



CITY COUNCIL REGULAR MEETING PACKET

August 3rd, 2020 @ 7:00pm

****PLEASE NOTE THAT TONIGHT'S MEETING WILL BE HELD REMOTELY VIA ZOOM****

The public is **highly encouraged** to live stream the meeting at <https://newcarlisle.net/Live-Meeting-Stream> and participate by submitting questions to councilquestions@newcarlisle.net

1. Call to Order: Mayor Mike Lowrey
2. Roll Call: Clerk of Council
3. Invocation:
4. Pledge of Allegiance:
5. Action on Minutes: 07/20/2020 Work Session; 07/20/2020 Regular Session; 07/28/2020 Special Meeting
6. Communications: NONE
7. City Manager's Report: Attached
8. Comments from Members of the Public: Please email questions to councilquestions@newcarlisle.net
9. Committee Reports: None

10. RESOLUTIONS: (1 - Intro; 1 - Action)

A. Resolution 2020-11R (Introduction, Public Hearing and Action Tonight)

A RESOLUTION DECLARING THE NECESSITY OF IMPROVING THE STREETS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM

11. ORDINANCES: (4 - Intro; 0 - Action)

A. Ordinance 2020-25 (Introduction Tonight. Public Hearing and Action on 08/17/2020)

AN ORDINANCE DETERMINING TO PROCEED WITH THE IMPROVEMENT OF CERTAIN PUBLIC STREETS WITHIN THE CORPORATE LIMITS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM

B. Ordinance 2020-26 (Introduction Tonight. Public Hearing and Action on 08/17/2020)

AN ORDINANCE LEVYING ASSESSMENTS FOR THE IMPROVEMENTS OF CERTAIN PUBLIC STREETS WITHIN THE CORPORATE LIMITS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM

C. Ordinance 2020-27 (Introduction Tonight. Public Hearing and Action on 08/17/2020)

AN ORDINANCE CERTIFYING TO THE CLARK COUNTY AUDITOR AND AUTHORIZING PLACEMENT ON THE TAX DUPLICATE CERTAIN DELINQUENT UTILITY ACCOUNTS FOR COLLECTION WITH REAL ESTATE TAXES

D. Ordinance 2020-28 (Introduction Tonight. Public Hearing and Action on 08/17/2020)

AN ORDINANCE CERTIFYING TO THE CLARK COUNTY AUDITOR AND AUTHORIZING PLACEMENT ON THE TAX DUPLICATE CERTAIN UNCOLLECTED WEED AND/OR GRASS CUTTING FEES FOR COLLECTION WITH REAL ESTATE TAXES

12. OTHER BUSINESS: None

13. Executive Session: To Discuss the Employment of a Public Employee(s)

14. Return to Regular Session: N/A

15. Adjournment

Next **Work Session** of the City Council will be held on *Monday, August 17th at 6pm*. The public can view the meeting at <https://newcarlisle.net/Live-Meeting-Stream> and submit questions to councilquestions@newcarlisle.net

Next **Regular Meeting** of the City Council will be held on *Monday, August 17th at 7pm*. The public can view the meeting at <https://newcarlisle.net/Live-Meeting-Stream> and submit questions to councilquestions@newcarlisle.net

RECORD OF PROCEEDINGS

MINUTES: CITY OF NEW CARLISLE, OHIO _____ WORK SESSION MEETING

HELD: Monday, JULY 20, 2020

1. CALL TO ORDER: MAYOR LOWREY CALLED THE MEETING TO ORDER**2. ROLL CALL:** Berner calls the roll. Lowrey, Hopkins, Grimm, Nowakowski, Cobb-Eggleston, Cook. 7 members present. Staff present: Bridge, Berner, Hutchinson**3. INVOCATION:** CM COBB**4. PLEDGE OF ALLEGIANCE****5. ACTION ON MINUTES:** NONE**6. COMMUNICATIONS:** NONE**7. CITY MANAGER'S REPORT:** NONE**8. COMMENTS FROM MEMBERS OF THE PUBLIC:** Question on speed limit will be up for discussion in regular session.**9. COMMITTEE REPORTS:** None**10. RESOLUTIONS:** NONE**11. ORDINANCES:** NONE**12. OTHER BUSINESS:****A. Legislation Discussion**

1. Montgomery County Resolution Declaring Racism a Public Health Emergency
 - a. Area City Managers asked to discuss the legislation with their Council
 - b. Attached

B. Open Discussions Related to City Business

1. Water Disconnections
2. Utility Bills

Discussions to reinstate the late charges and fees that have been suspended due to COVID 19 crisis. Cathy Marshall from the water department attended and answered multiple questions. Council decided to apply late fees starting in August and shut offs starting in September.

13. EXECUTIVE SESSION: NONE**14. RETURN TO REGULAR SESSION:** NONE**15. ADJOURNMENT:** @ pm1st Grimm 2nd Eggleston Motion Accepted 7-0.

 Mayor Mike Lowrey

 Clerk of Council Emily Berner

RECORD OF PROCEEDINGS

MINUTES: CITY OF NEW CARLISLE, OHIO

REGULAR MEETING

HELD: Monday, July 20, 2020

1. CALL TO ORDER: MAYOR LOWREY CALLED THE MEETING TO ORDER

2. ROLL CALL: Berner calls the roll. Lowrey, Hopkins, Grimm, Nowakowski, Cobb-Eggleston, Cook. 7 members present. Staff present: Bridge, Berner, Hutchinson, and Trusty

3. INVOCATION:

4. PLEDGE OF ALLEGIANCE

5. ACTION ON THE MINUTES:
7/6/20 Work Session 1st Cobb 2nd Eggleston Accepted 7-0
7/6/20 Regular Session 1st Eggleston 2nd Nowakowski Accepted 7-0

6. COMMUNICATIONS: NONE

7. CITY MANAGER’S REPORT:

A. Finance:
Finance- 100% caught up with balance.
No comments or questions.

B. Service:

To: Mr. Bridge, City Manager
From: Howard Kitko, Service Director
Date: July 20, 2020
Subject: Council Update

- Public Works Departments:
- Curb Repair; Washington and Henry are complete. Church St. curb repair delayed to complete Tal Shroyer curb and gutter and Hilcrest r.o.w. clearing for the county wide roadway project.
 - Major and Minor streets are complete with the first round of Dura-Patching. Larger repair are to start soon.

- Water Department:
- Water Treatment Plant Old High Service Pump building rehab is underway. Project includes all new pipe and pipe fittings, valves, heater, dehumidifier and general clean up. Project materials were purchased through the Water capital outlay fund. Project is 90% complete. I will share pics at a later date.
 - Sanitary Survey; We have received some recommendations and violations. The City already corrected or will have corrective action in place to remedy a particular violation. The one violation of concern is the Adam’s Street Water Tower. Tower inspection to be last week in June, weather pending. More discussion to come.
 - Scarff Tower project is complete and back online.
 - Leak detection survey completed 6/5: 4 unsurfaced main breaks located, 3 of those repaired to date. 7 of the 10 hydrant leaks have been repaired.

2020 Road Resurfacing Project:
Resurface Langdale Ave., Glenn Ave., Hamilton Ave., Clayton Ct., Corona Cir. and chip seal/fog Hillcrest Ave., Tal Shroyer/Short Dr. Bids were opened 7/9 and came in under bid. Start time will be updated at the next mtg.

Traffic Signal Upgrade Project:
Project was awarded to Bansal Construction Co. Construction is to be completed by 8/31/20. Contractor is on hold to some soil issues while drilling for the main poles. Update to come soon.

Comments or questions: Grimm: was it a water main break on Main today? Yes

C. Planning and Zoning:

Derek Hutchinson
Planning Director
City of New Carlisle

Planning Department Update 7/16/2020

- Planning/Zoning
- 62 Approved Zoning Permits issued YTD.
- Code Enforcement
- Our two new Code Enforcement Officers started on the 13th. David Bunting has 29 years’ experience as a Code Enforcement Officer with the City of Oakwood. Andrew Rice has two years’ experience with the City of Beavercreek Code Enforcement and a recent Degree in Urban Planning.
- Community Development
- Tool Lending Center Update
 - The TLC is in operation. We are currently accepting reservations for tools. Residents can call and schedule a time to pick-up or drop-off tools.
 - Ribbon Cutting/Grand Opening will be Tuesday, August 4th. Time TBD.
- Economic Development
- Our office has been receiving many inquiries regarding commercial vacancies. Several potential businesses in the early planning stages.

Comments and questions:
Eggleston: Confirms in order to borrow need secondary utility bill not just a water bill.
Cobb: When writing citations, will code enforcement officers enforce the ordinances? Main focus will be violations with minimal cost.

D. Fire Report:

City of New Carlisle
City Council Meeting
07-20-2020
Fire-EMS Report

- ☐ In the Month of June the New Carlisle Fire Division responded to 83 EMS call in the City an 18 in Elizabeth Township.
- ☐ The Division responded to 08 Fire related calls in the City and 1 in Elizabeth Township.
- ☐ We had 3 EMS calls answered by mutual aid, either by Pike Township or Bethel Clark, due to medic 52 being on a response.
- ☐ We answered 2 mutual aid EMS calls for Pike Township and 2 for Bethel Clark.
- ☐ The new medic 52 is in service.

Steven Trusty
Fire Chief
City of New Carlisle

Comments and questions: none

E. POLICE REPORT

1. Activity

☐ Miles Patrolled - 4,096

☐ Calls of Service - 222

☐ Reports - 31

☐ Criminal arrests - 27

☐ Traffic Citations - 4

☐ Traffic Warnings - 26

☐ Business Checks - 725

☐ Citizen Contacts - 225
2. Police Administrator

☐ Currently having a Sgt’s test to determine candidates

☐ Will be a mutual decision between City and Sheriff, per the current contract

Comments and questions: Cobb asks about 5th deputy, do we need it if the economy gets worse?
Lowrey : Business checks mean drive by or out and checking? Bridge and Hutchinson note a mixture of both.
Grimm: Are the deputies using the bikes? Bridge knows they have been used but he does not know how often.

F. OTHER ITEMS

- ☐ **City Building - Downtown**
 - o Out to Bid on September 8th, 2020 with 3 to 4 week run time
 - Alternative Bids
 - ☐ 3rd Floor
 - ☐ Bathroom on 2nd Floor
 - ☐ Upgraded Lights and Fixtures
 - o City Responsibility - Not Included in Bid Specs
 - Upgraded Electrical, IT Wiring, Certain Furniture, Workstations, and other related items
- ☐ **Income Tax Collection Tracking**
 - o Information Attached
- ☐ **Shelter House Reservations**
 - o Dependent upon state orders pertaining to gathering limits
 - o Currently, no reservations are being honored
- ☐ **Waste Removal Bid Specs**
 - o Updated due to work session dated July 6, 2020
 - o Sent to City Council via email
- ☐ **Street Light LED Change-Out**
 - o Project is underway
 - o Will have positive impacts on visuals and overall safety
- ☐ **Speed Limit Reduction on St. Rt. 571**
 - o Legal Memo - Attached
 - o Discussion
- ☐ **COVID-19 Updates from the Clark County Health District**
 - o Attached
- ☐ **Upcoming**
 - o Street Light Assessments
 - o Abatement/Utility Assessments
 - o 2020 Budget Adjustments due to COVID-19 (Revenues, Expenses, and CIP)

Comments and questions: Hopkins noted several citizens like the LED lights.

COMMENTS/QUESTIONS:**8. COMMENTS FROM MEMBERS OF THE PUBLIC:**

Don Hall 609 W. Jefferson St. Question on changing the speed limit from 35-25 mph on Jefferson. Council discusses possible speed study, placing signs, legalities of state routes/business areas. Bridge will get quote on speed study and go from there.

9. COMMITTEE REPORTS: NONE**10. RESOLUTIONS:****RESOLUTION 2020-10R**

A RESOLUTION APPOINTING THE CITY MANAGER AS THE DESIGNEE FOR THE CITY OF NEW CARLISLE'S MANDATORY PUBLIC RECORDS TRAINING REQUIRED BY OHIO PUBLIC RECORDS ACT

1st Grimm 2nd Cook

Ex: Sunshine Law training

Accepted 7-0

11. ORDINANCES:**ORDINANCE 2020-22E**

AN ORDINANCE AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE BOARD OF CLARK COUNTY COMMISSIONERS FOR THE 2020 ROADWAY RESURFACING CONTRACT AND DECLARING AN EMERGENCY

1st Nowkowski 2nd Eggleston

Ex: Funds for repair project

Accepted 6-0-1 (abstain Cobb)

ORDINANCE 2020-23E

AN ORDINANCE AUTHORIZING THE CITY OF NEW CARLISLE, OHIO TO ENTER INTO A FIRST AMENDMENT TO OPTION AND LAND LEASE AGREEMENT FOR THE PURPOSE OF CONTINUING TO LEASE A PORTION OF THE CITY'S WATER WORKS PROPERTY TO SPRINGFIELD CTC D/B/A VERIZON WIRELESS, AND DECLARING AN EMERGENCY

1st Eggleston 2nd Nowakowski

Ex: Lease for cell tower

Hopkins: Why an emergency?

Accepted 6-1 Nay: Hopkins

12. OTHER BUSINESS:

Grimm: Notes cars at Main and Jefferson are not stopping for pedestrians crossing. Bridge notes a study was done. Discussions on crosswalk, traffic. Council agrees looking into it especially when new city building goes in.

Nowakowski: No wheelchair access to the crosswalks during farmers market.

Hopkins motions with a 2nd by Nowakowski to have Grimm work with Bridge on the crosswalk on Main St. idea.

13. EXECUTIVE SESSION: To discuss employment @ 8:02 pm.

1st Nowakowski 2nd Grimm Accepted 7-0

14. RETURN TO REGULAR SESSION: @ 8:34 pm.

1st Grimm 2nd Eggleston accepted 7-0

Motion by Hopkins to break rules of council to introduce legislation with a 2nd by Eggleston Motion accepted 6-1 (Nay Cobb)

ORDINANCE 2020-24

AN ORDINANCE EMPLOYING A DIRECTOR OF FINANCE.

Special Meeting to consider the employment for finance director set for 7/28/20 @ 5:00pm.

