant 1.

Scioto Street and Kenton Street does not meet minimum volume thresholds nor number of crashes to meet any of the OMUTCD warrants. However, there is a sight distance obstruction caused by the building in the southwest corner that affects northbound traffic. Further conversation with ODOT may be needed to discuss the safety implications of removing the signal at the intersection.

Structural Inspection Findings

A field inspection of the signal supports at the nine intersections was conducted in February 2024. The following deficiencies were found. More details are provided in the **Appendix**.

- Miami Street & North Oakland Street – Near the base of the exterior face of the poles there are 3-inch diameter sections of 1/16-inch max deep pitting directly behind each anchor rod with surface corrosion.
- Miami Street & High Street – Near the base of the exterior face of the pole there are 3-inch diameter sections of 1/16-inch max deep pitting directly behind each anchor rod with surface corrosion. The signal support on the south side of US 36 has all four anchor rods tilted towards the north up to 6 degrees. The anchor rods of this signal support show no distress.
- Scioto Street & Kenton Street – The signal support at the northwest corner of the intersection, facing westbound US 36 traffic, has one missing fastener for the lower handhole cover.
- US 36 & Lippencott Lane – The signal support at the northeast corner of the intersection facing the businesses on the south side of US 36 exhibits an area of erosion measuring 1-foot long with 1-foot of lateral penetration under the square foundation. The drilled circular shaft could be reached when probed; however, it was not undermined or affected.
- Jefferson Avenue & Water Street – The poles inside the base and the base plates themselves all have minor to moderate corrosion. The signal support at the southwest corner of the intersection has the worst corrosion.

Structural Inspection Recommendations

The field inspection did not find any deficiencies that require immediate repair. The recommended maintenance activities are as follows:

- Paint all signal supports with only green surface paint exposed on the exterior and inside the poles near the base to address any corrosion or further section loss at the following intersections:
 - Miami Street & North Oakland Street
 - Miami Street & High Street
 - Jefferson Avenue & Water Street.
- Replace the missing fastener for the lower handhole cover at the signal support at the northwest corner of the Scioto Street & Kenton Street intersection facing westbound US 36 traffic.
- Repair and backfill the erosion at the signal support at the northeast corner of US 36 & Lippencott Lane intersection.
- Consider painting unpainted portions of the anchor rods exposed to arrest and prevent corrosion.
- Monitor the bent anchor bolts for distress at the following intersections:
 - Miami Street & High Street
 - Scioto Street & Kenton Street
- Monitor section loss and pitting in the bases of the poles at the following intersections:
 - Miami Street & North Oakland Street
 - Miami Street & High Street
 - Jefferson Avenue & Water Street

- At the other intersections where a coat of black paint was added, the corrosion is hidden; however, it appears pitting did occur in the bases of the poles and the pits were filled in with excessive paint. Monitor intersection supports for additional corrosion.

Signal Supports and Controller Cabinets Inspection

In addition to the field inspection, an inspection of the signal supports and controller cabinets was conducted in March 2024. The inspection checked signal phasing; presence and operation of vehicle detection and preemption; communications to other signals in the corridor; presence, operation, and ADA compliancy of pedestrian facilities; and type and operation of the controller cabinets. The inspection also evaluated if the existing signal supports could withstand the change from free-swinging signal heads to rigid-mounted signal heads with backplates in accordance with TEM Section 421-2 and the Office of Traffic Operations (OTO) mast arm calculation spreadsheet. A summary of the findings is in **Table 1**.

Table 1 – Summary of Signal Supports and Equipment

Location	Pole Number	Existing Design No.	Rigid Mounted Design No.	Pole Condition	Pushbutton	Pedestrian Signal	ADA Compliant	Controller Type	Vehicle Detection	Preemption	Communications	Other
Miami St & High St	Pole 1	3	6	Moderate corrosion at exterior base.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	Pedestal-mounted ped heads are countdown
	Pole 2	3	6	Moderate corrosion at exterior base. Anchor rods tilted.	Yes	Yes	No					
Scioto St & Kenton St	Pole 1	2	2	No significant deficiencies.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	Pushbuttons located off sidewalk Sight distance
	Pole 2	1	2	No significant deficiencies.	Yes	Yes	No					
	Pole 3	2	2	No significant deficiencies.	Yes	Yes	No					
	Pole 4	1	2	No significant deficiencies.	Yes	Yes	No					
Scioto St & E Lawn Ave	Pole 1	1	4	No significant deficiencies.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Opticom	Wireless	Eastern crosswalk is some distance from intersection
	Pole 2	1	4	No significant deficiencies.	Yes	Yes	No					
Scioto St & Jefferson Ave	Pole 1	11	12	No significant deficiencies.	Yes	Yes	Half	Colbalt Ground Mtd	Loop	Opticom	Wireless	Only 1 ped head is countdown
	Pole 2	3	4	No significant deficiencies.	Yes	Yes	No					
	Pole 3	11	12	No significant deficiencies.	Yes	Yes	No					
	Pole 4	3	4	No significant deficiencies.	Yes	Yes	No					
Scioto St & Finch St	Pole 1	3	4	Foundation mostly buried.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Opticom	Wireless	-
	Pole 2	3	2	No significant deficiencies.	Yes	Yes	No					
Scioto St & SR 29 & Mercy Hospital	Pole 1	2	2	No significant deficiencies.	No	No	-	ASC2 Pole Mtd	Loop	Disconnected	Wireless	No pedestrian facilities
	Pole 2	2	2	No significant deficiencies.	No	No	-					
	Pole 3	1	2	No significant deficiencies.	No	No	-					
US 36 & Lippencott Ln	Pole 1	Unknown	12	No significant deficiencies.	No	Yes	No	ASC2 Pole Mtd	Loop	No	No	Wires in bad condition – cabinet runs flash anytime is rains or is high humidity WB ped head not working
	Pole 2	Unknown	2	No significant deficiencies.	No	Yes	No					
	Pole 3	Unknown	2	Erosion along foundation.	No	Yes	No					
	Pole 4	Unknown	2	No significant deficiencies.	No	Yes	No					
Miami St & Oakland St	Pole 1	2	2	Moderate corrosion at exterior base.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	-
	Pole 2	1	2	Moderate corrosion at exterior base.	Yes	Yes	No					
	Pole 3	1	2	Moderate corrosion at exterior base.	Yes	Yes	No					

Location	Pole Number	Existing Design No.	Rigid Mounted Design No.	Pole Condition	Pushbutton	Pedestrian Signal	ADA Compliant	Controller Type	Vehicle Detection	Preemption	Communications	Other
Jefferson Ave & Water St	Pole 1	2	2	No significant deficiencies.	No	No	-	ASC2 Pole Mtd	None	Disconnected	No	No pedestrian facilities
	Pole 2	1	2	Moderate corrosion at interior base.	No	No	-					
	Pole 3	2	2	No significant deficiencies.	No	No	-					
	Pole 4	2	2	Moderate corrosion at exterior base.	No	No	-					

Signal Supports and Controller Cabinets Recommendations

High priority:

- US 36 & Lippencott Lane – Repair wiring in controller cabinet and replace westbound pedestrian signal head.

Low priority:

- Scioto Street & High Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Scioto Street & Kenton Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Scioto Street & Lawn Avenue – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Evaluate eastern crosswalk to determine if additional pedestrian signal heads and pushbuttons should be installed or if crosswalk should be removed. Upgrade controller type to Cobalt.
- Scioto Street & Jefferson Avenue – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown.
- Scioto Street & Finch Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Upgrade controller type to Cobalt.
- Scioto Street & SR 29 & Mercy Hospital – Reestablish preemption detection. Upgrade controller type to Cobalt.
- Miami Street & Oakland Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Jefferson Avenue & Water Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.

Rigid-Mounted Signal Heads with Backplates

Based on the guidance in TEM Section 421-2 and the OTO mast arm calculation spreadsheet and as listed in **Table 1**, most of the existing mast arms and signal supports at the nine intersections will not be able to support rigid-mounted signal heads with backplates. The mast arms and signal supports would need to be replaced with poles meeting the larger calculated design numbers.

Cost Estimate

Construction cost estimates were prepared for potential funding alternatives. These costs used a combination of ODOT and local historical project bid tabulations for unit costs to obtain a current year (2024) estimate. These estimates were inflated to an assumed construction year of 2027 and a 20% contingency was used based on the level of unknowns. An estimated 30%

of construction cost was included for design costs. The cost estimates do not include utility relocations or right of way acquisitions. More detailed cost estimates are included in the **Appendix**.

Table 2 lists the cost estimate to update the pedestrian signal head, pushbuttons facilities, overhead signs, and sign hangers at the nine intersections. These improvements would bring the intersections to the current minimum standards defined by ODOT.

Table 3 lists the cost estimate to do a complete upgrade of the nine intersections, including: installing new signal supports and mast arms; installing new pedestrian signal heads and pushbuttons; updating the controller cabinets; and replacing wiring and conduit. Curb ramp and sidewalk work is included at locations where a crossing does not exist but is needed, or where detectable warning plates need to be replaced. Communication systems are not included as part of the estimate as communications can be installed separately once construction is complete.

Table 4 shows the cost estimate to install a cellular passthrough system to provide communication to the nine intersections. The cellular system cost estimate does not include Centrac software, since the cellular unit cost includes cost of software that would allow wireless remote access to the signal controllers.

Table 2 - Cost Estimate for Minimum Recommended Improvements

Item	Item Ext.	Unit	Description	Cost
625	25500	FT	CONDUIT, 2", 725.04	\$2,660.00
625	25500	FT	CONDUIT, 3", 725.04	\$3,800.00
625	29000	FT	TRENCH	\$1,530.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$-
625	32000	EACH	GROUND ROD	\$980.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$5,070.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$25,650.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$1,520.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$8,200.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON EXTENDER ASSEMBLY	\$400.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$2,275.00
632	64020	EACH	PEDESTAL FOUNDATION	\$1,500.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$1,625.00
632	89510	EACH	PEDESTAL, 5'	\$1,500.00
632	90000	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$1,900.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$19,500.00
CONSTRUCTION COST				\$78,100.00
DESIGN COST				\$38,300.00
CONTINGENCY (20%)				\$33,000.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$233,600.00

Table 3 - Cost Estimate for Complete Upgrade of Intersections

Item	Item Ext.	Unit	Description	Cost
202	32500	FT	CURB AND GUTTER REMOVED	\$3,000.00
203	10000	CY	EXCAVATION	\$870.00
203	20000	CY	EMBANKMENT	\$2,450.00
608	10000	SF	4" CONCRETE WALK	\$2,625.00
608	52000	SF	CURB RAMP	\$15,660.00
608	53020	SF	DETECTABLE WARNING	\$2,320.00
614	11000	LS	MAINTAINING TRAFFIC	\$45,000.00
614	11300	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$180,000.00
625	25500	FT	CONDUIT, 3", 725.04	\$98,800.00
625	25600	FT	CONDUIT, 4", 725.04	\$30,250.00
625	25902	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$-
625	29000	FT	TRENCH	\$4,500.00
625	29400	FT	TRENCH IN PAVED AREA	\$115,900.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$45,000.00
625	32000	EACH	GROUND ROD	\$16,170.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$7,020.00
630	80100	SF	SIGN, FLAT SHEET	\$2,160.00
630	97700	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING SYSTEM	\$20,000.00
632	05007	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$56,050.00
632	05087	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$7,750.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$32,400.00
632	25000	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$3,200.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$1,920.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$10,660.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$39,550.00
632	40700	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$6,000.00
632	64010	EACH	SIGNAL SUPPORT FOUNDATION	\$189,100.00
632	64020	EACH	PEDESTAL FOUNDATION	\$22,500.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$24,750.00

Item	Item Ext.	Unit	Description	Cost
632	68200	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$8,437.50
632	70001	EACH	POWER SERVICE, AS PER PLAN	\$31,950.00
632	70400	EACH	CONDUIT RISER, 2" DIAMETER	\$7,875.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$180,000.00
632	80981	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$26,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$84,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$15,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$15,000.00
632	72110	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$16,000.00
632	72130	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$48,000.00
632	89900	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$18,000.00
632	90008	EACH	PEDESTAL, 15', TRANSFORMER BASE	\$4,000.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$45,000.00
633	01580	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$90,000.00
633	01580	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$-
633	67100	EACH	CABINET FOUNDATION	\$24,750.00
633	67200	EACH	CONTROLLER WORK PAD	\$9,000.00
633	75001	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$7,500.00
644	00500	FT	STOP LINE	\$440.00
644	00600	FT	CROSSWALK LINE	\$600.00
644	30000	FT	REMOVAL OF PAVEMENT MARKING	\$330.00
809	69001	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$-
809	69101	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$168,000.00
CONSTRUCTION COST				\$1,785,500.00
DESIGN COST				\$535,700.00
CONTINGENCY (20%)				\$464,200.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$3,272,800.00

Table 4 - Cost Estimate Cellular Signal System

Item	Item Ext.	Unit	Description	Cost
633	99000	EACH	CONTROLLER ITEM, MISC.: OFFICE MONITOR	\$2,000.00
633	68511	EACH	COMMUNICATIONS, CELLULAR UNIT, AS PER PLAN	\$58,500.00
CONSTRUCTION COST				\$60,500.00
DESIGN COST				\$18,200.00
CONTINGENCY (20%)				\$15,700.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$110,900.00

Notes:

Assumed that controllers would already be replaced.

No removal of existing system; assumes all twisted pair would be abandoned in place.

Unit cost of the cellular unit includes monitoring software and training.

Unit cost of the cellular unit includes 10 years of hosting.

Appendix A

Signal Warrant Analysis

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

**Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)*

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	100%		70%		100%		70%		80%		80%		56%		56%	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
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4:45 AM	30	14																
5:00 AM	41	21																
5:15 AM	55	25																
5:30 AM	66	31																
5:45 AM	75	38																
6:00 AM	99	51																
6:15 AM	123	69																
6:30 AM	163	86																
6:45 AM	183	89																
7:00 AM	207	101																
7:15 AM	227	98																
7:30 AM	234	94																
7:45 AM	268	91																
8:00 AM	284	91												1	1			
8:15 AM	265	105																
8:30 AM	268	104																
8:45 AM	237	114																
9:00 AM	224	112																
9:15 AM	243	108																
9:30 AM	232	91																
9:45 AM	246	88																

Jefferson & Water, Sept 28, 2023

10:00 AM	260	87																		
10:15 AM	275	90																		
10:30 AM	294	91											1	1						
10:45 AM	333	107																		
11:00 AM	340	116																		
11:15 AM	351	141			1	1														
11:30 AM	379	142											1	1						
11:45 AM	358	136																		
12:00 PM	358	140																		
12:15 PM	370	130			1	1														
12:30 PM	360	122											1	1						
12:45 PM	356	119																		
1:00 PM	348	115																		
1:15 PM	352	115			1	1														
1:30 PM	344	126											1	1						
1:45 PM	360	137																		
2:00 PM	401	148							1	1										
2:15 PM	386	137			1	1														
2:30 PM	408	138											1	1						
2:45 PM	421	155															1	1		
3:00 PM	430	170							1	1										
3:15 PM	460	190			1	1														
3:30 PM	470	195											1	1						
3:45 PM	478	182																1	1	
4:00 PM	470	174							1	1										
4:15 PM	465	163			1	1														
4:30 PM	466	155											1	1						
4:45 PM	454	141																1	1	
5:00 PM	446	141							1	1										
5:15 PM	401	140			1	1														
5:30 PM	362	125											1	1						
5:45 PM	329	110																		
6:00 PM	311	124																		
6:15 PM	335	169																		
6:30 PM	324	174											1	1						
6:45 PM	315	174																		
7:00 PM	294	142																		
7:15 PM	200	74																		
7:30 PM	131	45																		
7:45 PM	70	16																		
8:00 PM	0	0																		
8:15 PM	0	0																		
8:30 PM	0	0																		
8:45 PM	0	0																		
9:00 PM	0	0																		
9:15 PM	0	0																		
9:30 PM	0	0																		
9:45 PM	0	0																		
HOURS MET			0	0	7	7	0	0	0	0	4	4	0	0	10	10	3	3		
WARRANT SATISFIED?			NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Warrant Met: **No**

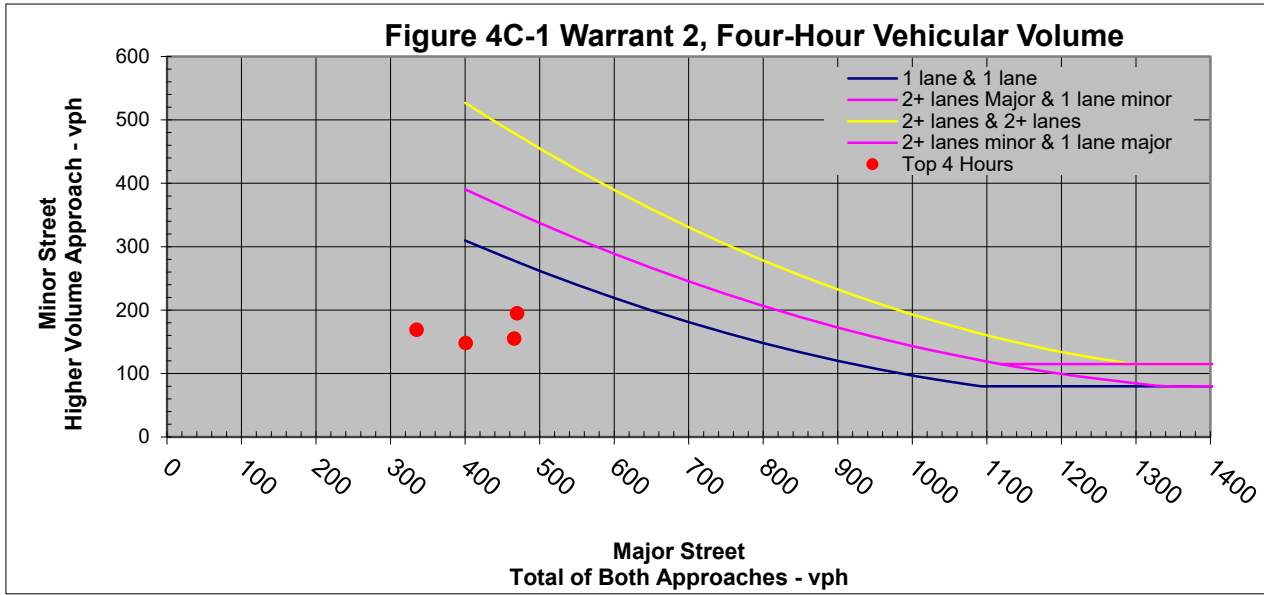
Notes:

OMUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	Total Number of Unique Hours Met on Figure 4C-1	0
Major street: 1 Lane	Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	3
Minor Street: 1 Lane		

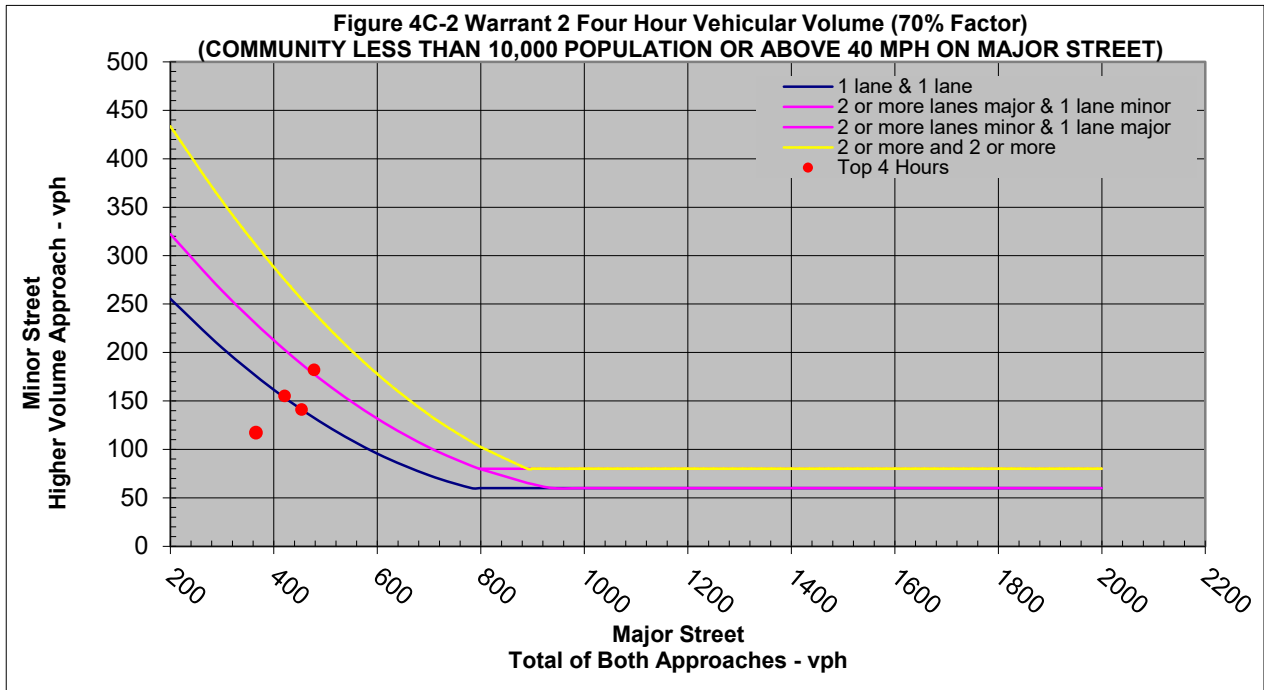
Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? **Yes**

Hour Interval Beginning At	Raw Traffic Counts				Total Major Approach Volumes	Highest Actual Minor Street Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Major - S Jefferson St		Minor - Water St					
	N-Bound	S-Bound	W-Bound	E-Bound				
6:00 AM	47	52	51	25	99	51		
6:15 AM	61	62	69	23	123	69		
6:30 AM	73	90	86	30	163	86		
6:45 AM	78	105	89	44	183	89		
7:00 AM	92	115	101	50	207	101		
7:15 AM	101	126	98	56	227	98		
7:30 AM	112	122	94	71	234	94		
7:45 AM	132	136	91	69	268	91		
8:00 AM	143	141	72	91	284	91		
8:15 AM	125	140	67	105	265	105		
8:30 AM	127	141	63	104	268	104		
8:45 AM	111	126	67	114	237	114		
9:00 AM	99	125	70	112	224	112		
9:15 AM	116	127	81	108	243	108		
9:30 AM	107	125	87	91	232	91		
9:45 AM	109	137	88	83	246	88		
10:00 AM	124	136	87	78	260	87		
10:15 AM	130	145	90	68	275	90		
10:30 AM	137	157	91	87	294	91		
10:45 AM	157	176	100	107	333	107		
11:00 AM	151	189	113	116	340	116		
11:15 AM	149	202	114	141	351	141		
11:30 AM	155	224	124	142	379	142		
11:45 AM	144	214	131	136	358	136		
12:00 PM	147	211	130	140	358	140		
12:15 PM	150	220	126	130	370	130		
12:30 PM	148	212	119	122	360	122		
12:45 PM	152	204	106	119	356	119		
1:00 PM	147	201	115	105	348	115		
1:15 PM	153	199	115	111	352	115		
1:30 PM	168	176	111	126	344	126		
1:45 PM	177	183	126	137	360	137		
2:00 PM	195	206	122	148	401	148		
2:15 PM	194	192	129	137	386	137		
2:30 PM	200	208	132	138	408	138		
2:45 PM	216	205	117	155	421	155		Met
3:00 PM	236	194	115	170	430	170		
3:15 PM	249	211	118	190	460	190		
3:30 PM	249	221	126	195	470	195		
3:45 PM	248	230	134	182	478	182		Met
4:00 PM	234	236	134	174	470	174		
4:15 PM	226	239	126	163	465	163		
4:30 PM	230	236	134	155	466	155		
4:45 PM	220	234	131	141	454	141		Met
5:00 PM	221	225	141	123	446	141		
5:15 PM	200	201	140	113	401	140		
5:30 PM	169	193	125	101	362	125		
5:45 PM	149	180	110	101	329	110		
6:00 PM	112	199	82	124	311	124		
6:15 PM	111	224	72	169	335	169		
6:30 PM	98	226	56	174	324	174		
6:45 PM	86	229	57	174	315	174		
7:00 PM	87	207	59	142	294	142		
7:15 PM	59	141	42	74	200	74		
7:30 PM	41	90	30	45	131	45		
7:45 PM	22	48	15	16	70	16		
8:00 PM	0	0	0	0	0	0		



Top Hours for Figure 4C-1	Start Time	End Time	Major Street	Minor Street
Top Hour	3:30 PM	4:30 PM	470	195
2nd Highest Hour	4:30 PM	5:30 PM	466	155
3rd Highest Hour	2:00 PM	3:00 PM	401	148
4th Highest Hour	6:15 PM	7:15 PM	335	169

Top Hours for Figure 4C-2	Start Time	End Time	Major Street	Minor Street
Top Hour	3:45 PM	4:45 PM	478	182
2nd Highest Hour	4:45 PM	5:45 PM	454	141
3rd Highest Hour	2:45 PM	3:45 PM	421	155
4th Highest Hour	12:00 AM	1:00 AM	0	174



Are the requirements for Warrant 2 met?: No

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

*Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
2:30 AM	0	0																
2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	44	1																
4:30 AM	91	4																
4:45 AM	161	9																
5:00 AM	223	14																
5:15 AM	266	20																
5:30 AM	307	25												1				
5:45 AM	323	26																
6:00 AM	369	27			1													
6:15 AM	397	30																
6:30 AM	401	32								1				1				
6:45 AM	433	39														1		
7:00 AM	458	46			1													
7:15 AM	446	47																
7:30 AM	443	54								1				1				
7:45 AM	445	55														1	1	
8:00 AM	432	50			1													
8:15 AM	458	58																
8:30 AM	484	50								1				1				
8:45 AM	489	49														1	1	
9:00 AM	496	49			1													
9:15 AM	495	48																
9:30 AM	498	49								1				1				
9:45 AM	496	50														1	1	

US 36/Scioto/Miami & High, Sept 28, 2023

10:00 AM	505	68	1		1													
10:15 AM	502	68																
10:30 AM	538	81						1	1	1				1				
10:45 AM	592	85														1	1	
11:00 AM	621	72	1		1							1	1					
11:15 AM	656	80																
11:30 AM	648	82						1	1	1				1				
11:45 AM	624	85														1	1	
12:00 PM	611	92	1		1								1	1				
12:15 PM	588	80																
12:30 PM	588	81						1	1	1				1				
12:45 PM	592	78														1	1	
1:00 PM	608	70	1		1								1	1				
1:15 PM	608	81																
1:30 PM	610	73						1	1	1				1				
1:45 PM	582	83														1	1	
2:00 PM	572	102	1		1													
2:15 PM	621	116											1	1				
2:30 PM	633	141						1	1	1	1			1	1			
2:45 PM	700	158														1	1	
3:00 PM	756	147	1		1	1	1	1										
3:15 PM	763	138											1	1				
3:30 PM	773	120						1	1	1	1			1	1			
3:45 PM	776	99														1	1	
4:00 PM	749	101	1		1													
4:15 PM	727	101											1	1				
4:30 PM	752	98					1	1	1	1	1			1	1			
4:45 PM	726	99														1	1	
5:00 PM	727	95	1		1													
5:15 PM	743	76											1	1				
5:30 PM	713	63						1	1	1				1				
5:45 PM	689	55														1	1	
6:00 PM	635	48	1		1													
6:15 PM	558	48																
6:30 PM	518	51								1				1				
6:45 PM	478	45														1	1	
7:00 PM	453	41			1													
7:15 PM	343	30																
7:30 PM	218	18																
7:45 PM	109	7																
8:00 PM	0	0																
8:15 PM	0	0																
8:30 PM	0	0																
8:45 PM	0	0																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			9	0	14	1	2	2	8	8	13	2	7	7	14	3	13	12
WARRANT SATISFIED?			NO	NO	NO	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO	NO	NO

Warrant Met: **Yes**

Notes: Condition B (70%) was met.

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

**Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)*

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
			80%	80%	56%		56%											
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
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4:15 AM	0	0																
4:30 AM	0	0																
4:45 AM	0	0																
5:00 AM	0	0																
5:15 AM	60	20																
5:30 AM	106	42																
5:45 AM	189	57																
6:00 AM	276	85																
6:15 AM	307	91												1	1			
6:30 AM	354	90			1													
6:45 AM	378	101																
7:00 AM	391	107																
7:15 AM	380	105												1	1			
7:30 AM	375	111			1	1												
7:45 AM	360	106																
8:00 AM	370	94																
8:15 AM	403	101								1				1	1			
8:30 AM	390	93			1													
8:45 AM	405	97																
9:00 AM	404	89																
9:15 AM	291	58												1				
9:30 AM	216	39																
9:45 AM	109	14																

10:00 AM	0	0																	
10:15 AM	0	0																	
10:30 AM	0	0																	
10:45 AM	0	0																	
11:00 AM	0	0																	
11:15 AM	0	0																	
11:30 AM	0	0																	
11:45 AM	0	0																	
12:00 PM	0	0																	
12:15 PM	0	0																	
12:30 PM	0	0																	
12:45 PM	0	0																	
1:00 PM	0	0																	
1:15 PM	124	25																	
1:30 PM	242	48																	
1:45 PM	363	88			1									1	1				
2:00 PM	528	120	1					1	1	1	1						1	1	
2:15 PM	591	137																	
2:30 PM	611	150										1	1						
2:45 PM	690	139			1	1								1	1				
3:00 PM	698	149	1					1	1	1	1							1	1
3:15 PM	700	137																	
3:30 PM	732	133										1	1						
3:45 PM	704	127			1	1								1	1				
4:00 PM	693	122	1					1	1	1	1							1	1
4:15 PM	671	125																	
4:30 PM	653	126										1	1						
4:45 PM	653	124			1	1								1	1				
5:00 PM	621	104	1					1	1	1								1	1
5:15 PM	587	93																	
5:30 PM	559	85																	
5:45 PM	488	80			1									1					
6:00 PM	466	81								1								1	1
6:15 PM	333	59																	
6:30 PM	209	34																	
6:45 PM	108	18																	
7:00 PM	0	0																	
7:15 PM	0	0																	
7:30 PM	0	0																	
7:45 PM	0	0																	
8:00 PM	0	0																	
8:15 PM	0	0																	
8:30 PM	0	0																	
8:45 PM	0	0																	
9:00 PM	0	0																	
9:15 PM	0	0																	
9:30 PM	0	0																	
9:45 PM	0	0																	
HOURS MET			4	0	8	4	0	0	4	4	6	3	3	3	9	7	5	5	
WARRANT SATISFIED?			NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Warrant Met: **No**

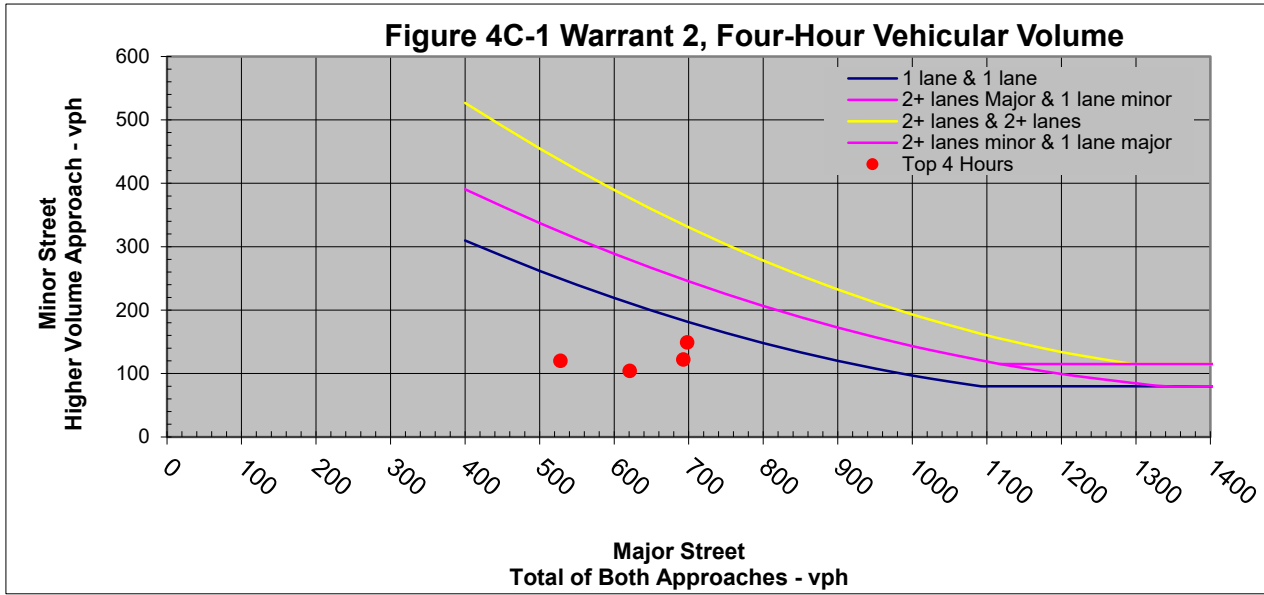
Notes:

OMUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	Total Number of Unique Hours Met on Figure 4C-1	0
Major street: 1 Lane	Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	4
Minor Street: 1 Lane		

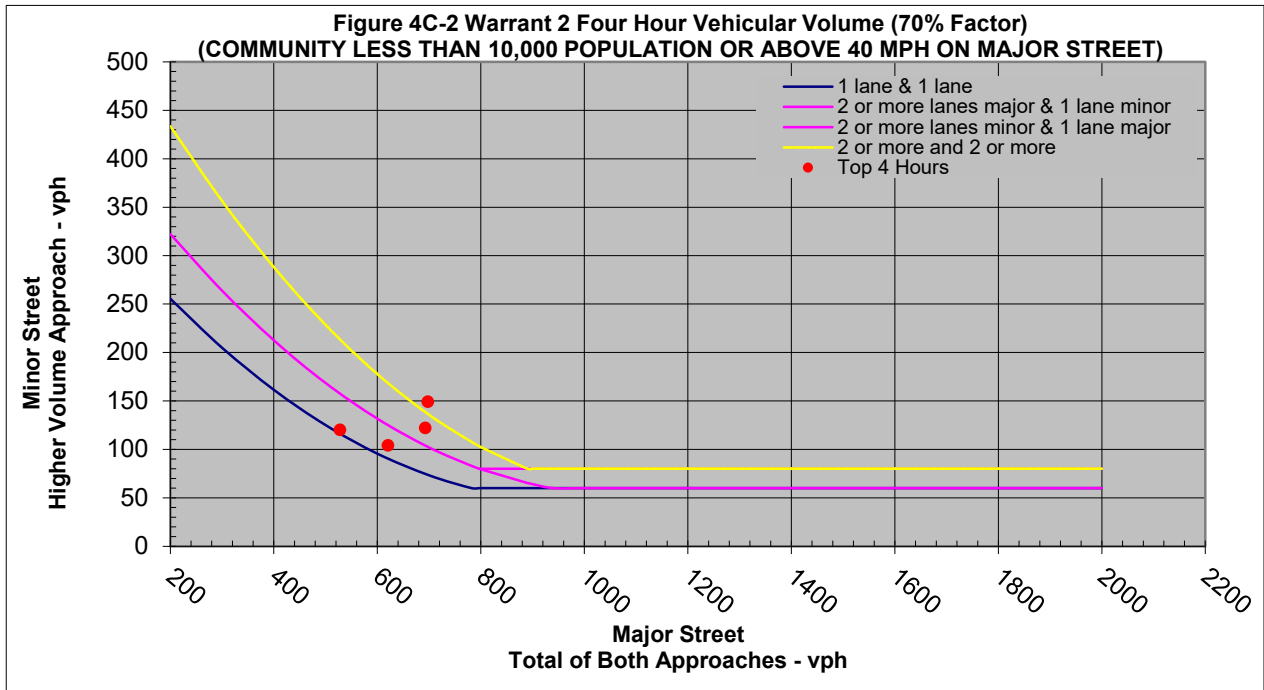
Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? **Yes**

Hour Interval Beginning At	Raw Traffic Counts				Total Major Approach Volumes	Highest Actual Minor Street Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Minor - Oakland St		Major - Miami St					
	N-Bound	S-Bound	W-Bound	E-Bound				
6:00 AM	0	85	139	137	276	85		
6:15 AM	0	91	149	158	307	91		
6:30 AM	0	90	170	184	354	90		
6:45 AM	0	101	183	195	378	101		
7:00 AM	0	107	180	211	391	107		
7:15 AM	0	105	179	201	380	105		
7:30 AM	0	111	187	188	375	111		
7:45 AM	0	106	174	186	360	106		
8:00 AM	0	94	194	176	370	94		
8:15 AM	0	101	206	197	403	101		
8:30 AM	0	93	190	200	390	93		
8:45 AM	0	97	207	198	405	97		
9:00 AM	0	89	213	191	404	89		
9:15 AM	0	58	160	131	291	58		
9:30 AM	0	39	122	94	216	39		
9:45 AM	0	14	63	46	109	14		
10:00 AM	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0		
1:15 PM	0	25	78	46	124	25		
1:30 PM	0	48	149	93	242	48		
1:45 PM	0	88	225	138	363	88		
2:00 PM	0	120	327	201	528	120		Met
2:15 PM	0	137	362	229	591	137		
2:30 PM	0	150	385	226	611	150		
2:45 PM	0	139	415	275	690	139		
3:00 PM	0	149	409	289	698	149		Met
3:15 PM	0	137	393	307	700	137		
3:30 PM	0	133	412	320	732	133		
3:45 PM	0	127	412	292	704	127		
4:00 PM	0	122	414	279	693	122		Met
4:15 PM	0	125	414	257	671	125		
4:30 PM	0	126	394	259	653	126		
4:45 PM	0	124	392	261	653	124		
5:00 PM	0	104	363	258	621	104		Met
5:15 PM	0	93	357	230	587	93		
5:30 PM	0	85	344	215	559	85		
5:45 PM	0	80	308	180	488	80		
6:00 PM	0	81	306	160	466	81		
6:15 PM	0	59	215	118	333	59		
6:30 PM	0	34	135	74	209	34		
6:45 PM	0	18	67	41	108	18		
7:00 PM	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0		



Top Hours for Figure 4C-1	Start Time	End Time	Major Street	Minor Street
Top Hour	3:00 PM	4:00 PM	698	149
2nd Highest Hour	4:00 PM	5:00 PM	693	122
3rd Highest Hour	5:00 PM	6:00 PM	621	104
4th Highest Hour	2:00 PM	3:00 PM	528	120

Top Hours for Figure 4C-2	Start Time	End Time	Major Street	Minor Street
Top Hour	3:00 PM	4:00 PM	698	149
2nd Highest Hour	4:00 PM	5:00 PM	693	122
3rd Highest Hour	5:00 PM	6:00 PM	621	104
4th Highest Hour	2:00 PM	3:00 PM	528	120



Are the requirements for Warrant 2 met?: Yes

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? No

**Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)*

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
			80%	80%	56%		56%											
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
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3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	53	5																
4:30 AM	116	12																
4:45 AM	182	23																
5:00 AM	261	27																
5:15 AM	284	31												1				
5:30 AM	321	31																
5:45 AM	403	25			1					1								
6:00 AM	486	30															1	
6:15 AM	571	40	1						1					1				
6:30 AM	667	56										1						
6:45 AM	712	74			1					1								
7:00 AM	738	92															1	1
7:15 AM	769	98	1				1	1	1	1				1	1			
7:30 AM	766	116										1	1					
7:45 AM	758	110			1	1					1							
8:00 AM	757	102															1	1
8:15 AM	751	98	1				1	1	1	1				1	1			
8:30 AM	712	69										1	1					
8:45 AM	702	73			1						1							
9:00 AM	686	81															1	1
9:15 AM	694	83	1						1	1				1				
9:30 AM	723	92										1	1					
9:45 AM	766	92			1			1	1			1						

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10:00 AM	800	93															1	1
10:15 AM	847	100	1						1	1							1	1
10:30 AM	900	124										1	1					
10:45 AM	931	125			1	1	1	1			1	1						
11:00 AM	1001	124															1	1
11:15 AM	1028	128	1						1	1						1	1	
11:30 AM	1050	108										1	1					
11:45 AM	1030	106			1	1	1	1			1							
12:00 PM	996	110															1	1
12:15 PM	957	112	1						1	1						1	1	
12:30 PM	939	104										1	1					
12:45 PM	966	119			1	1	1	1			1							
1:00 PM	961	110															1	1
1:15 PM	969	109	1						1	1						1	1	
1:30 PM	974	118										1	1					
1:45 PM	955	118			1	1	1	1			1							
2:00 PM	981	141															1	1
2:15 PM	1017	145	1						1	1						1	1	
2:30 PM	1051	151										1	1					
2:45 PM	1066	163			1	1	1	1			1	1						
3:00 PM	1097	155															1	1
3:15 PM	1163	157	1	1					1	1						1	1	
3:30 PM	1227	162										1	1					
3:45 PM	1282	150			1	1	1	1			1	1						
4:00 PM	1282	146															1	1
4:15 PM	1273	137	1						1	1						1	1	
4:30 PM	1228	133										1	1					
4:45 PM	1219	141			1	1	1	1			1	1						
5:00 PM	1204	130															1	1
5:15 PM	1126	134	1						1	1						1	1	
5:30 PM	1059	140										1	1					
5:45 PM	992	131			1	1	1	1			1	1						
6:00 PM	934	149															1	1
6:15 PM	898	158	1	1					1	1						1	1	
6:30 PM	859	175										1	1					
6:45 PM	793	184			1	1	1	1			1	1						
7:00 PM	728	183															1	1
7:15 PM	512	138	1													1	1	
7:30 PM	320	82																
7:45 PM	155	39																
8:00 PM	0	0																
8:15 PM	0	0																
8:30 PM	0	0																
8:45 PM	0	0																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			14	2	14	10	12	12	13	12	14	6	13	12	15	12	14	13
WARRANT SATISFIED?			NO		N/A		YES		N/A		NO				YES			

Warrant Met: **Yes**

Notes: Condition B was met.

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

*Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1			500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1	X		600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
2:30 AM	0	0																
2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	61	4																
4:30 AM	131	5																
4:45 AM	212	9																
5:00 AM	310	14																
5:15 AM	348	16												1				
5:30 AM	379	20																
5:45 AM	459	24			1													
6:00 AM	544	27								1							1	
6:15 AM	651	26	1						1						1			
6:30 AM	761	29										1						
6:45 AM	784	35			1													
7:00 AM	838	46								1							1	1
7:15 AM	835	47	1						1						1			
7:30 AM	881	53										1						
7:45 AM	978	50			1		1											
8:00 AM	1043	47								1							1	1
8:15 AM	1084	60	1						1	1					1			
8:30 AM	1116	58										1						
8:45 AM	1148	55			1		1											
9:00 AM	1157	59								1							1	1
9:15 AM	1223	57	1						1	1					1			
9:30 AM	1267	61										1	1					
9:45 AM	1296	65			1		1											

US 36/Scioto/Miami & Finch, Dec 01, 2023

10:00 AM	1358	58								1						1	1			
10:15 AM	1399	58	1						1	1					1					
10:30 AM	1437	53										1								
10:45 AM	1478	58			1		1													
11:00 AM	1498	63									1					1	1			
11:15 AM	1559	67	1						1	1					1					
11:30 AM	1564	71										1	1							
11:45 AM	1572	69			1		1													
12:00 PM	1581	71									1					1	1			
12:15 PM	1577	64	1						1	1					1					
12:30 PM	1538	64										1	1							
12:45 PM	1504	62			1		1													
1:00 PM	1453	60									1					1	1			
1:15 PM	1427	58	1						1	1					1					
1:30 PM	1452	55										1								
1:45 PM	1475	55			1		1													
2:00 PM	1515	55									1					1	1			
2:15 PM	1587	61	1						1	1					1					
2:30 PM	1672	60										1	1							
2:45 PM	1700	65			1		1													
3:00 PM	1778	67									1					1	1			
3:15 PM	1765	68	1						1	1					1					
3:30 PM	1774	68										1	1							
3:45 PM	1818	72			1		1													
4:00 PM	1812	63									1					1	1			
4:15 PM	1823	60	1						1	1					1					
4:30 PM	1779	66										1	1							
4:45 PM	1712	57			1		1													
5:00 PM	1645	58									1					1	1			
5:15 PM	1556	57	1						1	1					1					
5:30 PM	1475	44										1								
5:45 PM	1378	38			1		1													
6:00 PM	1245	35									1					1				
6:15 PM	1119	36	1						1						1					
6:30 PM	993	30										1								
6:45 PM	892	24			1															
7:00 PM	792	18									1					1				
7:15 PM	555	11												1						
7:30 PM	350	4																		
7:45 PM	163	2																		
8:00 PM	0	0																		
8:15 PM	0	0																		
8:30 PM	0	0																		
8:45 PM	0	0																		
9:00 PM	0	0																		
9:15 PM	0	0																		
9:30 PM	0	0																		
9:45 PM	0	0																		
HOURS MET					13	0	14	0	11	0	13	10	14	0	13	6	15	0	14	11
WARRANT SATISFIED?					NO		NO		NO		YES		NO		NO		NO		NO	

Warrant Met: **Yes**

Notes: Condition B (70%) was met.

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? No

*Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1			500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1	X		600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
2:30 AM	0	0																
2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	75	11																
4:30 AM	205	16																
4:45 AM	352	24												1				
5:00 AM	528	36			1					1							1	
5:15 AM	622	72	1															
5:30 AM	708	94							1	1								
5:45 AM	799	128										1	1	1	1			
6:00 AM	892	143			1	1				1	1						1	1
6:15 AM	1003	128	1				1	1										
6:30 AM	1111	137							1	1								
6:45 AM	1104	126										1	1	1	1			
7:00 AM	1118	129			1	1				1	1						1	1
7:15 AM	1110	139	1				1	1										
7:30 AM	1124	153							1	1								
7:45 AM	1181	170										1	1	1	1			
8:00 AM	1123	178			1	1				1	1						1	1
8:15 AM	1069	175	1	1			1	1										
8:30 AM	922	153							1	1								
8:45 AM	878	134										1	1	1	1			
9:00 AM	843	128			1	1				1	1						1	1
9:15 AM	807	115	1															
9:30 AM	806	121							1	1								
9:45 AM	776	139										1	1	1	1			

US 36/Scioto/Miami & Jefferson, Sept 28, 2023

10:00 AM	780	138			1	1					1	1					1	1
10:15 AM	794	169	1	1														
10:30 AM	803	184							1	1								
10:45 AM	804	177											1	1	1	1		
11:00 AM	852	205			1	1					1	1					1	1
11:15 AM	913	200	1	1			1	1										
11:30 AM	936	204							1	1								
11:45 AM	950	208											1	1	1	1		
12:00 PM	934	188			1	1					1	1					1	1
12:15 PM	907	170	1	1			1	1										
12:30 PM	940	150							1	1								
12:45 PM	957	162											1	1	1	1		
1:00 PM	968	170			1	1					1	1					1	1
1:15 PM	1007	189	1	1			1	1										
1:30 PM	1019	217							1	1								
1:45 PM	1089	241											1	1	1	1		
2:00 PM	1164	253			1	1					1	1					1	1
2:15 PM	1209	306	1	1			1	1										
2:30 PM	1240	323							1	1								
2:45 PM	1293	362											1	1	1	1		
3:00 PM	1316	385			1	1					1	1					1	1
3:15 PM	1292	378	1	1			1	1										
3:30 PM	1231	347							1	1								
3:45 PM	1171	289											1	1	1	1		
4:00 PM	1154	252			1	1					1	1					1	1
4:15 PM	1156	239	1	1			1	1										
4:30 PM	1202	228							1	1								
4:45 PM	1148	216											1	1	1	1		
5:00 PM	1045	188			1	1					1	1					1	1
5:15 PM	961	149	1				1	1										
5:30 PM	857	141							1	1								
5:45 PM	759	121											1	1	1	1		
6:00 PM	699	121			1	1					1	1					1	1
6:15 PM	653	101	1															
6:30 PM	650	92							1	1								
6:45 PM	619	74													1			
7:00 PM	622	78			1						1						1	1
7:15 PM	596	71																
7:30 PM	557	66																
7:45 PM	538	68													1			
8:00 PM	490	57			1						1							
8:15 PM	354	37																
8:30 PM	217	23																
8:45 PM	110	10																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			14	8	16	13	10	10	14	14	16	13	13	13	16	13	15	14
WARRANT SATISFIED?			YES		N/A		YES		N/A		YES				YES			

Warrant Met: **Yes**

Notes: Condition A was met. Condition B was met. Combination of A/B (80%) was met.*

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

*Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
			80%	80%	56%		56%											
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
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2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	49	2																
4:30 AM	106	4																
4:45 AM	184	4																
5:00 AM	265	8																
5:15 AM	289	9												1				
5:30 AM	326	9																
5:45 AM	390	11			1													
6:00 AM	462	10								1								1
6:15 AM	546	14	1						1					1				
6:30 AM	641	18										1						
6:45 AM	673	20			1													
7:00 AM	697	23								1								1
7:15 AM	712	20	1						1					1				
7:30 AM	720	20										1						
7:45 AM	717	23			1													
8:00 AM	710	22								1								1
8:15 AM	707	21	1						1					1				
8:30 AM	686	22										1						
8:45 AM	692	17			1													
9:00 AM	683	20								1								1
9:15 AM	703	25	1						1					1				
9:30 AM	711	25										1						
9:45 AM	727	29			1													

US 36/Scioto/Miami & Kenton, Oct 04, 2023

10:00 AM	754	29				1			1						1			
10:15 AM	769	26	1					1					1					
10:30 AM	799	30									1							
10:45 AM	828	28			1													
11:00 AM	889	25				1			1						1			
11:15 AM	940	27	1					1					1					
11:30 AM	961	22									1							
11:45 AM	946	24			1													
12:00 PM	931	26				1			1						1			
12:15 PM	894	25	1					1					1					
12:30 PM	879	23									1							
12:45 PM	891	23			1													
1:00 PM	870	23				1			1						1			
1:15 PM	851	21	1					1					1					
1:30 PM	839	26									1							
1:45 PM	834	35			1													
2:00 PM	858	36				1			1						1			
2:15 PM	898	40	1					1					1					
2:30 PM	954	37									1							
2:45 PM	965	37			1													
3:00 PM	970	45				1			1						1	1		
3:15 PM	1020	49	1					1					1					
3:30 PM	1015	50									1							
3:45 PM	1065	43			1													
4:00 PM	1045	38				1			1						1			
4:15 PM	1024	26	1					1					1					
4:30 PM	1029	31									1							
4:45 PM	983	40			1													
5:00 PM	992	47				1			1						1	1		
5:15 PM	939	42	1					1					1					
5:30 PM	862	36									1							
5:45 PM	843	25			1													
6:00 PM	810	15				1			1						1			
6:15 PM	778	18	1					1					1					
6:30 PM	765	19									1							
6:45 PM	705	30			1													
7:00 PM	632	40							1						1			
7:15 PM	449	33											1					
7:30 PM	275	26																
7:45 PM	125	12																
8:00 PM	0	0																
8:15 PM	0	0																
8:30 PM	0	0																
8:45 PM	0	0																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			13	0	14	0	9	0	13	0	14	0	13	0	15	0	14	2
WARRANT SATISFIED?			NO		NO		NO		NO		NO		NO		NO		NO	

Warrant Met: **No**

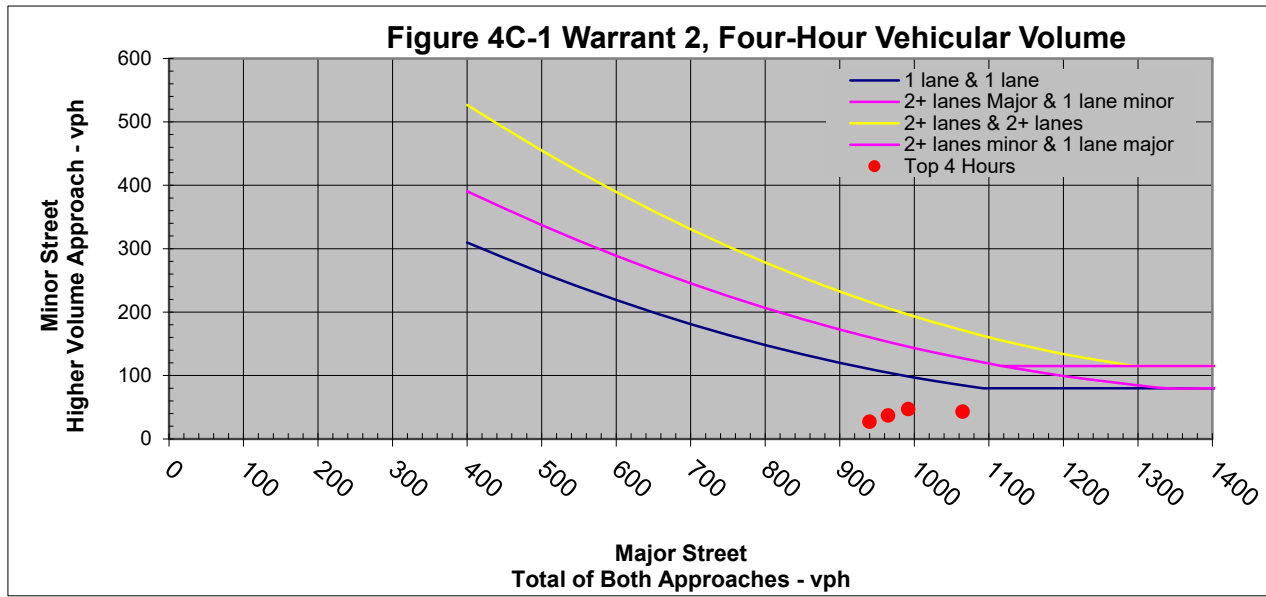
Notes:

OMUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	Total Number of Unique Hours Met on Figure 4C-1	0
Major street: 1 Lane	Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	0
Minor Street: 1 Lane		

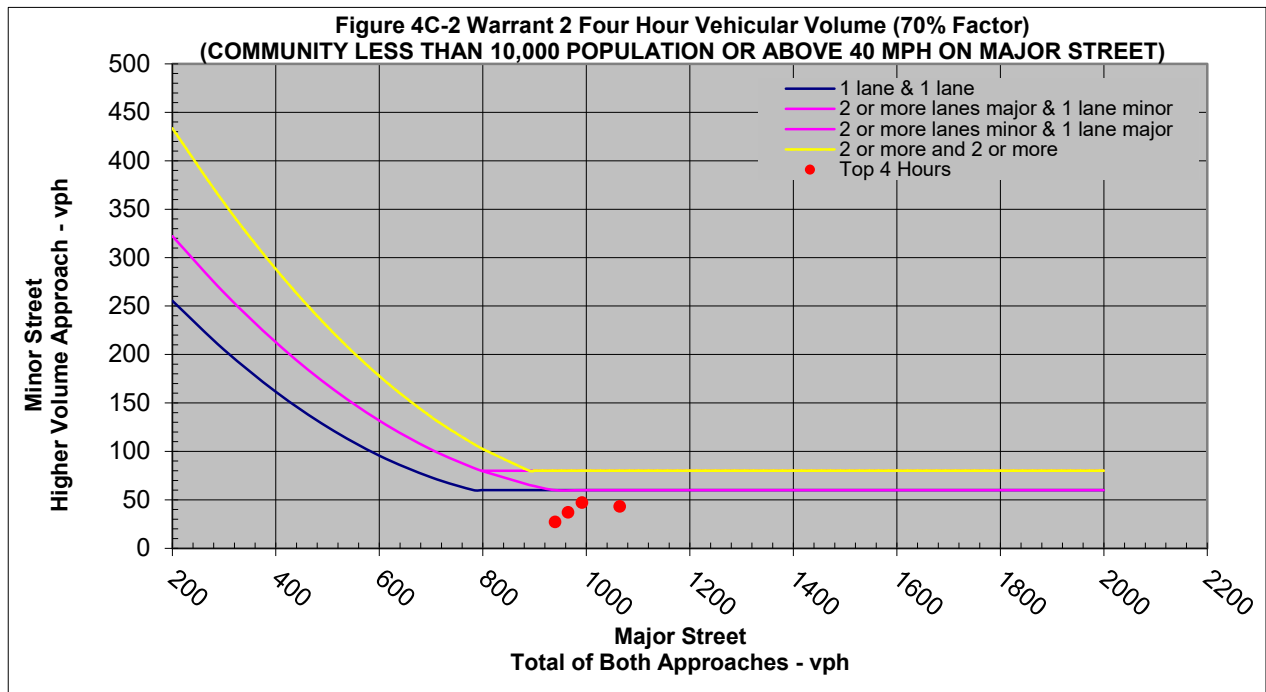
Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? **Yes**

Hour Interval Beginning At	Raw Traffic Counts				Total Major Approach Volumes	Highest Actual Minor Street Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Minor - Kenton St		Major - Scioto St					
	N-Bound	S-Bound	W-Bound	E-Bound				
6:00 AM	4	10	231	231	462	10		
6:15 AM	9	14	271	275	546	14		
6:30 AM	12	18	314	327	641	18		
6:45 AM	11	20	322	351	673	20		
7:00 AM	12	23	342	355	697	23		
7:15 AM	13	20	346	366	712	20		
7:30 AM	11	20	351	369	720	20		
7:45 AM	15	23	347	370	717	23		
8:00 AM	14	22	328	382	710	22		
8:15 AM	10	21	324	383	707	21		
8:30 AM	12	22	306	380	686	22		
8:45 AM	8	17	318	374	692	17		
9:00 AM	8	20	319	364	683	20		
9:15 AM	7	25	332	371	703	25		
9:30 AM	6	25	354	357	711	25		
9:45 AM	11	29	358	369	727	29		
10:00 AM	17	29	378	376	754	29		
10:15 AM	21	26	384	385	769	26		
10:30 AM	30	28	385	414	799	30		
10:45 AM	28	26	396	432	828	28		
11:00 AM	25	23	436	453	889	25		
11:15 AM	27	24	452	488	940	27		
11:30 AM	22	21	471	490	961	22		
11:45 AM	24	20	470	476	946	24		
12:00 PM	26	22	463	468	931	26		
12:15 PM	25	23	468	426	894	25		
12:30 PM	22	23	463	416	879	23		
12:45 PM	19	23	455	436	891	23		
1:00 PM	19	23	426	444	870	23		
1:15 PM	21	21	406	445	851	21		
1:30 PM	26	22	383	456	839	26		
1:45 PM	35	25	397	437	834	35		
2:00 PM	36	25	418	440	858	36		
2:15 PM	40	28	438	460	898	40		
2:30 PM	37	30	483	471	954	37		
2:45 PM	37	32	472	493	965	37		
3:00 PM	45	35	479	491	970	45		
3:15 PM	49	37	507	513	1020	49		
3:30 PM	50	34	508	507	1015	50		
3:45 PM	43	31	549	516	1065	43		
4:00 PM	38	28	532	513	1045	38		
4:15 PM	26	25	533	491	1024	26		
4:30 PM	24	31	526	503	1029	31		
4:45 PM	28	40	500	483	983	40		
5:00 PM	23	47	505	487	992	47		
5:15 PM	27	42	476	463	939	42		
5:30 PM	27	36	433	429	862	36		
5:45 PM	19	25	431	412	843	25		
6:00 PM	15	13	434	376	810	15		
6:15 PM	7	18	413	365	778	18		
6:30 PM	9	19	428	337	765	19		
6:45 PM	11	30	399	306	705	30		
7:00 PM	19	40	359	273	632	40		
7:15 PM	19	33	265	184	449	33		
7:30 PM	12	26	161	114	275	26		
7:45 PM	9	12	77	48	125	12		
8:00 PM	0	0	0	0	0	0		



Top Hours for Figure 4C-1		Start Time	End Time	Major Street	Minor Street
Top Hour	3:45 PM	4:45 PM	1065	43	
2nd Highest Hour	5:00 PM	6:00 PM	992	47	
3rd Highest Hour	2:45 PM	3:45 PM	965	37	
4th Highest Hour	11:15 AM	12:15 PM	940	27	

Top Hours for Figure 4C-2		Start Time	End Time	Major Street	Minor Street
Top Hour	3:45 PM	4:45 PM	1065	43	
2nd Highest Hour	5:00 PM	6:00 PM	992	47	
3rd Highest Hour	2:45 PM	3:45 PM	965	37	
4th Highest Hour	11:15 AM	12:15 PM	940	27	



Are the requirements for Warrant 2 met?: No

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? No

*Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
	Major	Minor	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
			80%	80%	56%		56%											
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
2:30 AM	0	0																
2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	62	5																
4:30 AM	136	12																
4:45 AM	215	21																
5:00 AM	319	27												1				
5:15 AM	345	26																
5:30 AM	381	38			1													
5:45 AM	435	63								1							1	1
6:00 AM	519	95	1											1	1			
6:15 AM	583	130						1	1									
6:30 AM	665	160		1	1							1	1					
6:45 AM	717	171								1	1						1	1
7:00 AM	734	184	1	1										1	1			
7:15 AM	788	192					1	1	1	1								
7:30 AM	834	188			1	1						1	1					
7:45 AM	868	192								1	1						1	1
8:00 AM	872	190	1	1										1	1			
8:15 AM	885	183					1	1	1	1								
8:30 AM	860	187			1	1						1	1					
8:45 AM	862	196								1	1						1	1
9:00 AM	888	183	1	1										1	1			
9:15 AM	890	203					1	1	1	1								
9:30 AM	911	222			1	1						1	1					
9:45 AM	954	217								1	1						1	1

US 36/Scioto/Miami & SR 29, Oct 04, 2023

10:00 AM	965	240	1	1										1	1			
10:15 AM	1027	244					1	1	1	1								
10:30 AM	1060	235			1	1						1	1					
10:45 AM	1090	250									1	1				1	1	
11:00 AM	1110	260	1	1										1	1			
11:15 AM	1112	272					1	1	1	1								
11:30 AM	1107	279			1	1						1	1					
11:45 AM	1081	281									1	1				1	1	
12:00 PM	1130	295	1	1										1	1			
12:15 PM	1123	274					1	1	1	1								
12:30 PM	1099	266			1	1						1	1					
12:45 PM	1105	268									1	1				1	1	
1:00 PM	1060	242	1	1										1	1			
1:15 PM	1085	257					1	1	1	1								
1:30 PM	1126	272			1	1							1	1				
1:45 PM	1146	294									1	1				1	1	
2:00 PM	1231	312	1	1										1	1			
2:15 PM	1231	316					1	1	1	1								
2:30 PM	1252	311			1	1							1	1				
2:45 PM	1266	289									1	1				1	1	
3:00 PM	1288	304	1	1										1	1			
3:15 PM	1352	327					1	1	1	1								
3:30 PM	1434	351			1	1						1	1					
3:45 PM	1464	381									1	1				1	1	
4:00 PM	1397	369	1	1										1	1			
4:15 PM	1345	372					1	1	1	1								
4:30 PM	1278	376			1	1							1	1				
4:45 PM	1246	350									1	1				1	1	
5:00 PM	1203	346	1	1										1	1			
5:15 PM	1133	317					1	1	1	1								
5:30 PM	1025	295			1	1							1	1				
5:45 PM	962	286									1	1				1	1	
6:00 PM	913	285	1	1										1	1			
6:15 PM	878	266					1	1	1	1								
6:30 PM	855	255			1	1							1	1				
6:45 PM	778	232									1	1				1	1	
7:00 PM	711	198	1	1										1	1			
7:15 PM	501	146																
7:30 PM	317	83																
7:45 PM	151	39																
8:00 PM	0	0																
8:15 PM	0	0																
8:30 PM	0	0																
8:45 PM	0	0																
9:00 PM	0	0																
9:15 PM	0	0																
9:30 PM	0	0																
9:45 PM	0	0																
HOURS MET			14	13	14	13	12	12	13	13	14	13	13	13	15	14	14	14
WARRANT SATISFIED?			YES	N/A	YES	N/A	YES	N/A	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

Warrant Met: **Yes**

Notes: Condition A was met. Condition B was met. Combination of A/B (80%) was met.*

OMUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? Yes

**Only applicable after an adequate trial of other alternatives (See section 4C.02.06 of the 2012 OMUTCD)*

Lanes Major/ Minor	Adjusted Volumes		Condition A				Condition B				Combination A/B*							
			100%		70%		100%		70%		Cond. A		Cond. B		Cond. A		Cond. B	
			Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.	Maj.	Min.
1 / 1	X		500	150	350	105	750	75	525	53	400	120	600	60	280	84	420	42
2+ / 1			600	150	420	105	900	75	630	53	480	120	720	60	336	84	504	42
2+ / 2+			600	200	420	140	900	100	630	70	480	160	720	80	336	112	504	56
1 / 2+			500	200	350	140	750	100	525	70	400	160	600	80	280	112	420	56
12:00 AM	0	0																
12:15 AM	0	0																
12:30 AM	0	0																
12:45 AM	0	0																
1:00 AM	0	0																
1:15 AM	0	0																
1:30 AM	0	0																
1:45 AM	0	0																
2:00 AM	0	0																
2:15 AM	0	0																
2:30 AM	0	0																
2:45 AM	0	0																
3:00 AM	0	0																
3:15 AM	0	0																
3:30 AM	0	0																
3:45 AM	0	0																
4:00 AM	0	0																
4:15 AM	0	0																
4:30 AM	0	0																
4:45 AM	0	0																
5:00 AM	0	0																
5:15 AM	29	1																
5:30 AM	82	3																
5:45 AM	140	7																
6:00 AM	216	12																
6:15 AM	250	23																
6:30 AM	261	33																
6:45 AM	289	34												1				
7:00 AM	317	39																
7:15 AM	345	32																
7:30 AM	357	29		1														
7:45 AM	366	40												1				
8:00 AM	376	48																
8:15 AM	383	55																
8:30 AM	406	62		1						1								
8:45 AM	416	64												1				
9:00 AM	409	71																
9:15 AM	311	59																
9:30 AM	212	43																
9:45 AM	107	25																

US 36 & Lippencott, Nov 03, 2023

10:00 AM	0	0																	
10:15 AM	0	0																	
10:30 AM	0	0																	
10:45 AM	0	0																	
11:00 AM	0	0																	
11:15 AM	0	0																	
11:30 AM	0	0																	
11:45 AM	0	0																	
12:00 PM	0	0																	
12:15 PM	0	0																	
12:30 PM	0	0																	
12:45 PM	0	0																	
1:00 PM	0	0																	
1:15 PM	0	0																	
1:30 PM	0	0																	
1:45 PM	0	0																	
2:00 PM	0	0																	
2:15 PM	169	61																	
2:30 PM	364	107			1	1									1	1			
2:45 PM	573	152	1	1					1	1	1	1					1	1	
3:00 PM	768	200					1	1					1	1					
3:15 PM	785	200																	
3:30 PM	766	207			1	1									1	1			
3:45 PM	730	215	1	1					1	1	1	1						1	1
4:00 PM	706	209											1	1					
4:15 PM	706	207																	
4:30 PM	688	206			1	1									1	1			
4:45 PM	658	210	1	1					1	1	1	1						1	1
5:00 PM	618	217											1	1					
5:15 PM	555	198																	
5:30 PM	517	191			1	1									1	1			
5:45 PM	459	174								1	1							1	1
6:00 PM	427	167																	
6:15 PM	304	127																	
6:30 PM	184	82																	
6:45 PM	99	42																	
7:00 PM	0	0																	
7:15 PM	0	0																	
7:30 PM	0	0																	
7:45 PM	0	0																	
8:00 PM	0	0																	
8:15 PM	0	0																	
8:30 PM	0	0																	
8:45 PM	0	0																	
9:00 PM	0	0																	
9:15 PM	0	0																	
9:30 PM	0	0																	
9:45 PM	0	0																	
HOURS MET			3	3	6	4	1	1	3	3	5	4	3	3	7	4	4	4	4
WARRANT SATISFIED?			NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Warrant Met: **No**

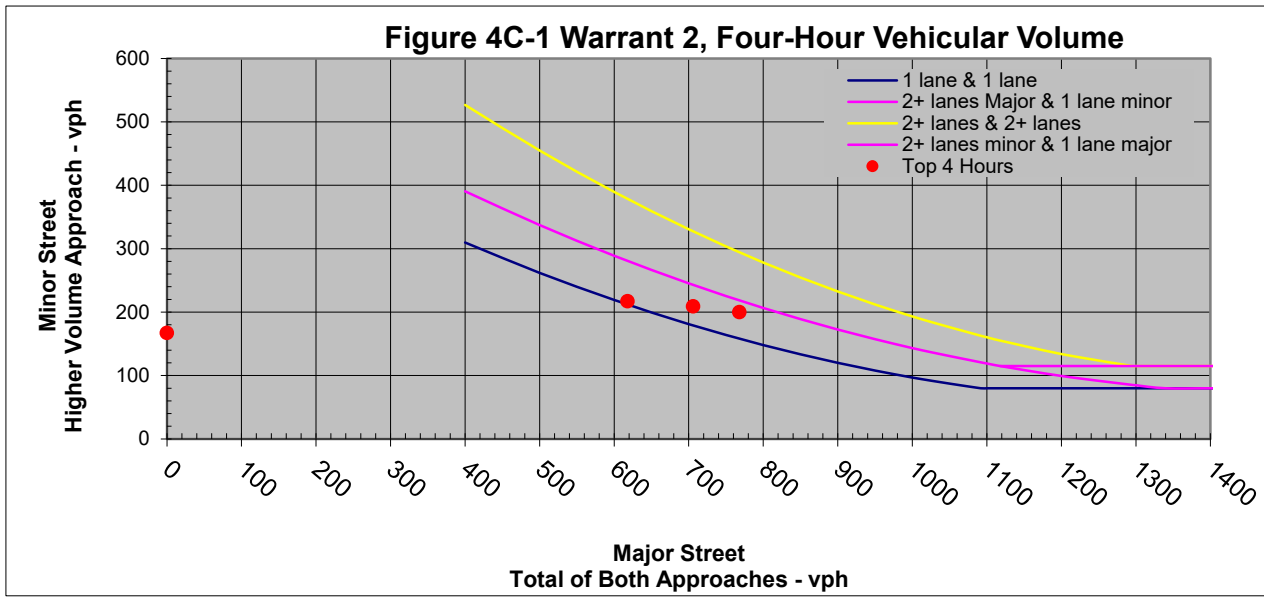
Notes:

OMUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	Total Number of Unique Hours Met on Figure 4C-1	3
Major street: 1 Lane	Total Number of Unique Hours Met on Figure 4C-2 (70% Factor)	4
Minor Street: 1 Lane		

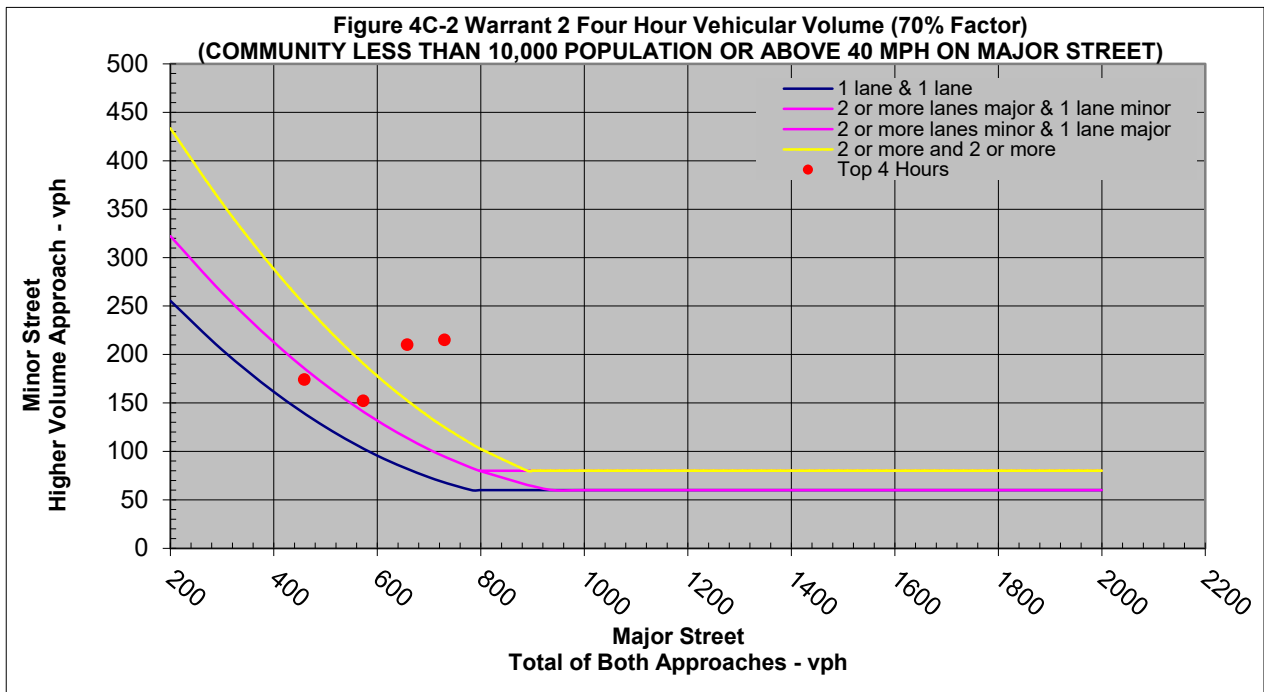
Built up Isolated Community with Less Than 10,000 Population or Above 40 MPH on Major Street? **Yes**

Hour Interval Beginning At	Raw Traffic Counts				Total Major Approach Volumes	Highest Actual Minor Street Approach Volumes	Hour Met?	Hour Met? (70% Factor)
	Minor - Lippencott Ln		Major - US 36					
	N-Bound	S-Bound	W-Bound	E-Bound				
6:00 AM	0	12	99	117	216	12		
6:15 AM	0	23	119	131	250	23		
6:30 AM	0	33	136	125	261	33		
6:45 AM	0	34	142	147	289	34		
7:00 AM	0	39	162	155	317	39		
7:15 AM	1	32	175	170	345	32		
7:30 AM	1	29	176	181	357	29		
7:45 AM	1	40	183	183	366	40		
8:00 AM	1	48	182	194	376	48		
8:15 AM	0	55	178	205	383	55		
8:30 AM	0	62	180	226	406	62		
8:45 AM	0	64	168	248	416	64		
9:00 AM	0	71	165	244	409	71		
9:15 AM	0	59	122	189	311	59		
9:30 AM	0	43	82	130	212	43		
9:45 AM	0	25	49	58	107	25		
10:00 AM	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0		
2:00 PM	0	0	0	0	0	0		
2:15 PM	0	61	73	96	169	61		
2:30 PM	0	107	149	215	364	107		
2:45 PM	0	152	237	336	573	152		Met
3:00 PM	1	200	316	452	768	200	Met	
3:15 PM	1	200	312	473	785	200		
3:30 PM	1	207	302	464	766	207		
3:45 PM	1	215	277	453	730	215		Met
4:00 PM	0	209	270	436	706	209	Met	
4:15 PM	1	207	267	439	706	207		
4:30 PM	1	206	259	429	688	206		
4:45 PM	1	210	254	404	658	210		Met
5:00 PM	1	217	229	389	618	217	Met	
5:15 PM	0	198	202	353	555	198		
5:30 PM	0	191	181	336	517	191		
5:45 PM	0	174	150	309	459	174		Met
6:00 PM	0	167	140	287	427	167		
6:15 PM	0	127	101	203	304	127		
6:30 PM	0	82	64	120	184	82		
6:45 PM	0	42	37	62	99	42		
7:00 PM	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0		



Top Hours for Figure 4C-1	Start Time	End Time	Major Street	Minor Street
Top Hour	3:00 PM	4:00 PM	768	200
2nd Highest Hour	4:00 PM	5:00 PM	706	209
3rd Highest Hour	5:00 PM	6:00 PM	618	217
4th Highest Hour	12:00 AM	1:00 AM	0	167

Top Hours for Figure 4C-2	Start Time	End Time	Major Street	Minor Street
Top Hour	3:45 PM	4:45 PM	730	215
2nd Highest Hour	4:45 PM	5:45 PM	658	210
3rd Highest Hour	2:45 PM	3:45 PM	573	152
4th Highest Hour	5:45 PM	6:45 PM	459	174



Are the requirements for Warrant 2 met?: Yes

Appendix B

Traffic Counts

Jefferson & Water - TMC

Fri Dec 1, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	S Jefferson Ave Southbound					Water St Westbound					S Jefferson Ave Northbound					Water St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-01 5:00AM	4	3	0	0	7	0	0	0	0	0	1	2	0	0	3	0	5	4	0	9	19
5:15AM	3	5	0	0	8	0	2	0	0	2	2	4	0	0	6	0	0	3	0	3	19
5:30AM	1	6	1	0	8	0	8	1	0	9	0	3	0	0	3	0	2	1	0	3	23
5:45AM	4	5	0	0	9	2	7	3	0	12	7	4	0	0	11	0	4	4	0	8	40
Hourly Total	12	19	1	0	32	2	17	4	0	23	10	13	0	0	23	0	11	12	0	23	101
6:00AM	6	2	0	0	8	0	3	0	0	3	4	10	0	0	14	0	9	2	0	11	36
6:15AM	6	8	0	0	14	2	5	2	0	9	7	13	0	0	20	0	0	2	0	2	45
6:30AM	2	12	0	0	14	3	6	6	0	15	4	17	0	0	21	0	6	3	0	9	59
6:45AM	8	13	0	0	21	7	15	8	0	30	4	15	0	0	19	0	5	3	0	8	78
Hourly Total	22	35	0	0	57	12	29	16	0	57	19	55	0	0	74	0	20	10	0	30	218
7:00AM	12	9	2	0	23	7	12	7	0	26	2	19	0	0	21	0	3	5	0	8	78
7:15AM	7	28	2	0	37	8	9	6	0	23	9	31	0	0	40	0	9	2	0	11	111
7:30AM	12	22	1	0	35	1	8	12	0	21	4	22	0	0	26	0	9	6	0	15	97
7:45AM	13	8	1	0	22	3	12	10	0	25	14	29	0	0	43	1	13	10	0	24	114
Hourly Total	44	67	6	0	117	19	41	35	0	95	29	101	0	0	130	1	34	23	0	58	400
8:00AM	10	15	4	0	29	5	8	9	0	22	8	18	0	0	26	0	10	2	0	12	89
8:15AM	16	25	2	0	43	2	12	7	0	21	11	24	0	0	35	1	9	16	0	26	125
8:30AM	15	21	2	0	38	5	9	6	0	20	7	33	0	0	40	0	16	14	0	30	128
8:45AM	14	16	2	0	32	5	9	4	0	18	14	14	0	0	28	0	16	12	0	28	106
Hourly Total	55	77	10	0	142	17	38	26	0	81	40	89	0	0	129	1	51	44	0	96	448
9:00AM	12	16	3	0	31	2	8	5	0	15	13	20	0	0	33	1	18	4	0	23	102
9:15AM	11	19	2	0	32	2	8	9	0	19	6	14	0	0	20	0	11	7	0	18	89
9:30AM	14	21	3	0	38	3	7	6	0	16	9	17	0	0	26	0	11	12	0	23	103
9:45AM	15	22	2	0	39	12	15	11	0	38	10	20	0	0	30	0	17	8	0	25	132
Hourly Total	52	78	10	0	140	19	38	31	0	88	38	71	0	0	109	1	57	31	0	89	426
10:00AM	15	15	1	0	31	2	14	3	0	19	10	24	0	0	34	0	13	12	0	25	109
10:15AM	15	18	4	0	37	8	11	7	0	26	9	18	0	0	27	0	18	12	0	30	120
10:30AM	18	18	1	0	37	7	14	1	0	22	5	25	0	0	30	0	6	12	0	18	107
10:45AM	19	17	3	0	39	6	14	5	0	25	11	23	1	0	35	0	19	18	0	37	136
Hourly Total	67	68	9	0	144	23	53	16	0	92	35	90	1	0	126	0	56	54	0	110	472
11:00AM	18	27	6	0	51	5	7	8	0	20	11	20	1	0	32	0	17	10	0	27	130
11:15AM	17	19	2	0	38	8	16	11	0	35	8	25	0	0	33	1	15	21	0	37	143
11:30AM	33	25	3	0	61	4	4	7	0	15	13	29	1	0	43	1	15	28	0	44	163
11:45AM	16	29	5	0	50	7	9	8	0	24	16	17	1	0	34	0	19	19	0	38	146
Hourly Total	84	100	16	0	200	24	36	34	0	94	48	91	3	0	142	2	66	78	0	146	582
12:00PM	25	27	3	0	55	9	9	6	0	24	10	17	1	0	28	1	16	24	0	41	148
12:15PM	21	27	1	0	49	8	12	11	0	31	8	28	0	0	36	0	18	22	0	40	156
12:30PM	26	18	6	0	50	6	18	13	0	37	14	23	2	0	39	0	17	19	0	36	162
12:45PM	21	24	4	0	49	10	6	7	0	23	13	29	0	0	42	1	15	19	0	35	149
Hourly Total	93	96	14	0	203	33	45	37	0	115	45	97	3	0	145	2	66	84	0	152	615
1:00PM	20	28	7	0	55	6	17	7	0	30	10	25	1	0	36	0	14	13	0	27	148
1:15PM	20	32	2	0	54	4	8	9	0	21	10	24	0	0	34	0	23	12	0	35	144
1:30PM	23	29	4	0	56	4	17	10	0	31	15	30	0	0	45	0	13	16	0	29	161
1:45PM	13	24	1	0	38	2	18	7	0	27	11	33	0	0	44	1	17	14	0	32	141
Hourly Total	76	113	14	0	203	16	60	33	0	109	46	112	1	0	159	1	67	55	0	123	594
2:00PM	29	39	3	0	71	3	17	10	0	30	7	21	0	0	28	1	21	20	0	42	171
2:15PM	20	30	3	0	53	4	15	11	0	30	17	26	1	0	44	2	19	16	0	37	164
2:30PM	17	30	4	0	51	1	14	5	0	20	19	37	0	0	56	0	28	12	0	40	167
2:45PM	28	28	5	0	61	2	15	8	0	25	23	35	1	0	59	0	31	14	0	45	190
Hourly Total	94	127	15	0	236	10	61	34	0	105	66	119	2	0	187	3	99	62	0	164	692
3:00PM	24	25	5	0	54	5	18	10	0	33	8	37	3	0	48	0	20	12	0	32	167
3:15PM	17	31	4	0	52	5	8	16	1	30	11	51	2	0	64	1	22	19	0	42	188
3:30PM	20	33	4	0	57	7	15	5	0	27	11	44	1	0	56	2	28	38	0	68	208
3:45PM	20	30	4	0	54	10	8	9	0	27	22	49	2	0	73	1	23	21	0	45	199