1st Grimm 2nd Hopkins

Accepted 6-1 (Nay Cobb)

15. ADJOURNMENT: @ 9:08 pm

1ST Eggleston 2ND Nowakowski accepted 6-1 (Nay Cook)

Mayor Mike Lowrey

Clerk of Council Emily Berner

RECORD OF PROCEEDINGS

MINUTES: CITY OF NEW CARLISLE, OHIO _____ SPECIAL MEETING

HELD: TUESDAY, JULY 28, 2020

1. CALL TO ORDER: MAYOR LOWREY CALLED THE MEETING TO ORDER

2. ROLL CALL: BRIDGE calls the roll. Lowrey, Hopkins, Grimm, Nowakowski, Cobb-Eggleston, Cook. 7 members present. Staff present: Bridge

3. INVOCATION: CM HOPKINS

4. PLEDGE OF ALLEGIANCE

5. ACTION ON MINUTES: NONE

6. COMMUNICATIONS: NONE

7. CITY MANAGER'S REPORT: NONE

8. COMMENTS FROM MEMBERS OF THE PUBLIC: NONE

9. COMMITTEE REPORTS: None

10. RESOLUTIONS: NONE

11. ORDINANCES:

ORDINANCE 2020-24

AN ORDINANCE EMPLOYING A DIRECTOR OF FINANCE

1ST EGGLESTON 2ND NOWAKOWSKI

EX: OFFERING POSITION TO COLLEEN HARRIS.

GRIMM: WHEN WILL SHE START? EARLIEST IS AUGUST 18TH.

ACCEPTED 6-1 (NAY COBB)

12. OTHER BUSINESS:

13. EXECUTIVE SESSION: 1ST TO REMOVE EXECUTIVE SESSION FROM AGENDA WITH 2ND BY HOPKINS. ACCEPTED 7-0

14. ADJOURNMENT:

1ST GRIMM

2ND EGGLESTON

ACCEPTED 7-0



City Manager's Report

August 2, 2020

A. FINANCE REPORT - Next Report 08/17/2020

B. SERVICE REPORT - Next Report 08/17/2020

C. PLANNING & ZONING REPORT - Next Report 08/17/2020

D. FIRE REPORT - Next Report 08/17/2020

E. POLICE REPORT - Next Report 08/17/2020

F. OTHER ITEMS

- City Building - Downtown
 - Out to Bid on September 8th, 2020 with 3 to 4 week run time
 - Alternative Bids
 - 3rd Floor
 - Bathroom on 2nd Floor
 - Upgraded Lights and Fixtures
 - City Responsibility - Not Included in Bid Specs
 - Upgraded Electrical, IT Wiring, Certain Furniture, Workstations, and other related items
- Sunshine Laws Training Online Webinars
 - 08/07 - 10am - 1:15pm
 - 08/11 - 9am - 12:15pm
 - 08/26 - 9am - 12:15pm
 - Resolution 2020-10R - Permits City Manager to Attend on Behalf of Council Members
 - Email City Manager for Registration Details if Council Members wish to attend remotely
- Shelter House Reservations
 - Dependent upon state orders pertaining to gathering limits
 - Currently, no reservations are being honored
- Waste Removal Bid Specs
 - Out to Bid this Week
 - Legal Notice - Attached
- Street Light LED Change-Out
 - Project is underway
- Speed Limit Reduction on St. Rt. 571
 - Speed Study Update
- 2021 Dental, Vision and Life Insurance
 - 0% Increase Next Year
 - More Information Attached
- Crosswalk on Main Street
 - Study from 2013 - Attached
- Tool Lending Center
 - Ribbon Cutting Ceremony tomorrow 08/04 @ 10am
 - Location: Smith Park
- Grass Abatements
 - Ordinance 2020-28
 - Total = \$8,125
- Upcoming
 - 2020 Budget Adjustments due to COVID-19 (Revenues, Expenses, and CIP)
 - Liability Insurance Renewals
 - Health Insurance Renewals

NOTICE FROM THE CITY OF NEW CARLISLE, OHIO REQUEST FOR BIDS

Sealed bids will be received, in person or by mail, by the City of New Carlisle, at the Office of the City Manager, 331 South Church Street, New Carlisle, Ohio, 45344-0419, for the exclusive franchise for the curbside collection of residential trash and recycling services in the City of New Carlisle, Ohio until 10:00am on Wednesday, August 26, 2020. Sealed bids will be publicly opened and read aloud at 10:15am on Wednesday, August 26, 2020 at the New Carlisle Fire Station, located at 315 North Church Street, New Carlisle, Ohio 45344.

Due to the COVID-19 pandemic, the City Administration Building is accessible by appointment only. If dropping of Sealed Bids in person, OR have questions relating to the Bid Specifications, please contact Randy Bridge at 934-604-2121 or by emailing rbridge@newcarlisle.net to make an appointment to enter the City Building. Please note the foyer to the City Building is open to the public with no appointment needed. There is a night drop box located in the foyer.

In accordance with the Ohio Revised Code, Section 307.87(A), notice is hereby given that this notice will be published once in the Springfield News Sun newspaper the week of August 3, 2020.

This notice will also be published on the City of New Carlisle's webpage addressed at www.newcarlisle.net on the world wide web between the dates of August 4, 2020 and August 26, 2020 (posting will be removed from webpage at 10:00 A.M. on 08/26/2020). Once at the address location, please click the clearly identifiable link entitled "Notice from the City of New Carlisle - Request for Bids". A copy of this notice, bid specifications, contract documents, bid forms, and other appropriate papers may be obtained by clicking this link or by emailing Randy Bridge at rbridge@newcarlisle.net. A copy of this notice will also be posted in the foyer of the City Building.

Each bid must contain the full name of each person, firm, company and/or corporation interested in the same and must be accompanied by a BID BOND or CERTIFIED CHECK in the sum of five-thousand dollars (\$5,000.00) as a guarantee that if a bid is accepted a contract will be entered into and its performance properly secured. All such bid bonds or checks will be returned to the respective unsuccessful Bidders within sixty (60) days after the bids are opened, but in no event before a contract is executed with the successful bidder. The bid bond or check of the successful bidder will be returned to the Contractor when the Contract is executed, and a satisfactory performance bond is delivered to the City. The amount of the performance bond shall be equal to the first year of the contract price. Bids must be submitted in a sealed envelope marked "RESIDENTIAL TRASH COLLECTIONS AND RECYCLING SERVICES PROPOSAL".

The City of New Carlisle, Ohio, reserves the right to accept or reject any and all bids, to waive any irregularities in the bids; and to enter into a contract with the bidder, who in its consideration, offers the lowest and best bid, which is the lowest responsive and responsible bidder.

Publication Dates: Springfield News-Sun www.newcarlisle.net	Once, Week of August 3, 2020 August 4, 2020 until 10:00 A.M. August 26, 2020
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OHIO INSURANCE SERVICES AGENCY, INC.

July 2020

Re: OPEC Dental, Vision & Life Programs
Triple 0% Renewals for January 1, 2021

Dear Member,

Since 2000, we have enjoyed a true partnership with Delta Dental, Vision Service Plan (VSP) and Standard Life Insurance.

These programs provide quality coverage, great service, and very competitive costs.

Ohio Insurance Services appreciates the long-lasting relationships with OPEC members and these best in class companies.

We are excited to share some great news for the upcoming January 1, 2021 OPEC renewals.

Delta Dental is giving a **0%** renewal for **2021**

Vision Service Plan is giving a **0%** renewal and **2-year rate lock (through 2022)**

Standard Life Insurance is giving a **0%** renewal and **3-year rate lock (through 2023)**

During these challenging times, it is nice to have a few less items on our plate.

We very much appreciate your business and look forward to serving you.

Stay Safe & Healthy!

Sincerely,

Frank Harmon

6631 Commerce Pkwy, Ste F
Dublin, Ohio 43017

www.ohioinsuranceservices.com


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Fax (614) 873-2916

TECHNICAL MEMORANDUM

DATE: December 31, 2013
TO: Scott Schmid, PTP
FROM: Steven Jewell, PE, PTOE 
SUBJECT: New Carlisle Crosswalk Study, TO#TCC-1-A, Interim Tech Memo

The City of New Carlisle, located in western Clark County, is exploring the feasibility of making the downtown commercial area more pedestrian friendly through the installation of crosswalks. Besides the intersections, these crosswalks could be mid-block. The Study Area is the Main Street (SR235) corridor from Jefferson Street (SR571) to Lake Avenue, with a primary emphasis on the section between Jefferson Street (SR571) and Washington Street.

Main Street is 40 feet wide and provides two-way traffic with one lane in each direction. There is on-street parking on both sides of Main Street from Jefferson to just south of Jackson Street where a northbound left turn lane begins. This left turn lane becomes a Two Way Left Turn Lane between Jackson Street and Lake Avenue. There is no on-street parking from south of Jackson Street through the remaining corridor to the north and beyond. There are traffic signals at Main and Jefferson, and Main and Lake. The signal at Jefferson is fixed time and has pedestrian signal indications. The signal at Lake is traffic actuated on the side streets and has pedestrian signal indications. Crosswalks are marked across all four legs at Jefferson Street and Main Street and at Lake Avenue and Main Street. **There are also marked crosswalks across only the side streets at Washington, Jackson and Lincoln.**

Traffic Counts

DLZ performed manual turning movement counts (7 – 9 am, 11 am – 2 pm, and 3 -6 pm) at the five (5) intersections in the corridor during the Fall of 2013. During the counts, DLZ staff also counted pedestrians at the intersections and pedestrians crossing Main Street mid-block. Additionally, a 24-hour machine count was completed for Main Street between Washington Street and Jackson Street. See **Appendix A** for traffic count data.

The average daily traffic obtained from the **24-hour count shows 10,500** vehicles for two-way traffic.

The 85th speed was 29 MPH.

The focus of pedestrian activity is in the first block between Jefferson Street and Washington Street. The vast majority of pedestrians crossing Main Street parked on Main Street and crossed to the Rite-Aid or the **B.C. Caffè**. The heaviest pedestrian activity occurred during the afternoon counting period; however, there were **plenty of gaps in traffic for pedestrians to cross Main Street**. During the evening period, southbound traffic would back up to Washington from the signal at Jefferson and pedestrians would cross between the stopped traffic. The volume of pedestrians dissipated dramatically going north of Washington on Main Street. See **Exhibits 1 and 2** on the following pages for pedestrian activity during the 8 hours of counts.

Crash Data

DLZ used ODOT's ECAT program to check for crashes. There were thirty-two (32) crashes in the corridor in the three year period 2010-2012. At the intersection of Main Street and Jefferson Street, there were 11 crashes between 2010 and 2012 (3 years). There were four angle crashes at the intersection and three rear-end crashes. There was also one pedestrian/vehicle injury crash which occurred about 100 feet east of the intersection along Jefferson Street. A child darted out into the street in front of a moving vehicle.

At the intersection of Main Street and Lake Avenue, there were 14 crashes, which included four angle crashes, and six rear-end crashes. There were no distinct crash patterns at this intersection. See **Appendix B** for crash data and crash diagrams at the two signalized intersections.



*PEDESTRIAN CROSSING TOTALS FROM 8-HOUR TRAFFIC COUNT TAKEN FROM OCT. 8, 2013 - NOV. 19, 2013

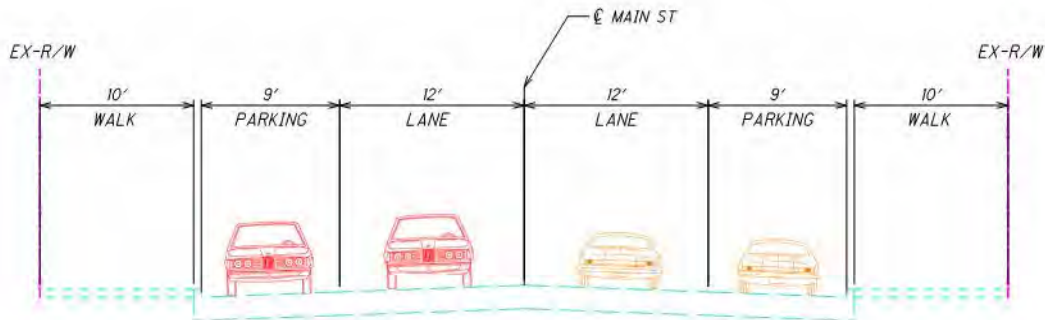


*PEDESTRIAN CROSSING TOTALS FROM 8-HOUR TRAFFIC COUNT TAKEN FROM OCT. 8, 2013 - NOV. 19, 2013

Geometric Issues

There is considerable truck and school bus traffic on Main Street (SR-235) and Jefferson Street (SR-571). The two streets are relatively narrow and the turning radii are small for the type of truck traffic. Even with the stop lines for the left turn lanes on Jefferson pulled back, there is evidence of trucks turning over the corners. **However, this is a downtown area with potentially high pedestrian activity.** Increasing the radii also increases the pedestrian crossing width and crossing time at the intersection. The other intersections in the study area have little to no large truck or school bus traffic on the side streets, with heavy movements in the northbound and southbound direction.

See **Exhibits 3 and 4** on the following pages for a condition diagram and below for typical cross section of Main Street.



EXISTING MAIN STREET
TYPICAL SECTION FROM JEFFERSON ST. TO WASHINGTON ST.



NEW CARLISLE
CROSSWALK STUDY

EXHIBIT 3 - CONDITION DIAGRAM
SOUTH OF JACKSON ST.