Leg Direction	S Jefferson Ave Southbound					Water St Westbound					S Jefferson Ave Northbound					Water St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	81	119	17	0	217	27	49	40	1	117	52	181	8	0	241	4	93	90	0	187	762
4:00PM	29	35	4	0	68	3	10	14	0	27	25	52	0	0	77	0	19	22	0	41	213
4:15PM	14	43	6	0	63	6	12	9	0	27	20	46	3	0	69	0	15	20	0	35	194
4:30PM	17	39	3	0	59	8	19	12	0	39	14	22	3	0	39	0	26	18	0	44	181
4:45PM	20	31	7	0	58	9	21	11	0	41	8	32	0	0	40	0	16	20	0	36	175
Hourly Total	80	148	20	0	248	26	62	46	0	134	67	152	6	0	225	0	76	80	0	156	763
5:00PM	20	25	4	0	49	5	13	12	0	30	7	37	1	0	45	1	25	25	0	51	175
5:15PM	17	38	5	0	60	5	11	12	0	28	4	27	2	0	33	0	17	18	0	35	156
5:30PM	13	24	5	0	42	3	11	10	0	24	9	32	3	0	44	1	11	14	0	26	136
5:45PM	16	35	4	0	55	8	14	8	0	30	8	22	0	0	30	0	10	13	0	23	138
Hourly Total	66	122	18	0	206	21	49	42	0	112	28	118	6	0	152	2	63	70	0	135	605
6:00PM	11	22	1	0	34	4	8	7	0	19	7	24	1	0	32	0	9	14	0	23	108
6:15PM	11	31	3	0	45	7	7	4	0	18	9	22	0	0	31	2	9	7	0	18	112
6:30PM	17	26	4	0	47	6	11	5	0	22	10	23	0	0	33	0	10	10	0	20	122
6:45PM	16	19	9	0	44	0	4	1	0	5	6	19	0	0	25	0	8	9	0	17	91
Hourly Total	55	98	17	0	170	17	30	17	0	64	32	88	1	0	121	2	36	40	0	78	433
7:00PM	13	17	3	0	33	6	1	3	0	10	3	20	0	0	23	0	2	8	0	10	76
7:15PM	12	14	4	0	30	8	5	4	0	17	7	18	0	0	25	0	11	16	0	27	99
7:30PM	5	18	3	0	26	4	4	3	0	11	0	12	0	0	12	0	3	6	0	9	58
7:45PM	11	10	1	0	22	4	4	2	0	10	4	10	0	0	14	1	5	4	0	10	56
Hourly Total	41	59	11	0	111	22	14	12	0	48	14	60	0	0	74	1	21	34	0	56	289
Total	922	1326	178	0	2426	288	622	423	1	1334	569	1437	31	0	2037	20	816	767	0	1603	7400
% Approach	38.0%	54.7%	7.3%	0%	-	21.6%	46.6%	31.7%	0.1%	-	27.9%	70.5%	1.5%	0%	-	1.2%	50.9%	47.8%	0%	-	-
% Total	12.5%	17.9%	2.4%	0%	32.8%	3.9%	8.4%	5.7%	0%	18.0%	7.7%	19.4%	0.4%	0%	27.5%	0.3%	11.0%	10.4%	0%	21.7%	-
Lights	906	1309	177	0	2392	284	609	422	1	1316	563	1418	28	0	2009	20	802	759	0	1581	7298
% Lights	98.3%	98.7%	99.4%	0%	98.6%	98.6%	97.9%	99.8%	100%	98.7%	98.9%	98.7%	90.3%	0%	98.6%	100%	98.3%	99.0%	0%	98.6%	98.6%
Articulated Trucks	3	0	0	0	3	0	1	0	0	1	0	2	3	0	5	0	2	1	0	3	12
% Articulated Trucks	0.3%	0%	0%	0%	0.1%	0%	0.2%	0%	0%	0.1%	0%	0.1%	9.7%	0%	0.2%	0%	0.2%	0.1%	0%	0.2%	0.2%
Buses and Single-Unit Trucks	13	17	1	0	31	4	12	1	0	17	6	17	0	0	23	0	12	7	0	19	90
% Buses and Single-Unit Trucks	1.4%	1.3%	0.6%	0%	1.3%	1.4%	1.9%	0.2%	0%	1.3%	1.1%	1.2%	0%	0%	1.1%	0%	1.5%	0.9%	0%	1.2%	1.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Jefferson & Water - TMC

Fri Dec 1, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] S Jefferson Ave

Total: 4918

In: 2426

Out: 2492

922

1326

178

[W] Water St

Total: 3178

In: 1603

Out: 1575

767

816

20

288

622

423

1

Out: 1564

In: 1334

Total: 2898

[E] Water St

31

1437

569

Out: 1769

In: 2037

Total: 3806

[S] S Jefferson Ave

Jefferson & Water - TMC

Fri Dec 1, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	S Jefferson Ave Southbound					Water St Westbound					S Jefferson Ave Northbound					Water St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-01 10:00AM	15	15	1	0	31	2	14	3	0	19	10	24	0	0	34	0	13	12	0	25	109
10:15AM	15	18	4	0	37	8	11	7	0	26	9	18	0	0	27	0	18	12	0	30	120
10:30AM	18	18	1	0	37	7	14	1	0	22	5	25	0	0	30	0	6	12	0	18	107
10:45AM	19	17	3	0	39	6	14	5	0	25	11	23	1	0	35	0	19	18	0	37	136
Total	67	68	9	0	144	23	53	16	0	92	35	90	1	0	126	0	56	54	0	110	472
% Approach	46.5%	47.2%	6.3%	0%	-	25.0%	57.6%	17.4%	0%	-	27.8%	71.4%	0.8%	0%	-	0%	50.9%	49.1%	0%	-	-
% Total	14.2%	14.4%	1.9%	0%	30.5%	4.9%	11.2%	3.4%	0%	19.5%	7.4%	19.1%	0.2%	0%	26.7%	0%	11.9%	11.4%	0%	23.3%	-
PHF	0.882	0.944	0.563	-	0.923	0.719	0.946	0.571	-	0.885	0.795	0.900	0.250	-	0.900	-	0.737	0.750	-	0.743	0.868
Lights	66	68	9	0	143	23	53	16	0	92	34	90	1	0	125	0	54	54	0	108	468
% Lights	98.5%	100%	100%	0%	99.3%	100%	100%	100%	0%	100%	97.1%	100%	100%	0%	99.2%	0%	96.4%	100%	0%	98.2%	99.2%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4
% Buses and Single-Unit Trucks	1.5%	0%	0%	0%	0.7%	0%	0%	0%	0%	0%	2.9%	0%	0%	0%	0.8%	0%	3.6%	0%	0%	1.8%	0.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Jefferson & Water - TMC

Fri Dec 1, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] S Jefferson Ave

Total: 311

In: 144

Out: 167

67

68

9

[W] Water St

Total: 231

In: 110

Out: 121

54

56

23

53

16

Out: 100

In: 92

Total: 192

[E] Water St

1

90

35

Out: 84

In: 126

Total: 210

[S] S Jefferson Ave

Jefferson & Water - TMC

Fri Dec 1, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	S Jefferson Ave Southbound					Water St Westbound					S Jefferson Ave Northbound					Water St Eastbound					Int	
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App		
2023-12-01 12:00PM	25	27	3	0	55	9	9	6	0	24	10	17	1	0	28	1	16	24	0	41	148	
12:15PM	21	27	1	0	49	8	12	11	0	31	8	28	0	0	36	0	18	22	0	40	156	
12:30PM	26	18	6	0	50	6	18	13	0	37	14	23	2	0	39	0	17	19	0	36	162	
12:45PM	21	24	4	0	49	10	6	7	0	23	13	29	0	0	42	1	15	19	0	35	149	
Total	93	96	14	0	203	33	45	37	0	115	45	97	3	0	145	2	66	84	0	152	615	
% Approach	45.8%	47.3%	6.9%	0%	-	28.7%	39.1%	32.2%	0%	-	31.0%	66.9%	2.1%	0%	-	1.3%	43.4%	55.3%	0%	-	-	
% Total	15.1%	15.6%	2.3%	0%	33.0%	5.4%	7.3%	6.0%	0%	18.7%	7.3%	15.8%	0.5%	0%	23.6%	0.3%	10.7%	13.7%	0%	24.7%	-	
PHF	0.894	0.889	0.583	-	0.923	0.825	0.625	0.712	-	0.777	0.804	0.836	0.375	-	0.863	0.500	0.917	0.875	-	0.927	0.949	
Lights	89	96	14	0	199	33	44	37	0	114	45	97	3	0	145	2	65	81	0	148	606	
% Lights	95.7%	100%	100%	0%	98.0%	100%	97.8%	100%	0%	99.1%	100%	100%	100%	0%	100%	100%	98.5%	96.4%	0%	97.4%	98.5%	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	9	
% Buses and Single-Unit Trucks	4.3%	0%	0%	0%	2.0%	0%	2.2%	0%	0%	0.9%	0%	0%	0%	0%	0%	0%	1.5%	3.6%	0%	2.6%	1.5%	

* L: Left, R: Right, T: Thru, U: U-Turn

Jefferson & Water - TMC

Fri Dec 1, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] S Jefferson Ave

Total: 417

In: 203

Out: 214

93

96

14

[W] Water St

Total: 293

In: 152

Out: 141

84

66

2

33

45

37

Out: 125

In: 115

Total: 240

[E] Water St

Out: 135

In: 145

Total: 280

[S] S Jefferson Ave

3

97

45

Jefferson & Water - TMC

Fri Dec 1, 2023

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	S Jefferson Ave Southbound					Water St Westbound					S Jefferson Ave Northbound					Water St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-12-01 3:30PM	20	33	4	0	57	7	15	5	0	27	11	44	1	0	56	2	28	38	0	68	208
3:45PM	20	30	4	0	54	10	8	9	0	27	22	49	2	0	73	1	23	21	0	45	199
4:00PM	29	35	4	0	68	3	10	14	0	27	25	52	0	0	77	0	19	22	0	41	213
4:15PM	14	43	6	0	63	6	12	9	0	27	20	46	3	0	69	0	15	20	0	35	194
Total	83	141	18	0	242	26	45	37	0	108	78	191	6	0	275	3	85	101	0	189	814
% Approach	34.3%	58.3%	7.4%	0%	-	24.1%	41.7%	34.3%	0%	-	28.4%	69.5%	2.2%	0%	-	1.6%	45.0%	53.4%	0%	-	-
% Total	10.2%	17.3%	2.2%	0%	29.7%	3.2%	5.5%	4.5%	0%	13.3%	9.6%	23.5%	0.7%	0%	33.8%	0.4%	10.4%	12.4%	0%	23.2%	-
PHF	0.716	0.820	0.750	-	0.890	0.650	0.750	0.661	-	1.000	0.780	0.918	0.500	-	0.893	0.375	0.759	0.664	-	0.695	0.955
Lights	79	140	18	0	237	25	45	36	0	106	76	187	6	0	269	3	83	99	0	185	797
% Lights	95.2%	99.3%	100%	0%	97.9%	96.2%	100%	97.3%	0%	98.1%	97.4%	97.9%	100%	0%	97.8%	100%	97.6%	98.0%	0%	97.9%	97.9%
Articulated Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Articulated Trucks	1.2%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.0%	0%	0.5%	0.2%
Buses and Single-Unit Trucks	3	1	0	0	4	1	0	1	0	2	2	4	0	0	6	0	2	1	0	3	15
% Buses and Single-Unit Trucks	3.6%	0.7%	0%	0%	1.7%	3.8%	0%	2.7%	0%	1.9%	2.6%	2.1%	0%	0%	2.2%	0%	2.4%	1.0%	0%	1.6%	1.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Jefferson & Water - TMC

Fri Dec 1, 2023

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138388, Location: 40.105068, -83.737826



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] S Jefferson Ave

Total: 560

In: 242

Out: 318

83

141

18

[W] Water St

Total: 323

In: 189

Out: 134

101
85
3

26
45
37

Out: 181

In: 108

Total: 289

[E] Water St

Out: 181

In: 275

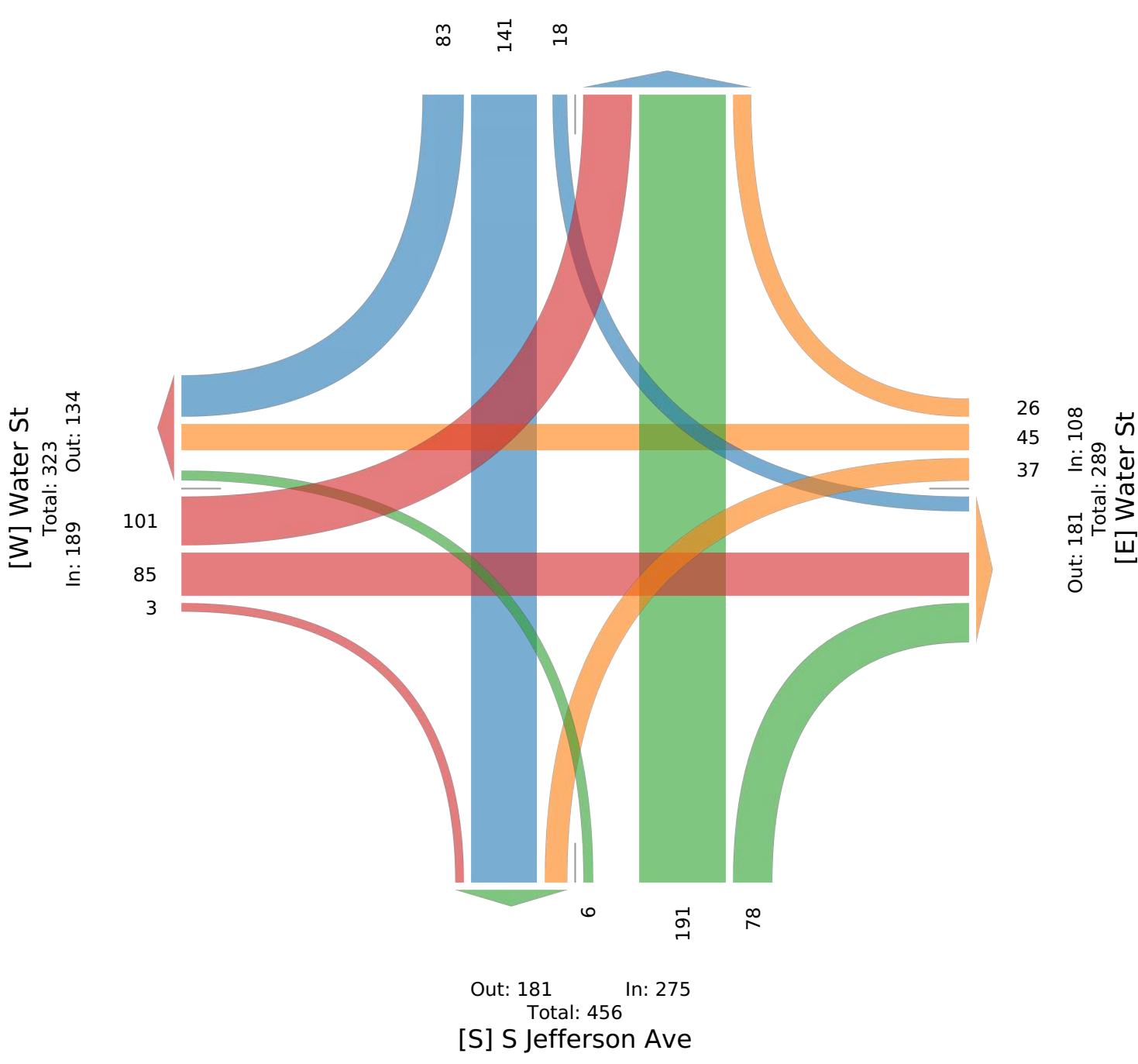
Total: 456

[S] S Jefferson Ave

6

191

78

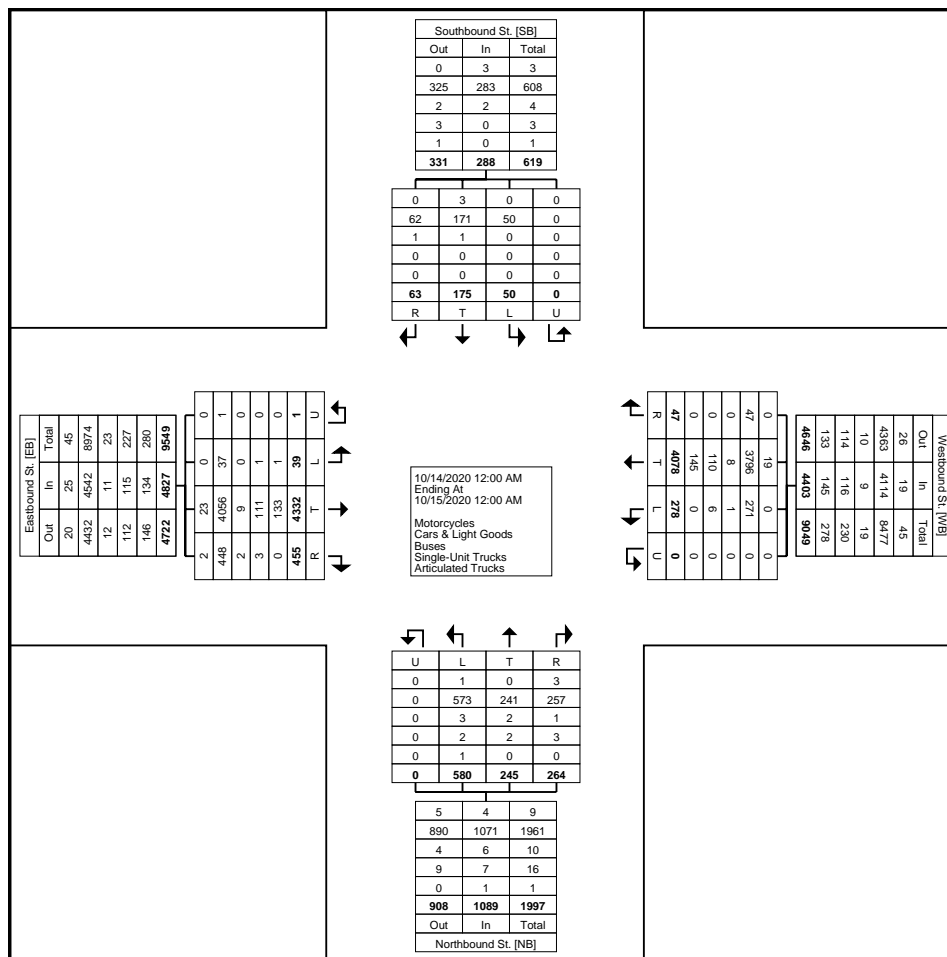


Turning Movement Data

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
12:00 AM	0	0	0	0	0	0	9	1	0	10	0	0	1	0	1	0	4	0	0	4	15
12:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
12:30 AM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	8
12:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
Hourly Total	0	0	0	0	0	0	17	2	0	19	0	0	1	0	1	0	13	0	0	13	33
1:00 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	7
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4
1:30 AM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	19	0	0	19	23
1:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10
Hourly Total	0	0	0	0	0	0	12	1	0	13	0	0	1	0	1	1	29	0	0	30	44
2:00 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	4	0	0	4	12
2:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	12
2:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	4	0	0	4	10
2:45 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	11	0	0	11	16
Hourly Total	0	0	0	0	0	0	18	2	0	20	1	0	3	0	4	0	26	0	0	26	50
3:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
3:15 AM	1	0	0	0	1	0	2	1	0	3	0	0	1	0	1	0	2	0	0	2	7
3:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7
3:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Hourly Total	1	0	0	0	1	0	10	1	0	11	0	0	1	0	1	0	20	0	0	20	33
4:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
4:15 AM	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	1	10	0	0	11	25
4:30 AM	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	0	12	0	0	12	35
4:45 AM	0	0	0	0	0	0	41	0	0	41	2	1	1	0	4	2	21	0	0	23	68
Hourly Total	0	0	0	0	0	0	80	0	0	80	2	1	3	0	6	3	48	0	0	51	137
5:00 AM	0	0	0	0	0	0	19	1	0	20	0	0	1	0	1	2	22	0	0	24	45
5:15 AM	0	1	0	0	1	0	19	1	0	20	0	1	2	0	3	1	26	0	0	27	51
5:30 AM	0	1	0	0	1	0	34	1	0	35	0	0	5	0	5	2	33	0	0	35	76
5:45 AM	0	2	0	0	2	1	26	2	0	29	2	1	2	0	5	4	29	0	0	33	69
Hourly Total	0	4	0	0	4	1	98	5	0	104	2	2	10	0	14	9	110	0	0	119	241
6:00 AM	0	2	1	0	3	0	21	5	0	26	1	2	4	0	7	4	57	0	0	61	97
6:15 AM	0	1	0	0	1	0	40	4	0	44	3	1	4	0	8	1	43	0	0	44	97
6:30 AM	0	1	1	0	2	0	32	1	0	33	0	2	4	0	6	4	48	1	0	53	94
6:45 AM	1	2	0	0	3	0	46	4	0	50	2	1	3	0	6	1	57	0	0	58	117
Hourly Total	1	6	2	0	9	0	139	14	0	153	6	6	15	0	27	10	205	1	0	216	405
7:00 AM	0	1	0	0	1	0	48	5	0	53	4	2	4	0	10	2	60	0	0	62	126
7:15 AM	0	1	0	0	1	0	33	1	0	34	4	4	2	0	10	7	51	0	0	58	103
7:30 AM	1	2	0	0	3	0	42	7	0	49	4	3	6	0	13	5	63	1	0	69	134
7:45 AM	2	2	0	0	4	1	41	3	0	45	3	2	8	0	13	14	73	1	0	88	150

Hourly Total	3	6	0	0	9	1	164	16	0	181	15	11	20	0	46	28	247	2	0	277	513
8:00 AM	0	2	1	0	3	0	36	2	0	38	2	2	7	0	11	7	58	0	0	65	117
8:15 AM	1	2	0	0	3	0	34	3	0	37	3	4	10	0	17	4	47	1	0	52	109
8:30 AM	1	2	0	0	3	0	50	5	0	55	4	3	7	0	14	7	58	0	0	65	137
8:45 AM	1	0	2	0	3	0	35	1	0	36	3	0	5	0	8	7	77	0	0	84	131
Hourly Total	3	6	3	0	12	0	155	11	0	166	12	9	29	0	50	25	240	1	0	266	494
9:00 AM	0	4	0	0	4	0	57	3	0	60	5	7	7	0	19	8	61	0	0	69	152
9:15 AM	1	0	0	0	1	0	49	0	0	49	3	3	3	0	9	8	58	0	0	66	125
9:30 AM	0	3	2	0	5	2	39	4	0	45	4	5	4	0	13	8	72	0	0	80	143
9:45 AM	0	4	2	0	6	0	55	5	0	60	1	2	5	0	8	6	60	1	0	67	141
Hourly Total	1	11	4	0	16	2	200	12	0	214	13	17	19	0	49	30	251	1	0	282	561
10:00 AM	1	1	1	0	3	2	47	4	0	53	6	2	10	0	18	6	69	0	0	75	149
10:15 AM	1	2	2	0	5	2	42	5	0	49	5	1	4	0	10	7	62	0	0	69	133
10:30 AM	3	5	1	0	9	0	53	5	0	58	3	4	7	0	14	9	55	1	0	65	146
10:45 AM	1	3	0	0	4	2	68	2	0	72	7	7	12	0	26	9	54	1	0	64	166
Hourly Total	6	11	4	0	21	6	210	16	0	232	21	14	33	0	68	31	240	2	0	273	594
11:00 AM	2	7	2	0	11	0	44	2	0	46	2	3	13	0	18	8	71	0	0	79	154
11:15 AM	3	3	1	0	7	3	68	3	0	74	9	3	11	0	23	9	70	1	1	81	185
11:30 AM	0	5	0	0	5	1	72	8	0	81	4	4	10	0	18	12	84	0	0	96	200
11:45 AM	1	4	0	0	5	1	81	5	0	87	4	2	7	0	13	10	67	1	0	78	183
Hourly Total	6	19	3	0	28	5	265	18	0	288	19	12	41	0	72	39	292	2	1	334	722
12:00 PM	2	4	0	0	6	1	56	6	0	63	4	6	16	0	26	7	89	1	0	97	192
12:15 PM	2	4	0	0	6	0	69	3	0	72	2	3	20	0	25	10	63	1	0	74	177
12:30 PM	0	3	1	0	4	1	73	8	0	82	2	5	14	0	21	6	65	0	0	71	178
12:45 PM	0	3	2	0	5	0	72	1	0	73	4	3	13	0	20	12	67	0	0	79	177
Hourly Total	4	14	3	0	21	2	270	18	0	290	12	17	63	0	92	35	284	2	0	321	724
1:00 PM	1	2	0	0	3	0	68	2	0	70	4	5	5	0	14	2	64	1	0	67	154
1:15 PM	0	1	1	0	2	2	63	1	0	66	6	6	14	0	26	9	68	3	0	80	174
1:30 PM	2	1	2	0	5	1	67	1	0	69	3	1	14	0	18	7	81	0	0	88	180
1:45 PM	1	6	1	0	8	0	76	2	0	78	3	1	8	0	12	7	83	0	0	90	188
Hourly Total	4	10	4	0	18	3	274	6	0	283	16	13	41	0	70	25	296	4	0	325	696
2:00 PM	2	3	1	0	6	0	66	4	0	70	8	5	12	0	25	9	56	2	0	67	168
2:15 PM	1	5	2	0	8	2	60	5	0	67	4	5	9	0	18	14	67	0	0	81	174
2:30 PM	1	6	3	0	10	0	64	5	0	69	2	13	13	0	28	4	55	1	0	60	167
2:45 PM	1	3	3	0	7	0	73	4	0	77	9	7	15	0	31	9	71	1	0	81	196
Hourly Total	5	17	9	0	31	2	263	18	0	283	23	30	49	0	102	36	249	4	0	289	705
3:00 PM	1	2	0	0	3	2	80	3	0	85	14	7	18	0	39	14	87	0	0	101	228
3:15 PM	0	8	0	0	8	2	74	6	0	82	14	6	23	0	43	14	64	0	0	78	211
3:30 PM	2	2	1	0	5	1	74	7	0	82	11	13	21	0	45	8	105	1	0	114	246
3:45 PM	2	4	0	0	6	1	83	7	0	91	2	6	12	0	20	14	107	2	0	123	240
Hourly Total	5	16	1	0	22	6	311	23	0	340	41	32	74	0	147	50	363	3	0	416	925
4:00 PM	2	4	1	0	7	1	86	5	0	92	6	8	16	0	30	8	91	2	0	101	230
4:15 PM	4	2	0	0	6	0	79	8	0	87	6	5	14	0	25	8	73	2	0	83	201
4:30 PM	0	4	1	0	5	0	88	7	0	95	4	9	11	0	24	11	92	1	0	104	228
4:45 PM	3	4	1	0	8	2	92	2	0	96	2	7	13	0	22	7	82	2	0	91	217
Hourly Total	9	14	3	0	26	3	345	22	0	370	18	29	54	0	101	34	338	7	0	379	876
5:00 PM	0	6	0	0	6	0	75	7	0	82	7	8	15	0	30	5	84	0	0	89	207
5:15 PM	2	3	1	0	6	0	94	8	0	102	7	3	12	0	22	3	88	2	0	93	223
5:30 PM	2	5	1	0	8	2	89	6	0	97	6	3	16	0	25	8	67	1	0	76	206
5:45 PM	2	1	1	0	4	0	96	3	0	99	1	2	15	0	18	7	82	0	0	89	210
Hourly Total	6	15	3	0	24	2	354	24	0	380	21	16	58	0	95	23	321	3	0	347	846
6:00 PM	0	2	2	0	4	1	79	9	0	89	2	4	5	0	11	8	87	3	0	98	202

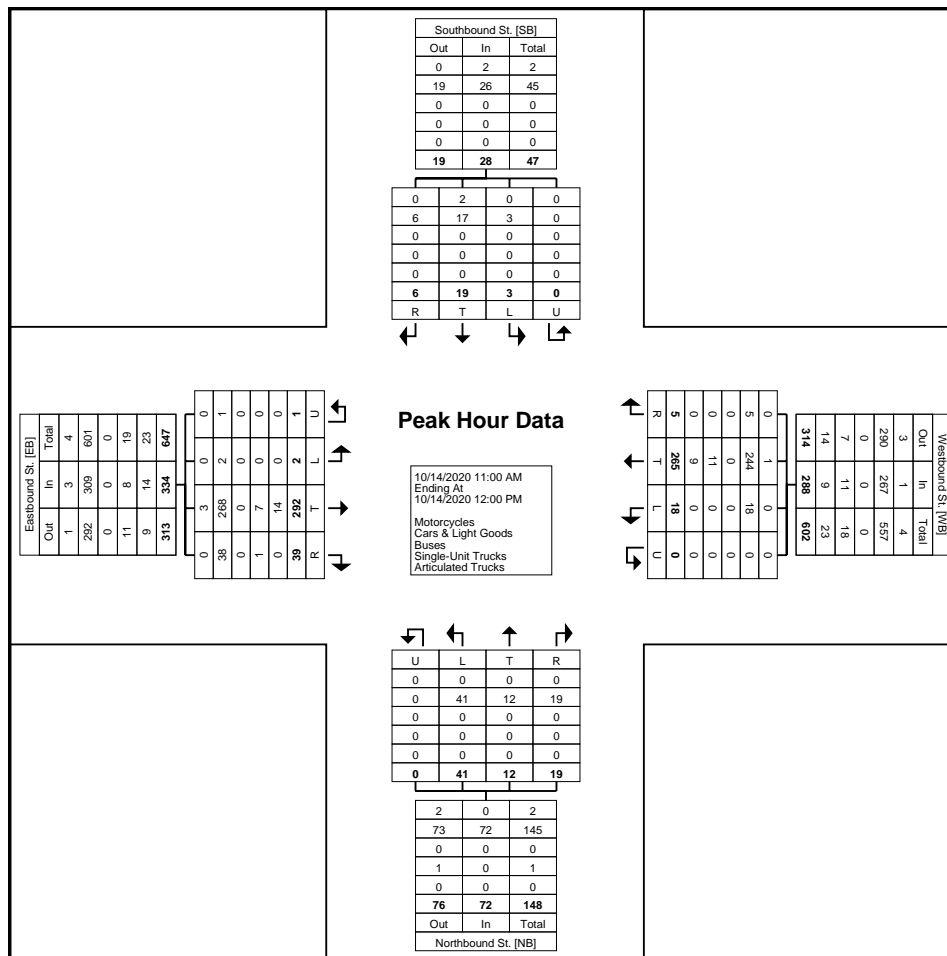
6:15 PM	1	2	0	0	3	1	76	6	0	83	2	2	5	0	9	7	75	0	0	82	177
6:30 PM	2	3	0	0	5	0	76	5	0	81	5	3	9	0	17	7	60	1	0	68	171
6:45 PM	0	1	0	0	1	2	69	3	0	74	3	2	6	0	11	8	51	1	0	60	146
Hourly Total	3	8	2	0	13	4	300	23	0	327	12	11	25	0	48	30	273	5	0	308	696
7:00 PM	0	2	0	0	2	1	49	3	0	53	4	1	6	0	11	7	50	0	0	57	123
7:15 PM	1	2	2	0	5	1	70	3	0	74	5	3	4	0	12	2	49	0	0	51	142
7:30 PM	1	2	0	0	3	3	52	4	0	59	0	3	8	0	11	4	46	0	0	50	123
7:45 PM	0	1	0	0	1	0	55	7	0	62	1	2	4	0	7	3	44	0	0	47	117
Hourly Total	2	7	2	0	11	5	226	17	0	248	10	9	22	0	41	16	189	0	0	205	505
8:00 PM	1	3	0	0	4	0	44	2	0	46	1	1	5	0	7	7	43	1	0	51	108
8:15 PM	0	1	3	0	4	2	52	2	0	56	2	3	2	0	7	1	26	1	0	28	95
8:30 PM	0	1	1	0	2	1	44	4	0	49	2	0	3	0	5	2	36	0	0	38	94
8:45 PM	1	0	0	0	1	1	32	2	0	35	1	3	2	0	6	4	31	0	0	35	77
Hourly Total	2	5	4	0	11	4	172	10	0	186	6	7	12	0	25	14	136	2	0	152	374
9:00 PM	0	1	1	0	2	0	28	5	0	33	0	0	3	0	3	7	25	0	0	32	70
9:15 PM	0	0	0	0	0	0	24	0	0	24	1	1	2	0	4	0	17	0	0	17	45
9:30 PM	0	1	0	0	1	0	20	3	0	23	2	1	0	0	3	1	26	0	0	27	54
9:45 PM	0	0	1	0	1	0	22	1	0	23	2	2	0	0	4	1	17	0	0	18	46
Hourly Total	0	2	2	0	4	0	94	9	0	103	5	4	5	0	14	9	85	0	0	94	215
10:00 PM	0	0	0	0	0	0	25	1	0	26	3	0	0	0	3	2	11	0	0	13	42
10:15 PM	1	0	0	0	1	1	16	4	0	21	1	2	0	0	3	0	11	0	0	11	36
10:30 PM	1	0	0	0	1	0	7	1	0	8	2	0	0	0	2	0	6	0	0	6	17
10:45 PM	0	1	0	0	1	0	12	0	0	12	0	2	0	0	2	0	12	0	0	12	27
Hourly Total	2	1	0	0	3	1	60	6	0	67	6	4	0	0	10	2	40	0	0	42	122
11:00 PM	0	1	0	0	1	0	13	0	0	13	0	1	0	0	1	3	12	0	0	15	30
11:15 PM	0	0	1	0	1	0	16	1	0	17	0	0	1	0	1	1	4	0	0	5	24
11:30 PM	0	1	0	0	1	0	9	0	0	9	2	0	0	0	2	1	13	0	0	14	26
11:45 PM	0	1	0	0	1	0	3	3	0	6	1	0	0	0	1	0	8	0	0	8	16
Hourly Total	0	3	1	0	4	0	41	4	0	45	3	1	1	0	5	5	37	0	0	42	96
Grand Total	63	175	50	0	288	47	4078	278	0	4403	264	245	580	0	1089	455	4332	39	1	4827	10607
Approach %	21.9	60.8	17.4	0.0	-	1.1	92.6	6.3	0.0	-	24.2	22.5	53.3	0.0	-	9.4	89.7	0.8	0.0	-	-
Total %	0.6	1.6	0.5	0.0	2.7	0.4	38.4	2.6	0.0	41.5	2.5	2.3	5.5	0.0	10.3	4.3	40.8	0.4	0.0	45.5	-
Motorcycles	0	3	0	0	3	0	19	0	0	19	3	0	1	0	4	2	23	0	0	25	51
% Motorcycles	0.0	1.7	0.0	-	1.0	0.0	0.5	0.0	-	0.4	1.1	0.0	0.2	-	0.4	0.4	0.5	0.0	0.0	0.5	0.5
Cars & Light Goods	62	171	50	0	283	47	3796	271	0	4114	257	241	573	0	1071	448	4056	37	1	4542	10010
% Cars & Light Goods	98.4	97.7	100.0	-	98.3	100.0	93.1	97.5	-	93.4	97.3	98.4	98.8	-	98.3	98.5	93.6	94.9	100.0	94.1	94.4
Buses	1	1	0	0	2	0	8	1	0	9	1	2	3	0	6	2	9	0	0	11	28
% Buses	1.6	0.6	0.0	-	0.7	0.0	0.2	0.4	-	0.2	0.4	0.8	0.5	-	0.6	0.4	0.2	0.0	0.0	0.2	0.3
Single-Unit Trucks	0	0	0	0	0	0	110	6	0	116	3	2	2	0	7	3	111	1	0	115	238
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	2.7	2.2	-	2.6	1.1	0.8	0.3	-	0.6	0.7	2.6	2.6	0.0	2.4	2.2
Articulated Trucks	0	0	0	0	0	0	145	0	0	145	0	0	1	0	1	0	133	1	0	134	280
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	3.6	0.0	-	3.3	0.0	0.0	0.2	-	0.1	0.0	3.1	2.6	0.0	2.8	2.6



Turning Movement Data Plot

Turning Movement Peak Hour Data (11:00 AM)

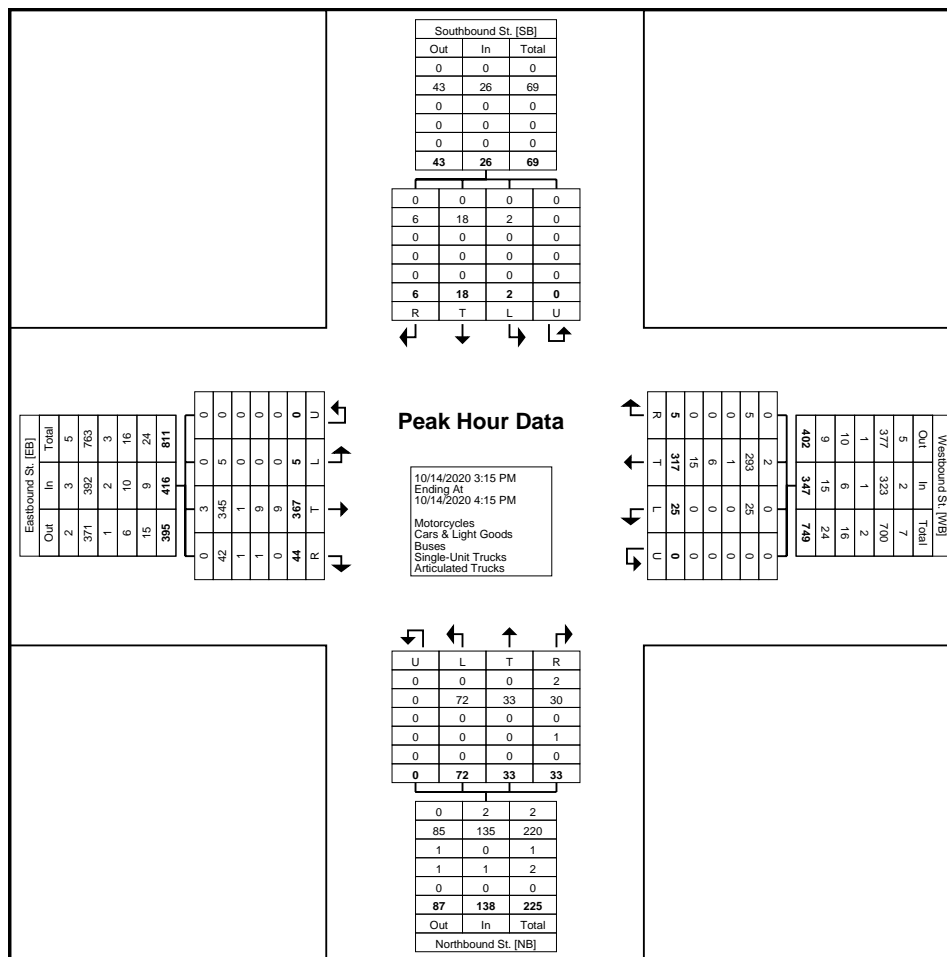
Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
11:00 AM	2	7	2	0	11	0	44	2	0	46	2	3	13	0	18	8	71	0	0	79	154
11:15 AM	3	3	1	0	7	3	68	3	0	74	9	3	11	0	23	9	70	1	1	81	185
11:30 AM	0	5	0	0	5	1	72	8	0	81	4	4	10	0	18	12	84	0	0	96	200
11:45 AM	1	4	0	0	5	1	81	5	0	87	4	2	7	0	13	10	67	1	0	78	183
Total	6	19	3	0	28	5	265	18	0	288	19	12	41	0	72	39	292	2	1	334	722
Approach %	21.4	67.9	10.7	0.0	-	1.7	92.0	6.3	0.0	-	26.4	16.7	56.9	0.0	-	11.7	87.4	0.6	0.3	-	-
Total %	0.8	2.6	0.4	0.0	3.9	0.7	36.7	2.5	0.0	39.9	2.6	1.7	5.7	0.0	10.0	5.4	40.4	0.3	0.1	46.3	-
PHF	0.500	0.679	0.375	0.000	0.636	0.417	0.818	0.563	0.000	0.828	0.528	0.750	0.788	0.000	0.783	0.813	0.869	0.500	0.250	0.870	0.903
Motorcycles	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	6
% Motorcycles	0.0	10.5	0.0	-	7.1	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	1.0	0.0	0.0	0.9	0.8
Cars & Light Goods	6	17	3	0	26	5	244	18	0	267	19	12	41	0	72	38	268	2	1	309	674
% Cars & Light Goods	100.0	89.5	100.0	-	92.9	100.0	92.1	100.0	-	92.7	100.0	100.0	100.0	-	100.0	97.4	91.8	100.0	100.0	92.5	93.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	1	7	0	0	8	19
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	4.2	0.0	-	3.8	0.0	0.0	0.0	-	0.0	2.6	2.4	0.0	0.0	2.4	2.6
Articulated Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	14	0	0	14	23
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	3.4	0.0	-	3.1	0.0	0.0	0.0	-	0.0	0.0	4.8	0.0	0.0	4.2	3.2