CALCULATED
DGL
CHECKED
DCB

SCALE IN FEET
HORIZONTAL
20
40
80



NB MAIN AT
WASHINGTON



SB MAIN AT
WASHINGTON



NB MAIN BETWEEN
JEFFERSON &
WASHINGTON



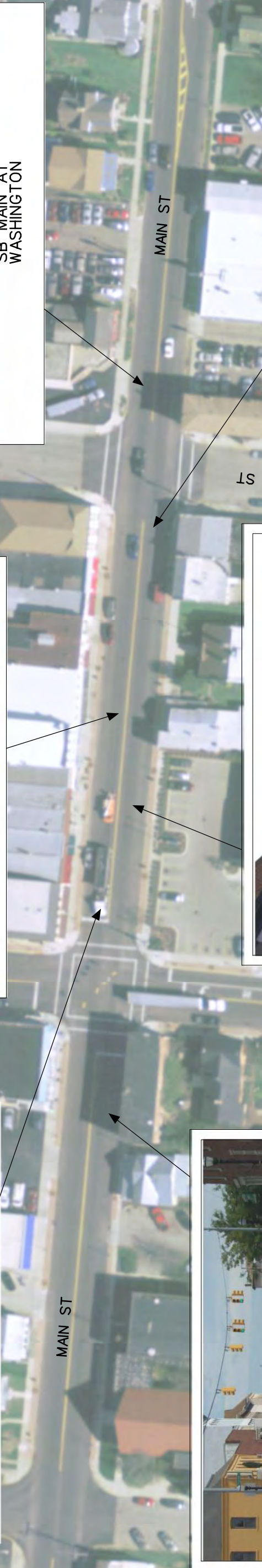
SB MAIN BETWEEN
JEFFERSON &
WASHINGTON



NB MAIN AT
JEFFERSON



SB MAIN AT
JEFFERSON





NB MAIN AT
LAKE



SB MAIN AT
LAKE



NB MAIN AT
LINCOLN



SB MAIN AT
LINCOLN



NB MAIN AT
JACKSON



SB MAIN AT
JACKSON

LAKE AVE

MAIN ST

JACKSON ST

LINCOLN ST

Capacity Analyses

Capacity is the volume of traffic that can pass through a roadway facility in a given amount of time (vehicles/hour). The concept of *Level of Service* (LOS) is a qualitative measure of the operation of traffic flow. LOS considers such factors as speed, travel time, freedom to maneuver, traffic interruptions, driver inconvenience, safety, and delay. For different transportation facilities, the LOS is based on different measures of effectiveness.

Signalized intersections are measured for average control delay in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final deceleration delay. **The delay measurement for vehicles at a signalized intersection is a combination of driver discomfort, driver frustration, and lost travel time.**

The LOS rating system as described in the 2010 Highway Capacity Manual gives a value of A through F to each type of roadway facility representing best to worst traffic conditions. When designing roadway improvements, it is desirable to accommodate peak hour volumes at a LOS C or D. **Table 1** below summarizes the Levels of Service for signalized intersections. **Table 2** below summarizes the Levels of Service for unsignalized intersections.

Table 1- LOS Criteria for Signalized Intersections

Level of Service	Average Control Delay
A	< 10 seconds per vehicle
B	> 10 sec. but not more than 20 sec. per vehicle
C	> 20 sec. but not more than 35 sec. per vehicle
D	> 35 sec. but not more than 55 sec. per vehicle
E	> 55 sec. but not more than 80 sec. per vehicle
F	> 80 seconds per vehicle

Table 2- LOS Criteria for Unsignalized Intersections

Level of Service	Average Control Delay
A	0-10 seconds per vehicle
B	10-15 seconds per vehicle
C	15-25 seconds per vehicle
D	25-35 seconds per vehicle
E	35-50 seconds per vehicle
F	> 50 seconds per vehicle

The intersection of Main Street (SR 235) and Jefferson Street operates with a pretimed signal controller. The signal operates at a 60-second cycle. The intersection of Main Street and Lake Avenue operates with an actuated signal controller with cycles of 70-80 seconds. The three intersections along Main Street at Washington Street, Jackson Street, and Lincoln Street are unsignalized with stop control for the eastbound and westbound approaches. DLZ completed 8-hour turning movement traffic counts in the fall of 2013. These traffic counts were used for capacity analysis using *Synchro 8.0*.

During the AM peak hour, there were heavy southbound traffic volumes traveling throughout the corridor. At the intersection of Main Street and Jefferson Street, the southbound queues would be consistently more than 5 vehicles in length. At times, the east/west green phase would come on with no traffic, causing southbound traffic to back up. This back up would cause southbound vehicles to turn left onto Washington Street to bypass the queue. Most of the heavy trucks observed were school busses, with a high volume of school bus traffic around 8:00 AM.

During the PM peak hour, there were heavy northbound traffic volumes throughout the corridor. Most on-street parking was occupied during the PM peak hour. At the intersection of Main Street and Jefferson Street, the heavy northbound traffic would cause long southbound traffic queues due to a high southbound left-turn demand. At the intersection of Main Street and Lincoln Street, the northbound traffic queue caused by the signalized intersection to the north (Main Street and Lake Avenue) would consistently cause vehicles to block the Lincoln Street intersection, preventing vehicles on Lincoln to move. Around 3:00 PM there was a high volume of school bus traffic throughout the corridor.

Existing peak hour capacity analysis shows the intersection at Main Street and Jefferson Street operates at a LOS C in both the AM peak hour PM peak hour. During the AM peak hour, the

intersection delay is 28.7 seconds with the southbound approach experiencing the worst delay at 49.1 seconds. During the PM peak hour, the intersection delay is 21.0 seconds with the southbound approach experiencing the worst delay at 30.9 seconds.

The intersection of Main Street and Lake Avenue operates at LOS B in the AM peak hour and LOS C in the PM peak hour. During the AM peak hour, the intersection delay is 17.0 seconds with the eastbound approach experiencing the worst delay at 22.2 seconds. According to capacity analysis, during the PM peak hour, the intersection delay is 23.3 seconds. The westbound approach experiences the worst delay at 29.5 seconds, however, the northbound approach experiences queues that occasionally exceed 400 feet.

Analysis of the remaining unsignalized intersections with the study corridor shows acceptable levels of service throughout the day. The intersections at both Main Street and Washington Street and Main Street and Jackson Street operate at LOS C during both AM and PM peak hours. The intersection at Main Street and Lincoln Street operates at LOS B in the AM peak hour and LOS C in the PM peak hour. **Tables 3-7** on the following pages summarize the Levels of Service and Delays for the Existing Timings and Volumes. See **Appendix C** for complete Synchro 8.0 analysis results.

Table 3- Main Street & Jefferson Street Peak Hour LOS Summary (From Synchro)

Analysis Period & Approach	Existing Timings & Volumes	
	LOS	Delay
AM Peak Hour	C	28.7
EB Approach	B	18.3
WB Approach	A	8.0
NB Approach	B	10.6
SB Approach	D	49.1
PM Peak Hour	C	21.0
EB Approach	B	18.7
WB Approach	B	16.1
NB Approach	B	15.8
SB Approach	C	30.9

Table 4- Main Street & Lake Avenue Peak Hour LOS Summary (From Synchro)

Analysis Period & Approach	Existing Timings & Volumes	
	LOS	Delay
AM Peak Hour	B	17.0
EB Approach	C	22.2
WB Approach	B	14.2
NB Approach	B	12.8
SB Approach	B	17.4
PM Peak Hour	C	23.3
EB Approach	C	20.9
WB Approach	C	29.5
NB Approach	C	25.5
SB Approach	B	18.1

Table 5- Main Street & Washington Street Peak Hour LOS Summary (From Synchro)

Analysis Period & Approach	Existing Volumes	
	LOS	Delay
AM Peak Hour	C*	15.8*
EB Approach	C	15.8
WB Approach	B	12.5
NB Approach	-	-
SB Approach	-	-
PM Peak Hour	C*	18.5*
EB Approach	B	14.9
WB Approach	C	18.5
NB Approach	-	-
SB Approach	-	-

* Worst movement Level of Service
and Delay shown for unsignalized
intersection.

Table 6- Main Street & Jackson Street Peak Hour LOS Summary (From Synchro)

Analysis Period & Approach	Existing Volumes	
	LOS	Delay
AM Peak Hour	C*	17.0*
EB Approach	C	17.0
WB Approach	B	13.3
NB Approach	-	-
SB Approach	-	-
PM Peak Hour	C*	20.6*
EB Approach	C	20.6
WB Approach	C	18.2
NB Approach	-	-
SB Approach	-	-

*Worst movement Level of Service and Delay shown for unsignalized intersection.

Table 7- Main Street & Lincoln Street Peak Hour LOS Summary (From Synchro)

Analysis Period & Approach	Existing Volumes	
	LOS	Delay
AM Peak Hour	B*	14.6*
EB Approach	B	14.6
WB Approach	A	9.7
NB Approach	-	-
SB Approach	-	-
PM Peak Hour	C*	18.6*
EB Approach	C	18.6
WB Approach	B	14.2
NB Approach	-	-
SB Approach	-	-

*Worst movement Level of Service and Delay shown for unsignalized intersection.

Traffic Control Analysis

A review of the traffic counts indicates that traffic signals are not justified per the requirements of the Ohio Manual on Uniform Traffic Control Devices (OMUTCD) for the intersections of Washington, Jackson and Lincoln with Main Street. The capacity analysis for these intersections indicates that side-street stop sign control is the appropriate traffic control. Comparing the vehicular and pedestrian traffic counts against the guideline in the OMUTCD for **Pedestrian Hybrid Beacons (PHB)** indicates that this traffic control device is also not justified for any of the three un-signalized intersections or a mid-block crossing between Jefferson and Washington. See **Appendix D** for Pedestrian Hybrid analyses.

Conceptual Alternatives

The analysis of the vehicular and pedestrian traffic counts and the crash data indicate there is no justification for additional traffic control. However, there is considerable pedestrian activity across Main Street in the mid-block area between the intersections of Jefferson Street and Washington Street. While the crash data does not show a problem, there is a higher potential for a pedestrian crash in this area of the corridor, especially in the afternoon peak period. Studies (FHWA Publication HRT-04-100 "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations", 2005) have shown that the installation of marked crosswalks at un-signalized intersections or mid-block locations is not as safe as unmarked crossings because pedestrians and drivers are not as alert to crossing conflicts. Therefore, the installation of marked crosswalks should have additional static or active warning signs. The following alternatives provide ideas for enhanced pedestrian circulation.



Alternative #1 – Pedestrian Warning Signs

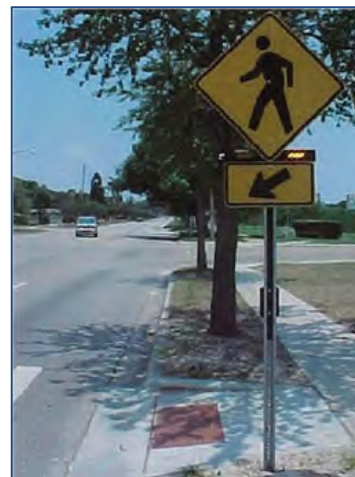
At a minimum, **advanced pedestrian crossing signs** (see picture on the following page) should be installed on Main Street warning drivers that they are entering an area of higher than normal pedestrian activity, especially for northbound SR-235, which enters the downtown area through a curve from a more suburban or almost rural setting. There are two upcoming pedestrian generators coming for the intersection of Main Street and Jefferson Street: 1) CVS store on southwest corner; 2) **Bakery** on southeast corner. Signs are recommended for the northbound direction south of Jefferson Street, and the southbound direction north of Lake.

Alt #2 – Mid-block crosswalk with bulb out/extended curbs and Rectangular Rapid Flashing Beacons (R.R.F.B. - see below for picture)

- Advantages
 - shortened crossing for pedestrians
 - higher visibility of pedestrians
 - delineates parking zones
 - provides traffic calming effect
 - minimizes parking removal (two spaces each side of street vs. 3-4 spaces each side without extended curb for proper visibility)
 - provides positive crossing guidance
- Disadvantages
 - Removal of at least four parking spaces
 - Since a traffic signal or PHB that can be part of a coordinated system operation is not justified, pedestrians will cause more disruption of vehicular traffic flow
 - Based on current pedestrian activity, people may not walk to centralized crossing point; there are little to no amount of pedestrians crossing at the signal at Jefferson or the legal/unmarked crosswalk at Washington
 - Potential drainage issues



*Source: Road Traffic Signs
(Can be supplemented with
LED lighting)*

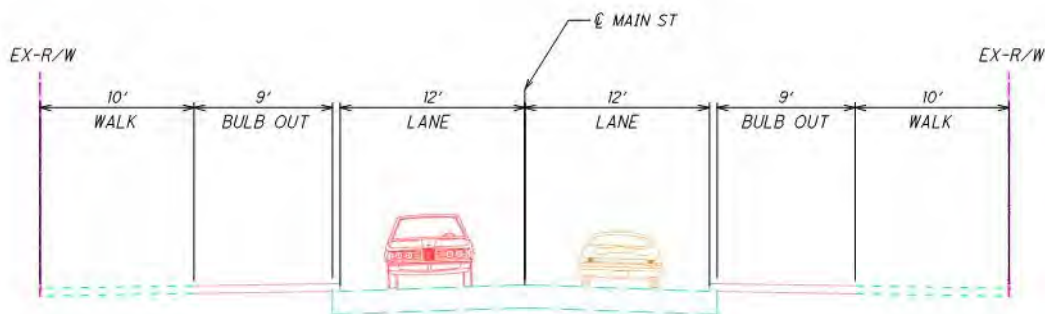


*Example of a Rectangular Rapid
Flashing Beacon (RRFB). These
are activated by pedestrian
pushbutton and can be solar
powered or hardwired.*

Alt#3 – Bulb out/extended crosswalk for the south crossing at Washington Street and R.R.F.B.

- South crosswalk is recommended because it is closest to the main pedestrian activity center. The north crosswalk can also be reconstructed if desired.
- Advantages
 - utilizes crossing at an intersection
 - shortened crossing for pedestrians
 - provides traffic calming effect
 - delineates parking zones
 - no removal of parking spaces on Main Street
 - provides positive crossing guidance
 - enhances intersection crossing point if there is increased parking on Washington in the future
- Disadvantages
 - narrows roadway at intersection, which will increase delays at peak times when a driver makes a left turn
 - **potential higher costs because of drainage issues**
 - reduced radii may hinder larger vehicles making right turns; however, the traffic count indicates very few trucks traffic using Washington

See **Exhibits 5-7** on pages 17-19 for conceptual plans of *Alternative 2* and *Alternative 3*, and below for a typical cross section of the bulb-out and crosswalk.



ALTERNATIVES 2 & 3
TYPICAL SECTION @ BULB OUT CROSSWALK LOCATIONS

As economic activity picks up in this area and there is a need for additional parking, Washington Street can be a viable source for increased parking. During our visits to the area, there was plenty of parking capacity (unused spaces). However, Washington is a relatively wide street (40 feet wide) and will accommodate **angle parking on one side of the street**. Further evaluation of this idea is needed.