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

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Southbound St. Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
3:15 PM	0	8	0	0	8	2	74	6	0	82	14	6	23	0	43	14	64	0	0	78	211
3:30 PM	2	2	1	0	5	1	74	7	0	82	11	13	21	0	45	8	105	1	0	114	246
3:45 PM	2	4	0	0	6	1	83	7	0	91	2	6	12	0	20	14	107	2	0	123	240
4:00 PM	2	4	1	0	7	1	86	5	0	92	6	8	16	0	30	8	91	2	0	101	230
Total	6	18	2	0	26	5	317	25	0	347	33	33	72	0	138	44	367	5	0	416	927
Approach %	23.1	69.2	7.7	0.0	-	1.4	91.4	7.2	0.0	-	23.9	23.9	52.2	0.0	-	10.6	88.2	1.2	0.0	-	-
Total %	0.6	1.9	0.2	0.0	2.8	0.5	34.2	2.7	0.0	37.4	3.6	3.6	7.8	0.0	14.9	4.7	39.6	0.5	0.0	44.9	-
PHF	0.750	0.563	0.500	0.000	0.813	0.625	0.922	0.893	0.000	0.943	0.589	0.635	0.783	0.000	0.767	0.786	0.857	0.625	0.000	0.846	0.942
Motorcycles	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	3	0	0	3	7
% Motorcycles	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.6	6.1	0.0	0.0	-	1.4	0.0	0.8	0.0	-	0.7	0.8
Cars & Light Goods	6	18	2	0	26	5	293	25	0	323	30	33	72	0	135	42	345	5	0	392	876
% Cars & Light Goods	100.0	100.0	100.0	-	100.0	100.0	92.4	100.0	-	93.1	90.9	100.0	100.0	-	97.8	95.5	94.0	100.0	-	94.2	94.5
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	3
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.3	0.0	0.0	0.0	-	0.0	2.3	0.3	0.0	-	0.5	0.3
Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	9	0	0	10	17
% Single-Unit Trucks	0.0	0.0	0.0	-	0.0	0.0	1.9	0.0	-	1.7	3.0	0.0	0.0	-	0.7	2.3	2.5	0.0	-	2.4	1.8
Articulated Trucks	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	9	0	0	9	24
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	4.7	0.0	-	4.3	0.0	0.0	0.0	-	0.0	0.0	2.5	0.0	-	2.2	2.6



Turning Movement Peak Hour Data Plot (3:15 PM)

Clark County-Springfield Transportation Coordinating Committee
3130 E. Main Street

Springfield, Ohio, United States 45503
(937) 521-2131 sschmid@clarkcountyohio.gov

Count Name: High St. and US36
Site Code:
Start Date: 10/14/2020
Page No: 9



Turning Movement Counts Summary Table

Location: Miami Street (US-36) @ Oakland Street (SR-29)

Date of Counts: 10/12/2021

Performed By: TKG & Miovision

AM	EB Miami Street				WB Miami Street				NB				SB Oakland Street			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
6:00 to 6:15 am	3	25				24	8	0				0	14		6	0
6:15 to 6:30 am	3	18				20	5	0				0	11		11	0
6:30 to 6:45 am	6	35				34	8	0				0	9		6	0
6:45 to 7:00 am	6	41				30	10	0				0	21		7	0
7:00 to 7:15 am	5	44				32	10	0				0	17		9	0
7:15 to 7:30 am	2	45				37	9	0				0	20		1	0
7:30 to 7:45 am	8	44				46	9	0				0	22		4	0
7:45 to 8:00 am	6	57				26	11	0				0	24		10	0
8:00 to 8:15 am	2	37				29	12	0				0	16		8	0
8:15 to 8:30 pm	2	32				36	18	0				0	20		7	0
8:30 to 8:45 pm	8	42				32	10	0				0	17		4	0
8:45 to 9:00 pm	8	45				41	16	1				0	19		3	0
9:00 to 9:15 pm	9	51				33	20	0				0	27		4	0
9:15 to 9:30 am	2	35				25	13	0				0	14		5	0
9:30 to 9:45 am	7	41				39	20	0				0	22		3	0
9:45 to 10:00 am	3	43				38	25	0				0	11		3	0
6-7 AM Peak Hr	18	119	0	0	0	108	31	0	0	0	0	0	55	0	30	0
Peak Hr Factor	0.75	0.73				0.79	0.78						0.65		0.68	
7:30-8:30 AM PK	18	170	0	0	0	137	50	0	0	0	0	0	82	0	29	0
Peak Hr Factor	0.56	0.75				0.74	0.69						0.85		0.73	

PM	EB Miami Street				WB Miami Street				NB				SB Oakland Street			
	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED	LEFT	THRU	RIGHT	PED
2:00 to 2:15 pm	6	40				51	27	0				0	18		7	0
2:15 to 2:30 pm	7	40				48	23	2				0	13		10	0
2:30 to 2:45 pm	4	41				47	29	0				0	32		8	0
2:45 to 3:00 pm	8	55				61	41	0				0	23		9	0
3:00 to 3:15 pm	13	61				70	43	0				0	27		15	0
3:15 to 3:30 pm	5	39				61	33	0				0	22		14	0
3:30 to 3:45 pm	14	80				65	41	0				0	23		6	0
3:45 to 4:00 pm	15	62				62	34	0				0	35		7	0
4:00 to 4:15 pm	11	81				64	33	0				0	24		6	0
4:15 to 4:30 pm	8	49				74	39	0				1	23		9	0
4:30 to 4:45 pm	10	56				67	39	0				0	15		8	0
4:45 to 5:00 pm	6	58				62	36	1				0	27		10	0
5:00 to 5:15 pm	8	62				67	30	0				0	25		8	0
5:15 to 5:30 pm	5	54				67	26	0				0	31		2	0
5:30 to 5:45 pm	9	59				66	38	0				0	15		6	0
5:45 to 6:00 pm	10	51				44	25	2				0	11		6	0
6:00 to 6:15 pm	7	35				56	35	0				2	15		7	0
6:15 to 6:30 pm	0	44				53	27	0				0	20		5	0
6:30 to 6:45 pm	5	28				35	33	0				0	12		4	0
6:45 to 7:00 pm	5	36				41	26	0				0	13		5	0
PM Peak Hr Vol.	48	272	0	0	0	265	147	0	0	0	0	1	105	0	28	0
Peak Hr Factor	0.80	0.84				0.90	0.90						0.75		0.78	

Peak Hour Times: AM 7:30 to 8:30 PM 3:30 to 4:30

PHF Calculation

AM Peak $361 / (4 \times 115) = 0.7848$ ODOT minimum of 0.80 used
 PM Peak $866 / (4 \times 229) = 0.9454$

Scioto & E Lawn - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	E Lawn Ave Southbound				Scioto St Westbound				Scioto St Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2023-09-26 5:00AM	2	3	0	5	1	19	0	20	33	0	0	33	58
5:15AM	2	5	0	7	0	29	0	29	34	0	0	34	70
5:30AM	9	2	0	11	0	39	0	39	27	0	0	27	77
5:45AM	2	2	0	4	0	38	0	38	40	1	0	41	83
Hourly Total	15	12	0	27	1	125	0	126	134	1	0	135	288
6:00AM	5	4	0	9	5	32	0	37	38	1	0	39	85
6:15AM	4	3	0	7	4	45	0	49	50	1	0	51	107
6:30AM	3	2	0	5	3	77	0	80	67	1	0	68	153
6:45AM	2	7	0	9	12	68	0	80	79	3	0	82	171
Hourly Total	14	16	0	30	24	222	0	246	234	6	0	240	516
7:00AM	6	13	0	19	12	67	0	79	73	9	0	82	180
7:15AM	9	14	0	23	20	71	0	91	95	10	0	105	219
7:30AM	7	16	0	23	13	80	0	93	98	2	0	100	216
7:45AM	9	18	0	27	14	85	0	99	88	1	0	89	215
Hourly Total	31	61	0	92	59	303	0	362	354	22	0	376	830
8:00AM	12	13	0	25	17	72	0	89	97	6	0	103	217
8:15AM	14	27	0	41	15	70	0	85	104	4	0	108	234
8:30AM	6	11	0	17	17	68	0	85	98	2	0	100	202
8:45AM	4	15	0	19	11	71	0	82	101	4	0	105	206
Hourly Total	36	66	0	102	60	281	0	341	400	16	0	416	859
9:00AM	3	18	0	21	15	69	0	84	99	3	0	102	207
9:15AM	3	9	0	12	7	47	0	54	97	3	0	100	166
9:30AM	6	15	0	21	18	73	0	91	84	0	0	84	196
9:45AM	4	23	0	27	9	75	0	84	84	3	0	87	198
Hourly Total	16	65	0	81	49	264	0	313	364	9	0	373	767
10:00AM	5	18	0	23	13	79	0	92	100	2	0	102	217
10:15AM	4	17	0	21	7	94	0	101	81	1	0	82	204
10:30AM	3	18	0	21	16	99	0	115	99	4	0	103	239
10:45AM	7	21	0	28	11	86	0	97	107	1	0	108	233
Hourly Total	19	74	0	93	47	358	0	405	387	8	0	395	893
11:00AM	7	23	0	30	22	96	0	118	123	0	0	123	271
11:15AM	4	41	0	45	18	100	0	118	113	5	0	118	281
11:30AM	5	17	0	22	20	110	0	130	116	3	0	119	271
11:45AM	10	17	0	27	24	125	0	149	118	8	0	126	302
Hourly Total	26	98	0	124	84	431	0	515	470	16	0	486	1125
12:00PM	9	25	0	34	10	110	0	120	141	7	0	148	302
12:15PM	7	18	0	25	17	111	0	128	122	8	0	130	283
12:30PM	3	17	0	20	13	104	0	117	110	2	0	112	249
12:45PM	8	23	0	31	9	124	0	133	106	2	0	108	272
Hourly Total	27	83	0	110	49	449	0	498	479	19	0	498	1106
1:00PM	8	28	0	36	16	108	0	124	104	1	0	105	265
1:15PM	2	15	0	17	23	99	0	122	111	7	0	118	257
1:30PM	4	31	0	35	33	104	0	137	118	1	0	119	291
1:45PM	7	15	0	22	16	92	0	108	127	1	0	128	258
Hourly Total	21	89	0	110	88	403	0	491	460	10	0	470	1071
2:00PM	2	33	0	35	25	93	0	118	116	3	0	119	272
2:15PM	8	18	0	26	32	89	0	121	120	4	0	124	271
2:30PM	8	27	0	35	31	105	0	136	96	5	0	101	272
2:45PM	9	36	0	45	31	106	0	137	119	6	0	125	307
Hourly Total	27	114	0	141	119	393	0	512	451	18	0	469	1122
3:00PM	10	29	0	39	30	111	0	141	125	7	0	132	312
3:15PM	10	22	0	32	25	126	0	151	121	7	0	128	311
3:30PM	11	36	0	47	32	100	0	132	113	7	0	120	299
3:45PM	7	30	0	37	41	130	0	171	114	8	0	122	330

Leg Direction	E Lawn Ave Southbound				Scioto St Westbound				Scioto St Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
Hourly Total	38	117	0	155	128	467	0	595	473	29	0	502	1252
4:00PM	9	32	0	41	41	131	0	172	156	11	0	167	380
4:15PM	5	32	0	37	59	138	0	197	136	10	0	146	380
4:30PM	5	30	0	35	40	131	0	171	125	11	0	136	342
4:45PM	9	24	0	33	48	115	0	163	114	16	0	130	326
Hourly Total	28	118	0	146	188	515	0	703	531	48	0	579	1428
5:00PM	10	22	0	32	43	145	0	188	128	14	0	142	362
5:15PM	5	28	0	33	38	119	0	157	131	10	0	141	331
5:30PM	11	32	0	43	39	116	0	155	121	22	0	143	341
5:45PM	9	13	0	22	37	111	0	148	102	28	0	130	300
Hourly Total	35	95	0	130	157	491	0	648	482	74	0	556	1334
6:00PM	7	29	0	36	37	113	0	150	90	12	0	102	288
6:15PM	12	27	0	39	37	88	0	125	93	13	0	106	270
6:30PM	10	24	0	34	29	107	0	136	86	9	0	95	265
6:45PM	9	31	0	40	31	106	0	137	79	4	0	83	260
Hourly Total	38	111	0	149	134	414	0	548	348	38	0	386	1083
7:00PM	10	35	0	45	23	89	0	112	93	11	0	104	261
7:15PM	18	38	0	56	25	89	0	114	75	3	0	78	248
7:30PM	11	32	0	43	23	75	0	98	60	7	0	67	208
7:45PM	13	26	0	39	20	68	0	88	57	10	0	67	194
Hourly Total	52	131	0	183	91	321	0	412	285	31	0	316	911
Total	423	1250	0	1673	1278	5437	0	6715	5852	345	0	6197	14585
% Approach	25.3%	74.7%	0%	-	19.0%	81.0%	0%	-	94.4%	5.6%	0%	-	-
% Total	2.9%	8.6%	0%	11.5%	8.8%	37.3%	0%	46.0%	40.1%	2.4%	0%	42.5%	-
Lights	403	1218	0	1621	1260	5204	0	6464	5701	337	0	6038	14123
% Lights	95.3%	97.4%	0%	96.9%	98.6%	95.7%	0%	96.3%	97.4%	97.7%	0%	97.4%	96.8%
Articulated Trucks	4	0	0	4	4	113	0	117	33	0	0	33	154
% Articulated Trucks	0.9%	0%	0%	0.2%	0.3%	2.1%	0%	1.7%	0.6%	0%	0%	0.5%	1.1%
Buses and Single-Unit Trucks	16	32	0	48	14	120	0	134	118	8	0	126	308
% Buses and Single-Unit Trucks	3.8%	2.6%	0%	2.9%	1.1%	2.2%	0%	2.0%	2.0%	2.3%	0%	2.0%	2.1%

*L: Left, R: Right, T: Thru, U: U-Turn

Scioto & E Lawn - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



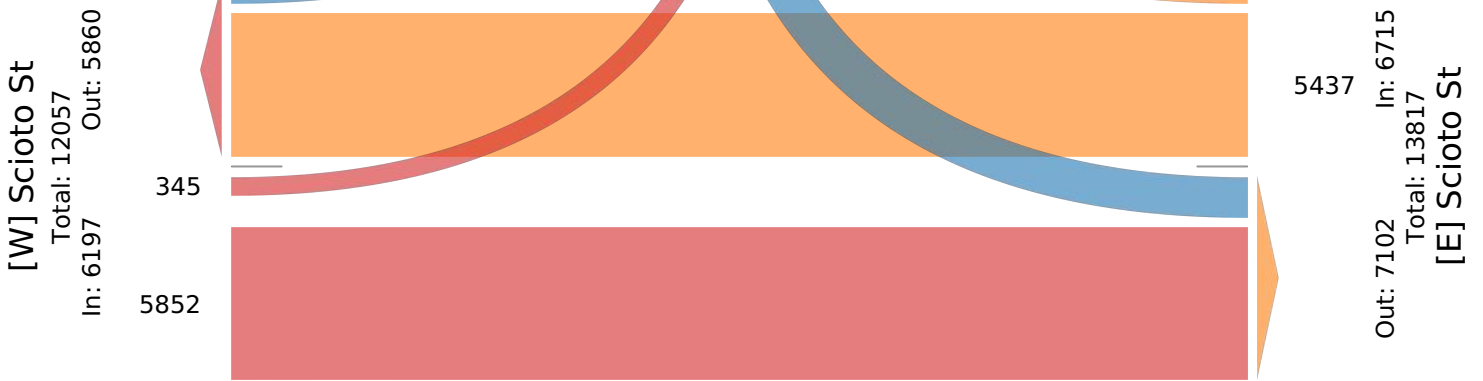
Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] E Lawn Ave

Total: 3296

In: 1673 Out: 1623

423
1250



Scioto & E Lawn - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	E Lawn Ave Southbound				Scioto St Westbound				Scioto St Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
2023-09-26 10:00AM	5	18	0	23	13	79	0	92	100	2	0	102	217
10:15AM	4	17	0	21	7	94	0	101	81	1	0	82	204
10:30AM	3	18	0	21	16	99	0	115	99	4	0	103	239
10:45AM	7	21	0	28	11	86	0	97	107	1	0	108	233
Total	19	74	0	93	47	358	0	405	387	8	0	395	893
% Approach	20.4%	79.6%	0%	-	11.6%	88.4%	0%	-	98.0%	2.0%	0%	-	-
% Total	2.1%	8.3%	0%	10.4%	5.3%	40.1%	0%	45.4%	43.3%	0.9%	0%	44.2%	-
PHF	0.679	0.881	-	0.830	0.734	0.904	-	0.880	0.904	0.500	-	0.914	0.934
Lights	17	73	0	90	47	335	0	382	371	8	0	379	851
% Lights	89.5%	98.6%	0%	96.8%	100%	93.6%	0%	94.3%	95.9%	100%	0%	95.9%	95.3%
Articulated Trucks	0	0	0	0	0	8	0	8	0	0	0	0	8
% Articulated Trucks	0%	0%	0%	0%	0%	2.2%	0%	2.0%	0%	0%	0%	0%	0.9%
Buses and Single-Unit Trucks	2	1	0	3	0	15	0	15	16	0	0	16	34
% Buses and Single-Unit Trucks	10.5%	1.4%	0%	3.2%	0%	4.2%	0%	3.7%	4.1%	0%	0%	4.1%	3.8%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & E Lawn - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] E Lawn Ave

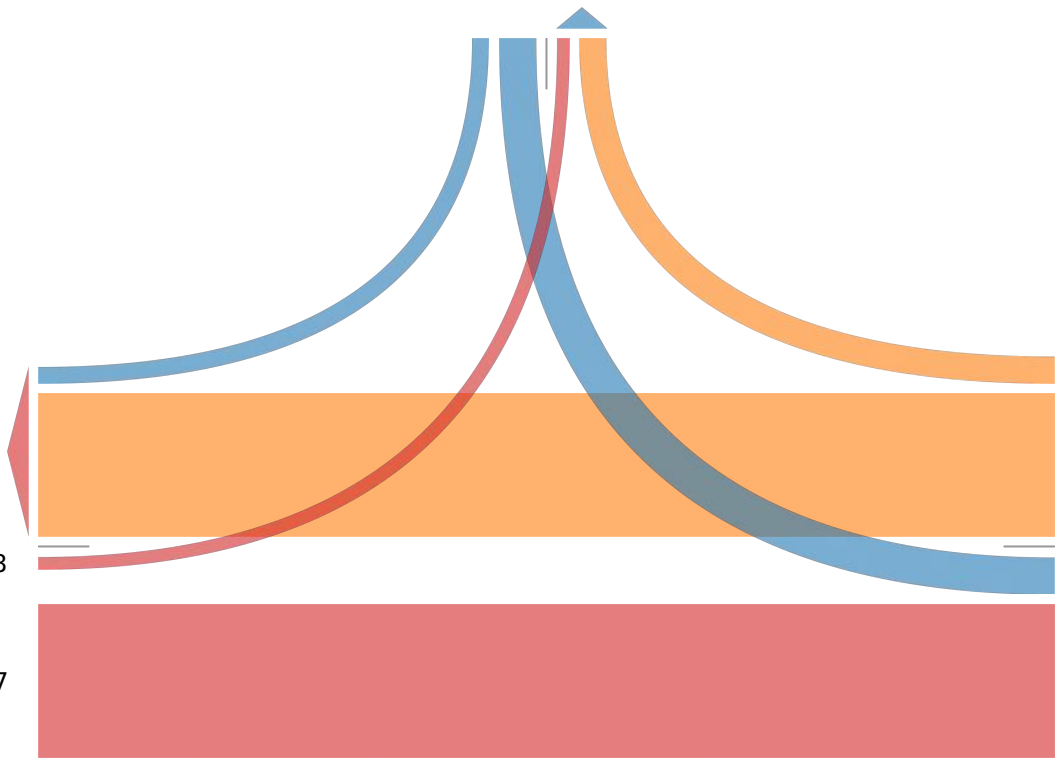
Total: 148

In: 93 Out: 55

19
74

[W] Scioto St
Total: 772
In: 395 Out: 377

8
387



47
358

Out: 461 In: 405
Total: 866
[E] Scioto St

Scioto & E Lawn - TMC

Tue Sep 26, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	E Lawn Ave Southbound				Scioto St Westbound				Scioto St Eastbound				
Time	R	L	U	App	R	T	U	App	T	L	U	App	Int
2023-09-26 11:30AM	5	17	0	22	20	110	0	130	116	3	0	119	271
11:45AM	10	17	0	27	24	125	0	149	118	8	0	126	302
12:00PM	9	25	0	34	10	110	0	120	141	7	0	148	302
12:15PM	7	18	0	25	17	111	0	128	122	8	0	130	283
Total	31	77	0	108	71	456	0	527	497	26	0	523	1158
% Approach	28.7%	71.3%	0%	-	13.5%	86.5%	0%	-	95.0%	5.0%	0%	-	-
% Total	2.7%	6.6%	0%	9.3%	6.1%	39.4%	0%	45.5%	42.9%	2.2%	0%	45.2%	-
PHF	0.775	0.770	-	0.794	0.740	0.912	-	0.884	0.881	0.813	-	0.883	0.959
Lights	29	73	0	102	70	437	0	507	484	26	0	510	1119
% Lights	93.5%	94.8%	0%	94.4%	98.6%	95.8%	0%	96.2%	97.4%	100%	0%	97.5%	96.6%
Articulated Trucks	0	0	0	0	0	13	0	13	0	0	0	0	13
% Articulated Trucks	0%	0%	0%	0%	0%	2.9%	0%	2.5%	0%	0%	0%	0%	1.1%
Buses and Single-Unit Trucks	2	4	0	6	1	6	0	7	13	0	0	13	26
% Buses and Single-Unit Trucks	6.5%	5.2%	0%	5.6%	1.4%	1.3%	0%	1.3%	2.6%	0%	0%	2.5%	2.2%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & E Lawn - TMC

Tue Sep 26, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



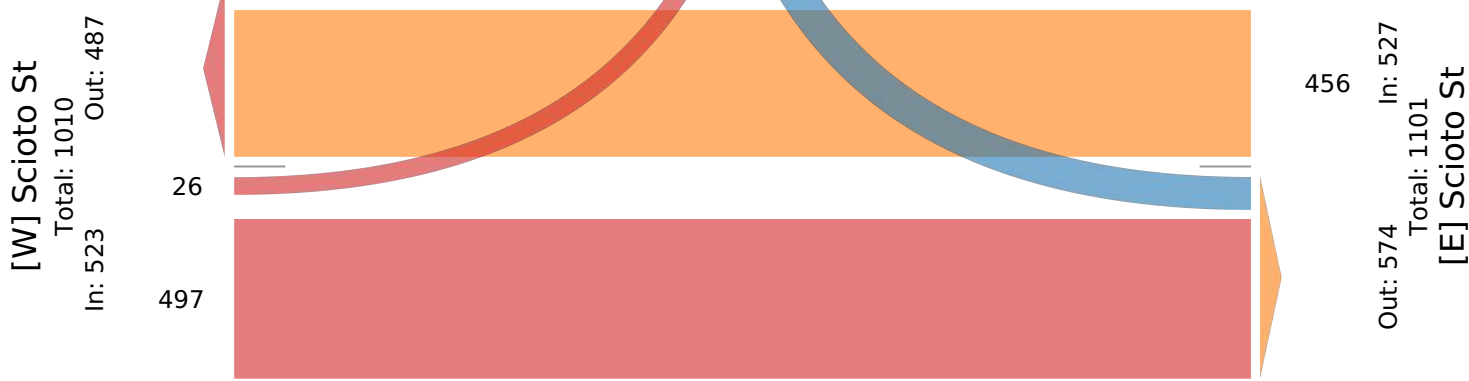
Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] E Lawn Ave

Total: 205

In: 108 Out: 97

31 77



Scioto & E Lawn - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	E Lawn Ave Southbound				Scioto St Westbound				Scioto St Eastbound				Int
	R	L	U	App	R	T	U	App	T	L	U	App	
2023-09-26 3:45PM	7	30	0	37	41	130	0	171	114	8	0	122	330
4:00PM	9	32	0	41	41	131	0	172	156	11	0	167	380
4:15PM	5	32	0	37	59	138	0	197	136	10	0	146	380
4:30PM	5	30	0	35	40	131	0	171	125	11	0	136	342
Total	26	124	0	150	181	530	0	711	531	40	0	571	1432
% Approach	17.3%	82.7%	0%	-	25.5%	74.5%	0%	-	93.0%	7.0%	0%	-	-
% Total	1.8%	8.7%	0%	10.5%	12.6%	37.0%	0%	49.7%	37.1%	2.8%	0%	39.9%	-
PHF	0.722	0.969	-	0.915	0.767	0.960	-	0.902	0.851	0.909	-	0.855	0.942
Lights	24	122	0	146	177	513	0	690	520	36	0	556	1392
% Lights	92.3%	98.4%	0%	97.3%	97.8%	96.8%	0%	97.0%	97.9%	90.0%	0%	97.4%	97.2%
Articulated Trucks	2	0	0	2	1	6	0	7	1	0	0	1	10
% Articulated Trucks	7.7%	0%	0%	1.3%	0.6%	1.1%	0%	1.0%	0.2%	0%	0%	0.2%	0.7%
Buses and Single-Unit Trucks	0	2	0	2	3	11	0	14	10	4	0	14	30
% Buses and Single-Unit Trucks	0%	1.6%	0%	1.3%	1.7%	2.1%	0%	2.0%	1.9%	10.0%	0%	2.5%	2.1%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & E Lawn - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113463, Location: 40.107388, -83.741027



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] E Lawn Ave

Total: 371

In: 150 Out: 221

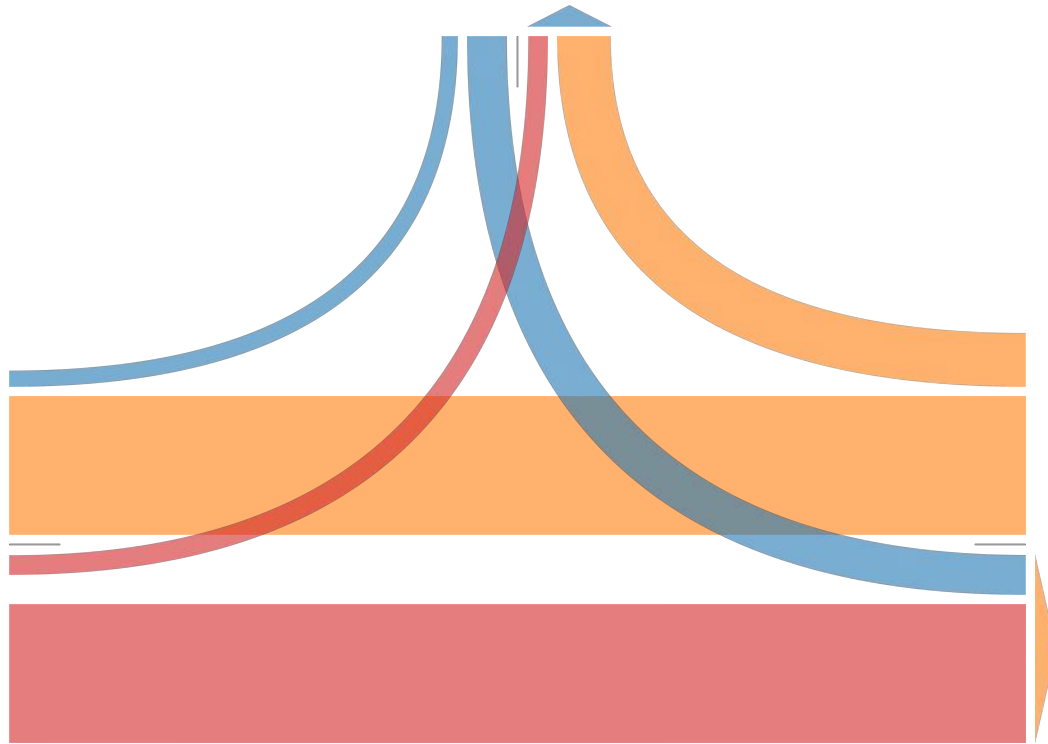
26
124

[W] Scioto St
Total: 1127
In: 571 Out: 556

40
531

181
530

Out: 655 In: 711
Total: 1366
[E] Scioto St



Scioto St & Finch St - TMC

Fri Dec 1, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Scioto St Westbound				Finch St Northbound				Scioto St Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2023-12-01 5:00AM	22	2	0	24	6	1	0	7	2	35	0	37	68
5:15AM	24	1	0	25	2	0	0	2	4	41	0	45	72
5:30AM	39	4	0	43	7	2	0	9	5	33	0	38	90
5:45AM	38	2	0	40	7	2	0	9	3	55	0	58	107
Hourly Total	123	9	0	132	22	5	0	27	14	164	0	178	337
6:00AM	32	5	0	37	9	2	0	11	2	60	0	62	110
6:15AM	50	3	0	53	9	1	0	10	6	42	0	48	111
6:30AM	72	6	0	78	11	4	0	15	10	73	0	83	176
6:45AM	78	8	0	86	12	3	0	15	9	88	0	97	198
Hourly Total	232	22	0	254	41	10	0	51	27	263	0	290	595
7:00AM	85	5	0	90	6	2	0	8	9	107	0	116	214
7:15AM	80	9	0	89	14	2	0	16	13	109	0	122	227
7:30AM	81	7	0	88	13	10	0	23	10	86	0	96	207
7:45AM	89	12	0	101	26	8	0	34	10	126	0	136	271
Hourly Total	335	33	0	368	59	22	0	81	42	428	0	470	919
8:00AM	92	10	0	102	11	1	0	12	5	96	0	101	215
8:15AM	115	8	0	123	19	6	0	25	9	125	0	134	282
8:30AM	121	7	0	128	19	5	0	24	8	145	0	153	305
8:45AM	133	13	0	146	25	5	0	30	12	144	0	156	332
Hourly Total	461	38	0	499	74	17	0	91	34	510	0	544	1134
9:00AM	109	17	0	126	28	7	0	35	3	115	0	118	279
9:15AM	133	12	0	145	18	5	0	23	4	140	0	144	312
9:30AM	129	11	0	140	10	5	0	15	5	168	0	173	328
9:45AM	134	16	0	150	29	8	0	37	7	154	0	161	348
Hourly Total	505	56	0	561	85	25	0	110	19	577	0	596	1267
10:00AM	143	16	0	159	24	6	0	30	1	150	0	151	340
10:15AM	165	11	0	176	25	6	0	31	7	150	0	157	364
10:30AM	179	12	0	191	16	7	0	23	7	144	0	151	365
10:45AM	173	15	0	188	23	3	0	26	4	181	0	185	399
Hourly Total	660	54	0	714	88	22	0	110	19	625	0	644	1468
11:00AM	181	7	0	188	27	5	0	32	5	158	0	163	383
11:15AM	175	13	0	188	20	3	0	23	8	175	0	183	394
11:30AM	189	16	0	205	23	9	0	32	5	173	0	178	415
11:45AM	203	16	0	219	28	6	0	34	0	174	0	174	427
Hourly Total	748	52	0	800	98	23	0	121	18	680	0	698	1619
12:00PM	209	13	0	222	25	10	0	35	9	181	0	190	447
12:15PM	172	16	0	188	23	6	0	29	6	182	0	188	405
12:30PM	187	15	0	202	26	6	0	32	5	184	0	189	423
12:45PM	188	8	0	196	19	11	0	30	4	202	0	206	432
Hourly Total	756	52	0	808	93	33	0	126	24	749	0	773	1707
1:00PM	197	19	0	216	15	7	0	22	4	188	0	192	430
1:15PM	169	7	0	176	21	7	0	28	4	157	0	161	365
1:30PM	165	14	0	179	24	5	0	29	3	175	0	178	386
1:45PM	170	9	0	179	19	9	0	28	4	168	0	172	379
Hourly Total	701	49	0	750	79	28	0	107	15	688	0	703	1560
2:00PM	202	11	0	213	22	2	0	24	3	166	0	169	406
2:15PM	181	16	0	197	25	3	0	28	2	163	0	165	390
2:30PM	209	8	0	217	23	5	0	28	5	158	0	163	408
2:45PM	175	13	0	188	24	7	0	31	8	195	0	203	422
Hourly Total	767	48	0	815	94	17	0	111	18	682	0	700	1626
3:00PM	198	13	0	211	26	6	0	32	4	239	0	243	486
3:15PM	217	15	0	232	22	4	0	26	9	206	1	216	474
3:30PM	206	16	0	222	30	2	0	32	3	183	0	186	440
3:45PM	225	12	0	237	33	5	0	38	5	227	0	232	507

Leg Direction	Scioto St Westbound				Finch St Northbound				Scioto St Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
Hourly Total	846	56	0	902	111	17	0	128	21	855	1	877	1907
4:00PM	215	11	0	226	27	6	0	33	10	205	0	215	474
4:15PM	224	16	0	240	23	4	0	27	4	212	0	216	483
4:30PM	227	17	0	244	22	9	0	31	10	198	0	208	483
4:45PM	232	14	0	246	21	2	0	23	5	212	0	217	486
Hourly Total	898	58	0	956	93	21	0	114	29	827	0	856	1926
5:00PM	224	13	0	237	24	4	0	28	4	211	0	215	480
5:15PM	211	13	0	224	25	9	0	34	7	181	0	188	446
5:30PM	204	12	0	216	18	6	0	24	5	164	0	169	409
5:45PM	214	13	0	227	16	5	0	21	5	164	0	169	417
Hourly Total	853	51	0	904	83	24	0	107	21	720	0	741	1752
6:00PM	187	10	0	197	18	6	0	24	3	163	0	166	387
6:15PM	185	6	0	191	7	3	0	10	4	136	0	140	341
6:30PM	155	8	0	163	9	4	0	13	2	123	0	125	301
6:45PM	148	2	0	150	11	4	0	15	1	112	0	113	278
Hourly Total	675	26	0	701	45	17	0	62	10	534	0	544	1307
7:00PM	132	4	0	136	8	4	0	12	6	95	0	101	249
7:15PM	106	4	0	110	9	3	0	12	4	91	0	95	217
7:30PM	86	4	0	90	4	0	0	4	2	95	0	97	191
7:45PM	81	3	0	84	5	0	0	5	4	75	0	79	168
Hourly Total	405	15	0	420	26	7	0	33	16	356	0	372	825
Total	8965	619	0	9584	1091	288	0	1379	327	8658	1	8986	19949
% Approach	93.5%	6.5%	0%	-	79.1%	20.9%	0%	-	3.6%	96.3%	0%	-	-
% Total	44.9%	3.1%	0%	48.0%	5.5%	1.4%	0%	6.9%	1.6%	43.4%	0%	45.0%	-
Lights	8729	613	0	9342	1075	287	0	1362	324	8425	1	8750	19454
% Lights	97.4%	99.0%	0%	97.5%	98.5%	99.7%	0%	98.8%	99.1%	97.3%	100%	97.4%	97.5%
Articulated Trucks	84	0	0	84	2	1	0	3	1	99	0	100	187
% Articulated Trucks	0.9%	0%	0%	0.9%	0.2%	0.3%	0%	0.2%	0.3%	1.1%	0%	1.1%	0.9%
Buses and Single-Unit Trucks	152	6	0	158	14	0	0	14	2	134	0	136	308
% Buses and Single-Unit Trucks	1.7%	1.0%	0%	1.6%	1.3%	0%	0%	1.0%	0.6%	1.5%	0%	1.5%	1.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Scioto St & Finch St - TMC

Fri Dec 1, 2023

Full Length (5 AM-8 PM)

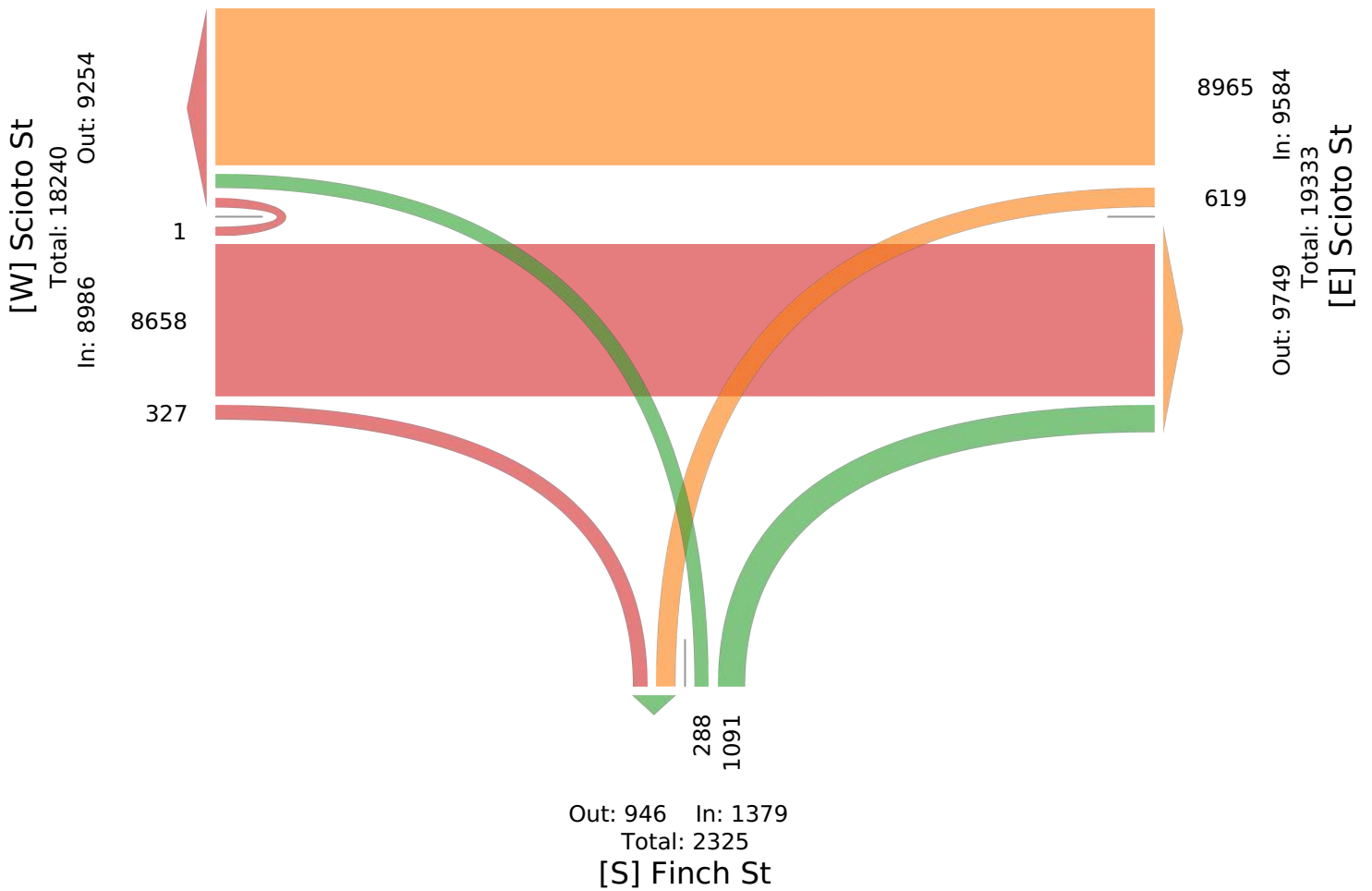
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto St & Finch St - TMC

Fri Dec 1, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Scioto St Westbound				Finch St Northbound				Scioto St Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2023-12-01 10:00AM	143	16	0	159	24	6	0	30	1	150	0	151	340
10:15AM	165	11	0	176	25	6	0	31	7	150	0	157	364
10:30AM	179	12	0	191	16	7	0	23	7	144	0	151	365
10:45AM	173	15	0	188	23	3	0	26	4	181	0	185	399
Total	660	54	0	714	88	22	0	110	19	625	0	644	1468
% Approach	92.4%	7.6%	0%	-	80.0%	20.0%	0%	-	3.0%	97.0%	0%	-	-
% Total	45.0%	3.7%	0%	48.6%	6.0%	1.5%	0%	7.5%	1.3%	42.6%	0%	43.9%	-
PHF	0.922	0.844	-	0.935	0.880	0.786	-	0.887	0.679	0.863	-	0.870	0.920
Lights	637	51	0	688	84	22	0	106	18	603	0	621	1415
% Lights	96.5%	94.4%	0%	96.4%	95.5%	100%	0%	96.4%	94.7%	96.5%	0%	96.4%	96.4%
Articulated Trucks	6	0	0	6	0	0	0	0	1	7	0	8	14
% Articulated Trucks	0.9%	0%	0%	0.8%	0%	0%	0%	0%	5.3%	1.1%	0%	1.2%	1.0%
Buses and Single-Unit Trucks	17	3	0	20	4	0	0	4	0	15	0	15	39
% Buses and Single-Unit Trucks	2.6%	5.6%	0%	2.8%	4.5%	0%	0%	3.6%	0%	2.4%	0%	2.3%	2.7%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto St & Finch St - TMC

Fri Dec 1, 2023

AM Peak (10 AM - 11 AM)

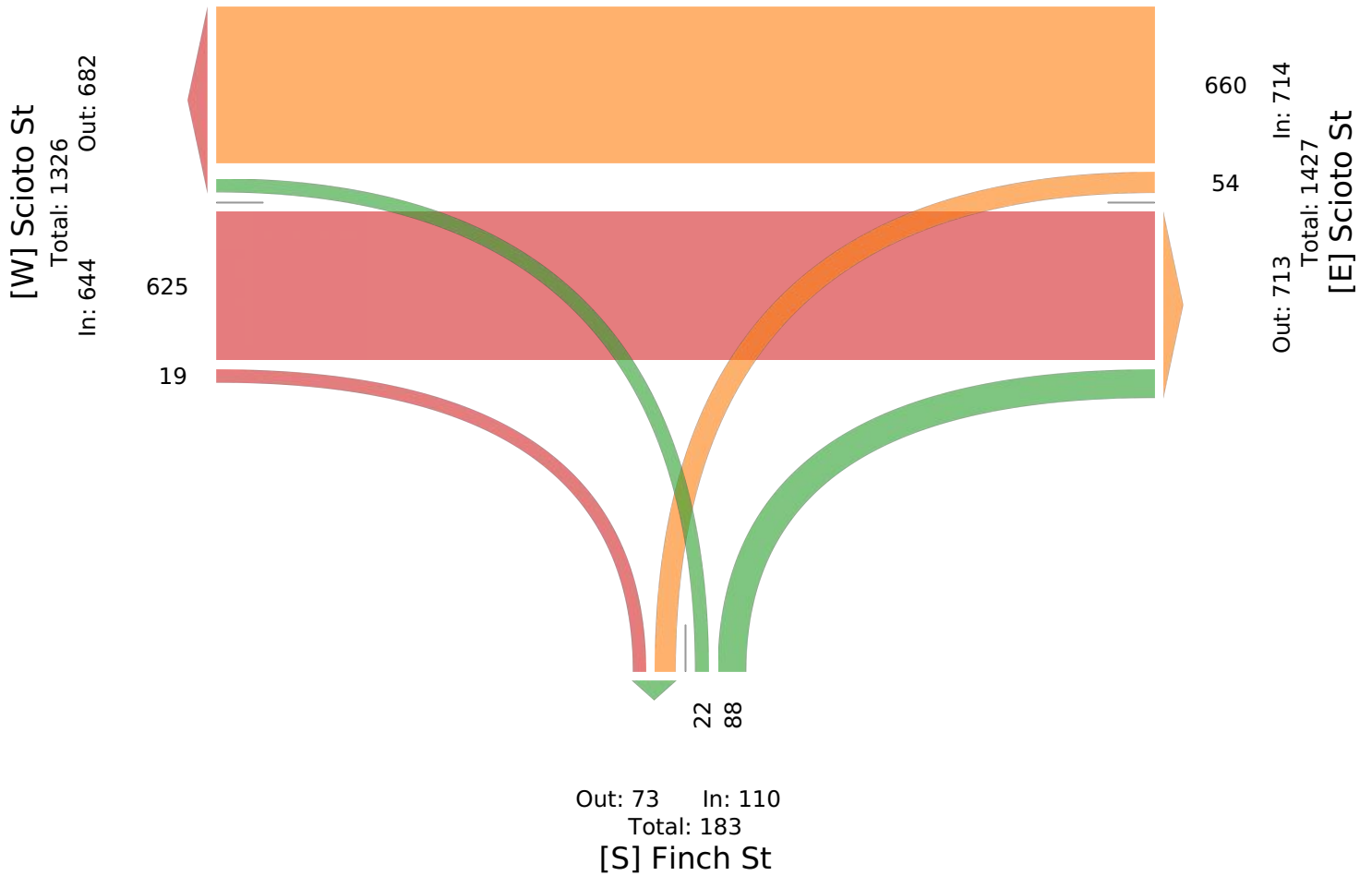
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto St & Finch St - TMC

Fri Dec 1, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Scioto St Westbound				Finch St Northbound				Scioto St Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2023-12-01 12:00PM	209	13	0	222	25	10	0	35	9	181	0	190	447
12:15PM	172	16	0	188	23	6	0	29	6	182	0	188	405
12:30PM	187	15	0	202	26	6	0	32	5	184	0	189	423
12:45PM	188	8	0	196	19	11	0	30	4	202	0	206	432
Total	756	52	0	808	93	33	0	126	24	749	0	773	1707
% Approach	93.6%	6.4%	0%	-	73.8%	26.2%	0%	-	3.1%	96.9%	0%	-	-
% Total	44.3%	3.0%	0%	47.3%	5.4%	1.9%	0%	7.4%	1.4%	43.9%	0%	45.3%	-
PHF	0.904	0.813	-	0.910	0.894	0.750	-	0.900	0.667	0.927	-	0.938	0.955
Lights	731	52	0	783	92	33	0	125	24	734	0	758	1666
% Lights	96.7%	100%	0%	96.9%	98.9%	100%	0%	99.2%	100%	98.0%	0%	98.1%	97.6%
Articulated Trucks	12	0	0	12	1	0	0	1	0	9	0	9	22
% Articulated Trucks	1.6%	0%	0%	1.5%	1.1%	0%	0%	0.8%	0%	1.2%	0%	1.2%	1.3%
Buses and Single-Unit Trucks	13	0	0	13	0	0	0	0	0	6	0	6	19
% Buses and Single-Unit Trucks	1.7%	0%	0%	1.6%	0%	0%	0%	0%	0%	0.8%	0%	0.8%	1.1%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto St & Finch St - TMC

Fri Dec 1, 2023

Midday Peak (12 PM - 1 PM)

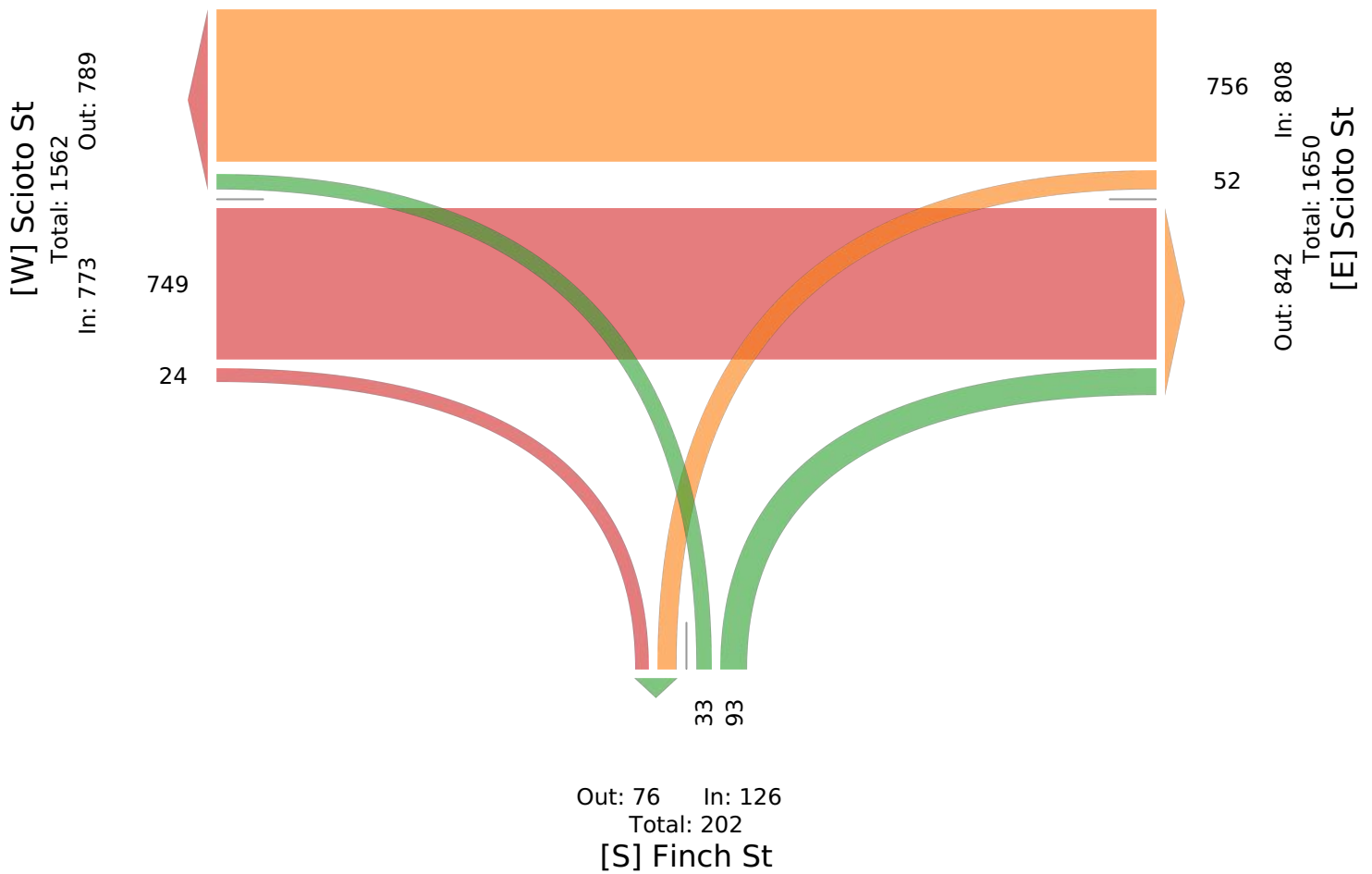
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto St & Finch St - TMC

Fri Dec 1, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Scioto St Westbound				Finch St Northbound				Scioto St Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2023-12-01 3:45PM	225	12	0	237	33	5	0	38	5	227	0	232	507
4:00PM	215	11	0	226	27	6	0	33	10	205	0	215	474
4:15PM	224	16	0	240	23	4	0	27	4	212	0	216	483
4:30PM	227	17	0	244	22	9	0	31	10	198	0	208	483
Total	891	56	0	947	105	24	0	129	29	842	0	871	1947
% Approach	94.1%	5.9%	0%	-	81.4%	18.6%	0%	-	3.3%	96.7%	0%	-	-
% Total	45.8%	2.9%	0%	48.6%	5.4%	1.2%	0%	6.6%	1.5%	43.2%	0%	44.7%	-
PHF	0.981	0.824	-	0.970	0.795	0.667	-	0.849	0.725	0.927	-	0.939	0.960
Lights	873	56	0	929	104	24	0	128	29	834	0	863	1920
% Lights	98.0%	100%	0%	98.1%	99.0%	100%	0%	99.2%	100%	99.0%	0%	99.1%	98.6%
Articulated Trucks	5	0	0	5	0	0	0	0	0	3	0	3	8
% Articulated Trucks	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0.4%	0%	0.3%	0.4%
Buses and Single-Unit Trucks	13	0	0	13	1	0	0	1	0	5	0	5	19
% Buses and Single-Unit Trucks	1.5%	0%	0%	1.4%	1.0%	0%	0%	0.8%	0%	0.6%	0%	0.6%	1.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto St & Finch St - TMC

Fri Dec 1, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

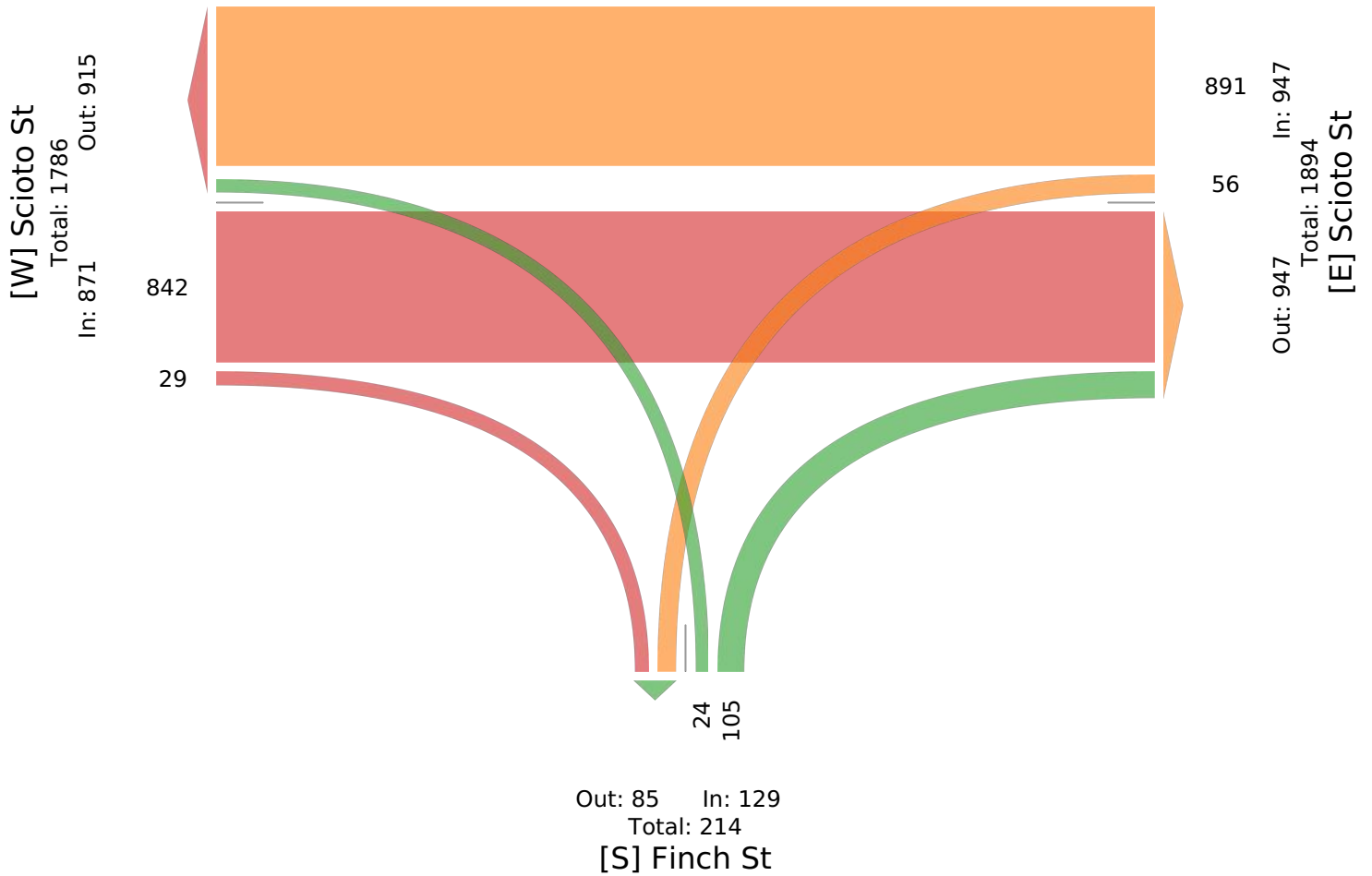
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1138389, Location: 40.107027, -83.734987



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto & Kenton - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Kenton St Southbound					Scioto St Westbound					Kenton St Northbound					Scioto St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-09-26 5:00AM	1	1	0	0	2	0	21	0	0	21	1	0	0	0	1	0	28	0	0	28	52
5:15AM	1	0	1	0	2	0	28	0	0	28	0	0	1	0	1	0	29	0	0	29	60
5:30AM	0	0	0	0	0	0	52	1	0	53	0	0	0	0	0	0	25	0	0	25	78
5:45AM	4	0	0	0	4	1	40	1	0	42	0	0	0	0	0	2	37	0	0	39	85
Hourly Total	6	1	1	0	8	1	141	2	0	144	1	0	1	0	2	2	119	0	0	121	275
6:00AM	3	0	0	0	3	0	33	2	0	35	0	0	0	0	0	0	38	0	0	38	76
6:15AM	1	1	0	0	2	0	48	1	0	49	1	0	0	0	1	0	45	0	0	45	97
6:30AM	2	0	0	0	2	0	74	1	0	75	0	1	1	0	2	0	67	0	0	67	146
6:45AM	3	0	0	0	3	0	72	0	0	72	1	0	0	0	1	0	80	1	0	81	157
Hourly Total	9	1	0	0	10	0	227	4	0	231	2	1	1	0	4	0	230	1	0	231	476
7:00AM	3	4	0	0	7	2	72	1	0	75	2	3	0	0	5	0	81	1	0	82	169
7:15AM	5	0	1	0	6	2	86	4	0	92	0	3	1	0	4	1	96	0	0	97	199
7:30AM	2	1	1	0	4	2	80	1	0	83	1	0	0	0	1	0	91	0	0	91	179
7:45AM	4	1	1	0	6	2	87	3	0	92	1	1	0	0	2	2	83	0	0	85	185
Hourly Total	14	6	3	0	23	8	325	9	0	342	4	7	1	0	12	3	351	1	0	355	732
8:00AM	3	0	1	0	4	0	75	4	0	79	2	3	1	0	6	0	93	0	0	93	182
8:15AM	4	0	2	0	6	3	93	1	0	97	0	2	0	0	2	0	98	2	0	100	205
8:30AM	3	2	2	0	7	1	76	2	0	79	2	2	1	0	5	1	90	1	0	92	183
8:45AM	2	2	1	0	5	2	71	0	0	73	1	0	0	0	1	0	96	1	0	97	176
Hourly Total	12	4	6	0	22	6	315	7	0	328	5	7	2	0	14	1	377	4	0	382	746
9:00AM	0	0	3	0	3	1	71	3	0	75	0	1	1	0	2	0	92	2	0	94	174
9:15AM	2	3	2	0	7	0	75	4	0	79	0	2	2	0	4	0	96	1	0	97	187
9:30AM	0	1	1	0	2	1	87	3	0	91	1	0	0	0	1	0	83	3	0	86	180
9:45AM	5	1	2	0	8	0	70	4	0	74	0	0	1	0	1	1	84	2	0	87	170
Hourly Total	7	5	8	0	20	2	303	14	0	319	1	3	4	0	8	1	355	8	0	364	711
10:00AM	1	3	4	0	8	1	86	1	0	88	0	1	0	0	1	2	98	1	0	101	198
10:15AM	3	0	4	0	7	3	97	1	0	101	3	0	0	0	3	3	79	1	0	83	194
10:30AM	3	1	2	0	6	1	88	6	0	95	1	3	2	0	6	3	95	0	0	98	205
10:45AM	2	0	6	0	8	2	91	1	0	94	3	2	2	0	7	1	92	1	0	94	203
Hourly Total	9	4	16	0	29	7	362	9	0	378	7	6	4	0	17	9	364	3	0	376	800
11:00AM	0	2	3	0	5	1	86	7	0	94	3	1	1	0	5	1	108	1	0	110	214
11:15AM	2	3	4	0	9	0	99	3	0	102	6	4	2	0	12	1	108	3	0	112	235
11:30AM	1	1	2	0	4	1	100	5	0	106	1	2	1	0	4	2	113	1	0	116	230
11:45AM	3	1	1	0	5	2	126	6	0	134	2	2	0	0	4	2	111	2	0	115	258
Hourly Total	6	7	10	0	23	4	411	21	0	436	12	9	4	0	25	6	440	7	0	453	937
12:00PM	1	0	5	0	6	1	106	3	0	110	3	3	1	0	7	0	144	1	0	145	268
12:15PM	1	0	5	0	6	2	117	2	0	121	2	4	1	0	7	2	111	1	0	114	248
12:30PM	0	1	2	0	3	1	103	1	0	105	3	2	1	0	6	4	96	2	0	102	216
12:45PM	3	2	2	0	7	1	122	4	0	127	0	4	2	0	6	0	104	3	0	107	247
Hourly Total	5	3	14	0	22	5	448	10	0	463	8	13	5	0	26	6	455	7	0	468	979
1:00PM	2	3	2	0	7	2	107	6	0	115	0	3	3	0	6	1	100	2	0	103	231
1:15PM	2	2	2	0	6	2	112	2	0	116	2	1	1	0	4	2	102	0	0	104	230
1:30PM	1	0	2	0	3	2	95	0	0	97	1	2	0	0	3	4	117	1	0	122	225
1:45PM	0	3	4	0	7	5	92	1	0	98	2	4	0	0	6	2	110	3	0	115	226
Hourly Total	5	8	10	0	23	11	406	9	0	426	5	10	4	0	19	9	429	6	0	444	912
2:00PM	2	1	2	0	5	0	95	0	0	95	7	0	1	0	8	2	101	1	0	104	212
2:15PM	2	2	3	0	7	0	91	2	0	93	7	2	0	0	9	2	110	3	0	115	224
2:30PM	2	2	2	0	6	3	99	9	0	111	6	5	1	0	12	0	100	3	0	103	232
2:45PM	3	2	2	0	7	0	112	7	0	119	4	2	1	0	7	5	112	1	0	118	251
Hourly Total	9	7	9	0	25	3	397	18	0	418	24	9	3	0	36	9	423	8	0	440	919
3:00PM	0	5	3	0	8	3	109	3	0	115	4	8	0	0	12	1	120	3	0	124	259
3:15PM	3	3	3	0	9	2	129	7	0	138	2	3	1	0	6	1	124	1	1	127	280
3:30PM	2	3	3	0	8	5	93	2	0	100	1	4	7	0	12	5	114	6	0	125	245
3:45PM	1	6	3	0	10	2	119	5	0	126	3	10	2	0	15	2	111	3	0	116	267

Leg Direction	Kenton St Southbound					Scioto St Westbound					Kenton St Northbound					Scioto St Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
Hourly Total	6	17	12	0	35	12	450	17	0	479	10	25	10	0	45	9	469	13	1	492	1051
4:00PM	2	3	5	0	10	3	138	2	0	143	7	8	1	0	16	2	140	4	0	146	315
4:15PM	0	2	4	0	6	3	134	2	0	139	4	1	2	0	7	1	117	2	0	120	272
4:30PM	2	1	2	0	5	2	132	7	0	141	2	2	1	0	5	1	130	3	0	134	285
4:45PM	1	4	2	0	7	3	99	7	0	109	2	7	1	0	10	3	109	1	0	113	239
Hourly Total	5	10	13	0	28	11	503	18	0	532	15	18	5	0	38	7	496	10	0	513	1111
5:00PM	1	2	4	0	7	10	127	7	0	144	1	3	0	0	4	1	123	0	0	124	279
5:15PM	3	1	8	0	12	5	123	4	0	132	2	3	0	0	5	3	127	2	0	132	281
5:30PM	1	0	13	0	14	7	100	8	0	115	4	4	1	0	9	0	112	2	0	114	252
5:45PM	3	3	8	0	14	4	103	7	0	114	1	2	2	0	5	0	114	3	0	117	250
Hourly Total	8	6	33	0	47	26	453	26	0	505	8	12	3	0	23	4	476	7	0	487	1062
6:00PM	1	0	1	0	2	3	112	0	0	115	4	4	0	0	8	2	96	2	0	100	225
6:15PM	0	3	3	0	6	1	87	1	0	89	4	1	0	0	5	1	97	0	0	98	198
6:30PM	0	1	2	0	3	1	110	2	0	113	1	0	0	0	1	1	91	5	0	97	214
6:45PM	2	0	0	0	2	4	111	2	0	117	0	1	0	0	1	0	78	3	0	81	201
Hourly Total	3	4	6	0	13	9	420	5	0	434	9	6	0	0	15	4	362	10	0	376	838
7:00PM	0	2	5	0	7	0	91	3	0	94	0	0	0	0	0	0	86	3	0	89	190
7:15PM	0	1	6	0	7	3	99	2	0	104	3	3	1	0	7	0	66	4	0	70	188
7:30PM	3	5	6	0	14	0	82	2	0	84	1	1	1	0	3	1	60	5	0	66	167
7:45PM	3	6	3	0	12	2	70	5	0	77	5	1	3	0	9	1	41	6	0	48	146
Hourly Total	6	14	20	0	40	5	342	12	0	359	9	5	5	0	19	2	253	18	0	273	691
Total	110	97	161	0	368	110	5503	181	0	5794	120	131	52	0	303	72	5599	103	1	5775	12240
% Approach	29.9%	26.4%	43.8%	0%	-	1.9%	95.0%	3.1%	0%	-	39.6%	43.2%	17.2%	0%	-	1.2%	97.0%	1.8%	0%	-	-
% Total	0.9%	0.8%	1.3%	0%	3.0%	0.9%	45.0%	1.5%	0%	47.3%	1.0%	1.1%	0.4%	0%	2.5%	0.6%	45.7%	0.8%	0%	47.2%	-
Lights	109	95	161	0	365	109	5249	178	0	5536	119	129	50	0	298	67	5366	101	1	5535	11734
% Lights	99.1%	97.9%	100%	0%	99.2%	99.1%	95.4%	98.3%	0%	95.5%	99.2%	98.5%	96.2%	0%	98.3%	93.1%	95.8%	98.1%	100%	95.8%	95.9%
Articulated Trucks	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	0	108	0	0	108	224
% Articulated Trucks	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.9%	1.8%
Buses and Single-Unit Trucks	1	2	0	0	3	1	138	3	0	142	1	2	2	0	5	5	125	2	0	132	282
% Buses and Single-Unit Trucks	0.9%	2.1%	0%	0%	0.8%	0.9%	2.5%	1.7%	0%	2.5%	0.8%	1.5%	3.8%	0%	1.7%	6.9%	2.2%	1.9%	0%	2.3%	2.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Scioto & Kenton - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

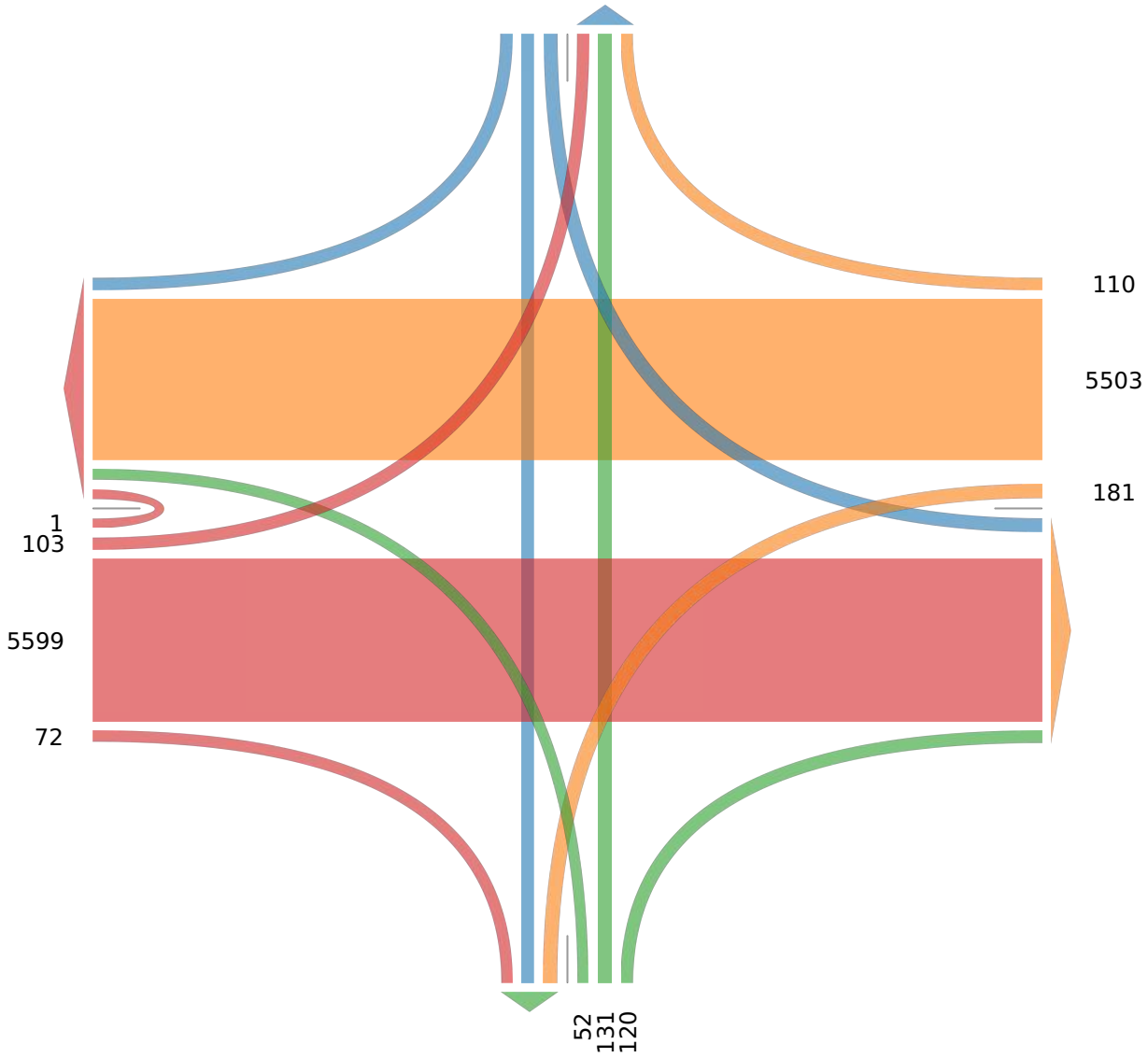
[N] Kenton St

Total: 712

In: 368 Out: 344

110
97
161

[W] Scioto St
Total: 11441
In: 5775 Out: 5666



[E] Scioto St
Total: 11674
In: 5794
Out: 5880

[S] Kenton St
Total: 653
In: 303 Out: 350

Scioto & Kenton - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Kenton St Southbound					Scioto St Westbound					Kenton St Northbound					Scioto St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-09-26 10:00AM	1	3	4	0	8	1	86	1	0	88	0	1	0	0	1	2	98	1	0	101	198
10:15AM	3	0	4	0	7	3	97	1	0	101	3	0	0	0	3	3	79	1	0	83	194
10:30AM	3	1	2	0	6	1	88	6	0	95	1	3	2	0	6	3	95	0	0	98	205
10:45AM	2	0	6	0	8	2	91	1	0	94	3	2	2	0	7	1	92	1	0	94	203
Total	9	4	16	0	29	7	362	9	0	378	7	6	4	0	17	9	364	3	0	376	800
% Approach	31.0%	13.8%	55.2%	0%	-	1.9%	95.8%	2.4%	0%	-	41.2%	35.3%	23.5%	0%	-	2.4%	96.8%	0.8%	0%	-	-
% Total	1.1%	0.5%	2.0%	0%	3.6%	0.9%	45.3%	1.1%	0%	47.3%	0.9%	0.8%	0.5%	0%	2.1%	1.1%	45.5%	0.4%	0%	47.0%	-
PHF	0.750	0.333	0.667	-	0.906	0.583	0.933	0.375	-	0.936	0.583	0.500	0.500	-	0.607	0.750	0.929	0.750	-	0.931	0.976
Lights	9	4	16	0	29	7	338	9	0	354	6	6	4	0	16	7	339	3	0	349	748
% Lights	100%	100%	100%	0%	100%	100%	93.4%	100%	0%	93.7%	85.7%	100%	100%	0%	94.1%	77.8%	93.1%	100%	0%	92.8%	93.5%
Articulated Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
% Articulated Trucks	0%	0%	0%	0%	0%	0%	2.5%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.7%	2.4%
Buses and Single-Unit Trucks	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	2	15	0	0	17	33
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	4.1%	0%	0%	4.0%	14.3%	0%	0%	0%	5.9%	22.2%	4.1%	0%	0%	4.5%	4.1%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & Kenton - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

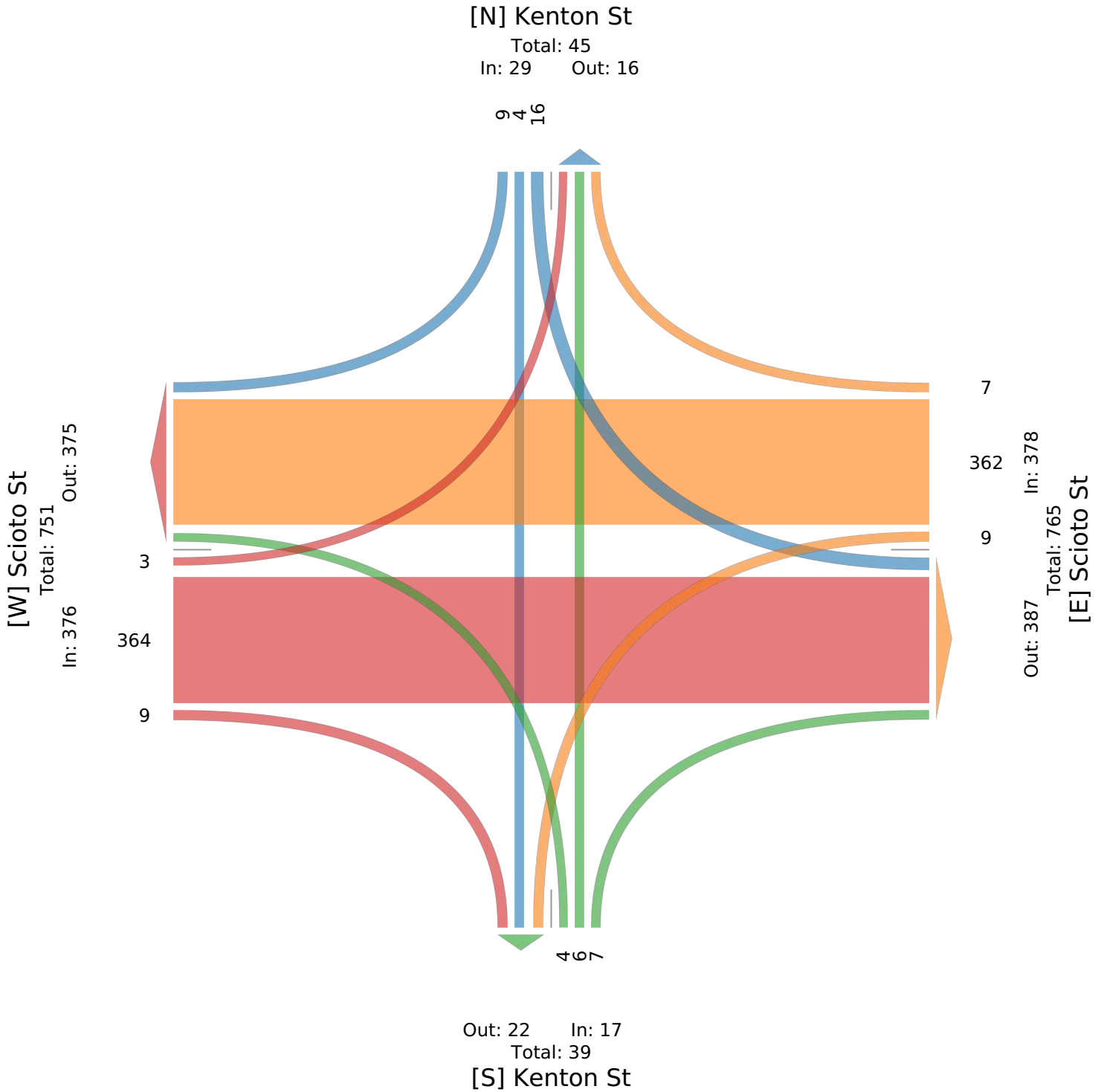
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto & Kenton - TMC

Tue Sep 26, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Kenton St Southbound					Scioto St Westbound					Kenton St Northbound					Scioto St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-09-26 11:30AM	1	1	2	0	4	1	100	5	0	106	1	2	1	0	4	2	113	1	0	116	230
11:45AM	3	1	1	0	5	2	126	6	0	134	2	2	0	0	4	2	111	2	0	115	258
12:00PM	1	0	5	0	6	1	106	3	0	110	3	3	1	0	7	0	144	1	0	145	268
12:15PM	1	0	5	0	6	2	117	2	0	121	2	4	1	0	7	2	111	1	0	114	248
Total	6	2	13	0	21	6	449	16	0	471	8	11	3	0	22	6	479	5	0	490	1004
% Approach	28.6%	9.5%	61.9%	0%	-	1.3%	95.3%	3.4%	0%	-	36.4%	50.0%	13.6%	0%	-	1.2%	97.8%	1.0%	0%	-	-
% Total	0.6%	0.2%	1.3%	0%	2.1%	0.6%	44.7%	1.6%	0%	46.9%	0.8%	1.1%	0.3%	0%	2.2%	0.6%	47.7%	0.5%	0%	48.8%	-
PHF	0.500	0.500	0.650	-	0.875	0.750	0.891	0.667	-	0.879	0.667	0.688	0.750	-	0.786	0.750	0.832	0.625	-	0.845	0.937
Lights	6	2	13	0	21	6	428	16	0	450	8	11	3	0	22	6	453	5	0	464	957
% Lights	100%	100%	100%	0%	100%	100%	95.3%	100%	0%	95.5%	100%	100%	100%	0%	100%	100%	94.6%	100%	0%	94.7%	95.3%
Articulated Trucks	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	28
% Articulated Trucks	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.5%	0%	0%	0%	0%	0%	0%	3.3%	0%	0%	3.3%	2.8%
Buses and Single-Unit Trucks	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	2.0%	0%	0%	1.9%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.0%	1.9%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & Kenton - TMC

Tue Sep 26, 2023

Midday Peak (11:30 AM - 12:30 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

[N] Kenton St

Total: 43

In: 21 Out: 22

6
2
13



Out: 24 In: 22

Total: 46

[S] Kenton St

[W] Scioto St

Total: 948

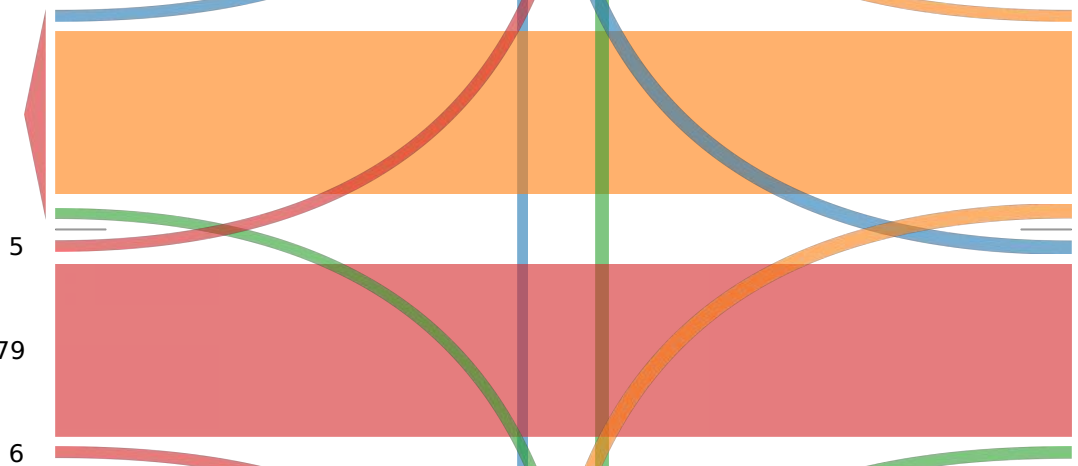
In: 490

Out: 458

479

5

6



449

16

6

In: 471

Out: 500

Total: 971

[E] Scioto St

Scioto & Kenton - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Kenton St Southbound					Scioto St Westbound					Kenton St Northbound					Scioto St Eastbound					Int
	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	
2023-09-26 3:45PM	1	6	3	0	10	2	119	5	0	126	3	10	2	0	15	2	111	3	0	116	267
4:00PM	2	3	5	0	10	3	138	2	0	143	7	8	1	0	16	2	140	4	0	146	315
4:15PM	0	2	4	0	6	3	134	2	0	139	4	1	2	0	7	1	117	2	0	120	272
4:30PM	2	1	2	0	5	2	132	7	0	141	2	2	1	0	5	1	130	3	0	134	285
Total	5	12	14	0	31	10	523	16	0	549	16	21	6	0	43	6	498	12	0	516	1139
% Approach	16.1%	38.7%	45.2%	0%	-	1.8%	95.3%	2.9%	0%	-	37.2%	48.8%	14.0%	0%	-	1.2%	96.5%	2.3%	0%	-	-
% Total	0.4%	1.1%	1.2%	0%	2.7%	0.9%	45.9%	1.4%	0%	48.2%	1.4%	1.8%	0.5%	0%	3.8%	0.5%	43.7%	1.1%	0%	45.3%	-
PHF	0.625	0.500	0.700	-	0.775	0.833	0.947	0.571	-	0.960	0.571	0.525	0.750	-	0.672	0.750	0.889	0.750	-	0.884	0.904
Lights	5	12	14	0	31	10	506	16	0	532	16	21	6	0	43	6	482	12	0	500	1106
% Lights	100%	100%	100%	0%	100%	100%	96.7%	100%	0%	96.9%	100%	100%	100%	0%	100%	100%	96.8%	100%	0%	96.9%	97.1%
Articulated Trucks	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0.9%
Buses and Single-Unit Trucks	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	23
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2.0%	0%	0%	0%	0%	0%	0%	2.4%	0%	0%	2.3%	2.0%