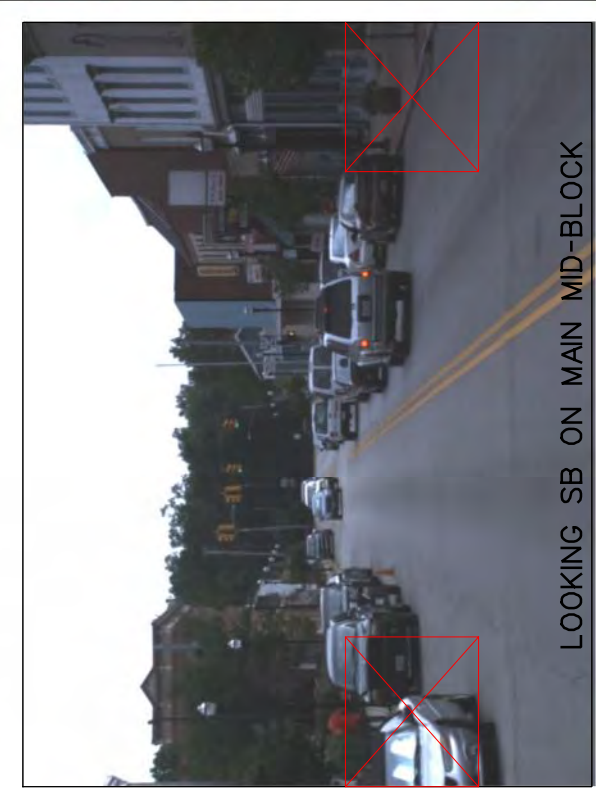


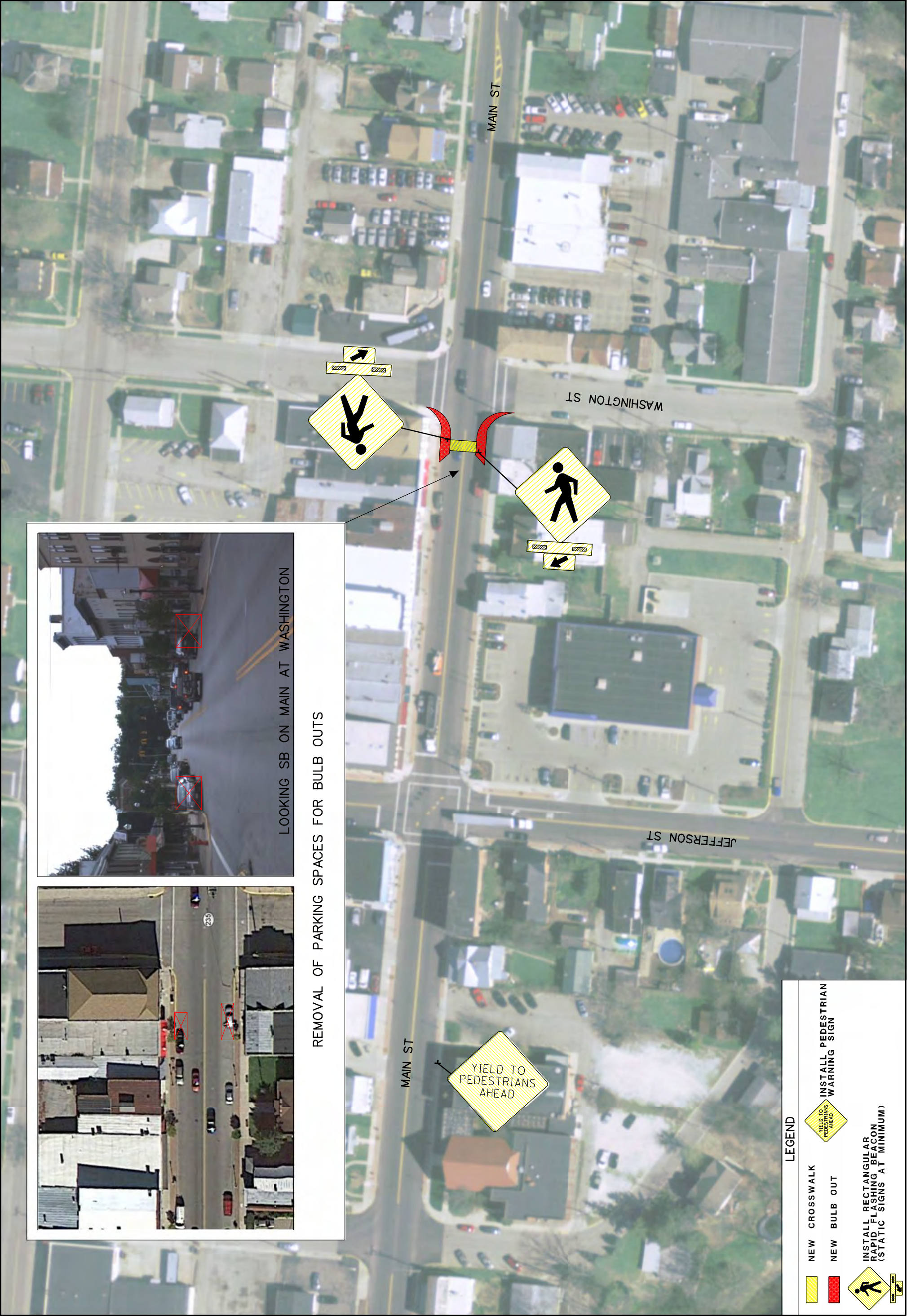
*Washington Street Looking
Eastbound*



*Washington Street Looking
Westbound*

The bulb out/extended curb idea cannot be used for the other non-signalized locations at Jackson Street and at Lincoln Street because of the change in land use, which dictates the need for the Two-Way Left-Turn Lane.








LOOKING SB ON MAIN AT WASHINGTON


REMOVAL OF PARKING SPACES FOR BULB OUTS

LEGEND

NEW CROSSWALK

NEW BULB OUT

INSTALL PEDESTRIAN WARNING SIGN

INSTALL RECTANGULAR RAPID FLASHING BEACON (STATIC SIGNS AT MINIMUM)





INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

New Carlisle Crosswalk Study
Tech Memo

Appendix A – Traffic Counts

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
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File Name : Main_Jefferson
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Groups Printed- Unshifted - Bank 1

	Main St (SR 235) From North					Jefferson St (SR 571) From East					Main St (SR 235) From South					Jefferson St (SR 571) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	81	38	0	120	39	18	1	0	58	0	20	0	0	20	3	29	2	0	34	232
07:15 AM	5	79	44	0	128	20	9	1	0	30	2	14	0	0	16	2	22	6	0	30	204
07:30 AM	5	83	47	0	135	24	14	9	0	47	1	25	1	0	27	1	40	15	0	56	265
07:45 AM	10	69	36	0	115	31	9	4	0	44	2	48	0	0	50	3	23	11	0	37	246
Total	21	312	165	0	498	114	50	15	0	179	5	107	1	0	113	9	114	34	0	157	947
08:00 AM	5	62	35	0	102	17	5	1	0	23	1	27	0	0	28	3	19	2	0	24	177
08:15 AM	5	67	44	1	117	11	8	2	0	21	1	34	3	0	38	4	14	7	0	25	201
08:30 AM	5	69	31	0	105	17	13	3	0	33	1	29	0	0	30	4	13	11	0	28	196
08:45 AM	6	55	18	0	79	22	7	3	0	32	0	29	0	0	29	2	11	5	0	18	158
Total	21	253	128	1	403	67	33	9	0	109	3	119	3	0	125	13	57	25	0	95	732

*** BREAK ***

11:00 AM	18	49	14	0	81	18	9	6	0	33	3	41	0	0	44	5	12	13	0	30	188
11:15 AM	10	49	16	0	75	23	5	3	0	31	2	54	4	0	60	3	9	8	0	20	186
11:30 AM	19	48	19	0	86	23	7	2	0	32	5	49	1	0	55	0	5	13	0	18	191
11:45 AM	11	72	18	0	101	31	11	4	0	46	2	43	1	0	46	2	11	8	0	21	214
Total	58	218	67	0	343	95	32	15	0	142	12	187	6	0	205	10	37	42	0	89	779
12:00 PM	8	60	9	0	77	23	11	3	2	39	4	49	3	0	56	1	7	10	0	18	190
12:15 PM	15	57	15	0	87	16	11	0	0	27	2	34	3	0	39	4	8	9	0	21	174
12:30 PM	12	52	16	1	81	22	16	6	0	44	0	42	0	0	42	1	9	3	0	13	180
12:45 PM	12	49	19	2	82	33	12	8	0	53	5	48	2	0	55	3	14	9	0	26	216
Total	47	218	59	3	327	94	50	17	2	163	11	173	8	0	192	9	38	31	0	78	760
01:00 PM	13	55	15	2	85	24	12	2	0	38	3	49	0	0	52	4	15	10	0	29	204
01:15 PM	10	55	17	0	82	32	16	4	0	52	5	41	5	0	51	4	19	11	0	34	219
01:30 PM	12	51	26	0	89	28	11	6	0	45	4	46	1	0	51	5	11	20	0	36	221
01:45 PM	8	55	26	0	89	32	10	6	2	50	6	45	3	0	54	1	20	7	0	28	221
Total	43	216	84	2	345	116	49	18	2	185	18	181	9	0	208	14	65	48	0	127	865

*** BREAK ***

03:00 PM	12	60	25	2	99	36	15	8	0	59	2	63	0	0	65	2	13	7	0	22	245
03:15 PM	8	60	22	1	91	54	19	2	2	77	1	80	2	0	83	5	11	12	0	28	279
03:30 PM	12	66	30	0	108	43	22	6	0	71	1	71	0	0	72	3	23	5	0	31	282
03:45 PM	9	62	18	1	90	60	35	7	3	105	7	95	3	0	105	2	15	21	0	38	338
Total	41	248	95	4	388	193	91	23	5	312	11	309	5	0	325	12	62	45	0	119	1144

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Columbus, OH 43229

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Groups Printed- Unshifted - Bank 1

	Main St (SR 235) From North					Jefferson St (SR 571) From East					Main St (SR 235) From South					Jefferson St (SR 571) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	9	68	23	2	102	45	39	8	2	94	9	81	1	0	91	2	18	13	0	33	320
04:15 PM	12	66	27	0	105	47	30	9	0	86	7	89	0	0	96	1	16	9	0	26	313
04:30 PM	11	76	28	0	115	42	35	10	0	87	7	83	2	0	92	2	26	13	0	41	335
04:45 PM	12	51	22	0	85	35	28	7	0	70	2	89	1	0	92	1	24	16	0	41	288
Total	44	261	100	2	407	169	132	34	2	337	25	342	4	0	371	6	84	51	0	141	1256
05:00 PM	11	63	23	0	97	44	29	6	1	80	10	80	4	0	94	6	19	8	0	33	304
05:15 PM	9	53	31	0	93	56	41	6	0	103	5	94	3	0	102	3	18	16	0	37	335
05:30 PM	9	55	22	0	86	51	31	6	0	88	3	74	1	0	78	1	31	10	0	42	294
05:45 PM	11	52	21	0	84	53	44	7	0	104	4	92	1	0	97	3	19	7	0	29	314
Total	40	223	97	0	360	204	145	25	1	375	22	340	9	0	371	13	87	41	0	141	1247

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Groups Printed- Unshifted - Bank 1

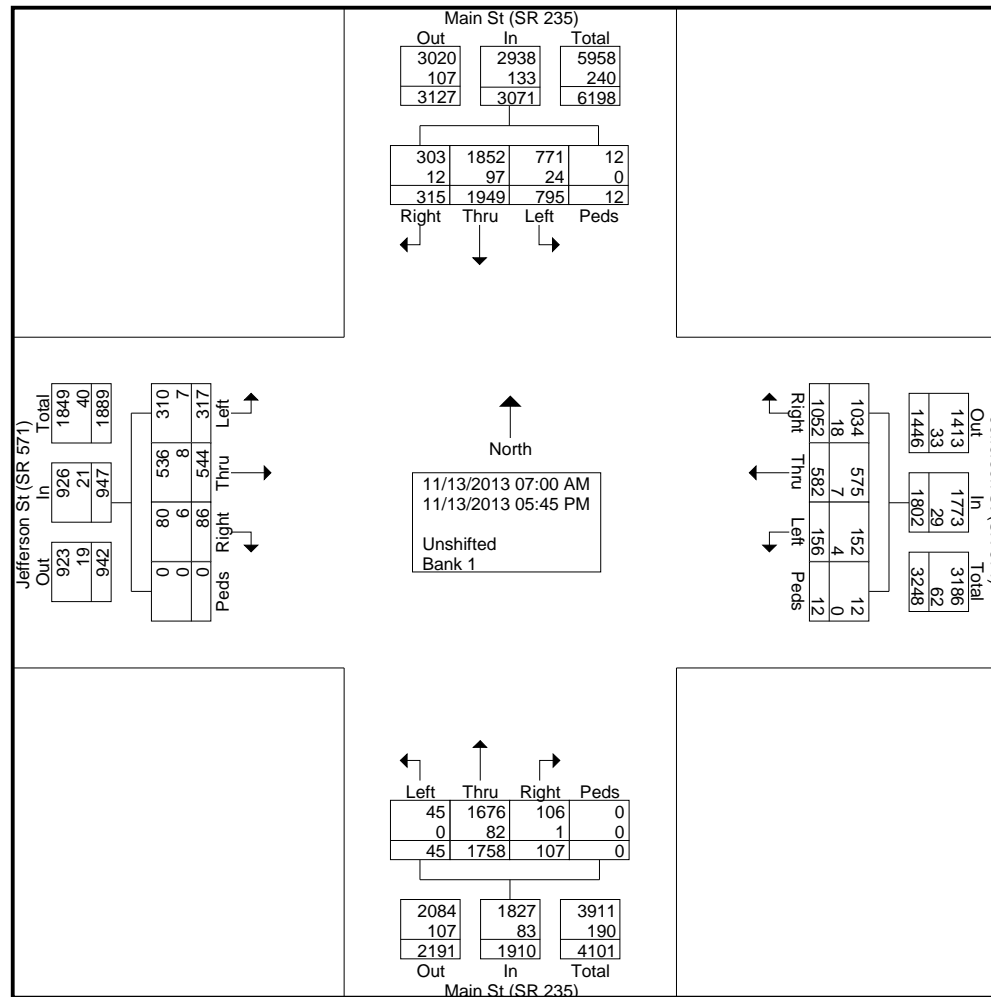
	Main St (SR 235) From North					Jefferson St (SR 571) From East					Main St (SR 235) From South					Jefferson St (SR 571) From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	315	1949	795	12	3071	1052	582	156	12	1802	107	1758	45	0	1910	86	544	317	0	947	7730
Apprch %	10.3	63.5	25.9	0.4		58.4	32.3	8.7	0.7		5.6	92	2.4	0		9.1	57.4	33.5	0		
Total %	4.1	25.2	10.3	0.2	39.7	13.6	7.5	2	0.2	23.3	1.4	22.7	0.6	0	24.7	1.1	7	4.1	0	12.3	
Unshifted	303	1852	771	12	2938	1034	575	152	12	1773	106	1676	45	0	1827	80	536	310	0	926	7464
% Unshifted	96.2	95	97	100	95.7	98.3	98.8	97.4	100	98.4	99.1	95.3	100	0	95.7	93	98.5	97.8	0	97.8	96.6
Bank 1	12	97	24	0	133	18	7	4	0	29	1	82	0	0	83	6	8	7	0	21	266
% Bank 1	3.8	5	3	0	4.3	1.7	1.2	2.6	0	1.6	0.9	4.7	0	0	4.3	7	1.5	2.2	0	2.2	3.4