* L: Left, R: Right, T: Thru, U: U-Turn

Scioto & Kenton - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

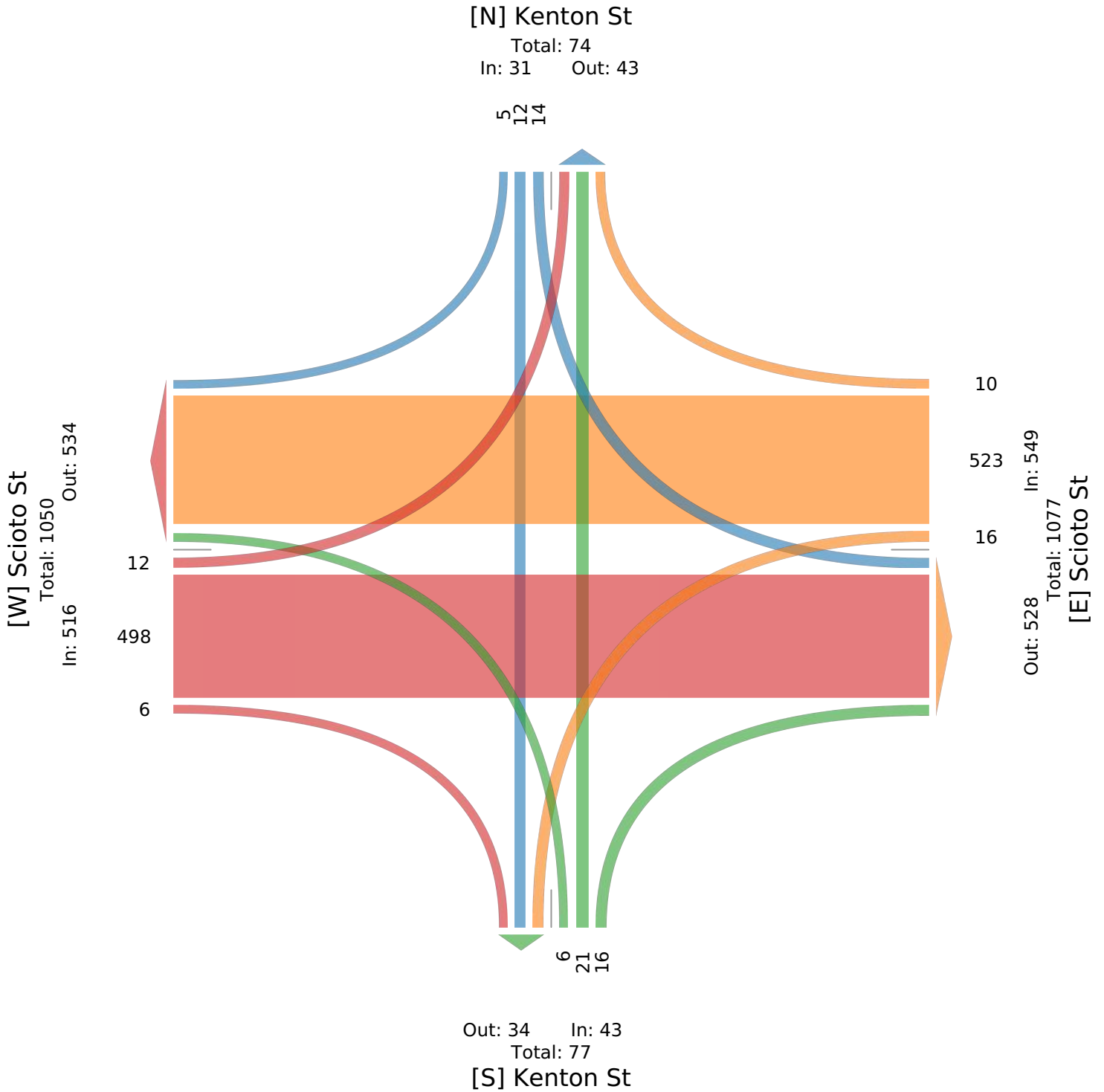
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113467, Location: 40.107886, -83.749362



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US



Scioto & SR 29 - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Hospital Driveway Southbound					US 36 Westbound					Scioto St (SR 29) Northwestbound					Scioto St (US 36) Eastbound					Int
	R	BL	L	U	App	R	T	HL	U	App	HR	BR	BL	U	App	BR	T	L	U	App	
2023-09-26 5:00AM	0	0	0	0	0	0	13	0	0	13	0	0	5	0	5	24	25	0	0	49	67
5:15AM	0	0	0	0	0	0	25	0	0	25	0	0	7	0	7	25	24	0	0	49	81
5:30AM	0	0	1	0	1	1	39	0	0	40	0	0	9	0	9	21	18	0	0	39	89
5:45AM	1	0	0	0	1	2	37	0	0	39	0	0	6	0	6	28	36	1	0	65	111
Hourly Total	1	0	1	0	2	3	114	0	0	117	0	0	27	0	27	98	103	1	0	202	348
6:00AM	0	0	0	0	0	0	35	0	0	35	0	0	4	0	4	26	27	0	0	53	92
6:15AM	1	0	0	0	1	1	34	0	0	35	0	0	19	0	19	33	41	1	0	75	130
6:30AM	0	0	0	0	0	1	53	0	0	54	0	0	34	0	34	33	45	1	0	79	167
6:45AM	0	0	0	0	0	3	63	0	0	66	0	0	38	0	38	48	68	6	0	122	226
Hourly Total	1	0	0	0	1	5	185	0	0	190	0	0	95	0	95	140	181	8	0	329	615
7:00AM	1	0	1	0	2	1	51	0	0	52	0	0	39	0	39	44	56	0	0	100	193
7:15AM	1	0	0	0	1	2	62	0	0	64	0	0	49	0	49	64	64	0	0	128	242
7:30AM	1	0	0	0	1	1	64	0	0	65	0	0	45	0	45	65	53	2	0	120	231
7:45AM	0	0	1	0	1	5	76	0	0	81	0	0	51	0	51	47	77	0	0	124	257
Hourly Total	3	0	2	0	5	9	253	0	0	262	0	0	184	0	184	220	250	2	0	472	923
8:00AM	0	0	0	0	0	3	74	0	0	77	0	0	47	0	47	40	88	1	0	129	253
8:15AM	0	0	0	0	0	1	70	0	0	71	0	0	45	0	45	66	101	0	0	167	283
8:30AM	0	0	2	0	2	1	66	0	0	67	0	0	49	0	49	50	101	1	0	152	270
8:45AM	0	0	0	0	0	2	65	0	0	67	0	0	49	0	49	51	89	2	0	142	258
Hourly Total	0	0	2	0	2	7	275	0	0	282	0	0	190	0	190	207	379	4	0	590	1064
9:00AM	0	0	2	0	2	1	68	0	0	69	0	0	40	0	40	65	84	1	0	150	261
9:15AM	0	0	0	0	0	2	67	0	0	69	0	0	49	0	49	52	90	2	0	144	262
9:30AM	0	0	0	0	0	2	87	0	0	89	0	0	58	0	58	49	83	0	0	132	279
9:45AM	3	0	1	0	4	3	86	0	0	89	0	0	36	0	36	57	89	0	0	146	275
Hourly Total	3	0	3	0	6	8	308	0	0	316	0	0	183	0	183	223	346	3	0	572	1077
10:00AM	1	0	1	0	2	3	81	0	0	84	0	0	60	0	60	49	87	1	0	137	283
10:15AM	0	0	1	0	1	3	93	0	0	96	0	0	68	0	68	55	82	1	0	138	303
10:30AM	2	0	3	0	5	8	97	0	0	105	0	0	53	0	53	65	93	1	0	159	322
10:45AM	0	0	2	0	2	3	94	0	0	97	0	0	59	0	59	39	110	0	0	149	307
Hourly Total	3	0	7	0	10	17	365	0	0	382	0	0	240	0	240	208	372	3	0	583	1215
11:00AM	0	0	1	0	1	3	106	0	0	109	0	0	64	0	64	62	111	1	0	174	348
11:15AM	2	0	3	0	5	2	97	0	0	99	0	0	59	0	59	71	95	2	0	168	331
11:30AM	0	0	3	0	3	0	109	0	0	109	0	0	68	0	68	75	110	0	0	185	365
11:45AM	0	0	0	0	0	3	103	0	0	106	0	0	69	0	69	73	87	0	0	160	335
Hourly Total	2	0	7	0	9	8	415	0	0	423	0	0	260	0	260	281	403	3	0	687	1379
12:00PM	1	0	4	0	5	0	105	0	0	105	0	0	76	0	76	68	111	1	0	180	366
12:15PM	0	0	3	0	3	0	96	0	0	96	0	0	66	0	66	74	91	1	0	166	331
12:30PM	1	0	0	0	1	0	106	0	0	106	0	0	70	0	70	64	98	0	0	162	339
12:45PM	1	0	0	0	1	2	106	0	0	108	0	0	83	0	83	84	123	0	0	207	399
Hourly Total	3	0	7	0	10	2	413	0	0	415	0	0	295	0	295	290	423	2	0	715	1435
1:00PM	0	0	2	0	2	3	103	0	0	106	0	0	55	0	55	56	116	0	0	172	335
1:15PM	2	0	2	0	4	2	93	0	0	95	0	0	58	0	58	60	83	0	0	143	300
1:30PM	2	0	1	0	3	1	90	0	0	91	0	0	72	0	72	75	107	1	0	183	349
1:45PM	0	0	1	0	1	1	88	0	0	89	0	0	57	0	57	75	106	0	0	181	328
Hourly Total	4	0	6	0	10	7	374	0	0	381	0	0	242	0	242	266	412	1	0	679	1312
2:00PM	0	0	0	0	0	1	109	0	0	110	0	0	70	0	70	82	109	2	0	193	373
2:15PM	0	0	0	0	0	1	102	0	0	103	0	0	73	0	73	75	100	1	0	176	352
2:30PM	0	0	1	0	1	1	107	0	0	108	0	0	94	0	94	72	111	3	0	186	389
2:45PM	0	0	0	0	0	1	113	0	0	114	0	0	75	0	75	98	142	1	0	241	430
Hourly Total	0	0	1	0	1	4	431	0	0	435	0	0	312	0	312	327	462	7	0	796	1544
3:00PM	1	0	0	0	1	1	110	0	0	111	0	0	74	0	74	92	100	0	0	192	378
3:15PM	3	0	0	0	3	1	107	0	0	108	0	0	68	0	68	71	121	0	0	192	371
3:30PM	2	0	0	0	2	2	113	0	0	115	0	0	72	0	72	69	122	2	0	193	382
3:45PM	0	0	1	0	1	1	132	0	0	133	0	0	90	0	90	100	144	0	0	244	468

Leg Direction	Hospital Driveway				US 36				Scioto St (SR 29)				Scioto St (US 36)				Int				
	Southbound				Westbound				Northwestbound				Eastbound								
Time	R	BL	L	U	App	R	T	HL	U	App	HR	BR	BL	U	App	BR	T	L	U	App	Int
Hourly Total	6	0	1	0	7	5	462	0	0	467	0	0	304	0	304	332	487	2	0	821	1599
4:00PM	0	0	3	0	3	0	126	0	0	126	0	0	97	0	97	110	130	1	0	241	467
4:15PM	0	0	1	0	1	1	138	0	0	139	0	0	92	0	92	91	152	0	0	243	475
4:30PM	1	0	2	0	3	0	140	0	0	140	0	0	102	0	102	79	118	1	0	198	443
4:45PM	0	0	0	0	0	0	118	0	0	118	0	0	78	0	78	80	112	0	0	192	388
Hourly Total	1	0	6	0	7	1	522	0	0	523	0	0	369	0	369	360	512	2	0	874	1773
5:00PM	3	0	1	0	4	0	135	0	0	135	0	0	100	0	100	89	91	0	0	180	419
5:15PM	0	0	0	0	0	1	120	0	0	121	0	0	96	0	96	79	113	2	0	194	411
5:30PM	1	0	1	0	2	1	119	0	0	120	0	0	76	0	76	77	106	3	0	186	384
5:45PM	1	0	0	0	1	2	98	0	0	100	0	0	74	0	74	66	99	2	0	167	342
Hourly Total	5	0	2	0	7	4	472	0	0	476	0	0	346	0	346	311	409	7	0	727	1556
6:00PM	0	0	0	0	0	1	115	0	0	116	0	0	71	0	71	64	65	0	0	129	316
6:15PM	2	0	3	0	5	1	77	0	0	78	0	0	74	0	74	58	70	1	0	129	286
6:30PM	1	0	0	0	1	2	108	0	0	110	0	0	67	0	67	62	71	0	0	133	311
6:45PM	0	0	0	0	0	1	86	0	0	87	0	0	73	0	73	53	77	1	0	131	291
Hourly Total	3	0	3	0	6	5	386	0	0	391	0	0	285	0	285	237	283	2	0	522	1204
7:00PM	2	0	2	0	4	0	80	0	0	80	0	0	52	0	52	65	65	0	0	130	266
7:15PM	0	0	0	0	0	1	70	0	0	71	0	0	63	0	63	57	56	0	0	113	247
7:30PM	1	0	0	0	1	1	68	0	0	69	0	0	44	0	44	42	55	0	0	97	211
7:45PM	0	0	0	0	0	0	55	0	0	55	0	0	39	0	39	48	48	0	0	96	190
Hourly Total	3	0	2	0	5	2	273	0	0	275	0	0	198	0	198	212	224	0	0	436	914
Total	38	0	50	0	88	87	5248	0	0	5335	0	0	3530	0	3530	3712	5246	47	0	9005	17958
% Approach	43.2%	0%	56.8%	0%	-	1.6%	98.4%	0%	0%	-	0%	0%	100%	0%	-	41.2%	58.3%	0.5%	0%	-	-
% Total	0.2%	0%	0.3%	0%	0.5%	0.5%	29.2%	0%	0%	29.7%	0%	0%	19.7%	0%	19.7%	20.7%	29.2%	0.3%	0%	50.1%	-
Lights	37	0	49	0	86	84	5107	0	0	5191	0	0	3406	0	3406	3606	5106	46	0	8758	17441
% Lights	97.4%	0%	98.0%	0%	97.7%	96.6%	97.3%	0%	0%	97.3%	0%	0%	96.5%	0%	96.5%	97.1%	97.3%	97.9%	0%	97.3%	97.1%
Articulated Trucks	0	0	0	0	0	0	57	0	0	57	0	0	51	0	51	46	53	0	0	99	207
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	0%	0%	1.4%	0%	1.4%	1.2%	1.0%	0%	0%	1.1%	1.2%
Buses and Single-Unit Trucks	1	0	1	0	2	3	84	0	0	87	0	0	73	0	73	60	87	1	0	148	310
% Buses and Single-Unit Trucks	2.6%	0%	2.0%	0%	2.3%	3.4%	1.6%	0%	0%	1.6%	0%	0%	2.1%	0%	2.1%	1.6%	1.7%	2.1%	0%	1.6%	1.7%

*BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Scioto & SR 29 - TMC

Tue Sep 26, 2023

Full Length (5 AM-8 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

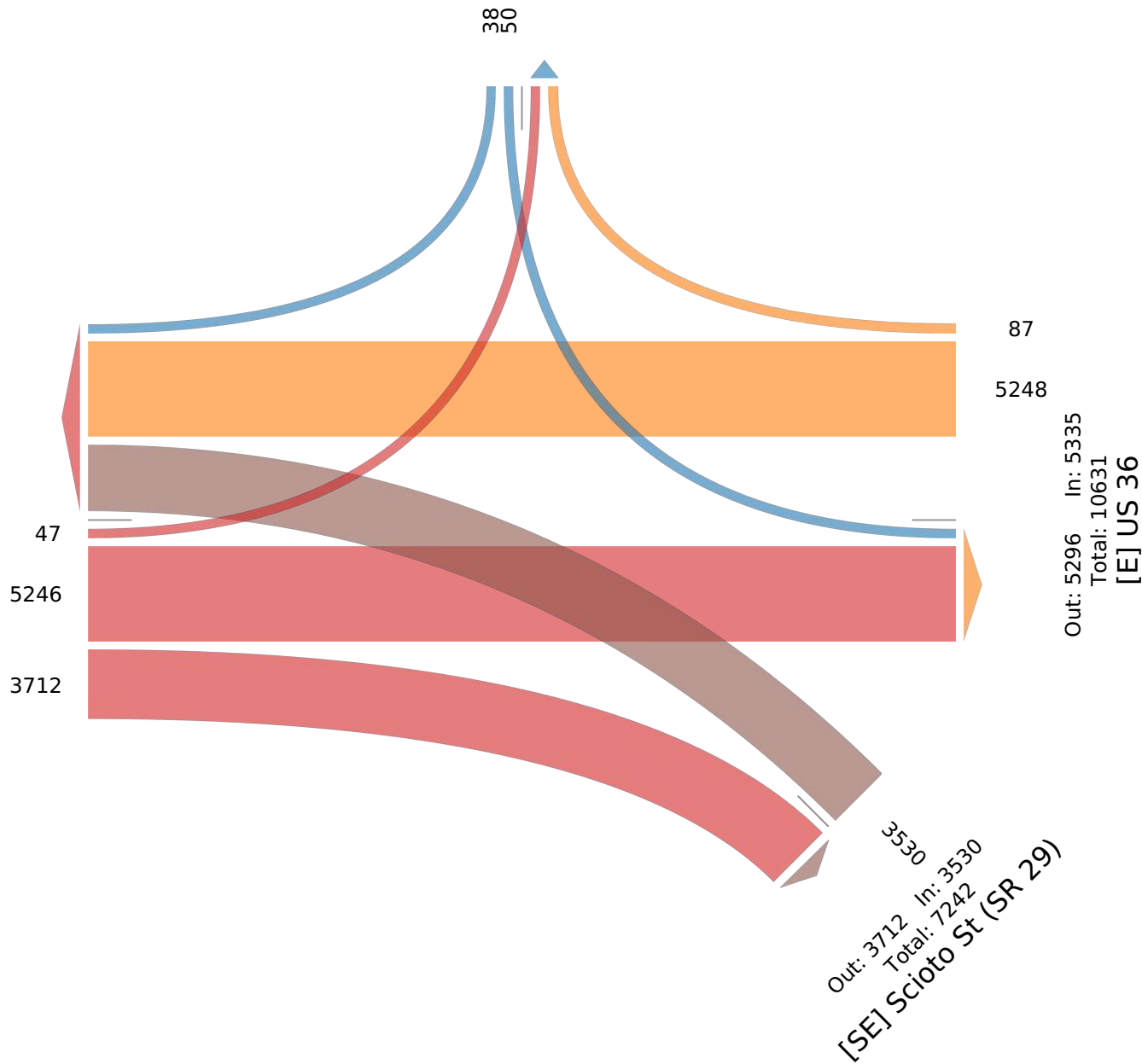
[N] Hospital Driveway

Total: 222

In: 88 Out: 134

88

[W] Scioto St (US 36)
Total: 17821
In: 9005 Out: 8816



Out: 5296 In: 5335
Total: 10631
[E] US 36

Out: 3712 In: 3530
Total: 7242
[SE] Scioto St (SR 29)

Scioto & SR 29 - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Hospital Driveway Southbound					US 36 Westbound					Scioto St (SR 29) Northwestbound					Scioto St (US 36) Eastbound					Int
	R	BL	L	U	App	R	T	HL	U	App	HR	BR	BL	U	App	BR	T	L	U	App	
2023-09-26 10:00AM	1	0	1	0	2	3	81	0	0	84	0	0	60	0	60	49	87	1	0	137	283
10:15AM	0	0	1	0	1	3	93	0	0	96	0	0	68	0	68	55	82	1	0	138	303
10:30AM	2	0	3	0	5	8	97	0	0	105	0	0	53	0	53	65	93	1	0	159	322
10:45AM	0	0	2	0	2	3	94	0	0	97	0	0	59	0	59	39	110	0	0	149	307
Total	3	0	7	0	10	17	365	0	0	382	0	0	240	0	240	208	372	3	0	583	1215
% Approach	30.0%	0%	70.0%	0%	-	4.5%	95.5%	0%	0%	-	0%	0%	100%	0%	-	35.7%	63.8%	0.5%	0%	-	-
% Total	0.2%	0%	0.6%	0%	0.8%	1.4%	30.0%	0%	0%	31.4%	0%	0%	19.8%	0%	19.8%	17.1%	30.6%	0.2%	0%	48.0%	-
PHF	0.375	-	0.583	-	0.500	0.531	0.941	-	-	0.910	-	-	0.882	-	0.882	0.800	0.845	0.750	-	0.917	0.943
Lights	3	0	6	0	9	15	349	0	0	364	0	0	225	0	225	198	361	3	0	562	1160
% Lights	100%	0%	85.7%	0%	90.0%	88.2%	95.6%	0%	0%	95.3%	0%	0%	93.8%	0%	93.8%	95.2%	97.0%	100%	0%	96.4%	95.5%
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	5	0	5	3	6	0	0	9	17
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0%	0%	2.1%	0%	2.1%	1.4%	1.6%	0%	0%	1.5%	1.4%
Buses and Single-Unit Trucks	0	0	1	0	1	2	13	0	0	15	0	0	10	0	10	7	5	0	0	12	38
% Buses and Single-Unit Trucks	0%	0%	14.3%	0%	10.0%	11.8%	3.6%	0%	0%	3.9%	0%	0%	4.2%	0%	4.2%	3.4%	1.3%	0%	0%	2.1%	3.1%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Scioto & SR 29 - TMC

Tue Sep 26, 2023

AM Peak (10 AM - 11 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

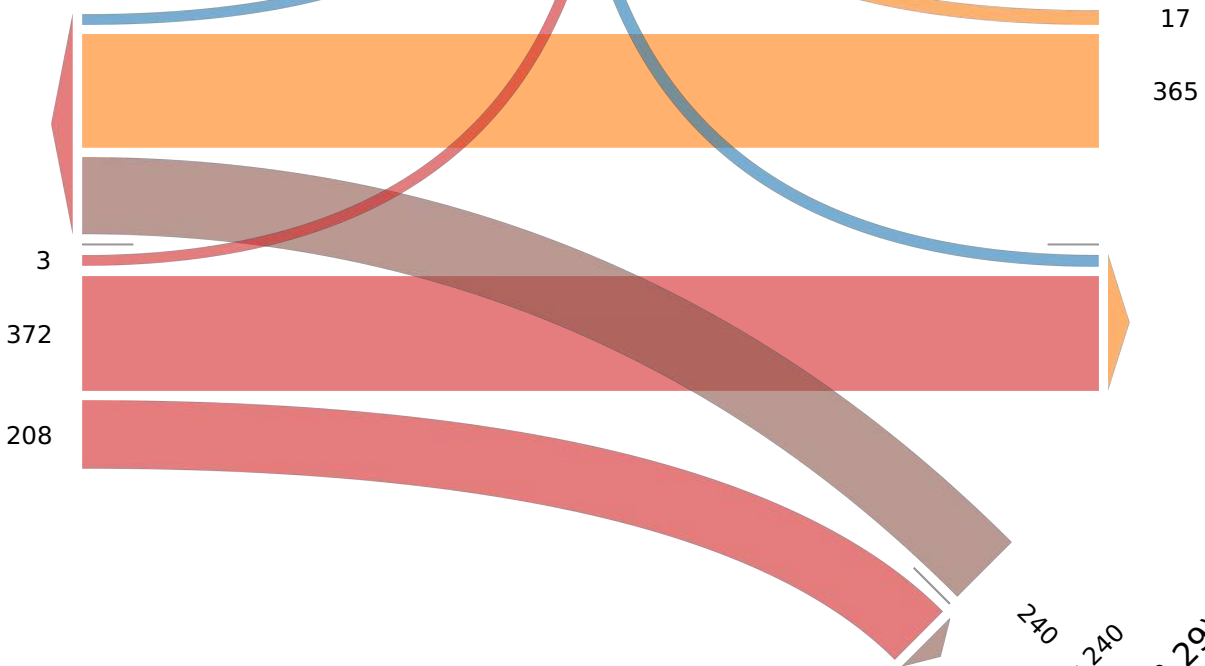
[N] Hospital Driveway

Total: 30

In: 10 Out: 20

37

[W] Scioto St (US 36)
Total: 1191
In: 583 Out: 608



Out: 379 In: 382
Total: 761
[E] US 36

Out: 208 In: 240
Total: 448
[SE] Scioto St (SR 29)

Scioto & SR 29 - TMC

Tue Sep 26, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Hospital Driveway Southbound					US 36 Westbound					Scioto St (SR 29) Northwestbound					Scioto St (US 36) Eastbound					Int
	R	BL	L	U	App	R	T	HL	U	App	HR	BR	BL	U	App	BR	T	L	U	App	
2023-09-26 12:00PM	1	0	4	0	5	0	105	0	0	105	0	0	76	0	76	68	111	1	0	180	366
12:15PM	0	0	3	0	3	0	96	0	0	96	0	0	66	0	66	74	91	1	0	166	331
12:30PM	1	0	0	0	1	0	106	0	0	106	0	0	70	0	70	64	98	0	0	162	339
12:45PM	1	0	0	0	1	2	106	0	0	108	0	0	83	0	83	84	123	0	0	207	399
Total	3	0	7	0	10	2	413	0	0	415	0	0	295	0	295	290	423	2	0	715	1435
% Approach	30.0%	0%	70.0%	0%	-	0.5%	99.5%	0%	0%	-	0%	0%	100%	0%	-	40.6%	59.2%	0.3%	0%	-	-
% Total	0.2%	0%	0.5%	0%	0.7%	0.1%	28.8%	0%	0%	28.9%	0%	0%	20.6%	0%	20.6%	20.2%	29.5%	0.1%	0%	49.8%	-
PHF	0.750	-	0.438	-	0.500	0.250	0.974	-	-	0.961	-	-	0.889	-	0.889	0.863	0.860	0.500	-	0.864	0.899
Lights	3	0	7	0	10	2	400	0	0	402	0	0	284	0	284	273	410	2	0	685	1381
% Lights	100%	0%	100%	0%	100%	100%	96.9%	0%	0%	96.9%	0%	0%	96.3%	0%	96.3%	94.1%	96.9%	100%	0%	95.8%	96.2%
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	5	0	5	7	6	0	0	13	23
% Articulated Trucks	0%	0%	0%	0%	0%	0%	1.2%	0%	0%	1.2%	0%	0%	1.7%	0%	1.7%	2.4%	1.4%	0%	0%	1.8%	1.6%
Buses and Single-Unit Trucks	0	0	0	0	0	0	8	0	0	8	0	0	6	0	6	10	7	0	0	17	31
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	1.9%	0%	0%	2.0%	0%	2.0%	3.4%	1.7%	0%	0%	2.4%	2.2%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Scioto & SR 29 - TMC

Tue Sep 26, 2023

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

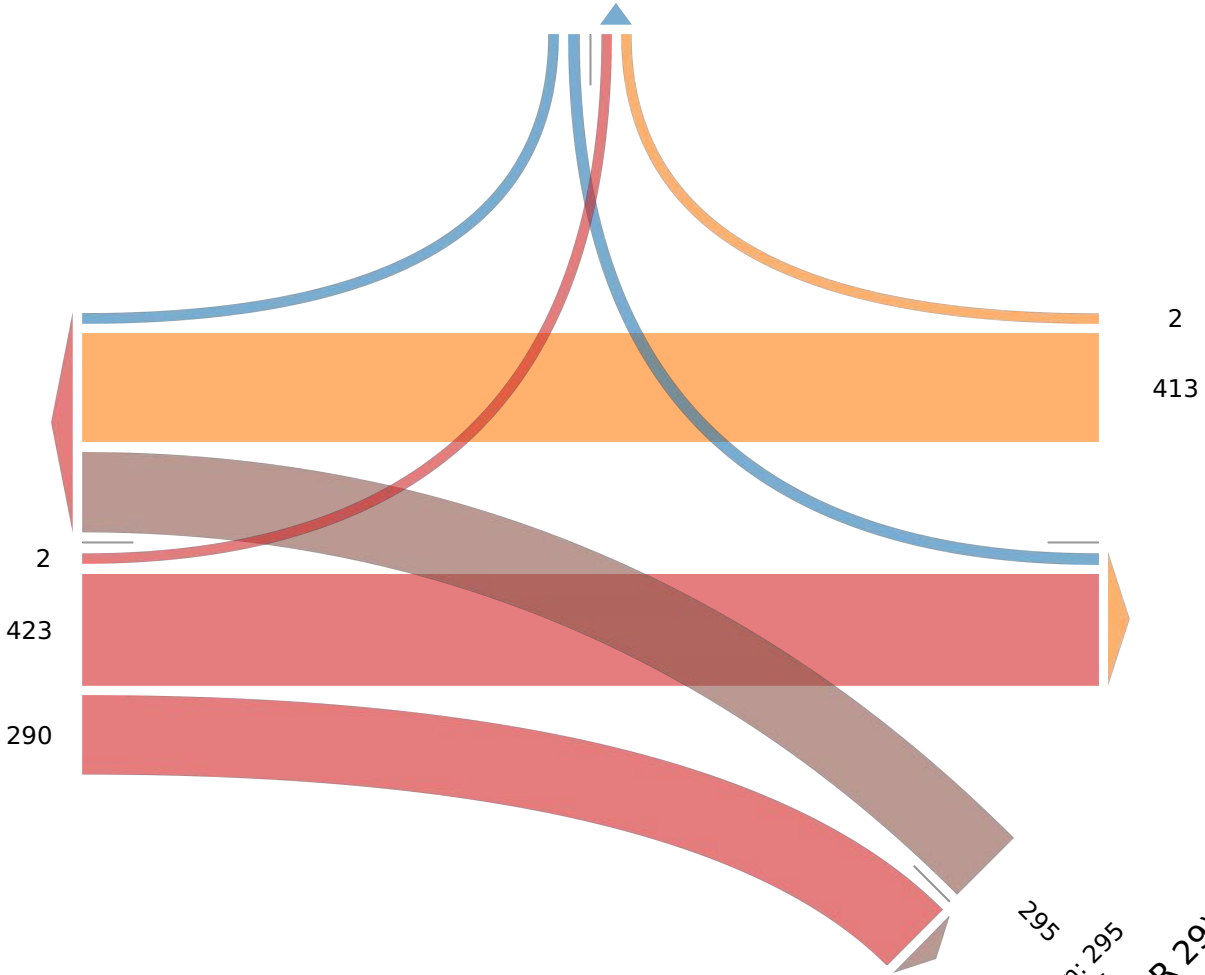
[N] Hospital Driveway

Total: 14

In: 10 Out: 4

37

[W] Scioto St (US 36)
Total: 1426
In: 715 Out: 711



Out: 430 In: 415
Total: 845
[E] US 36

Out: 290 In: 295
Total: 585
[SE] Scioto St (SR 29)

Scioto & SR 29 - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

Leg Direction	Hospital Driveway Southbound					US 36 Westbound					Scioto St (SR 29) Northwestbound					Scioto St (US 36) Eastbound					Int
	R	BL	L	U	App	R	T	HL	U	App	HR	BR	BL	U	App	BR	T	L	U	App	
2023-09-26 3:45PM	0	0	1	0	1	1	132	0	0	133	0	0	90	0	90	100	144	0	0	244	468
4:00PM	0	0	3	0	3	0	126	0	0	126	0	0	97	0	97	110	130	1	0	241	467
4:15PM	0	0	1	0	1	1	138	0	0	139	0	0	92	0	92	91	152	0	0	243	475
4:30PM	1	0	2	0	3	0	140	0	0	140	0	0	102	0	102	79	118	1	0	198	443
Total	1	0	7	0	8	2	536	0	0	538	0	0	381	0	381	380	544	2	0	926	1853
% Approach	12.5%	0%	87.5%	0%	-	0.4%	99.6%	0%	0%	-	0%	0%	100%	0%	-	41.0%	58.7%	0.2%	0%	-	-
% Total	0.1%	0%	0.4%	0%	0.4%	0.1%	28.9%	0%	0%	29.0%	0%	0%	20.6%	0%	20.6%	20.5%	29.4%	0.1%	0%	50.0%	-
PHF	0.250	-	0.583	-	0.667	0.500	0.957	-	-	0.961	-	-	0.934	-	0.934	0.864	0.895	0.500	-	0.949	0.975
Lights	1	0	7	0	8	2	526	0	0	528	0	0	371	0	371	375	532	2	0	909	1816
% Lights	100%	0%	100%	0%	100%	100%	98.1%	0%	0%	98.1%	0%	0%	97.4%	0%	97.4%	98.7%	97.8%	100%	0%	98.2%	98.0%
Articulated Trucks	0	0	0	0	0	0	4	0	0	4	0	0	4	0	4	1	5	0	0	6	14
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0.7%	0%	0%	0.7%	0%	0%	1.0%	0%	1.0%	0.3%	0.9%	0%	0%	0.6%	0.8%
Buses and Single-Unit Trucks	0	0	0	0	0	0	6	0	0	6	0	0	6	0	6	4	7	0	0	11	23
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1.1%	0%	0%	1.6%	0%	1.6%	1.1%	1.3%	0%	0%	1.2%	1.2%

* BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

Scioto & SR 29 - TMC

Tue Sep 26, 2023

PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1113470, Location: 40.106679, -83.729462



Provided by: Burgess & Niple, Inc
330 Rush Alley, Suite 700, Columbus, OH, 43215, US

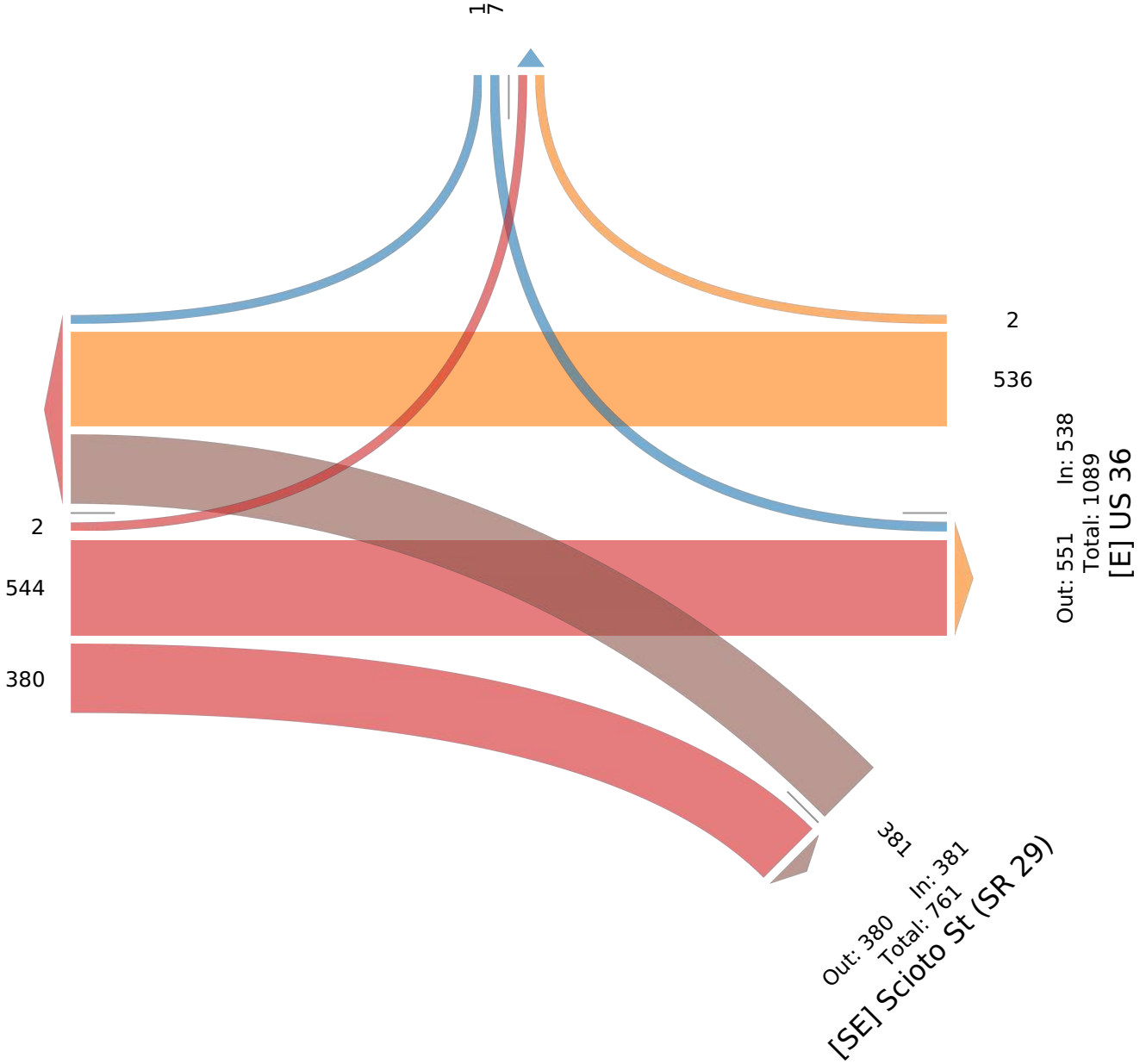
[N] Hospital Driveway

Total: 12
In: 8 Out: 4

7

[W] Scioto St (US 36)

Total: 1844
In: 926 Out: 918



US 36 & Lippencott Lane - TMC

Thu Jan 20, 2022

Full Length (6 AM-10 AM, 3 PM-7 PM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 916691, Location: 40.105939, -83.717719



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	US 36 Eastbound					US 36 Westbound					Business Drive Northbound					Lippencott Lane Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-01-20 6:00AM	2	13	0	0	15	0	14	0	0	14	0	0	0	0	0	0	0	1	0	1	30
6:15AM	5	28	0	0	33	0	20	0	0	20	0	0	0	0	0	0	0	2	0	2	55
6:30AM	4	22	0	0	26	0	32	0	0	32	0	0	0	0	0	0	0	4	0	4	62
6:45AM	10	33	0	0	43	0	32	1	0	33	0	0	0	0	0	1	0	4	0	5	81
Hourly Total	21	96	0	0	117	0	98	1	0	99	0	0	0	0	0	1	0	11	0	12	228
7:00AM	7	22	0	0	29	0	34	0	0	34	0	0	0	0	0	1	0	11	0	12	75
7:15AM	3	24	0	0	27	0	37	0	0	37	0	0	0	0	0	0	0	12	0	12	76
7:30AM	14	34	0	0	48	0	38	0	0	38	0	0	0	0	0	0	0	5	0	5	91
7:45AM	15	36	0	1	52	0	52	1	0	53	0	0	0	0	0	0	0	10	0	10	115
Hourly Total	39	116	0	1	156	0	161	1	0	162	0	0	0	0	0	1	0	38	0	39	357
8:00AM	8	36	0	0	44	1	45	1	0	47	0	0	1	0	1	0	0	5	0	5	97
8:15AM	12	26	0	0	38	0	37	1	0	38	0	0	0	0	0	0	0	9	0	9	85
8:30AM	21	29	0	0	50	0	40	5	0	45	0	0	0	0	0	2	0	14	0	16	111
8:45AM	24	38	0	0	62	1	52	1	0	54	0	0	0	0	0	1	0	17	0	18	134
Hourly Total	65	129	0	0	194	2	174	8	0	184	0	0	1	0	1	3	0	45	0	48	427
9:00AM	20	35	0	0	55	0	41	2	0	43	0	0	0	0	0	0	0	12	0	12	110
9:15AM	29	30	0	0	59	0	38	2	0	40	0	0	0	0	0	1	0	15	0	16	115
9:30AM	31	41	0	0	72	0	33	0	0	33	0	0	0	0	0	3	0	15	0	18	123
9:45AM	29	29	0	0	58	0	46	3	0	49	0	0	0	0	0	3	0	22	0	25	132
Hourly Total	109	135	0	0	244	0	158	7	0	165	0	0	0	0	0	7	0	64	0	71	480
3:00PM	45	51	0	0	96	0	72	1	0	73	0	0	0	0	0	3	0	58	0	61	230
3:15PM	48	71	0	0	119	0	71	5	0	76	0	0	0	0	0	1	0	45	0	46	241
3:30PM	41	80	0	0	121	0	87	1	0	88	0	0	0	0	0	1	0	44	0	45	254
3:45PM	59	57	0	0	116	0	76	3	0	79	0	0	1	0	1	4	0	44	0	48	244
Hourly Total	193	259	0	0	452	0	306	10	0	316	0	0	1	0	1	9	0	191	0	200	969
4:00PM	47	70	0	0	117	0	66	3	0	69	0	0	0	0	0	2	0	59	0	61	247
4:15PM	36	74	0	0	110	0	65	1	0	66	0	0	0	0	0	2	0	51	0	53	229
4:30PM	50	60	0	0	110	0	61	2	0	63	0	0	0	0	0	6	0	47	0	53	226
4:45PM	51	48	0	0	99	0	68	4	0	72	0	0	0	0	0	1	0	41	0	42	213
Hourly Total	184	252	0	0	436	0	260	10	0	270	0	0	0	0	0	11	0	198	0	209	915
5:00PM	46	74	0	0	120	0	61	5	0	66	1	0	0	0	1	3	0	56	0	59	246
5:15PM	36	64	0	0	100	0	53	5	0	58	0	0	0	0	0	2	0	50	0	52	210
5:30PM	41	44	0	0	85	0	52	6	0	58	0	0	0	0	0	1	0	56	0	57	200
5:45PM	39	45	0	0	84	0	46	1	0	47	0	0	0	0	0	7	0	42	0	49	180
Hourly Total	162	227	0	0	389	0	212	17	0	229	1	0	0	0	1	13	0	204	0	217	836
6:00PM	32	52	0	0	84	0	38	1	0	39	0	0	0	0	0	1	0	39	0	40	163
6:15PM	38	45	0	0	83	0	36	1	0	37	0	0	0	0	0	1	0	44	0	45	165
6:30PM	22	36	0	0	58	0	26	1	0	27	0	0	0	0	0	0	0	40	0	40	125
6:45PM	27	35	0	0	62	0	35	2	0	37	0	0	0	0	0	1	0	41	0	42	141
Hourly Total	119	168	0	0	287	0	135	5	0	140	0	0	0	0	0	3	0	164	0	167	594
Total	892	1382	0	1	2275	2	1504	59	0	1565	1	0	2	0	3	48	0	915	0	963	4806
% Approach	39.2%	60.7%	0%	0%	-	0.1%	96.1%	3.8%	0%	-	33.3%	0%	66.7%	0%	-	5.0%	0%	95.0%	0%	-	-
% Total	18.6%	28.8%	0%	0%	47.3%	0%	31.3%	1.2%	0%	32.6%	0%	0%	0%	0%	0.1%	1.0%	0%	19.0%	0%	20.0%	-
Lights and Motorcycles	874	1330	0	1	2205	2	1432	58	0	1492	1	0	2	0	3	47	0	903	0	950	4650
% Lights and Motorcycles	98.0%	96.2%	0%	100%	96.9%	100%	95.2%	98.3%	0%	95.3%	100%	0%	100%	0%	100%	97.5%	0%	98.7%	0%	98.7%	96.8%
Heavy	18	52	0	0	70	0	72	1	0	73	0	0	0	0	0	1	0	12	0	13	156
% Heavy	2.0%	3.8%	0%	0%	3.1%	0%	4.8%	1.7%	0%	4.7%	0%	0%	0%	0%	0%	2.1%	0%	1.3%	0%	1.3%	3.2%

*L: Left, R: Right, T: Thru, U: U-Turn

US 36 & Lippencott Lane - TMC

Thu Jan 20, 2022

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights and Motorcycles, Heavy)

All Movements

ID: 916691, Location: 40.105939, -83.717719



Provided by: Smart Services, Inc.
88 W. Church Street, Newark, OH, 43055, US

Leg Direction	US 36 Eastbound					US 36 Westbound					Business Drive Northbound					Lippencott Lane Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2022-01-20 8:45AM	24	38	0	0	62	1	52	1	0	54	0	0	0	0	0	1	0	17	0	18	134
9:00AM	20	35	0	0	55	0	41	2	0	43	0	0	0	0	0	0	0	12	0	12	110
9:15AM	29	30	0	0	59	0	38	2	0	40	0	0	0	0	0	1	0	15	0	16	115
9:30AM	31	41	0	0	72	0	33	0	0	33	0	0	0	0	0	3	0	15	0	18	123
Total	104	144	0	0	248	1	164	5	0	170	0	0	0	0	0	5	0	59	0	64	482
% Approach	41.9%	58.1%	0%	0%	-	0.6%	96.5%	2.9%	0%	-	0%	0%	0%	0%	-	7.8%	0%	92.2%	0%	-	-
% Total	21.6%	29.9%	0%	0%	51.5%	0.2%	34.0%	1.0%	0%	35.3%	0%	0%	0%	0%	0%	1.0%	0%	12.2%	0%	13.3%	-
PHF	0.839	0.878	-	-	0.861	0.250	0.788	0.625	-	0.787	-	-	-	-	-	0.417	-	0.868	-	0.889	0.899
Lights and Motorcycles	103	133	0	0	236	1	153	5	0	159	0	0	0	0	0	5	0	57	0	62	457
% Lights and Motorcycles	99.0%	92.4%	0%	0%	96.2%	100%	93.3%	100%	0%	93.5%	0%	0%	0%	0%	-	100%	0%	96.6%	0%	96.9%	94.8%
Heavy	1	11	0	0	12	0	11	0	0	11	0	0	0	0	0	0	0	2	0	2	25
% Heavy	1.0%	7.6%	0%	0%	4.8%	0%	6.7%	0%	0%	6.5%	0%	0%	0%	0%	-	0%	0%	3.4%	0%	3.1%	5.2%

*L: Left, R: Right, T: Thru, U: U-Turn

Appendix C

Signal Inspection Summary Report

Clark-County Springfield TCC

Task Order No. TCC-4-I

LUC-City of Urbana Traffic Signal Study

B&N Traffic Signal Support Inspection Findings – Task I.3

Miami Street (US 36)/North Oakland Street (SR 29)

- Three traffic signal poles exist at this intersection. All the metal portions of the support are painted green.
- The main deficiency observed with these poles were near the base on the exterior face of the pole there are 3" diameter sections of 1/16" max deep pitting directly behind each anchor rod with surface corrosion. See photo below for example.
- No other significant deficiencies were observed. The poles without the green finish coat of paint have more surface corrosion evident throughout the structure.



Miami Street (US 36)/High St.

- Two traffic signal poles exist at this intersection. All the metal portions of the support are painted green.
- The main deficiency observed with these poles were near the base on the exterior face of the pole there are 3" diameter sections of 1/16" max deep pitting directly behind each anchor rod with surface corrosion.
- Additionally, the structure on the south side of US 36 had all four anchor rods tilted towards the north up to 6°. The anchor rods may have been installed this way and show no distress. See photo below for example.
- The poles without the green finish coat of paint have more surface corrosion evident throughout the structure.



Scioto Street (US 36)/Kenton Street

- Four traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- Some of the anchor rods below the base plate exhibit minor surface corrosion with no section loss.
- The SW (anchor rod 3) is tilted north 8° with a minor bend at the SE anchor rod for the signal support at the NE corner of the intersection facing NB Kenton St. traffic. The rods may have been installed this way and show no distress.
- The signal support at the NW corner of the intersection facing WB US 36 traffic has one missing fastener for the lower handhole cover. See photo below.



Scioto Street (US 36)/East Lawn Avenue

- Two traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- No significant deficiencies were observed at this intersection.



Scioto Street (US 36)/Jefferson Avenue (SR 54)

- Four traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- Minor spalls exist in the foundation of the signal support at the NW corner of the intersection. See photo below.
- No significant deficiencies were observed at this intersection.



Scioto Street (US 36)/Finch Street

- Two traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- Minor debris exists at one foundation with minor surface corrosion on the anchor rods below the base plates is typical. No section loss. See photo below.
- No significant deficiencies were observed at this intersection.



Scioto Street (US 36)/Scioto Street (SR 29)/East US Hwy. 36

- Three traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- Minor surface corrosion on the anchor rods below the base plates is typical. No section loss. See photo below.
- No significant deficiencies were observed at this intersection.



East US Hwy. 36/Lippencott Lane

- Four traffic signal poles exist at this intersection. All the metal portions of the support are painted with a black finish coat.
- The signal support at the NE corner of the intersection facing businesses on the south side of US 36 exhibits an area of erosion measuring 1 foot long with 1 foot of lateral penetration under the square foundation. When probing around, the drilled circular shaft could be reached; however, this was not undermined or affected. It appears some riprap was added previously but did not solve the problem. See photo below.
- No significant deficiencies were observed at this intersection.



South Jefferson Avenue (SR 54)/East Water Street

- Four traffic signal poles exist at this intersection. All the metal portions of the support are painted green.
- The poles inside at the base and the base plates themselves all had minor to moderate corrosion. The at the SW corner of the intersection had the worst corrosion inside the pole and on the base plate. See photo below.
- No other significant deficiencies were observed. The poles without the green finish coat of paint have more surface corrosion evident throughout the structure.



Recommendations

Immediate Repairs

1. None. No supports warrant immediate replacement.

Maintenance

1. Paint all signal supports with only green surface paint exposed on the exterior and inside the poles near the base to arrest any corrosion or further section loss at the following intersections:
 - a. Miami Street (US 36)/North Oakland Street (SR 29)
 - b. Miami Street (US 36)/High St.
 - c. South Jefferson Avenue (SR 54)/East Water Street.
2. Replace the missing fastener for the lower handhole cover at the signal support at the NW corner of the Scioto Street (US 36)/Kenton Street intersection facing WB US 36 traffic.
3. Repair and backfill the erosion at the signal support at the NE corner of East US Hwy. 36/Lippencott Lane intersection.
4. Consider painting unpainted portions of the anchor rods exposed to arrest and prevent corrosion.
5. Monitor the bent anchor bolts for distress at the following intersections:
 - a. Miami Street (US 36)/High St.
 - b. Scioto Street (US 36)/Kenton St.
6. Monitor section loss and pitting in the bases of the poles at the following intersections:
 - a. Miami Street (US 36)/North Oakland Street (SR 29)
 - b. Miami Street (US 36)/High St.
 - c. South Jefferson Avenue (SR 54)/East Water Street.

At the other intersections where a coat of black paint was added, the corrosion is hidden; however, it appears pitting did occur in the bases of the poles and the pits were filled in with excessive paint.

Appendix D

Cost Estimate

TABLE 2

PARTIAL INTERSECTION IMPROVEMENTS

Partial improvements include replacing: pushbuttons, pedestal if needed, pedestrian signal heads, and overhead sign hangers

ITEM	ITEM EXT.	UNIT	DESCRIPTION	BID PRICE	MIAMI & HIGH		SCIOTO & LAWN		SCIOTO & JEFFERSON		SCIOTO AND FINCH		SCIOTO & SR 29/HOSPITAL	
					INT TOTAL	INT COST	INT TOTAL	INT COST	INT TOTAL	INT COST	INT TOTAL	INT COST	INT TOTAL	INT COST
625	25500	FT	CONDUIT, 2", 725.04	\$ 38.00	10	\$ 380.00		\$ -		\$ -	10	\$ 380.00		\$ -
625	25500	FT	CONDUIT, 3", 725.04	\$ 38.00		\$ -	100	\$ 3,800.00		\$ -		\$ -		\$ -
625	29000	FT	TRENCH	\$ 9.00	10	\$ 90.00	100	\$ 900.00		\$ -	10	\$ 90.00		\$ -
625	30706	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00		\$ -		\$ -		\$ -		\$ -		\$ -
625	32000	EACH	GROUND ROD	\$ 245.00	1	\$ 245.00	1	\$ 245.00		\$ -	1	\$ 245.00		\$ -
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	3	\$ 1,170.00	2	\$ 780.00	6	\$ 2,340.00		\$ -	1	\$ 390.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	8	\$ 5,400.00	8	\$ 5,400.00	8	\$ 5,400.00	8	\$ 5,400.00		\$ -
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	8	\$ 320.00	8	\$ 320.00	8	\$ 320.00	8	\$ 320.00		\$ -
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	4	\$ 1,640.00	4	\$ 1,640.00	4	\$ 1,640.00	4	\$ 1,640.00		\$ -
632	26001	EACH	PEDESTRIAN PUSHBUTTON EXTENDER ASSEMBLY	\$ 200.00	2	\$ 400.00		\$ -		\$ -		\$ -		\$ -
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	100	\$ 350.00	150	\$ 525.00	100	\$ 350.00	100	\$ 350.00		\$ -
632	64020	EACH	PEDESTAL FOUNDATION	\$ 1,500.00		\$ -	1	\$ 1,500.00		\$ -		\$ -		\$ -
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	100	\$ 250.00	150	\$ 375.00	100	\$ 250.00	100	\$ 250.00		\$ -
632	89510	EACH	PEDESTAL, 5'	\$ 750.00		\$ -		\$ -		\$ -	1	\$ 750.00		\$ -
632	90000	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,900.00		\$ -	1	\$ 1,900.00		\$ -		\$ -		\$ -
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN		1	\$ 3,000.00	1	\$ 3,000.00	1	\$ 2,500.00	1	\$ 3,000.00	1	\$ 500.00
CONSTRUCTION COST						\$ 13,200.00		\$ 20,400.00		\$ 12,800.00		\$ 12,400.00		\$ 900.00
DESIGN COST						\$ 4,000.00		\$ 6,100.00		\$ 3,800.00		\$ 3,700.00		\$ 300.00
CONTINGENCY (20%)						\$ 3,400.00		\$ 5,300.00		\$ 3,300.00		\$ 3,200.00		\$ 200.00
INTERSECTION TOTAL (YEAR 2027)						\$ 24,200.00		\$ 37,400.00		\$ 23,400.00		\$ 22,700.00		\$ 1,600.00

* assumes no ped facilities

TABLE 2

PARTIAL INTERSECTION IMPROVEMENTS

Partial improvements include replacing: pushbuttons, pedestal if needed, pedestrian signal heads, and overhead sign hangers

ITEM	ITEM EXT.	UNIT	DESCRIPTION	BID PRICE	MIAMI & OAKLAND		US 36 & LIPPINCOTT		JEFFERSON & WATER		SCIOTO & KENTON		PROJECT TOTAL
					INT TOTAL	INT COST	INT TOTAL	INT COST	INT TOTAL	INT COST	INT TOTAL	INT COST	
625	25500	FT	CONDUIT, 2", 725.04	\$ 38.00		\$ -	50	\$ 1,900.00		\$ -		\$ -	\$ 2,660.00
625	25500	FT	CONDUIT, 3", 725.04	\$ 38.00		\$ -		\$ -	40	\$ 1,520.00	20	\$ 760.00	\$ 3,800.00
625	29000	FT	TRENCH	\$ 9.00		\$ -	50	\$ 450.00	40	\$ 360.00	20	\$ 180.00	\$ 1,530.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00		\$ -		\$ -		\$ -		\$ -	\$ -
625	32000	EACH	GROUND ROD	\$ 245.00		\$ -	1	\$ 245.00	4	\$ 980.00	2	\$ 490.00	\$ 980.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	1	\$ 390.00	0	\$ -	4	\$ 1,560.00	1	\$ 390.00	\$ 5,070.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	4	\$ 2,700.00	2	\$ 1,350.00	8	\$ 5,400.00	8	\$ 5,400.00	\$ 25,650.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	4	\$ 160.00	2	\$ 80.00	8	\$ 320.00	8	\$ 320.00	\$ 1,520.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	2	\$ 820.00	2	\$ 820.00	4	\$ 1,640.00	2	\$ 820.00	\$ 8,200.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON EXTENDER ASSEMBLY	\$ 200.00		\$ -		\$ -		\$ -		\$ -	\$ 400.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	100	\$ 350.00	100	\$ 350.00	1500	\$ 5,250.00	100	\$ 350.00	\$ 2,275.00
632	64020	EACH	PEDESTAL FOUNDATION	\$ 1,500.00		\$ -		\$ -	4	\$ 6,000.00		\$ -	\$ 1,500.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	100	\$ 250.00	100	\$ 250.00	1000	\$ 2,500.00		\$ -	\$ 1,625.00
632	89510	EACH	PEDESTAL, 5'	\$ 750.00		\$ -	1	\$ 750.00		\$ -	2	\$ 1,500.00	\$ 1,500.00
632	90000	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,900.00		\$ -		\$ -	4	\$ 7,600.00		\$ -	\$ 1,900.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN		1	\$ 2,500.00	1	\$ 5,000.00	1	\$ 3,000.00	1	\$ 3,000.00	\$ 19,500.00
CONSTRUCTION COST						\$ 7,200.00		\$ 11,200.00		\$ 36,100.00		\$ 13,200.00	\$ 78,100.00
DESIGN COST						\$ 2,200.00		\$ 3,400.00		\$ 10,800.00		\$ 4,000.00	\$ 38,300.00
CONTINGENCY (20%)						\$ 1,900.00		\$ 2,900.00		\$ 9,400.00		\$ 3,400.00	\$ 33,000.00
INTERSECTION TOTAL (YEAR 2027)						\$ 13,300.00		\$ 20,600.00		\$ 66,200.00		\$ 24,200.00	\$ 233,600.00

* assumes rewiring will occur under a separate contract

TABLE 3

MIAMI & HIGH FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	7.5	CY	EXCAVATION	\$ 20.00	\$ 150.00
203	20000		CY	EMBANKMENT	\$ 28.00	\$ -
608	10000		SF	4" CONCRETE WALK	\$ 15.00	\$ -
608	52000	100	SF	CURB RAMP	\$ 27.00	\$ 2,700.00
608	53020	50	SF	DETECTABLE WARNING	\$ 8.00	\$ 400.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	100	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 5,500.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	8	EACH	GROUND ROD	\$ 245.00	\$ 1,960.00
630	79100	3	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 1,170.00
630	80100	22.5	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 360.00
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 7,600.00
632	05087	0	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	8	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 5,400.00
632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 400.00
632	25010	8	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 320.00
632	26001	4	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 1,640.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700	0	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	4	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 24,400.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ -
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ 15,000.00
632	72110	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ 16,000.00
632	72130		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	4	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 4,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580	0	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	4	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 32,000.00
CONSTRUCTION COST					\$ 208,800.00	
DESIGN COST					\$ 62,600.00	
CONTINGENCY (20%)					\$ 54,300.00	
TOTAL (WITH INFLATION TO YEAR 2027)					\$ 382,700.00	

TABLE 3

SCIOTO & LAWN FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	7.5	CY	EXCAVATION	\$ 20.00	\$ 150.00
203	20000		CY	EMBANKMENT	\$ 28.00	\$ -
608	10000		SF	4" CONCRETE WALK	\$ 15.00	\$ -
608	52000	100	SF	CURB RAMP	\$ 27.00	\$ 2,700.00
608	53020	50	SF	DETECTABLE WARNING	\$ 8.00	\$ 400.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	100	FT	TRENCH	\$ 9.00	\$ 900.00
625	29400	250	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 9,500.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	7	EACH	GROUND ROD	\$ 245.00	\$ 1,715.00
630	79100	2	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 780.00
630	80100	15	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 240.00
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 5,700.00
632	05087	0	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 4,050.00
632	25000	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 300.00
632	25010	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 240.00
632	26001	4	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 1,640.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700	0	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 18,300.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ -
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110	3	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ 42,000.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580	0	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	4	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 32,000.00
					CONSTRUCTION COST	\$ 201,500.00
					DESIGN COST	\$ 60,500.00
					CONTINGENCY (20%)	\$ 52,400.00
					TOTAL (WITH INFLATION TO YEAR 2027)	\$ 369,400.00

TABLE 3

SCIOTO & JEFFERSON FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	6	CY	EXCAVATION	\$ 20.00	\$ 120.00
203	20000		CY	EMBANKMENT	\$ 28.00	\$ -
608	10000		SF	4" CONCRETE WALK	\$ 15.00	\$ -
608	52000	80	SF	CURB RAMP	\$ 27.00	\$ 2,160.00
608	53020	40	SF	DETECTABLE WARNING	\$ 8.00	\$ 320.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	100	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 5,500.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	8	EACH	GROUND ROD	\$ 245.00	\$ 1,960.00
630	79100	6	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 2,340.00
630	80100	45	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 720.00
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 3,800.00
632	05087	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ 6,200.00
632	20731	8	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 5,400.00
632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 400.00
632	25010	8	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 320.00
632	26001	4	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 1,640.00
632	40500	750	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 2,625.00
632	40700	750	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ 3,000.00
632	64010	4	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 24,400.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ -
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110	2	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ 28,000.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130	2	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ 32,000.00
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580		EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ 7,500.00
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	4	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 32,000.00
CONSTRUCTION COST					\$ 247,000.00	
DESIGN COST					\$ 74,100.00	
CONTINGENCY (20%)					\$ 64,200.00	
TOTAL (WITH INFLATION TO YEAR 2027)					\$ 452,700.00	

TABLE 3

SCIOTO & FINCH FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	4.5	CY	EXCAVATION	\$ 20.00	\$ 90.00
203	20000		CY	EMBANKMENT	\$ 28.00	\$ -
608	10000		SF	4" CONCRETE WALK	\$ 15.00	\$ -
608	52000	60	SF	CURB RAMP	\$ 27.00	\$ 1,620.00
608	53020	30	SF	DETECTABLE WARNING	\$ 8.00	\$ 240.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	6	EACH	GROUND ROD	\$ 245.00	\$ 1,470.00
630	79100	0	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ -
630	80100	0	SF	SIGN, FLAT SHEET	\$ 16.00	\$ -
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 5,700.00
632	05087		EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	4	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 2,700.00
632	25000	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 300.00
632	25010	4	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 160.00
632	26001	2	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 820.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700		FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	2	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 12,200.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	100	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 675.00
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ -
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ 14,000.00
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ 15,000.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580		EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	1	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 8,000.00
CONSTRUCTION COST					\$ 156,600.00	
DESIGN COST					\$ 47,000.00	
CONTINGENCY (20%)					\$ 40,700.00	
TOTAL (WITH INFLATION TO YEAR 2027)					\$ 287,100.00	

TABLE 3

SCIOTO & SR 29 / HOSPITAL FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500	50	FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ 1,000.00
203	10000	3	CY	EXCAVATION	\$ 20.00	\$ 60.00
203	20000	25	CY	EMBANKMENT	\$ 28.00	\$ 700.00
608	10000	50	SF	4" CONCRETE WALK	\$ 15.00	\$ 750.00
608	52000	40	SF	CURB RAMP	\$ 27.00	\$ 1,080.00
608	53020	20	SF	DETECTABLE WARNING	\$ 8.00	\$ 160.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	200	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 7,600.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	6	EACH	GROUND ROD	\$ 245.00	\$ 1,470.00
630	79100	1	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 390.00
630	80100	7.5	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 120.00
630	97700	1	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ 20,000.00
632	05007	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 5,700.00
632	05087		EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731		EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ -
632	25000	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 300.00
632	25010		EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ -
632	26001		EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ -
632	40500	800	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 2,800.00
632	40700		FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 18,300.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	100	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 675.00
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110	3	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ 36,000.00
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900		EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ -
632	90008	2	EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ 4,000.00
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580		EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	1	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 8,000.00
					CONSTRUCTION COST	\$ 184,000.00
					DESIGN COST	\$ 55,200.00
					CONTINGENCY (20%)	\$ 47,800.00
					TOTAL (WITH INFLATION TO YEAR 2027)	\$ 337,200.00

Notes:
Including a pedestrian crossing RRFB and curb ramps at Anderson Drive.

TABLE 3

MIAMI & OAKLAND FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	4.5	CY	EXCAVATION	\$ 20.00	\$ 90.00
203	20000		CY	EMBANKMENT	\$ 28.00	\$ -
608	10000		SF	4" CONCRETE WALK	\$ 15.00	\$ -
608	52000	60	SF	CURB RAMP	\$ 27.00	\$ 1,620.00
608	53020	30	SF	DETECTABLE WARNING	\$ 8.00	\$ 240.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	7	EACH	GROUND ROD	\$ 245.00	\$ 1,715.00
630	79100	1	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 390.00
630	80100	7.5	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 120.00
630	97700		EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	6	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 5,700.00
632	05087		EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	6	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 4,050.00
632	25000	6	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 300.00
632	25010	6	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 240.00
632	26001	4	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 1,640.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700		FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 18,300.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110	2	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ 24,000.00
632	80981	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ 13,000.00
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580		EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500		FT	STOP LINE	\$ 8.00	\$ -
644	00600		FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000		FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	1	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 8,000.00
					CONSTRUCTION COST	\$ 174,000.00
					DESIGN COST	\$ 52,200.00
					CONTINGENCY (20%)	\$ 45,200.00
					TOTAL (WITH INFLATION TO YEAR 2027)	\$ 318,900.00

TABLE 3

US 36 & LIPPENCOTT FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500		FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ -
203	10000	4.5	CY	EXCAVATION	\$ 20.00	\$ 90.00
203	20000	12.5	CY	EMBANKMENT	\$ 28.00	\$ 350.00
608	10000	25	SF	4" CONCRETE WALK	\$ 15.00	\$ 375.00
608	52000	60	SF	CURB RAMP	\$ 27.00	\$ 1,620.00
608	53020	30	SF	DETECTABLE WARNING	\$ 8.00	\$ 240.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	8	EACH	GROUND ROD	\$ 245.00	\$ 1,960.00
630	79100	0	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ -
630	80100	0	SF	SIGN, FLAT SHEET	\$ 16.00	\$ -
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	7	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 6,650.00
632	05087	1	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ 1,550.00
632	20731	4	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 2,700.00
632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 400.00
632	25010	4	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 160.00
632	26001	2	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 820.00
632	40500	750	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 2,625.00
632	40700	750	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ 3,000.00
632	64010	4	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 24,400.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110	3	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ 36,000.00
632	80981		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110		EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ 16,000.00
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008		EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580		EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001		EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500	55	FT	STOP LINE	\$ 8.00	\$ 440.00
644	00600	120	FT	CROSSWALK LINE	\$ 5.00	\$ 600.00
644	30000	55	FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ 330.00
809	69001		EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	2	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 16,000.00
					CONSTRUCTION COST	\$ 205,600.00
					DESIGN COST	\$ 61,700.00
					CONTINGENCY (20%)	\$ 53,500.00
					TOTAL (WITH INFLATION TO YEAR 2027)	\$ 376,900.00

Notes:
Including a pedestrian crossing over US 36

TABLE 3

JEFFERSON & WATER FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500	50	FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ 1,000.00
203	10000	3	CY	EXCAVATION	\$ 20.00	\$ 60.00
203	20000	25	CY	EMBANKMENT	\$ 28.00	\$ 700.00
608	10000	50	SF	4" CONCRETE WALK	\$ 15.00	\$ 750.00
608	52000	40	SF	CURB RAMP	\$ 27.00	\$ 1,080.00
608	53020	20	SF	DETECTABLE WARNING	\$ 8.00	\$ 160.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	8	EACH	GROUND ROD	\$ 245.00	\$ 1,960.00
630	79100	4	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 1,560.00
630	80100	30	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 480.00
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 7,600.00
632	05087	0	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	4	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 2,700.00
632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 400.00
632	25010	4	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 160.00
632	26001	2	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 820.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700	0	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	4	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 24,400.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110	4	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ 48,000.00
632	80981	0	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ -
632	72110	0	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110	0	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110	0	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110	0	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130	0	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008	0	EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580	0	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001	0	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500	0	FT	STOP LINE	\$ 8.00	\$ -
644	00600	0	FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000	0	FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001	0	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	2	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 16,000.00
CONSTRUCTION COST					\$ 202,400.00	
DESIGN COST					\$ 60,700.00	
CONTINGENCY (20%)					\$ 52,600.00	
TOTAL (WITH INFLATION TO YEAR 2027)					\$ 370,900.00	

TABLE 3

SCIOTO & KENTON FULL REPLACEMENT

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
202	32500	50	FT	CURB AND GUTTER REMOVED	\$ 20.00	\$ 1,000.00
203	10000	3	CY	EXCAVATION	\$ 20.00	\$ 60.00
203	20000	25	CY	EMBANKMENT	\$ 28.00	\$ 700.00
608	10000	50	SF	4" CONCRETE WALK	\$ 15.00	\$ 750.00
608	52000	40	SF	CURB RAMP	\$ 27.00	\$ 1,080.00
608	53020	20	SF	DETECTABLE WARNING	\$ 8.00	\$ 160.00
614	11000	1	LS	MAINTAINING TRAFFIC	\$ 5,000.00	\$ 5,000.00
614	11300	1	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 20,000.00	\$ 20,000.00
625	25500	300	FT	CONDUIT, 3", 725.04	\$ 38.00	\$ 11,400.00
625	25600	50	FT	CONDUIT, 4", 725.04	\$ 55.00	\$ 2,750.00
625	25902	0	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ 61.00	\$ -
625	29000	50	FT	TRENCH	\$ 9.00	\$ 450.00
625	29400	350	FT	TRENCH IN PAVED AREA	\$ 38.00	\$ 13,300.00
625	30706	4	EACH	PULL BOX, 725.08, 24"	\$ 1,250.00	\$ 5,000.00
625	32000	8	EACH	GROUND ROD	\$ 245.00	\$ 1,960.00
630	79100	1	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 390.00	\$ 390.00
630	80100	7.5	SF	SIGN, FLAT SHEET	\$ 16.00	\$ 120.00
630	97700	0	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00	\$ -
632	05007	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 950.00	\$ 7,600.00
632	05087	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 1,550.00	\$ -
632	20731	8	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 675.00	\$ 5,400.00
632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 50.00	\$ 400.00
632	25010	8	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 40.00	\$ 320.00
632	26001	4	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 410.00	\$ 1,640.00
632	40500	1500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 3.50	\$ 5,250.00
632	40700	0	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 4.00	\$ -
632	64010	4	EACH	SIGNAL SUPPORT FOUNDATION	\$ 6,100.00	\$ 24,400.00
632	64020	2	EACH	PEDESTAL FOUNDATION	\$ 1,250.00	\$ 2,500.00
632	65200	1100	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 2.50	\$ 2,750.00
632	68200	150	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 6.75	\$ 1,012.50
632	70001	1	EACH	POWER SERVICE, AS PER PLAN	\$ 3,550.00	\$ 3,550.00
632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	\$ 875.00	\$ 875.00
632	72110	3	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 12,000.00	\$ 36,000.00
632	80981	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 13,000.00	\$ 13,000.00
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 14,000.00	\$ -
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00	\$ -
632	72110	1	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 16,000.00	\$ -
632	72130	1	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 16,000.00	\$ -
632	89900	2	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 1,000.00	\$ 2,000.00
632	90008	1	EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 2,000.00	\$ -
632	90101	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 5,000.00	\$ 5,000.00
633	01580	1	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 10,000.00	\$ 10,000.00
633	01580	1	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ 10,000.00	\$ -
633	67100	1	EACH	CABINET FOUNDATION	\$ 2,750.00	\$ 2,750.00
633	67200	1	EACH	CONTROLLER WORK PAD	\$ 1,000.00	\$ 1,000.00
633	75001	1	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00	\$ -
644	00500	1	FT	STOP LINE	\$ 8.00	\$ -
644	00600	1	FT	CROSSWALK LINE	\$ 5.00	\$ -
644	30000	1	FT	REMOVAL OF PAVEMENT MARKING	\$ 6.00	\$ -
809	69001	1	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ 8,250.00	\$ -
809	69101	2	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 8,000.00	\$ 16,000.00
CONSTRUCTION COST					\$ 205,600.00	
DESIGN COST					\$ 61,700.00	
CONTINGENCY (20%)					\$ 53,500.00	
TOTAL (WITH INFLATION TO YEAR 2027)					\$ 376,900.00	

TABLE 3

SUMMARY OF FULL SIGNAL REPLACEMENTS

ITEM	ITEM EXT.	UNIT	DESCRIPTION	COST
202	32500	FT	CURB AND GUTTER REMOVED	\$ 3,000.00
203	10000	CY	EXCAVATION	\$ 870.00
203	20000	CY	EMBANKMENT	\$ 2,450.00
608	10000	SF	4" CONCRETE WALK	\$ 2,625.00
608	52000	SF	CURB RAMP	\$ 15,660.00
608	53020	SF	DETECTABLE WARNING	\$ 2,320.00
614	11000	LS	MAINTAINING TRAFFIC	\$ 45,000.00
614	11300	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$ 180,000.00
625	25500	FT	CONDUIT, 3", 725.04	\$ 98,800.00
625	25600	FT	CONDUIT, 4", 725.04	\$ 30,250.00
625	25902	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$ -
625	29000	FT	TRENCH	\$ 4,500.00
625	29400	FT	TRENCH IN PAVED AREA	\$ 115,900.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$ 45,000.00
625	32000	EACH	GROUND ROD	\$ 16,170.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$ 7,020.00
630	80100	SF	SIGN, FLAT SHEET	\$ 2,160.00
630	97700	EACH	SIGNING, MISC.: SOLAR POWERED RETANGULAR RAPID FLASHING BEACON (RRFB) PEDESTRIAN WARNING	\$ 20,000.00
632	05007	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 56,050.00
632	05087	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$ 7,750.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$ 32,400.00
632	25000	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$ 3,200.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$ 1,920.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$ 10,660.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$ 39,550.00
632	40700	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$ 6,000.00
632	64010	EACH	SIGNAL SUPPORT FOUNDATION	\$ 189,100.00
632	64020	EACH	PEDESTAL FOUNDATION	\$ 22,500.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$ 24,750.00
632	68200	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$ 8,437.50
632	70001	EACH	POWER SERVICE, AS PER PLAN	\$ 31,950.00
632	70400	EACH	CONDUIT RISER, 2" DIAMETER	\$ 7,875.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 180,000.00
632	80981	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$ 26,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$ 84,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$ 15,000.00
632	72110	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AN	\$ 16,000.00
632	72130	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$ 48,000.00
632	89900	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$ 18,000.00
632	90008	EACH	PEDESTAL, 15', TRANSFORMER BASE	\$ 4,000.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$ 45,000.00
633	01580	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$ 90,000.00
633	01580	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$ -
633	67100	EACH	CABINET FOUNDATION	\$ 24,750.00
633	67200	EACH	CONTROLLER WORK PAD	\$ 9,000.00
633	75001	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$ 7,500.00
644	00500	FT	STOP LINE	\$ 440.00
644	00600	FT	CROSSWALK LINE	\$ 600.00
644	30000	FT	REMOVAL OF PAVEMENT MARKING	\$ 330.00
809	69001	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$ -
809	69101	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$ 168,000.00
CONSTRUCTION COST				\$ 1,785,500.00
DESIGN COST				\$ 535,700.00
CONTINGENCY (20%)				\$ 464,200.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$ 3,272,800.00

CELLULAR SIGNAL SYSTEM

ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	BID PRICE	COST
633	99000	1	EACH	CONTROLLER ITEM, MISC.: OFFICE MONITOR	\$ 2,000.00	\$ 2,000.00
633	68511	9	EACH	COMMUNICATIONS, CELLULAR UNIT, AS PER PLAN	\$ 6,500.00	\$ 58,500.00
					CONSTRUCTION COST	\$ 60,500.00
					DESIGN COST	\$ 18,200.00
					CONTINGENCY (20%)	\$ 15,700.00
					TOTAL (WITH INFLATION TO YEAR 2027)	\$ 110,900.00

Notes:

Assumed that controllers would already be replaced

No removal of existing system; assumes all twisted pair would be abandoned in place.

Unit cost of the cellular unit includes monitoring software and training

Unit cost of the cellular unit includes 10 years of hosting.

To: Louis Agresta
*Clark County-Springfield
Transportation Coordinating Committee*

June 12, 2024
Appended: July 24, 2024

Tyler Bumbalough, PE
Doug Crabill
City of Urbana

From: Becca Lengua, PE
Randy Kill, PE, PTOE
Heather Mackling, PE, PTOE
Kendra Schenk, PE, PTOE, RSP₂₁
Burgess & Niple, Inc.

Subject: Urbana Signal Assessment

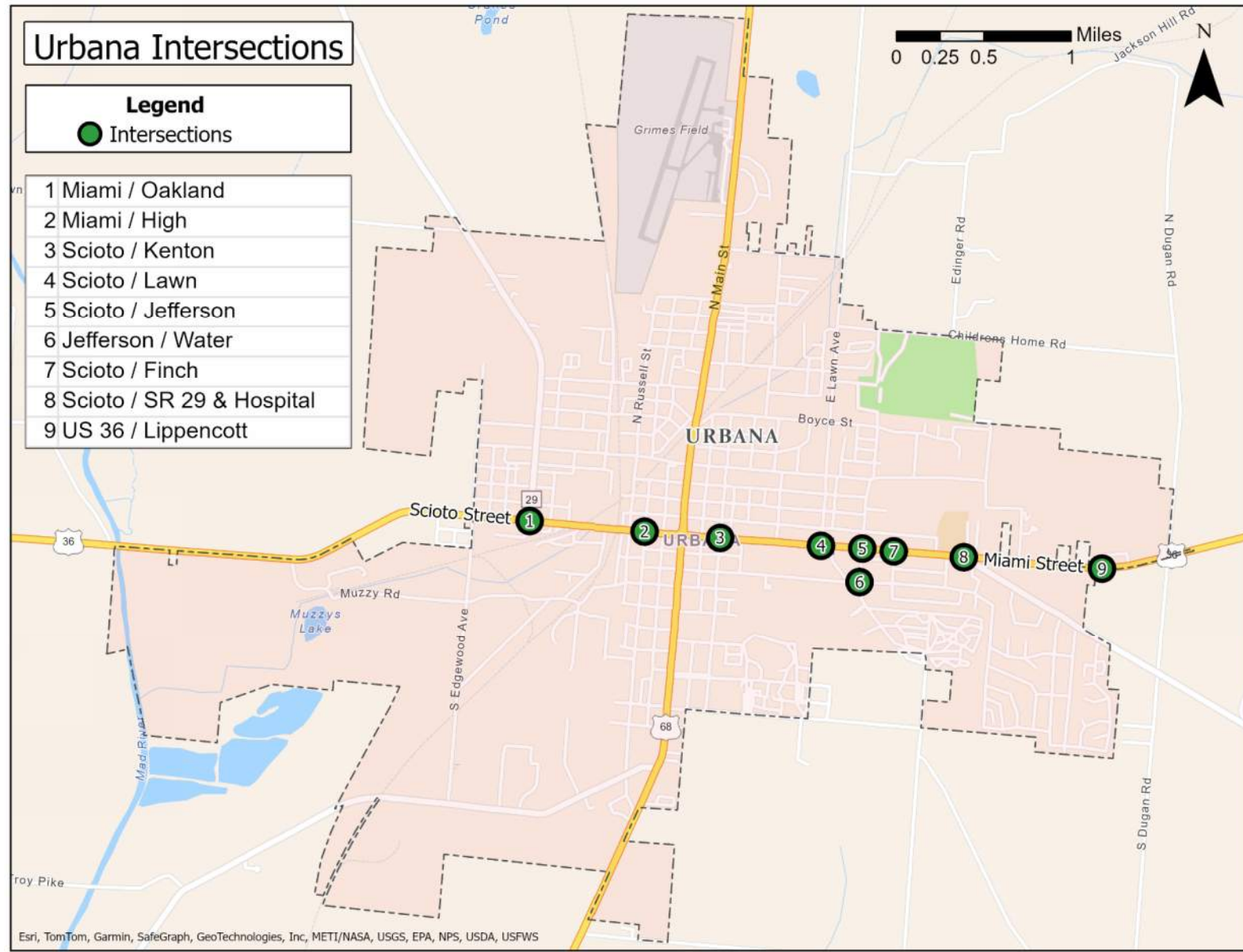
The City of Urbana partnered with Burgess & Niple (B&N) to conduct an analysis of the signals along the US 36/Scioto Street/Miami Street corridor (see **Figure 1**). The analysis encompassed nine signalized intersections and included a signal warrant analysis, field inspection of the existing signal supports and facilities, and a cost estimate of recommended improvements to the intersections.

Signal Warrant Analysis

Nine intersections along the US 36/Scioto Street/Miami Street corridor were analyzed using the *Ohio Manual of Uniform Traffic Control Devices* (OMUTCD) requirements and ODOT *Traffic Engineering Manual* (TEM) Section 402-3.2 guidance. The TEM guidance allows 70 percent of the OMUTCD volume thresholds to be used in the warrant analysis when evaluating the retention of an existing signal. The ODOT Traffic Signal Warrant Spreadsheet was used for the analysis. Traffic counts were conducted on Tuesday September 26, 2023, Thursday September 28, 2023, and Friday December 1, 2023, for five intersections. Additional counts were provided for the remaining four intersections.

From the OMUTCD, Warrant 1 requires the major street and minor street volumes to meet minimum thresholds for a minimum of 8 unique hours in the day. To meet the conditions of Warrant 2 the volumes must meet minimum thresholds for 4 unique hours in the day. From the analysis, five intersections met the 8-hour warrant and two met the 4-hour warrant. Two intersections did not meet the conditions of the signal warrants. Details of the signal warrants are provided in the **Appendix**.