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File Name : Main_Washington
Site Code : 00000000
Start Date : 11/14/2013
Page No : 1

Groups Printed- Unshifted - Bank 1

	MAIN From North					WASH From East					MAIN From South					WASH From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	125	0	0	126	1	0	0	0	1	1	65	0	0	66	1	1	0	0	2	195
07:15 AM	0	134	2	0	136	1	1	0	0	2	0	47	0	0	47	0	0	3	0	3	188
07:30 AM	2	127	1	0	130	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	188
07:45 AM	0	108	2	0	110	0	0	0	0	0	2	76	0	0	78	2	0	0	0	2	190
Total	3	494	5	0	502	2	1	0	0	3	3	246	0	0	249	3	1	3	0	7	761
08:00 AM	2	113	0	1	116	2	0	0	1	3	0	62	0	0	62	0	0	1	0	1	182
08:15 AM	1	122	2	1	126	1	0	1	0	2	1	52	0	0	53	1	1	0	0	2	183
08:30 AM	2	134	0	0	136	0	0	0	0	0	1	58	2	0	61	1	0	0	0	1	198
08:45 AM	1	76	1	0	78	2	0	1	0	3	1	67	1	0	69	1	1	1	0	3	153
Total	6	445	3	2	456	5	0	2	1	8	3	239	3	0	245	3	2	2	0	7	716

*** BREAK ***

11:00 AM	1	75	1	0	77	1	0	1	0	2	1	67	0	0	68	1	1	0	0	2	149
11:15 AM	0	89	0	0	89	1	0	0	0	1	0	74	1	0	75	2	0	1	0	3	168
11:30 AM	2	93	0	0	95	0	0	1	0	1	0	74	0	0	74	1	0	1	0	2	172
11:45 AM	1	94	0	0	95	3	0	0	0	3	0	78	1	0	79	3	0	2	0	5	182
Total	4	351	1	0	356	5	0	2	0	7	1	293	2	0	296	7	1	4	0	12	671
12:00 PM	1	92	1	0	94	5	0	0	0	5	0	72	5	0	77	1	0	0	0	1	177
12:15 PM	0	88	0	1	89	0	0	0	0	0	0	94	4	0	98	0	0	1	0	1	188
12:30 PM	2	88	0	2	92	1	0	0	0	1	1	69	0	1	71	3	0	2	0	5	169
12:45 PM	1	80	0	0	81	1	0	1	0	2	0	87	0	0	87	1	0	2	0	3	173
Total	4	348	1	3	356	7	0	1	0	8	1	322	9	1	333	5	0	5	0	10	707
01:00 PM	1	75	1	1	78	1	1	0	0	2	0	96	2	0	98	2	0	2	0	4	182
01:15 PM	1	95	2	0	98	0	0	0	0	0	0	85	2	0	87	1	0	0	0	1	186
01:30 PM	2	86	1	2	91	2	1	0	0	3	0	70	2	0	72	4	0	2	0	6	172
01:45 PM	2	81	1	0	84	1	0	2	0	3	0	103	1	0	104	1	0	0	0	1	192
Total	6	337	5	3	351	4	2	2	0	8	0	354	7	0	361	8	0	4	0	12	732

*** BREAK ***

03:00 PM	4	120	2	0	126	2	0	0	0	2	0	104	0	0	104	1	0	0	0	1	233
03:15 PM	3	92	2	0	97	3	1	1	0	5	2	114	0	0	116	3	0	1	0	4	222
03:30 PM	2	97	0	0	99	1	0	0	0	1	1	142	2	1	146	6	0	1	0	7	253
03:45 PM	2	103	1	1	107	0	0	0	0	0	1	169	4	1	175	4	0	1	0	5	287
Total	11	412	5	1	429	6	1	1	0	8	4	529	6	2	541	14	0	3	0	17	995

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File Name : Main_Washington
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Start Date : 11/14/2013
Page No : 2

Groups Printed- Unshifted - Bank 1

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	118	0	2	123	3	0	0	0	3	0	172	3	0	175	0	0	1	0	1	302
04:15 PM	1	123	2	0	126	2	0	1	1	4	2	140	1	0	143	3	0	2	0	5	278
04:30 PM	2	93	1	0	96	0	1	0	0	1	0	152	1	0	153	2	1	1	0	4	254
04:45 PM	4	89	0	1	94	1	0	1	4	6	0	143	0	0	143	3	0	0	0	3	246
Total	10	423	3	3	439	6	1	2	5	14	2	607	5	0	614	8	1	4	0	13	1080
05:00 PM	4	103	2	0	109	2	0	1	0	3	0	164	3	0	167	5	0	1	0	6	285
05:15 PM	1	104	2	0	107	2	0	1	0	3	0	146	2	0	148	5	0	1	0	6	264
05:30 PM	1	102	2	0	105	2	0	0	0	2	2	147	2	1	152	5	0	3	0	8	267
05:45 PM	3	80	0	0	83	1	0	0	0	1	0	136	0	0	136	0	0	1	0	1	221
Total	9	389	6	0	404	7	0	2	0	9	2	593	7	1	603	15	0	6	0	21	1037

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
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File Name : Main_Washington
Site Code : 00000000
Start Date : 11/14/2013
Page No : 3

Groups Printed- Unshifted - Bank 1

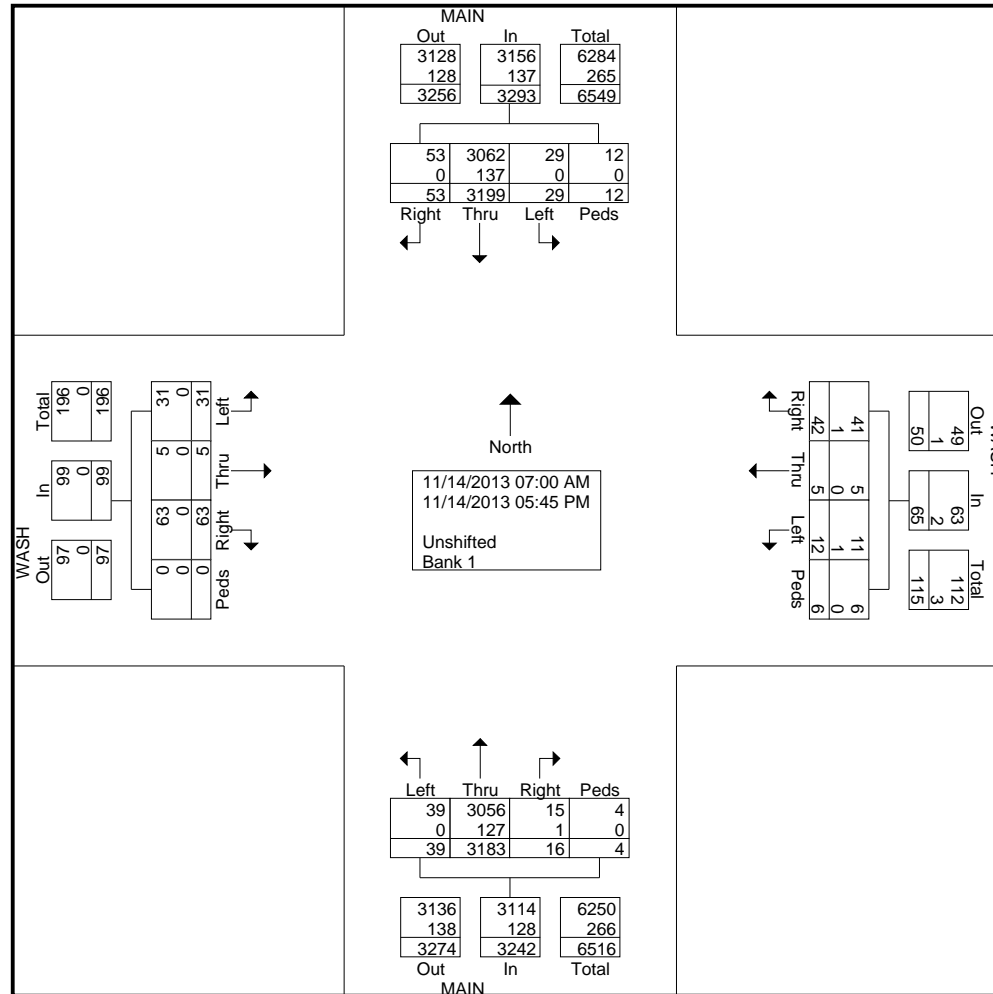
	MAIN From North					WASH From East					MAIN From South					WASH From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	53	3199	29	12	3293	42	5	12	6	65	16	3183	39	4	3242	63	5	31	0	99	6699
Apprch %	1.6	97.1	0.9	0.4		64.6	7.7	18.5	9.2		0.5	98.2	1.2	0.1		63.6	5.1	31.3	0		
Total %	0.8	47.8	0.4	0.2	49.2	0.6	0.1	0.2	0.1	1	0.2	47.5	0.6	0.1	48.4	0.9	0.1	0.5	0	1.5	
Unshifted	53	3062	29	12	3156	41	5	11	6	63	15	3056	39	4	3114	63	5	31	0	99	6432
% Unshifted	100	95.7	100	100	95.8	97.6	100	91.7	100	96.9	93.8	96	100	100	96.1	100	100	100	0	100	96
Bank 1	0	137	0	0	137	1	0	1	0	2	1	127	0	0	128	0	0	0	0	0	267
% Bank 1	0	4.3	0	0	4.2	2.4	0	8.3	0	3.1	6.2	4	0	0	3.9	0	0	0	0	0	4

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
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File Name : Main_Washington
Site Code : 00000000
Start Date : 11/14/2013
Page No : 4



DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : main_jackson-Update 11-22-2013
Site Code : 00000000
Start Date : 11/13/2013
Page No : 1

Groups Printed- Unshifted - Bank 1

	Main St From North					Jackson From East					Main St From South					Jackson From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	127	0	0	130	1	0	1	0	2	2	58	1	0	61	0	0	1	0	1	194
07:15 AM	0	127	1	0	128	2	0	1	0	3	2	39	1	0	42	0	0	1	0	1	174
07:30 AM	0	133	3	0	136	0	0	1	0	1	0	59	0	0	59	1	0	0	0	1	197
07:45 AM	0	123	3	0	126	1	0	0	0	1	0	83	0	0	83	0	0	1	0	1	211
Total	3	510	7	0	520	4	0	3	0	7	4	239	2	0	245	1	0	3	0	4	776
08:00 AM	0	96	1	0	97	0	0	2	0	2	0	50	1	0	51	0	0	0	0	0	150
08:15 AM	2	115	0	1	118	0	1	0	0	1	2	44	1	0	47	1	0	0	0	1	167
08:30 AM	2	107	2	1	112	2	0	0	0	2	0	55	1	0	56	0	0	0	0	0	170
08:45 AM	2	89	2	0	93	1	0	0	0	1	1	60	0	0	61	0	0	1	0	1	156
Total	6	407	5	2	420	3	1	2	0	6	3	209	3	0	215	1	0	1	0	2	643

*** BREAK ***

11:00 AM	2	66	5	1	74	2	0	1	0	3	2	68	6	0	76	1	0	1	0	2	155
11:15 AM	4	71	6	0	81	2	0	0	0	2	3	82	5	0	90	5	0	0	0	5	178
11:30 AM	1	93	3	2	99	3	0	1	0	4	1	75	6	0	82	1	0	5	0	6	191
11:45 AM	2	81	6	1	90	0	0	1	0	1	1	81	4	0	86	1	0	0	0	1	178
Total	9	311	20	4	344	7	0	3	0	10	7	306	21	0	334	8	0	6	0	14	702
12:00 PM	1	71	6	0	78	1	1	0	0	2	0	81	4	0	85	2	2	1	0	5	170
12:15 PM	3	85	4	1	93	0	0	2	0	2	1	58	3	0	62	0	0	2	0	2	159
12:30 PM	1	78	4	0	83	1	0	0	0	1	1	68	8	1	78	2	1	2	0	5	167
12:45 PM	2	82	5	0	89	2	1	0	0	3	1	91	4	0	96	1	0	1	0	2	190
Total	7	316	19	1	343	4	2	2	0	8	3	298	19	1	321	5	3	6	0	14	686
01:00 PM	4	80	6	0	90	3	0	1	0	4	0	71	7	0	78	0	0	0	0	0	172
01:15 PM	2	79	13	3	97	2	0	1	0	3	2	78	1	2	83	0	0	2	0	2	185
01:30 PM	1	81	6	0	88	1	0	1	0	2	0	86	6	1	93	2	0	3	0	5	188
01:45 PM	1	86	7	0	94	3	1	0	0	4	1	84	5	0	90	0	1	1	0	2	190
Total	8	326	32	3	369	9	1	3	0	13	3	319	19	3	344	2	1	6	0	9	735

*** BREAK ***

03:00 PM	3	92	10	2	107	1	0	0	0	1	4	90	14	0	108	2	1	1	0	4	220
03:15 PM	2	94	6	0	102	1	0	1	0	2	1	138	4	1	144	1	0	3	0	4	252
03:30 PM	3	103	10	0	116	1	0	2	0	3	0	111	7	0	118	0	0	1	0	1	238
03:45 PM	5	77	4	0	86	2	0	1	0	3	4	179	8	0	191	0	0	1	1	2	282
Total	13	366	30	2	411	5	0	4	0	9	9	518	33	1	561	3	1	6	1	11	992