Figure 1 – US 36/Scioto Street Analysis Intersections



Intersections that met the signal warrants

Five intersections met the 8-hour signal warrant thresholds for Condition A or Condition B. These intersections are:

- Miami Street & High Street (70% Volumes)
- Scioto Street & East Lawn Avenue (100% Volumes)
- Scioto Street & Jefferson Avenue (100% Volumes)
- Scioto Street & Finch Street (70% Volumes)
- Scioto Street/US 36 & Scioto Street/SR 29 (100% Volumes)

Two intersections did not meet the 8-hour warrants but did meet the 4-hour warrants. Traffic counts from 10am - 3pm were not available at these locations. Had counts been collected for these five hours, the intersections likely would have met the 8-hour warrant thresholds. These intersections are:

- Miami Street & North Oakland Street (70% Volumes)
- US 36 & Lippencott Lane (70% Volumes)

Intersections that did not meet the signal warrants

Two intersections did not meet either the 8-hour or 4-hour warrants. These two intersections are:

- Jefferson Avenue & Water Street – 7 of 8 hours were met for Warrant 1. The location was 15 vehicles on the major street short of meeting 8 hours.
- Scioto Street & Kenton Street – This intersection does not meet the minimal volume thresholds for the side street for any hour during the day.

Warrant Recommendations

The intersection of Jefferson Avenue and Water Street is one hour short of meeting the requirements for Warrant 1. Counting traffic on a different day may result in a traffic volume high enough to meet Warrant 1. Additionally, a 513-unit planned development is expected to break ground behind the Walmart Supercenter within the next few years. The predicted increase in traffic generated by the development may be enough to justify Jefferson Avenue and Water Street to meet Warrant 1.

Scioto Street and Kenton Street does not meet minimum volume thresholds nor number of crashes to meet any of the OMUTCD warrants. However, there is a sight distance obstruction caused by the building in the southwest corner that affects northbound traffic. Further conversation with ODOT may be needed to discuss the safety implications of removing the signal at the intersection.

Structural Inspection Findings

A field inspection of the signal supports at the nine intersections was conducted in February 2024. The following deficiencies were found. More details are provided in the **Appendix**.

- Miami Street & North Oakland Street – Near the base of the exterior face of the poles there are 3-inch diameter sections of 1/16-inch max deep pitting directly behind each anchor rod with surface corrosion.
- Miami Street & High Street – Near the base of the exterior face of the pole there are 3-inch diameter sections of 1/16-inch max deep pitting directly behind each anchor rod with surface corrosion. The signal support on the south side of US 36 has all four anchor rods tilted towards the north up to 6 degrees. The anchor rods of this signal support show no distress.
- Scioto Street & Kenton Street – The signal support at the northwest corner of the intersection, facing westbound US 36 traffic, has one missing fastener for the lower handhole cover.
- US 36 & Lippencott Lane – The signal support at the northeast corner of the intersection facing the businesses on the south side of US 36 exhibits an area of erosion measuring 1-foot long with 1-foot of lateral penetration under the square foundation. The drilled circular shaft could be reached when probed; however, it was not undermined or affected.
- Jefferson Avenue & Water Street – The poles inside the base and the base plates themselves all have minor to moderate corrosion. The signal support at the southwest corner of the intersection has the worst corrosion.

Structural Inspection Recommendations

The field inspection did not find any deficiencies that require immediate repair. The recommended maintenance activities are as follows:

- Paint all signal supports with only green surface paint exposed on the exterior and inside the poles near the base to address any corrosion or further section loss at the following intersections:
 - Miami Street & North Oakland Street
 - Miami Street & High Street
 - Jefferson Avenue & Water Street.
- Replace the missing fastener for the lower handhole cover at the signal support at the northwest corner of the Scioto Street & Kenton Street intersection facing westbound US 36 traffic.
- Repair and backfill the erosion at the signal support at the northeast corner of US 36 & Lippencott Lane intersection.
- Consider painting unpainted portions of the anchor rods exposed to arrest and prevent corrosion.
- Monitor the bent anchor bolts for distress at the following intersections:
 - Miami Street & High Street
 - Scioto Street & Kenton Street
- Monitor section loss and pitting in the bases of the poles at the following intersections:
 - Miami Street & North Oakland Street
 - Miami Street & High Street
 - Jefferson Avenue & Water Street

- At the other intersections where a coat of black paint was added, the corrosion is hidden; however, it appears pitting did occur in the bases of the poles and the pits were filled in with excessive paint. Monitor intersection supports for additional corrosion.

Signal Supports and Controller Cabinets Inspection

In addition to the field inspection, an inspection of the signal supports and controller cabinets was conducted in March 2024. The inspection checked signal phasing; presence and operation of vehicle detection and preemption; communications to other signals in the corridor; presence, operation, and ADA compliancy of pedestrian facilities; and type and operation of the controller cabinets. The inspection also evaluated if the existing signal supports could withstand the change from free-swinging signal heads to rigid-mounted signal heads with backplates in accordance with TEM Section 421-2 and the Office of Traffic Operations (OTO) mast arm calculation spreadsheet. A summary of the findings is in **Table 1**.

Table 1 – Summary of Signal Supports and Equipment

Location	Pole Number	Existing Design No.	Rigid Mounted Design No.	Pole Condition	Pushbutton	Pedestrian Signal	ADA Compliant	Controller Type	Vehicle Detection	Preemption	Communications	Other
Miami St & High St	Pole 1	3	6	Moderate corrosion at exterior base.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	Pedestal-mounted ped heads are countdown
	Pole 2	3	6	Moderate corrosion at exterior base. Anchor rods tilted.	Yes	Yes	No					
Scioto St & Kenton St	Pole 1	2	2	No significant deficiencies.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	Pushbuttons located off sidewalk Sight distance
	Pole 2	1	2	No significant deficiencies.	Yes	Yes	No					
	Pole 3	2	2	No significant deficiencies.	Yes	Yes	No					
	Pole 4	1	2	No significant deficiencies.	Yes	Yes	No					
Scioto St & E Lawn Ave	Pole 1	1	4	No significant deficiencies.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Opticom	Wireless	Eastern crosswalk is some distance from intersection
	Pole 2	1	4	No significant deficiencies.	Yes	Yes	No					
Scioto St & Jefferson Ave	Pole 1	11	12	No significant deficiencies.	Yes	Yes	Half	Colbalt Ground Mtd	Loop	Opticom	Wireless	Only 1 ped head is countdown
	Pole 2	3	4	No significant deficiencies.	Yes	Yes	No					
	Pole 3	11	12	No significant deficiencies.	Yes	Yes	No					
	Pole 4	3	4	No significant deficiencies.	Yes	Yes	No					
Scioto St & Finch St	Pole 1	3	4	Foundation mostly buried.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Opticom	Wireless	-
	Pole 2	3	2	No significant deficiencies.	Yes	Yes	No					
Scioto St & SR 29 & Mercy Hospital	Pole 1	2	2	No significant deficiencies.	No	No	-	ASC2 Pole Mtd	Loop	Disconnected	Wireless	No pedestrian facilities
	Pole 2	2	2	No significant deficiencies.	No	No	-					
	Pole 3	1	2	No significant deficiencies.	No	No	-					
US 36 & Lippencott Ln	Pole 1	Unknown	12	No significant deficiencies.	No	Yes	No	ASC2 Pole Mtd	Loop	No	No	Wires in bad condition – cabinet runs flash anytime is rains or is high humidity WB ped head not working
	Pole 2	Unknown	2	No significant deficiencies.	No	Yes	No					
	Pole 3	Unknown	2	Erosion along foundation.	No	Yes	No					
	Pole 4	Unknown	2	No significant deficiencies.	No	Yes	No					
Miami St & Oakland St	Pole 1	2	2	Moderate corrosion at exterior base.	Yes	Yes	No	ASC2 Pole Mtd	Loop	Removed	No	-
	Pole 2	1	2	Moderate corrosion at exterior base.	Yes	Yes	No					
	Pole 3	1	2	Moderate corrosion at exterior base.	Yes	Yes	No					

Location	Pole Number	Existing Design No.	Rigid Mounted Design No.	Pole Condition	Pushbutton	Pedestrian Signal	ADA Compliant	Controller Type	Vehicle Detection	Preemption	Communications	Other
Jefferson Ave & Water St	Pole 1	2	2	No significant deficiencies.	No	No	-	ASC2 Pole Mtd	None	Disconnected	No	No pedestrian facilities
	Pole 2	1	2	Moderate corrosion at interior base.	No	No	-					
	Pole 3	2	2	No significant deficiencies.	No	No	-					
	Pole 4	2	2	Moderate corrosion at exterior base.	No	No	-					

Signal Supports and Controller Cabinets Recommendations

High priority:

- US 36 & Lippencott Lane – Repair wiring in controller cabinet and replace westbound pedestrian signal head.

Low priority:

- Scioto Street & High Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Scioto Street & Kenton Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Scioto Street & Lawn Avenue – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Evaluate eastern crosswalk to determine if additional pedestrian signal heads and pushbuttons should be installed or if crosswalk should be removed. Upgrade controller type to Cobalt.
- Scioto Street & Jefferson Avenue – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown.
- Scioto Street & Finch Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Upgrade controller type to Cobalt.
- Scioto Street & SR 29 & Mercy Hospital – Reestablish preemption detection. Upgrade controller type to Cobalt.
- Miami Street & Oakland Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.
- Jefferson Avenue & Water Street – Upgrade pedestrian signal heads and pushbuttons to audible and vibrotactile countdown. Install communications. Upgrade controller type to Cobalt.

Rigid-Mounted Signal Heads with Backplates

Based on the guidance in TEM Section 421-2 and the OTO mast arm calculation spreadsheet and as listed in **Table 1**, most of the existing mast arms and signal supports at the nine intersections will not be able to support rigid-mounted signal heads with backplates. The mast arms and signal supports would need to be replaced with poles meeting the larger calculated design numbers.

Cost Estimate

Construction cost estimates were prepared for potential funding alternatives. These costs used a combination of ODOT and local historical project bid tabulations for unit costs to obtain a current year (2024) estimate. These estimates were inflated to an assumed construction year of 2027 and a 20% contingency was used based on the level of unknowns. An estimated 30%

of construction cost was included for design costs. The cost estimates do not include utility relocations or right of way acquisitions. More detailed cost estimates are included in the **Appendix**.

Table 2 lists the cost estimate to update the pedestrian signal head, pushbuttons facilities, overhead signs, and sign hangers at the nine intersections. These improvements would bring the intersections to the current minimum standards defined by ODOT.

Table 3 lists the cost estimate to do a complete upgrade of the nine intersections, including: installing new signal supports and mast arms; installing new pedestrian signal heads and pushbuttons; updating the controller cabinets; and replacing wiring and conduit. Curb ramp and sidewalk work is included at locations where a crossing does not exist but is needed, or where detectable warning plates need to be replaced. Communication systems are not included as part of the estimate as communications can be installed separately once construction is complete.

Table 4 shows the cost estimate to install a cellular passthrough system to provide communication to the nine intersections. The cellular system cost estimate does not include Centrac software, since the cellular unit cost includes cost of software that would allow wireless remote access to the signal controllers.

Table 2 - Cost Estimate for Minimum Recommended Improvements

Item	Item Ext.	Unit	Description	Cost
625	25500	FT	CONDUIT, 2", 725.04	\$2,660.00
625	25500	FT	CONDUIT, 3", 725.04	\$3,800.00
625	29000	FT	TRENCH	\$1,530.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$-
625	32000	EACH	GROUND ROD	\$980.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$5,070.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$25,650.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$1,520.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$8,200.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON EXTENDER ASSEMBLY	\$400.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$2,275.00
632	64020	EACH	PEDESTAL FOUNDATION	\$1,500.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$1,625.00
632	89510	EACH	PEDESTAL, 5'	\$1,500.00
632	90000	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$1,900.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$19,500.00
CONSTRUCTION COST				\$78,100.00
DESIGN COST				\$38,300.00
CONTINGENCY (20%)				\$33,000.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$233,600.00

Table 3 - Cost Estimate for Complete Upgrade of Intersections

Item	Item Ext.	Unit	Description	Cost
202	32500	FT	CURB AND GUTTER REMOVED	\$2,000.00
203	10000	CY	EXCAVATION	\$810.00
203	20000	CY	EMBANKMENT	\$1,750.00
608	10000	SF	4" CONCRETE WALK	\$1,875.00
608	52000	SF	CURB RAMP	\$14,580.00
608	53020	SF	DETECTABLE WARNING	\$2,160.00
614	11000	LS	MAINTAINING TRAFFIC	\$45,000.00
614	11300	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	\$180,000.00
625	25500	FT	CONDUIT, 3", 725.04	\$98,800.00
625	25600	FT	CONDUIT, 4", 725.04	\$30,250.00
625	25902	FT	CONDUIT, JACKED OR DRILLED, 725.04	\$-
625	29000	FT	TRENCH	\$4,500.00
625	29400	FT	TRENCH IN PAVED AREA	\$110,200.00
625	30706	EACH	PULL BOX, 725.08, 24"	\$45,000.00
625	32000	EACH	GROUND ROD	\$15,680.00
630	79100	EACH	SIGN HANGER ASSEMBLY, MAST ARM	\$7,020.00
630	80100	SF	SIGN, FLAT SHEET	\$2,160.00
632	05007	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$56,050.00
632	05087	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	\$7,750.00
632	20731	EACH	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	\$32,400.00
632	25000	EACH	COVERING OF VEHICULAR SIGNAL HEAD	\$3,200.00
632	25010	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	\$1,920.00
632	26001	EACH	PEDESTRIAN PUSHBUTTON, AS PER PLAN	\$10,660.00
632	40500	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	\$39,550.00
632	40700	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	\$6,000.00
632	64010	EACH	SIGNAL SUPPORT FOUNDATION	\$189,100.00
632	64020	EACH	PEDESTAL FOUNDATION	\$20,000.00
632	65200	FT	LOOP DETECTOR LEAD-IN CABLE	\$24,000.00
632	68200	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	\$8,437.50
632	70001	EACH	POWER SERVICE, AS PER PLAN	\$31,950.00

Item	Item Ext.	Unit	Description	Cost
632	70400	EACH	CONDUIT RISER, 2" DIAMETER	\$7,875.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$180,000.00
632	80981	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 2	\$26,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4	\$84,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 4 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$15,000.00
632	72110	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$15,000.00
632	72110	EACH	COMBINATION SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 6 POLE, WITH MAST ARM TC-81.21 DESIGN 3 AND DESIGN 3	\$16,000.00
632	72130	EACH	SIGNAL SUPPORT, TYPE TC-81.21, DESIGN 12	\$48,000.00
632	89900	EACH	PEDESTAL, 11', TRANSFORMER BASE	\$18,000.00
632	90101	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	\$45,000.00
633	01580	EACH	CONTROLLER UNIT, TYPE TS2/A2, WITH CABINET, TYPE TS1	\$90,000.00
633	01580	EACH	CONTROLLER MASTER, TRAFFIC RESPONSIVE	\$-
633	67100	EACH	CABINET FOUNDATION	\$24,750.00
633	67200	EACH	CONTROLLER WORK PAD	\$9,000.00
633	75001	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN	\$7,500.00
644	00500	FT	STOP LINE	\$440.00
644	00600	FT	CROSSWALK LINE	\$600.00
644	30000	FT	REMOVAL OF PAVEMENT MARKING	\$330.00
809	69001	EACH	ADVANCE RADAR DETECTION, AS PER PLAN	\$-
809	69101	EACH	STOP-BAR RADAR DETECTION, AS PER PLAN	\$168,000.00
CONSTRUCTION COST				\$1,748,300.00
DESIGN COST				\$524,500.00
CONTINGENCY (20%)				\$454,600.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$3,204,700.00

Table 4 - Cost Estimate Cellular Signal System

Item	Item Ext.	Unit	Description	Cost
633	99000	EACH	CONTROLLER ITEM, MISC.: OFFICE MONITOR	\$2,000.00
633	68511	EACH	COMMUNICATIONS, CELLULAR UNIT, AS PER PLAN	\$58,500.00
CONSTRUCTION COST				\$60,500.00
DESIGN COST				\$18,200.00
CONTINGENCY (20%)				\$15,700.00
TOTAL (WITH INFLATION TO YEAR 2027)				\$110,900.00

Notes:

Assumed that controllers would already be replaced.

No removal of existing system; assumes all twisted pair would be abandoned in place.

Unit cost of the cellular unit includes monitoring software and training.

Unit cost of the cellular unit includes 10 years of hosting.

Additional Improvements

At the request of the City of Urbana, the intersections of Scioto Street and Kenton Street, and Scioto Street and US 36 and Mercy Health Urbana Hospital, were further evaluated for signal removal alternatives and pedestrian facility improvements, respectively.

Scioto Street & Kenton Street

Should the signal not be upgraded at the intersection, improvements would be required to provide adequate sight distance for the stop-controlled Kenton Street approaches. Improvements included curb extensions on the west side of the intersection. This improvement would allow the stop bars to be relocated closer to Scioto Street for improved sight distance around the adjacent buildings and parking areas. Parking will likely need to be removed in the vicinity of the intersection to provide adequate sight distance. The maximum impact to the parking occurs when the vehicle is sitting at the stop bar. If the vehicle stops and then proceeds to the crosswalk where traffic is more visible, the parking impacts would be less. The improvements are illustrated in **Figure 2**. The cost estimate is detailed in **Table 5**.

Scioto Street & US 36 & Mercy Health Urbana Hospital

To facilitate pedestrian travel throughout the corridor, improvements were proposed at the Scioto Street, US 36, and Mercy Health Urbana Hospital intersection. These improvements include constructing new sidewalks and curb ramps, installing a rectangular rapid flashing beacon (RRFB) crossing, and striping new crosswalk locations. New sidewalk and curb ramps would be constructed on the south side of Scioto Street from Ames Avenue to the northern driveway of Speedway, crossing the median islands with SR 29, bridging the gap in sidewalk connectivity. The RRFB would be constructed over the southbound slip lane from Scioto Street to SR 29, where traffic increases speed. Crosswalks will be striped over Ames Avenue, the SR 29 slip lane, the SR 29 left turn lane, the SR 29 right turn lane, and US 36 in front of Mercy Health Urbana Hospital. The improvements are illustrated in **Figure 3**. The cost estimate is detailed in **Table 6**.

P:\PR6660\04 Design Data\Civil\Scioto at Kenton.dgn Design 7/16/2024 3:47:00 PM Loucks



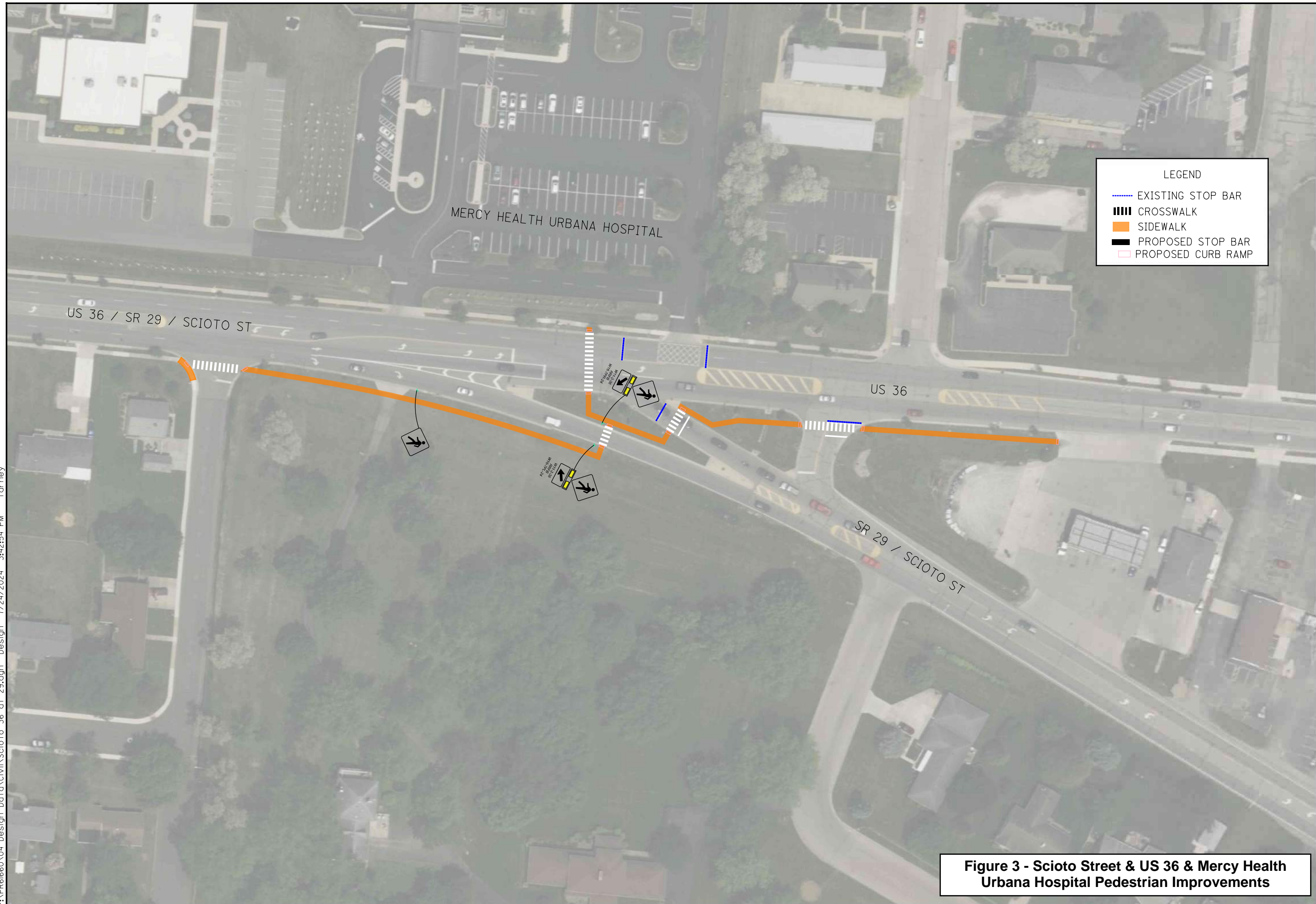
LEGEND	
	CURB FACE
	EXISTING STOP BAR
	SIGHT DISTANCE
	CROSSWALK
	SIDEWALK
	PROPOSED STOP BAR
	PROPOSED PIPE
	PROPOSED CURB RAMP
	REMOVE PARKING
	MAX PARKING IMPACTS

CALCULATED JZM CHECKED KMS

0 40
HORIZONTAL SCALE IN FEET

Figure 2 - Scioto Street and Kenton Street Sight Distance Improvements

P:\PR6660\04 Design Data\Civil\Scioto 36 at 29.dgn Design 7/24/2024 3:42:54 PM farney



LEGEND

- EXISTING STOP BAR
- ||||| CROSSWALK
- SIDEWALK
- PROPOSED STOP BAR
- PROPOSED CURB RAMP

CALCULATED
JZM
CHECKED
KMS

0 40
HORIZONTAL
SCALE IN FEET

BURGESS & NIPLE

Figure 3 - Scioto Street & US 36 & Mercy Health Urbana Hospital Pedestrian Improvements

Table 5 – Cost Estimate for Scioto Street and Kenton Street Improvements

Item	Description	Est QTY.	Unit	Unit Cost	Total
ROADWAY					
608	CONCRETE WALK	2200.000	SQ FT	\$ 9.00	\$ 19,800.00
202	PAVEMENT REMOVAL	162.889	SQ FT	\$ 12.00	\$ 1,954.67
202	WALK REMOVAL	1498.000	SQ FT	\$ 5.00	\$ 7,490.00
202	CURB REMOVAL	178.000	FT	\$ 9.00	\$ 1,602.00
202	FIRE HYDRANT REMOVED	1.000	EACH	\$ 750.00	\$ 750.00
632	SIGNAL REMOVAL	1.000	EACH	\$ 5,000.00	\$ 5,000.00
	CURB RAMP	4.000	EACH	\$ 1,500.00	\$ 6,000.00
	SUBGRADE COMPACTION	91.111	SQ YD	\$ 3.00	\$ 273.33
	FIRE HYDRANT	1.000	EACH	\$ 5,000.00	\$ 5,000.00
203	EXCAVATION	80.000	CU YD	\$ 20.00	\$ 1,600.00
203	EMBANKMENT	120.000	CU YD	\$ 20.00	\$ 2,400.00
DRAINAGE					
	CATCH BASIN	5.000	EACH	\$ 3,500.00	\$ 17,500.00
	UNDERDRAINS	205.000	FT	\$ 20.00	\$ 4,100.00
	INLET RECONSTRUCTED TO GRADE	2.000	EACH	\$ 4,500.00	\$ 9,000.00
	STORM SEWER PIPE	150.000	FT	\$ 90.00	\$ 13,500.00
EROSION CONTROL & BMP ELEMENTS					
659	TOPSOIL	33.333	CU YD	\$ 24.00	\$ 800.00
659	SEEDING AND MULCHING	300.000	SQ YD	\$ 5.00	\$ 1,500.00
832	EROSION CONTROL	1.000	LUMP	\$ 15,000.00	\$ 15,000.00
PAVEMENT					
609	CURB AND GUTTER	205.000	FT	\$ 34.00	\$ 6,970.00
	AGGREGATE BASE	40.741	CU YD	\$ 60.00	\$ 2,444.44
	SURFACE COURSE	83.333	CU YD	\$ 150.00	\$ 12,500.00
	TACK COAT	120.000	GAL	\$ 4.75	\$ 570.00
	FULL DEPTH PAVEMENT	91.111	SQ YD	\$ 85.00	\$ 7,744.44
	PAVEMENT PLANING	1500.000	SQ YD	\$ 7.50	\$ 11,250.00
MAINTENANCE OF TRAFFIC					
614	MOT	1.000	LUMP	\$ 50,000.00	\$ 50,000.00
TRAFFIC CONTROL					
630	GROUND MOUNTED SUPPORT, NO. 2 POST	28	FT	\$ 11.00	\$ 308.00
630	SIGN, FLAT SHEET	13	SF	\$ 19.60	\$ 254.80
644	STOP LINE	24	FT	\$ 9.50	\$ 228.00
644	CROSSWALK LINE, 12"	92	FT	\$ 10.56	\$ 971.52
644	REMOVAL OF PAVEMENT MARKING	116	FT	\$ 5.00	\$ 580.00
LIGHTING					
625	CONNECTION, FUSED PULL APART	4	EACH	\$ 110.00	\$ 440.00
625	CONNECTION, UNFUSED PERMANENT	1	EACH	\$ 100.00	\$ 100.00
625	LIGHT POLE FOUNDATION, 24" X 6' DEEP	1	EACH	\$ 1,322.00	\$ 1,322.00
625	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	100	FT	\$ 2.87	\$ 287.00
625	NO. 10 AWG POLE AND BRACKET CABLE	43	FT	\$ 1.60	\$ 68.80
625	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CA	35	FT	\$ 8.00	\$ 280.00
625	CONDUIT, 3", 725.04	100	FT	\$ 30.00	\$ 3,000.00
625	TRENCH, 24" DEEP	100	FT	\$ 9.60	\$ 960.00
625	PULL BOX, 725.08, 18"	1	EACH	\$ 750.00	\$ 750.00
625	GROUND ROD	1	EACH	\$ 290.00	\$ 290.00
CONSTRUCTION MISC.					
623	CONSTRUCTION LAYOUT STAKES	1.000	LUMP	2.50%	\$ 5,364.73
624	MOBILIZATION	1.000	LUMP	\$ 10,000.00	\$ 10,000.00
TOTAL CONSTRUCTION COST, 2024 DOLLARS					\$ 229,953.73
	RIGHT OF WAY	1.000	LUMP	\$ -	\$ -
	ENGINEERING	25.00%	LUMP	25.00%	\$ 57,488.43
	CONSTRUCTION CONTINGENCY	30.00%	LUMP	30.00%	\$ 68,986.12
	CONSTRUCTION COST INFLATION RATE (2024-2027)	17.30%	LUMP	17.30%	\$ 39,782.00
CONSTRUCTION COST 2027 DOLLARS					\$ 396,210.28

ESTIMATES DO NOT INCLUDE COST FOR RIGHT OF WAY ACQUISITIONS OR UTILITY RELOCATIONS

Table 6 – Cost Estimate for Scioto Street & US 36 & Mercy Health Urbana Hospital Improvements

Item	Description	Est QTY.	Unit	Unit Cost	Total
ROADWAY					
608	CONCRETE WALK	4000.000	SQ FT	\$ 9.00	\$ 36,000.00
202	PAVEMENT REMOVAL	33.333	SQ YD	\$ 12.00	\$ 400.00
202	WALK REMOVAL	130.000	SQ FT	\$ 5.00	\$ 650.00
	SUBGRADE COMPACTION	444.444	SQ YD	\$ 3.00	\$ 1,333.33
	CURB RAMP	10.000	EACH	\$ 1,500.00	\$ 15,000.00
203	EXCAVATION	95.000	CU YD	\$ 20.00	\$ 1,900.00
203	EMBANKMENT	125.000	CU YD	\$ 20.00	\$ 2,500.00
EROSION CONTROL & BMP ELEMENTS					
659	TOPSOIL	197.531	CU YD	\$ 24.00	\$ 4,740.74
659	SEEDING AND MULCHING	1777.778	SQ YD	\$ 5.00	\$ 8,888.89
832	EROSION CONTROL	1.000	LUMP	\$ 10,000.00	\$ 10,000.00
PAVEMENT					
609	CURB AND GUTTER	100.000	FT	\$ 30.00	\$ 3,000.00
	AGGREGATE BASE	74.074	CU YD	\$ 60.00	\$ 4,444.44
	FULL DEPTH PAVEMENT	33.333	SQ YD	\$ 90.00	\$ 3,000.00
MAINTENANCE OF TRAFFIC					
614	MOT	1.000	LUMP	\$ 20,000.00	\$ 20,000.00
TRAFFIC CONTROL					
630	GROUND MOUNTED SUPPORT, NO. 2 POST	14	FT	\$ 11.00	\$ 154.00
630	SIGN, FLAT SHEET	19	SF	\$ 19.60	\$ 367.50
630	SIGNING, MISC.: SOLAR POWERED RECTANGULAR RAPID F	1	EACH	\$ 20,000.00	\$ 20,000.00
644	STOP LINE	58	FT	\$ 9.50	\$ 551.00
644	CROSSWALK LINE, 24"	280	FT	\$ 10.56	\$ 2,956.80
644	REMOVAL OF PAVEMENT MARKING	82	FT	\$ 5.00	\$ 410.00
TRAFFIC SIGNALS					
625	CONDUIT, 3", 725.04	430	FT	\$ 38.00	\$ 16,340.00
625	CONDUIT, 4", 725.04	100	FT	\$ 55.00	\$ 5,500.00
625	CONDUIT, JACKED OR DRILLED, 725.04	150	FT	\$ 61.00	\$ 9,150.00
625	TRENCH	430	FT	\$ 9.00	\$ 3,870.00
625	TRENCH IN PAVED AREA	100	FT	\$ 38.00	\$ 3,800.00
625	PULL BOX, 725.08, 24"	6	EACH	\$ 1,250.00	\$ 7,500.00
625	GROUND ROD	6	EACH	\$ 245.00	\$ 1,470.00
632	PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN	4	EACH	\$ 675.00	\$ 2,700.00
632	COVERING OF PEDESTRIAN SIGNAL HEAD	4	EACH	\$ 40.00	\$ 160.00
632	PEDESTRIAN PUSHBUTTON, AS PER PLAN	6	EACH	\$ 410.00	\$ 2,460.00
632	PEDESTAL FOUNDATION	6	EACH	\$ 1,250.00	\$ 7,500.00
632	LOOP DETECTOR LEAD-IN CABLE	400	FT	\$ 2.50	\$ 1,000.00
632	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	300	FT	\$ 3.50	\$ 1,050.00
632	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	530	FT	\$ 6.75	\$ 3,577.50
632	POWER SERVICE, AS PER PLAN	1	EACH	\$ 3,550.00	\$ 3,550.00
632	PEDESTAL, 12', TRANSFORMER BASE	4	EACH	\$ 1,800.00	\$ 7,200.00
632	PEDESTAL, 15', TRANSFORMER BASE	2	EACH	\$ 2,000.00	\$ 4,000.00
CONSTRUCTION MISC.					
623	CONSTRUCTION LAYOUT STAKES	1.000	LUMP	2.50%	\$ 5,428.11
624	MOBILIZATION	1.000	LUMP	\$ 10,000.00	\$ 10,000.00
TOTAL CONSTRUCTION COST, 2024 DOLLARS					\$ 232,552.31
	RIGHT OF WAY	1.000	LUMP	\$ 50,000.00	\$ 50,000.00
	ENGINEERING	25.00%	LUMP	25.00%	\$ 58,138.08
	CONSTRUCTION CONTINGENCY	30.00%	LUMP	30.00%	\$ 69,765.69
	CONSTRUCTION COST INFLATION RATE (2024-2027)	17.30%	LUMP	17.30%	\$ 40,231.55
CONSTRUCTION COST 2027 DOLLARS					\$ 450,687.63
ESTIMATES DO NOT INCLUDE COST FOR UTILITY RELOCATIONS					



Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

Director's Report – August 8, 2024

Brad's Activities:

7/12	Union Co (U) Comprehensive Plan Economic Development Subcommittee meeting
7/16	APA Legislative Committee meeting
7/23	Union Co (U) Housing Task Force meeting Met with MVRPC regarding RTPO Greater Region Mobility Initiative Met with Union Co (U) Human Resources
7/25	Union Co (U) Comprehensive Plan Land Use Subcommittee meeting Met with Logan Co (L) Recovery Liaison
7/29	Washington Twp (L) BZA + Trustee training
7/30	Met with Union Co (U) Economic Development Director RE: Housing Task Force
8/1	Met with LUC Assistant Prosecuting Attorneys (L) (U) (C) + City of Marysville (U) Law Director RE: Adult Use/Medical Marijuana Model Text
8/2	Union Co (U) Comprehensive Plan Economic Development Subcommittee meeting
8/5	Union Co (U) Comprehensive Plan Land Use Subcommittee member Urbana Twp (C) Board of Trustees public hearing
8/6	Met with Darby Twp (U) Zoning Inspector RE: BZA Training
Ongoing	Model Text: Adult Entertainment, Adult Use Cannabis, Animals + Fowl/Poultry, Depth:Width Ratio, Drainage, Short-Term Rentals, Signs
Ongoing	Fiscal Officer Training (include Recorders)
Ongoing	Indian Lake (L) – supporting role for local agencies as needed
Ongoing	Union Co (U) Comprehensive Plan: Key leader interviews + Economic Development Subcommittee
Ongoing	Champaign Co (C) Comprehensive Plan: Activating Steering Committee for three meetings over next 12 months

Aaron's Activities:

7/11	Richland Twp (L) Zoning Commission meeting
7/12	Union Co (U) Comprehensive Plan: Economic Development Subcommittee meeting
7/15	Perry Twp (L) Zoning Commission public hearing
7/16	Union County Parks & Trails Working Group meeting Urbana Twp (C) Zoning Commission public hearing
7/18	Logan Co (L) Twp Association meeting
7/25	Union Co (U) Comprehensive Plan: Land Use Subcommittee meeting
7/29	Washington Twp (L) Zoning Commission & Trustee training
7/30	Goshen Twp (C) Trustee public hearing
8/5	Urbana Twp (C) Trustee public hearing
8/6	McArthur Twp (L) Zoning Commission public hearing
8/7	Meet w/ new Vlg of West Mansfield (L) Zoning Inspector
Ongoing	Union Co (U) Cardinal Trail; Signs Model Zoning Text; Union Co (U) Comprehensive Plan
Mapping	Vlg of North Lewisburg (C) Zoning Map; Union Co (U) Comprehensive Plan Mapping
Zoning	Vlg of Lakeview (L); Vlg of West Mansfield; Harrison Twp (L); Lake Twp (L); Miami Twp (L); Monroe Twp (L); Perry Twp (L); Richland Twp (L); Stokes Twp (L); Washington Twp (L); Zane Twp (L); Vlg of North Lewisburg (C); Vlg of St. Paris (C); Adams Twp (C); Goshen Twp (C); Mad River Twp (C); Salem Twp (C); Urbana Twp (C); Wayne Twp (C);
Support/ Assisting Jurisdictions	

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Logan-Union-Champaign Regional Planning Commission

Director: Bradley J. Bodenmiller

Gram's Activities:

7/12	Union Co (U) Economic Development Subcommittee Meeting
7/16	Union County Parks and Trails working group
7/25	Union Co (U) Land Use Subcommittee Meeting
8/2	Union Co (U) Economic Development Subcommittee Meeting
8/5	Union Co (U) Land Use Meeting with Steve Stolte
Mapping	Allen Twp (U); Jerome Twp (U); Paris Twp (U); Union County Comprehensive Maps
Zoning	Darby Twp (U); Dover Twp (U); Jerome Twp (U); Paris Twp (U); Taylor Twp (U);
Support/ Assisting Jurisdictions	
Ongoing	Union Co (U) Comprehensive Plan: Economic Development Subcommittee + Key Leader Interviews + Land Use Subcommittee;

Heather's Activities:

7/12	Union County Comprehensive Plan – Economic Development Sub Committee meeting
7/15	CC CDBG – North Lewisburg Pre-Construction Conference
7/16	Logan County Land Bank meeting
7/17	Logan County Mayor's Association Meeting
7/18	CDBG 50 th Anniversary Webinar (Rural Development)
7/18	Logan County Township Association
7/19	Meeting with ODOD regarding AI's via Teams
8/1	Union County Land Bank meeting
8/1	CDBG 50 th Anniversary Webinar (Economic Development)
8/2	Union County Comprehensive Plan – Economic Development Subcommittee Meeting
Ongoing	LC Land Bank 24-25 Demolition Program activities
Ongoing	UC Land Bank 24-25 Demolition Program activities
Ongoing	CC CDBG PY23
Ongoing	CoM CDBG PY24

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Executive Committee Meeting Minutes
Thursday, August 8, 2024

Vice President Tim Cassady called the meeting to order at 1:15 pm.

Roll Call – Brad Bodenmiller

Members present: Jim Bischoff, Brad Bodenmiller, Tyler Bumbalough, Preston Carter, Tim Cassady, Scott Coleman, Wes Dodds, Todd Freyhof, Todd Garrett, Jeff Beard for Ashley Gaver, Greg Iiams, Mark Mowrey for Steve McCall, Beau Michael, Spencer Mitchell, Tammy Noble, Eric Petee, Ken Rosebrook, Scott Schmid, Ryan Smith, Luke Sutton for Jeff Stauch, Blair Stinson, Ben Vollrath, and Mike Yoder.

Members absent: Matt Chamberlain, Kyle Hoyng, Jeff Rea, Steve Robinson, and Scott Schmid.

Guests present: Judy Christian, York Township; Angela Jacobs, ODOT District 6; Paul Maricocchi, ODOT District 6; Michele Risko, ODOT District 6; Eric Snowden, Jerome Township; Gram Dick and Aaron Smith, LUC Regional Planning Commission.

Minutes – Scott Coleman moved a motion to approve the minutes from the July 11, 2024, meeting as written, and Mike Yoder seconded. All in favor.

Financial Report – Todd Freyhof presented the Financial Report for July. Beau Michael moved a motion to accept the Financial Report and Todd Garrett seconded. All in favor.

ODOT Reports:

ODOT Reports are available on LUC's website. Eric Petee reported for ODOT District 6. Eric Petee introduced guests he brought with him to the meeting—Angela Jacobs, Paul Maricocchi, and Michele Risko. A representative from ODOT District 7 was not present. The most recent District 7 report is available on the LUC website. Tim Cassady expressed appreciation for the cooperation shown between ODOT and the Champaign County Engineer to improve the berm on Wind Road. He also expressed appreciation to ODOT for getting a construction on a bridge in Mechanicsburg opened early.

RTPO Report

1. Tyler Bumbalough reported on RTPO activities. Tyler Bumbalough stated STIP Rural Consultation will be held Monday, September 9, 2024, at 10:30 AM. The meeting will be at the West Liberty Opera House.
2. PWP Amendment #2 FY24
 - o Scott Coleman moved a motion to adopt the PWP Amendment #2 FY24 Resolution and Mike Yoder seconded. All in favor.
3. PWP Amendment #1 FY25
 - o Scott Coleman moved a motion to adopt the PWP Amendment #1 FY25 Resolution and Wes Dodds seconded. All in favor.
4. Urbana Signal Study



Logan-Union-Champaign regional planning commission

Director: Bradley J. Bodenmiller

- Ben Vollrath moved a motion to adopt the Urbana Signal Study and Todd Garrett seconded. All in favor.

New Business:

1. Review of Jerome Township Parcel Amendment (Union County) – Staff Report by Gram Dick
 - Scott Coleman moved a motion to accept the recommendation of approval of the Jerome Township Parcel Amendment and Tyler Bumbalough seconded. All in favor.
2. Review of Richland Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith
 - Mike Yoder moved a motion to accept the recommendation of approval with modifications of Richland Township Zoning Text Amendment and Ryan Smith seconded. The modifications recommended impact Section 1081, A., 5., e. and Section 1081, A., 6., e. The recommendation is to remove “be considered impervious and” from both sections. All in favor.

Director’s Report

Comments from Individuals:

Adjourn – Mark Mowrey moved a motion to adjourn the LUC Executive Committee Meeting at 1:45 pm and Beau Michael seconded. All in favor.

Next Scheduled Meeting: Thursday, September 12, 2024, 1:15 pm at 10820 St Rt 347, James A. Rhodes Conference Center, East Liberty OH 43319.

President

Secretary

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