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
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File Name : main_jackson-Update 11-22-2013
Site Code : 00000000
Start Date : 11/13/2013
Page No : 2

Groups Printed- Unshifted - Bank 1

	Main St From North					Jackson From East					Main St From South					Jackson From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	4	102	4	1	111	3	0	1	0	4	3	165	7	1	176	1	1	3	0	5	296
04:15 PM	1	102	7	1	111	1	0	0	0	1	2	156	3	0	161	2	0	1	0	3	276
04:30 PM	1	101	6	1	109	2	1	1	0	4	1	141	3	0	145	0	0	2	0	2	260
04:45 PM	1	86	1	0	88	1	0	0	0	1	2	132	4	0	138	1	0	2	0	3	230
Total	7	391	18	3	419	7	1	2	0	10	8	594	17	1	620	4	1	8	0	13	1062
05:00 PM	1	93	2	0	96	3	0	0	0	3	1	125	3	0	129	1	0	2	0	3	231
05:15 PM	0	92	2	0	94	0	0	1	0	1	2	168	2	0	172	4	0	3	0	7	274
05:30 PM	1	83	3	3	90	1	0	1	0	2	0	149	2	0	151	2	0	0	0	2	245
05:45 PM	1	73	1	1	76	1	0	0	0	1	0	161	2	0	163	2	0	0	0	2	242
Total	3	341	8	4	356	5	0	2	0	7	3	603	9	0	615	9	0	5	0	14	992

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
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File Name : main_jackson-Update 11-22-2013
Site Code : 00000000
Start Date : 11/13/2013
Page No : 3

Groups Printed- Unshifted - Bank 1

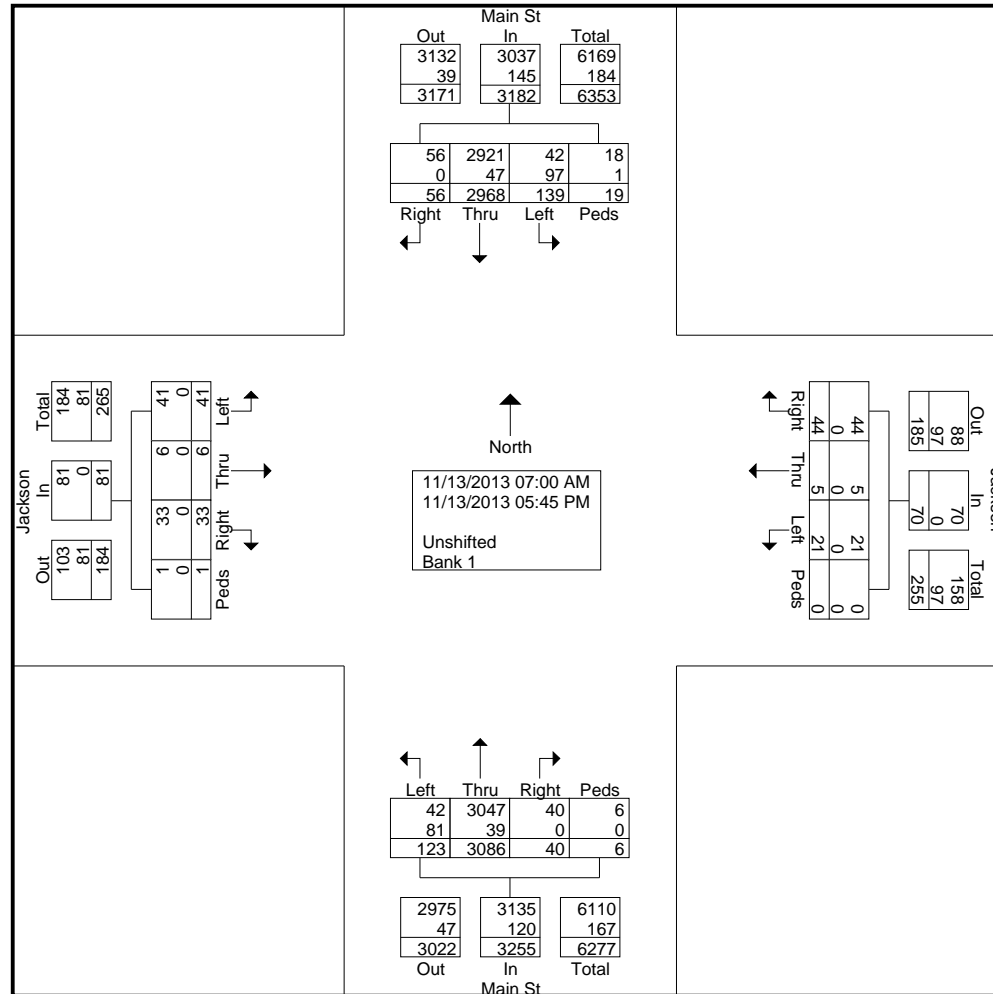
	Main St From North					Jackson From East					Main St From South					Jackson From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	56	2968	139	19	3182	44	5	21	0	70	40	3086	123	6	3255	33	6	41	1	81	6588
Apprch %	1.8	93.3	4.4	0.6		62.9	7.1	30	0		1.2	94.8	3.8	0.2		40.7	7.4	50.6	1.2		
Total %	0.9	45.1	2.1	0.3	48.3	0.7	0.1	0.3	0	1.1	0.6	46.8	1.9	0.1	49.4	0.5	0.1	0.6	0	1.2	
Unshifted	56	2921	42	18	3037	44	5	21	0	70	40	3047	42	6	3135	33	6	41	1	81	6323
% Unshifted	100	98.4	30.2	94.7	95.4	100	100	100	0	100	100	98.7	34.1	100	96.3	100	100	100	100	100	96
Bank 1	0	47	97	1	145	0	0	0	0	0	0	39	81	0	120	0	0	0	0	0	265
% Bank 1	0	1.6	69.8	5.3	4.6	0	0	0	0	0	0	1.3	65.9	0	3.7	0	0	0	0	0	4

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
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File Name : main_jackson-Update 11-22-2013
Site Code : 00000000
Start Date : 11/13/2013
Page No : 4



DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
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File Name : Main_Lincoln
Site Code : 00000000
Start Date : 11/19/2013
Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	MAIN From North					LINCOLN From East					MAIN From South					LINCOLN From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	118	0	0	118	2	0	0	0	2	0	58	0	0	58	0	0	0	0	0	178
07:15 AM	0	129	0	0	129	0	0	0	0	0	0	54	0	0	54	2	0	3	0	5	188
07:30 AM	0	148	0	0	148	0	0	0	0	0	0	55	0	0	55	2	0	1	0	3	206
07:45 AM	0	112	0	0	112	2	0	0	0	2	4	69	1	1	75	0	0	0	0	0	189
Total	0	507	0	0	507	4	0	0	0	4	4	236	1	1	242	4	0	4	0	8	761
08:00 AM	3	111	2	0	116	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	187
08:15 AM	0	114	0	0	114	1	0	1	0	2	0	56	1	0	57	0	0	0	0	0	173
08:30 AM	0	107	0	0	107	0	0	0	0	0	0	51	0	0	51	1	0	0	0	1	159
08:45 AM	1	81	0	0	82	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	136
Total	4	413	2	0	419	1	0	1	0	2	0	228	3	0	231	1	0	2	0	3	655

*** BREAK ***

11:00 AM	0	78	0	1	79	0	0	0	0	0	2	67	1	0	70	1	0	2	0	3	152
11:15 AM	0	87	0	0	87	0	0	0	0	0	0	62	2	1	65	6	0	0	0	6	158
11:30 AM	1	72	0	1	74	1	0	0	0	1	0	79	3	0	82	3	0	1	0	4	161
11:45 AM	0	74	1	0	75	1	0	0	0	1	0	94	4	0	98	4	0	0	0	4	178
Total	1	311	1	2	315	2	0	0	0	2	2	302	10	1	315	14	0	3	0	17	649
12:00 PM	3	91	0	1	95	1	0	0	0	1	0	72	0	1	73	7	0	2	0	9	178
12:15 PM	0	78	0	0	78	0	0	0	0	0	1	94	2	1	98	5	0	1	0	6	182
12:30 PM	3	68	1	0	72	0	0	0	0	0	0	73	3	0	76	1	0	2	0	3	151
12:45 PM	1	107	0	1	109	0	0	0	0	0	0	77	2	1	80	6	0	4	0	10	199
Total	7	344	1	2	354	1	0	0	0	1	1	316	7	3	327	19	0	9	0	28	710
01:00 PM	2	76	0	1	79	0	0	0	0	0	1	82	2	0	85	0	1	3	0	4	168
01:15 PM	0	97	1	1	99	1	0	0	0	1	0	91	1	0	92	3	0	1	0	4	196
01:30 PM	1	85	0	2	88	1	0	0	0	1	2	81	1	0	84	2	0	1	0	3	176
01:45 PM	0	96	2	0	98	0	0	0	0	0	0	94	2	1	97	2	0	4	0	6	201
Total	3	354	3	4	364	2	0	0	0	2	3	348	6	1	358	7	1	9	0	17	741

*** BREAK ***

03:00 PM	5	98	0	0	103	0	0	1	0	1	0	125	3	0	128	0	0	0	0	0	232
03:15 PM	1	100	0	0	101	0	0	0	0	0	0	126	0	1	127	2	0	2	0	4	232
03:30 PM	0	100	1	0	101	1	0	0	0	1	0	123	2	0	125	2	0	0	2	4	231
03:45 PM	0	100	1	1	102	0	0	0	0	0	0	126	1	1	128	2	0	1	0	3	233
Total	6	398	2	1	407	1	0	1	0	2	0	500	6	2	508	6	0	3	2	11	928

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments

Change These in The Preferences Window

Select File/Preference in the Main Scree

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File Name : Main_Lincoln

Site Code : 00000000

Start Date : 11/19/2013

Page No : 2

Groups Printed- Unshifted - Bank 1

	MAIN From North					LINCOLN From East					MAIN From South					LINCOLN From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	109	1	0	111	1	0	0	0	1	0	137	1	0	138	0	0	0	0	0	250
04:15 PM	2	104	0	1	107	1	0	0	0	1	1	145	3	0	149	0	0	5	0	5	262
04:30 PM	1	108	0	1	110	2	0	0	0	2	0	140	5	2	147	1	0	0	0	1	260
04:45 PM	1	89	0	0	90	0	0	0	0	0	1	167	0	3	171	3	0	2	0	5	266
Total	5	410	1	2	418	4	0	0	0	4	2	589	9	5	605	4	0	7	0	11	1038
05:00 PM	3	103	1	3	110	2	0	0	0	2	1	153	1	2	157	4	0	1	0	5	274
05:15 PM	3	96	0	0	99	0	0	0	0	0	1	191	3	0	195	3	0	1	0	4	298
05:30 PM	2	87	1	0	90	1	0	0	0	1	0	158	3	1	162	3	0	0	3	6	259
05:45 PM	2	92	3	1	98	0	0	0	0	0	0	144	2	1	147	4	0	2	2	8	253
Total	10	378	5	4	397	3	0	0	0	3	2	646	9	4	661	14	0	4	5	23	1084

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
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Then Click the Comments Tab

File Name : Main_Lincoln
Site Code : 00000000
Start Date : 11/19/2013
Page No : 3

Groups Printed- Unshifted - Bank 1

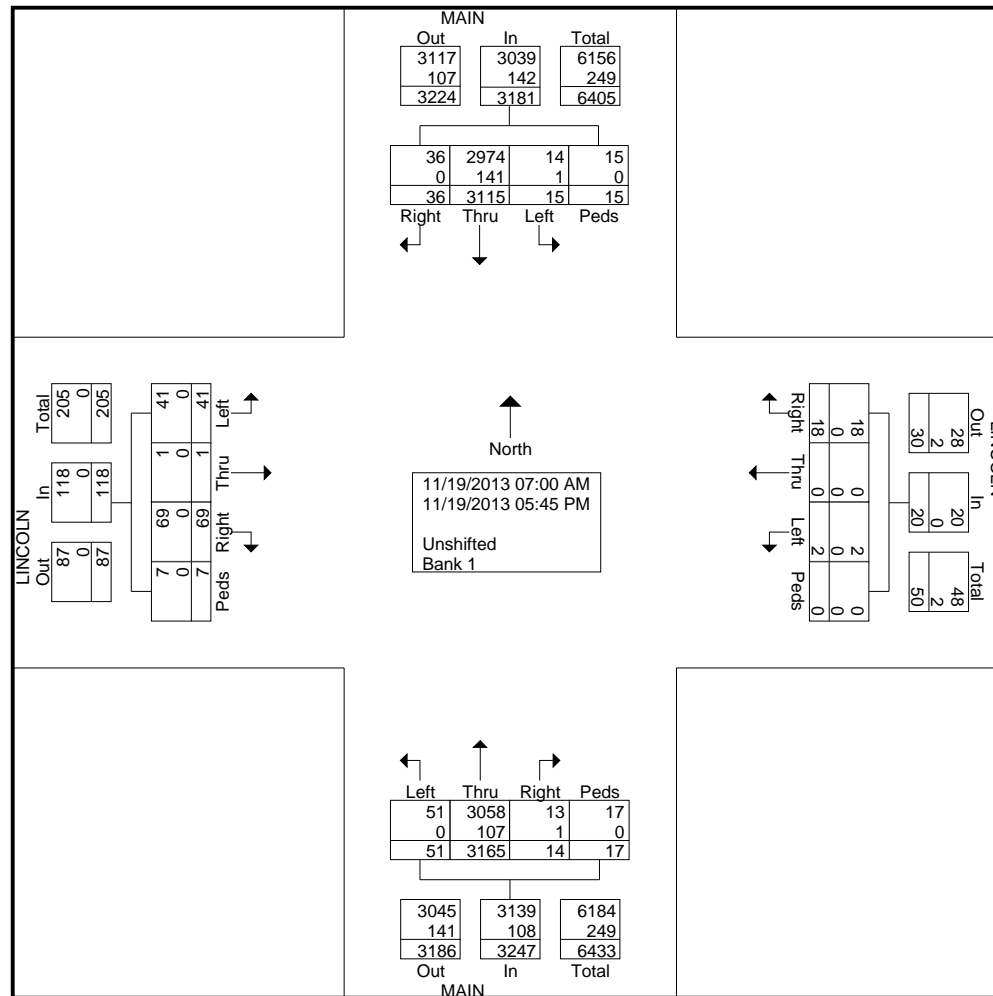
	MAIN From North					LINCOLN From East					MAIN From South					LINCOLN From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Grand Total	36	3115	15	15	3181	18	0	2	0	20	14	3165	51	17	3247	69	1	41	7	118	6566
Apprch %	1.1	97.9	0.5	0.5		90	0	10	0		0.4	97.5	1.6	0.5		58.5	0.8	34.7	5.9		
Total %	0.5	47.4	0.2	0.2	48.4	0.3	0	0	0	0.3	0.2	48.2	0.8	0.3	49.5	1.1	0	0.6	0.1	1.8	
Unshifted	36	2974	14	15	3039	18	0	2	0	20	13	3058	51	17	3139	69	1	41	7	118	6316
% Unshifted	100	95.5	93.3	100	95.5	100	0	100	0	100	92.9	96.6	100	100	96.7	100	100	100	100	100	96.2
Bank 1	0	141	1	0	142	0	0	0	0	0	1	107	0	0	108	0	0	0	0	0	250
% Bank 1	0	4.5	6.7	0	4.5	0	0	0	0	0	7.1	3.4	0	0	3.3	0	0	0	0	0	3.8

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
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File Name : Main_Lincoln
Site Code : 00000000
Start Date : 11/19/2013
Page No : 4



DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : Main_Lake
Site Code : 00000000
Start Date : 10/8/2013
Page No : 1

Groups Printed- Unshifted - Bank 1

	MAIN ST From North					LAKE AVE From East					MAIN ST From South					LAKE AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	71	2	0	75	7	7	11	0	25	8	32	12	0	52	21	8	7	0	36	188
07:15 AM	8	62	5	0	75	6	7	13	1	27	8	25	8	0	41	25	16	6	0	47	190
07:30 AM	2	66	5	0	73	14	7	13	0	34	5	25	3	0	33	22	26	7	0	55	195
07:45 AM	12	63	9	0	84	10	8	6	0	24	10	45	8	0	63	17	12	13	0	42	213
Total	24	262	21	0	307	37	29	43	1	110	31	127	31	0	189	85	62	33	0	180	786
08:00 AM	6	66	9	0	81	5	13	13	0	31	8	38	7	0	53	15	17	7	0	39	204
08:15 AM	6	73	9	0	88	3	11	8	0	22	11	34	14	0	59	11	24	12	0	47	216
08:30 AM	6	42	8	0	56	7	15	10	0	32	4	19	0	0	23	11	14	11	2	38	149
08:45 AM	12	56	10	0	78	8	7	7	0	22	8	45	14	0	67	9	12	10	0	31	198
Total	30	237	36	0	303	23	46	38	0	107	31	136	35	0	202	46	67	40	2	155	767
*** BREAK ***																					
11:00 AM	9	51	5	0	65	11	9	12	1	33	20	42	6	0	68	12	13	14	0	39	205
11:15 AM	8	51	6	0	65	8	9	19	0	36	7	42	7	2	58	12	11	21	2	46	205
11:30 AM	13	59	8	0	80	13	11	11	1	36	10	54	11	1	76	13	10	19	0	42	234
11:45 AM	20	51	11	1	83	12	12	7	1	32	12	55	15	0	82	14	15	15	0	44	241
Total	50	212	30	1	293	44	41	49	3	137	49	193	39	3	284	51	49	69	2	171	885
12:00 PM	5	51	5	0	61	14	13	14	0	41	20	58	7	0	85	13	6	22	0	41	228
12:15 PM	14	58	14	0	86	12	8	12	0	32	5	43	12	0	60	10	12	14	2	38	216
12:30 PM	13	57	11	0	81	14	13	7	0	34	10	52	10	1	73	15	13	16	1	45	233
12:45 PM	11	58	5	0	74	7	7	17	0	31	10	47	9	0	66	10	10	15	0	35	206
Total	43	224	35	0	302	47	41	50	0	138	45	200	38	1	284	48	41	67	3	159	883
*** BREAK ***																					
03:00 PM	11	73	17	1	102	19	16	4	0	39	13	69	8	0	90	8	16	12	0	36	267
03:15 PM	19	49	18	0	86	13	13	15	0	41	20	67	15	1	103	14	18	12	0	44	274
03:30 PM	17	55	11	1	84	13	22	16	0	51	9	82	13	0	104	17	13	16	0	46	285
03:45 PM	25	56	16	0	97	18	19	10	0	47	19	117	25	0	161	13	23	22	0	58	363
Total	72	233	62	2	369	63	70	45	0	178	61	335	61	1	458	52	70	62	0	184	1189
04:00 PM	16	70	17	0	103	20	19	16	0	55	21	85	14	0	120	9	16	22	0	47	325
04:15 PM	15	52	18	3	88	8	17	13	0	38	11	93	13	0	117	20	15	25	0	60	303
04:30 PM	16	58	16	0	90	18	24	13	0	55	19	91	15	0	125	11	16	26	0	53	323
04:45 PM	14	58	13	0	85	20	12	11	1	44	20	93	12	0	125	16	15	23	0	54	308
Total	61	238	64	3	366	66	72	53	1	192	71	362	54	0	487	56	62	96	0	214	1259

DLZ OHIO INC.

6121 Huntley Rd.
Columbus, OH 43229

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File Name : Main_Lake
Site Code : 00000000
Start Date : 10/8/2013
Page No : 2

Groups Printed- Unshifted - Bank 1

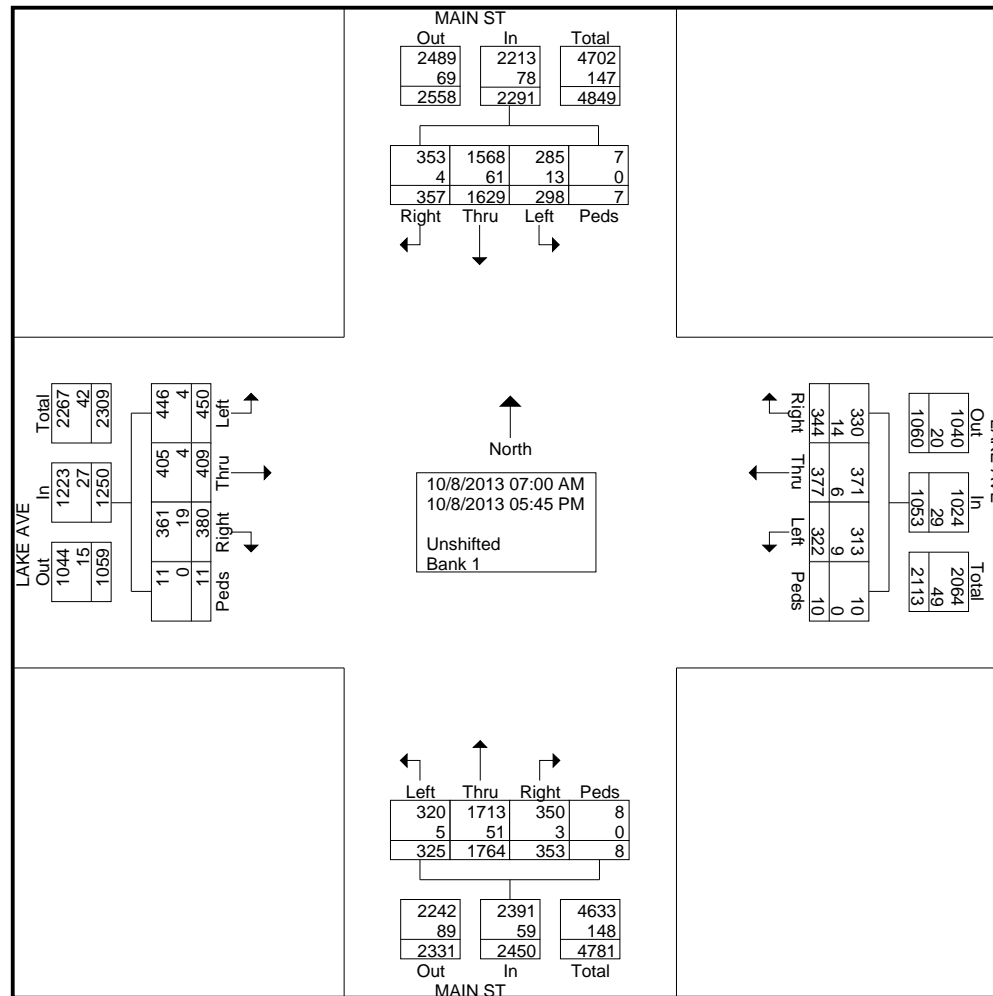
	MAIN ST From North					LAKE AVE From East					MAIN ST From South					LAKE AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	17	70	12	0	99	16	18	14	0	48	20	111	7	0	138	10	10	25	4	49	334
05:15 PM	22	63	15	0	100	24	25	8	3	60	15	112	14	2	143	10	17	25	0	52	355
05:30 PM	23	45	10	1	79	12	21	12	2	47	17	100	29	1	147	10	18	10	0	38	311
05:45 PM	15	45	13	0	73	12	14	10	0	36	13	88	17	0	118	12	13	23	0	48	275
Total	77	223	50	1	351	64	78	44	5	191	65	411	67	3	546	42	58	83	4	187	1275
Grand Total	357	1629	298	7	2291	344	377	322	10	1053	353	1764	325	8	2450	380	409	450	11	1250	7044
Apprch %	15.6	71.1	13	0.3		32.7	35.8	30.6	0.9		14.4	72	13.3	0.3		30.4	32.7	36	0.9		
Total %	5.1	23.1	4.2	0.1	32.5	4.9	5.4	4.6	0.1	14.9	5	25	4.6	0.1	34.8	5.4	5.8	6.4	0.2	17.7	
Unshifted	353	1568	285	7	2213	330	371	313	10	1024	350	1713	320	8	2391	361	405	446	11	1223	6851
% Unshifted	98.9	96.3	95.6	100	96.6	95.9	98.4	97.2	100	97.2	99.2	97.1	98.5	100	97.6	95	99	99.1	100	97.8	97.3
Bank 1	4	61	13	0	78	14	6	9	0	29	3	51	5	0	59	19	4	4	0	27	193
% Bank 1	1.1	3.7	4.4	0	3.4	4.1	1.6	2.8	0	2.8	0.8	2.9	1.5	0	2.4	5	1	0.9	0	2.2	2.7

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File Name : Main_Lake
Site Code : 00000000
Start Date : 10/8/2013
Page No : 3



Combined
File Name: M:\proj\1321\1005 CLA- General Planning Services\01 New Carlisle\traffic counts\MAIN ST NORTHBOUND - Classified.tf2
Start Date: 11/13/2013
Start Time: 10:00:00 AM
Site Code: MAIN NB

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total Vehicles
11/13/2013	10:00 AM	0	23	15	0	3	0	0	0	4	0	0	0	0	234	279
11/13/2013	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	309	309
11/13/2013	12:00 PM	1	88	54	0	22	0	1	3	6	0	0	0	0	130	305
11/13/2013	01:00 PM	2	177	96	1	34	2	0	9	7	0	0	0	0	7	335
11/13/2013	02:00 PM	2	255	108	15	38	2	0	8	5	1	0	0	0	14	448
11/13/2013	03:00 PM	1	305	159	9	46	3	0	7	12	0	0	0	0	10	552
11/13/2013	04:00 PM	0	325	157	2	68	0	0	5	5	0	0	0	0	3	565
11/13/2013	05:00 PM	2	335	176	1	59	1	0	6	3	1	0	0	0	5	589
11/13/2013	06:00 PM	1	237	109	1	31	0	0	3	4	0	0	0	0	2	388
11/13/2013	07:00 PM	0	165	92	1	20	0	0	2	2	0	0	0	0	1	283
11/13/2013	08:00 PM	0	156	47	1	14	0	0	1	0	0	0	0	0	0	219
11/13/2013	09:00 PM	0	91	36	0	21	0	0	2	3	0	0	0	0	3	156
11/13/2013	10:00 PM	0	48	25	1	1	0	0	0	0	0	0	0	0	0	75
11/13/2013	11:00 PM	0	34	10	0	2	0	0	0	0	0	0	0	0	0	46
11/14/2013	12:00 AM	0	18	6	0	2	1	0	0	0	0	0	0	0	2	29
11/14/2013	01:00 AM	0	10	7	0	0	0	0	0	0	0	0	0	0	0	17
11/14/2013	02:00 AM	0	8	4	1	0	0	0	0	2	0	0	0	0	0	15
11/14/2013	03:00 AM	0	13	2	1	1	0	0	0	1	0	0	0	0	0	18
11/14/2013	04:00 AM	0	12	6	1	3	0	0	0	1	0	0	0	0	0	23
11/14/2013	05:00 AM	0	37	32	0	13	1	0	1	1	0	0	0	0	2	87
11/14/2013	06:00 AM	0	74	44	2	19	0	0	2	5	0	0	0	0	2	148
11/14/2013	07:00 AM	0	124	58	23	23	2	0	3	5	0	0	0	0	4	242
11/14/2013	08:00 AM	1	119	69	9	24	0	0	2	7	0	0	0	0	7	238
11/14/2013	09:00 AM	1	110	63	3	25	3	0	2	9	0	0	0	0	3	219
11/14/2013	10:00 AM	0	115	71	2	25	2	0	3	10	0	0	0	0	9	237
11/14/2013	11:00 AM	0	151	86	5	31	2	0	4	4	0	0	0	1	13	297
11/14/2013	12:00 PM	2	176	99	4	42	3	0	4	3	0	0	0	0	6	339
11/14/2013	01:00 PM	0	200	96	2	33	1	0	4	7	0	0	0	0	3	346
11/14/2013	02:00 PM	1	274	136	14	31	2	0	4	12	0	0	0	0	8	482
11/14/2013	03:00 PM	2	292	131	11	49	1	0	8	8	0	0	0	0	13	515
11/14/2013	04:00 PM	1	357	182	4	56	0	0	8	2	2	0	0	0	5	617
11/14/2013	05:00 PM	2	366	153	1	54	2	0	7	1	0	0	0	0	6	592
11/14/2013	06:00 PM	2	281	120	0	34	1	0	4	2	0	0	0	0	6	450
11/14/2013	07:00 PM	0	194	83	1	22	0	0	1	0	0	0	0	0	3	304
11/14/2013	08:00 PM	0	137	56	1	19	0	0	0	1	0	0	0	0	0	214
11/14/2013	09:00 PM	0	122	31	0	5	0	0	1	0	0	0	0	0	1	160

11/14/2013	10:00 PM	0	66	33	2	13	0	0	1	2	0	0	0	0	117
11/14/2013	11:00 PM	1	31	10	0	1	0	0	0	1	0	0	0	0	44
11/15/2013	12:00 AM	0	19	7	1	0	0	0	0	1	0	0	0	0	28
11/15/2013	01:00 AM	0	14	2	0	2	0	0	0	0	0	0	0	1	19
11/15/2013	02:00 AM	0	8	5	0	1	0	0	0	0	1	0	0	0	15
11/15/2013	03:00 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
11/15/2013	04:00 AM	0	16	8	1	3	1	0	0	3	0	0	0	0	32
11/15/2013	05:00 AM	1	41	23	1	8	0	0	0	1	0	0	0	1	76
11/15/2013	06:00 AM	0	77	38	2	12	0	0	0	7	0	0	0	2	138
11/15/2013	07:00 AM	0	131	67	22	28	1	0	3	6	0	0	0	3	261
11/15/2013	08:00 AM	0	111	74	1	30	0	0	9	5	0	0	0	5	235
11/15/2013	09:00 AM	1	130	59	3	20	2	0	6	11	0	0	0	6	238
11/15/2013	10:00 AM	4	144	80	2	41	2	0	8	4	0	0	0	1	289
11/15/2013	11:00 AM	1	185	82	2	28	1	0	3	11	0	0	0	8	321
11/15/2013	12:00 PM	2	219	115	1	36	0	0	2	6	0	0	0	2	383
11/15/2013	01:00 PM	1	210	106	0	32	2	0	1	10	0	0	0	10	372
11/15/2013	02:00 PM	1	339	122	16	34	2	0	0	8	1	0	0	12	535
11/15/2013	03:00 PM	3	334	136	7	28	1	0	6	8	0	0	0	41	564
11/15/2013	04:00 PM	2	401	150	4	49	0	0	6	4	0	0	0	5	621
11/15/2013	05:00 PM	1	330	166	3	61	1	0	6	3	0	0	0	7	578
11/15/2013	06:00 PM	2	253	112	1	39	0	0	2	1	0	0	0	4	414
11/15/2013	07:00 PM	0	165	69	1	20	0	0	0	4	0	0	0	2	261
11/15/2013	08:00 PM	0	156	56	0	30	0	0	1	4	0	0	0	0	247
11/15/2013	09:00 PM	1	128	49	1	20	0	0	1	1	0	0	0	1	202
11/15/2013	10:00 PM	0	96	39	1	18	0	0	1	2	0	0	0	1	158
11/15/2013	11:00 PM	0	69	25	0	5	0	0	0	1	0	0	0	1	101
11/16/2013	12:00 AM	0	36	15	0	1	0	0	0	1	0	0	0	0	53
11/16/2013	01:00 AM	1	21	7	0	2	0	0	0	1	1	0	0	0	33
11/16/2013	02:00 AM	0	11	3	0	2	0	0	0	1	0	0	0	0	17
11/16/2013	03:00 AM	0	9	9	1	0	0	0	0	1	0	0	0	0	20
11/16/2013	04:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
11/16/2013	05:00 AM	0	23	14	0	10	0	0	0	0	0	0	0	0	47
11/16/2013	06:00 AM	0	22	12	0	15	0	0	2	1	0	0	0	0	52
11/16/2013	07:00 AM	0	45	32	1	16	1	0	1	3	0	0	0	0	99
11/16/2013	08:00 AM	2	91	58	1	20	2	0	5	3	0	0	0	2	184
11/16/2013	09:00 AM	1	97	83	2	35	0	0	5	4	0	0	0	6	233
11/16/2013	10:00 AM	2	183	105	2	30	1	0	2	3	0	0	0	2	330
11/16/2013	11:00 AM	1	186	116	1	36	1	0	3	2	0	0	0	4	350
11/16/2013	12:00 PM	0	215	118	0	39	1	0	4	3	0	0	0	9	389
11/16/2013	01:00 PM	2	202	100	1	26	1	0	4	2	0	0	0	9	347
11/16/2013	02:00 PM	5	213	103	1	25	0	0	8	4	0	0	0	3	362
11/16/2013	03:00 PM	6	222	87	2	21	0	0	4	3	0	0	0	2	347
11/16/2013	04:00 PM	1	263	106	0	24	0	0	3	2	0	0	0	1	400
11/16/2013	05:00 PM	1	248	91	0	28	0	0	3	3	0	0	0	2	376

11/16/2013	06:00 PM	0	207	82	0	19	0	0	2	3	0	0	0	0	2	315
11/16/2013	07:00 PM	1	184	61	1	20	0	0	2	2	0	0	0	0	0	271
11/16/2013	08:00 PM	1	144	65	1	16	1	0	2	1	0	0	0	0	0	231
11/16/2013	09:00 PM	1	107	54	0	12	0	0	0	0	0	0	0	0	0	174
11/16/2013	10:00 PM	0	90	28	0	14	0	0	1	0	1	0	0	0	1	135
11/16/2013	11:00 PM	0	52	23	0	7	0	0	0	0	0	0	0	0	0	82
11/17/2013	12:00 AM	0	40	19	0	8	0	0	1	0	0	0	0	0	0	68
11/17/2013	01:00 AM	0	24	8	0	2	0	0	0	0	0	0	0	0	0	34
11/17/2013	02:00 AM	0	13	14	0	0	0	0	0	1	0	0	0	0	0	28
11/17/2013	03:00 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
11/17/2013	04:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
11/17/2013	05:00 AM	0	6	4	0	5	0	0	0	0	0	0	0	0	0	15
11/17/2013	06:00 AM	0	18	7	0	3	0	0	0	0	0	0	0	0	0	28
11/17/2013	07:00 AM	0	23	11	0	7	0	0	0	0	0	0	0	0	0	41
11/17/2013	08:00 AM	0	70	43	0	10	0	0	0	1	0	0	0	0	0	124
11/17/2013	09:00 AM	0	101	40	0	24	0	0	1	0	0	0	0	0	0	166
11/17/2013	10:00 AM	0	132	63	1	20	0	0	2	1	0	0	0	0	1	220
11/17/2013	11:00 AM	0	159	80	0	18	0	0	0	1	0	0	0	0	3	261
11/17/2013	12:00 PM	0	203	90	0	27	1	0	1	0	0	0	0	0	0	322
11/17/2013	01:00 PM	0	194	83	1	23	1	0	0	0	0	0	0	0	0	302
11/17/2013	02:00 PM	1	184	77	0	23	0	0	2	0	0	0	0	0	2	289
11/17/2013	03:00 PM	1	211	85	0	30	0	0	3	0	0	0	0	0	1	331
11/17/2013	04:00 PM	0	196	98	0	24	0	0	1	0	0	0	0	0	1	320
11/17/2013	05:00 PM	0	153	98	0	24	0	0	1	1	0	0	0	0	0	277
11/17/2013	06:00 PM	1	121	88	0	27	0	0	0	1	0	0	0	0	0	238
11/17/2013	07:00 PM	0	90	70	0	23	0	0	2	0	0	0	0	0	0	185
11/17/2013	08:00 PM	0	92	41	0	15	0	0	0	1	0	0	0	0	1	150
11/17/2013	09:00 PM	0	53	29	1	9	0	0	0	0	0	0	0	0	0	92
11/17/2013	10:00 PM	0	32	22	0	5	1	0	0	0	0	0	0	0	3	63
11/17/2013	11:00 PM	0	29	9	0	2	0	0	0	0	0	0	0	0	0	40
11/18/2013	12:00 AM	0	9	9	1	4	0	0	0	0	0	0	0	0	2	25
11/18/2013	01:00 AM	0	7	6	0	2	0	0	0	0	0	0	0	0	0	15
11/18/2013	02:00 AM	0	2	4	0	3	0	0	0	0	0	0	0	0	0	9
11/18/2013	03:00 AM	0	4	4	1	2	0	0	1	1	0	0	0	0	0	13
11/18/2013	04:00 AM	0	5	10	0	5	0	0	0	3	0	0	0	0	0	23
11/18/2013	05:00 AM	0	37	23	1	6	0	0	0	2	1	0	0	0	2	72
11/18/2013	06:00 AM	0	58	48	4	27	2	0	0	2	0	0	0	0	1	142
11/18/2013	07:00 AM	0	105	65	22	32	0	0	4	4	0	0	0	0	5	237
11/18/2013	08:00 AM	0	102	78	1	39	0	0	4	6	0	0	0	0	2	232
11/18/2013	09:00 AM	0	79	58	1	27	0	0	2	4	1	0	0	0	31	203
11/18/2013	10:00 AM	0	108	89	3	26	0	0	4	11	0	0	0	0	7	248
11/18/2013	11:00 AM	1	142	98	1	41	0	0	4	2	0	0	0	0	7	296
11/18/2013	12:00 PM	1	146	102	1	44	0	0	5	5	0	0	0	0	8	312
11/18/2013	01:00 PM	1	170	114	5	32	1	0	6	4	0	0	0	0	8	341

11/18/2013	02:00 PM	0	248	142	14	42	1	0	5	8	1	0	0	0	10	471
11/18/2013	03:00 PM	2	279	141	8	40	3	1	5	10	0	0	0	0	3	492
11/18/2013	04:00 PM	1	317	183	6	77	0	0	4	3	0	0	0	0	4	595
11/18/2013	05:00 PM	0	275	211	0	67	1	0	4	3	0	0	0	0	8	569
11/18/2013	06:00 PM	1	183	121	0	39	1	0	2	1	0	0	0	0	2	350
11/18/2013	07:00 PM	0	135	89	1	32	0	0	0	3	0	0	0	0	1	261
11/18/2013	08:00 PM	0	112	73	2	13	0	0	1	2	0	0	0	0	0	203
11/18/2013	09:00 PM	0	86	49	0	14	0	0	0	1	0	0	0	0	0	150
11/18/2013	10:00 PM	0	50	29	1	11	0	0	1	3	0	0	0	0	1	96
11/18/2013	11:00 PM	0	20	18	0	2	0	0	0	2	0	0	0	0	1	43
11/19/2013	12:00 AM	0	21	10	0	2	0	0	0	0	0	0	0	0	0	33
11/19/2013	01:00 AM	0	13	8	0	1	0	0	0	0	1	0	0	0	0	23
11/19/2013	02:00 AM	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
11/19/2013	03:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	1	7
11/19/2013	04:00 AM	0	10	7	1	4	0	0	1	3	0	0	0	0	0	26
11/19/2013	05:00 AM	0	35	26	1	6	1	0	1	4	0	0	0	0	2	76
11/19/2013	06:00 AM	0	52	59	4	27	0	0	1	2	0	0	0	0	4	149
11/19/2013	07:00 AM	0	105	65	20	30	0	0	5	3	0	0	0	0	4	232
11/19/2013	08:00 AM	0	99	79	0	38	0	0	8	7	0	0	0	0	1	232

Site Code: MAIN NB

[illegible]

11/15/2013	06:00 AM	1	7	25	32	7	3	0	0	1	0	0	0	0	76
11/15/2013	07:00 AM	2	4	31	63	32	6	0	0	0	0	0	0	0	138
11/15/2013	08:00 AM	5	18	88	117	29	4	0	0	0	0	0	0	0	261
11/15/2013	09:00 AM	4	14	91	97	27	2	0	0	0	0	0	0	0	235
11/15/2013	10:00 AM	6	30	77	88	31	5	1	0	0	0	0	0	0	238
11/15/2013	11:00 AM	8	40	143	89	9	0	0	0	0	0	0	0	0	289
11/15/2013	12:00 PM	13	34	152	100	19	3	0	0	0	0	0	0	0	321
11/15/2013	01:00 PM	8	42	174	135	24	0	0	0	0	0	0	0	0	383
11/15/2013	02:00 PM	20	41	184	117	9	1	0	0	0	0	0	0	0	372
11/15/2013	03:00 PM	31	139	264	96	4	1	0	0	0	0	0	0	0	535
11/15/2013	04:00 PM	117	133	227	75	10	2	0	0	0	0	0	0	0	564
11/15/2013	05:00 PM	14	98	306	182	21	0	0	0	0	0	0	0	0	621
11/15/2013	06:00 PM	11	56	260	215	34	2	0	0	0	0	0	0	0	578
11/15/2013	07:00 PM	4	22	200	154	33	1	0	0	0	0	0	0	0	414
11/15/2013	08:00 PM	4	11	116	112	16	1	1	0	0	0	0	0	0	261
11/15/2013	09:00 PM	1	10	104	116	16	0	0	0	0	0	0	0	0	247
11/15/2013	10:00 PM	1	10	74	108	8	1	0	0	0	0	0	0	0	202
11/15/2013	11:00 PM	2	2	55	80	19	0	0	0	0	0	0	0	0	158
11/16/2013	12:00 AM	1	2	33	52	12	1	0	0	0	0	0	0	0	101
11/16/2013	01:00 AM	0	2	13	30	8	0	0	0	0	0	0	0	0	53
11/16/2013	02:00 AM	0	1	12	16	3	1	0	0	0	0	0	0	0	33
11/16/2013	03:00 AM	0	0	6	9	2	0	0	0	0	0	0	0	0	17
11/16/2013	04:00 AM	0	1	7	10	1	0	1	0	0	0	0	0	0	20
11/16/2013	05:00 AM	0	1	2	12	3	0	0	0	0	0	0	0	0	18
11/16/2013	06:00 AM	0	3	9	29	6	0	0	0	0	0	0	0	0	47
11/16/2013	07:00 AM	0	1	6	30	11	4	0	0	0	0	0	0	0	52
11/16/2013	08:00 AM	1	5	19	52	18	4	0	0	0	0	0	0	0	99
11/16/2013	09:00 AM	4	10	54	90	24	2	0	0	0	0	0	0	0	184
11/16/2013	10:00 AM	7	18	82	97	26	3	0	0	0	0	0	0	0	233
11/16/2013	11:00 AM	4	39	136	125	24	2	0	0	0	0	0	0	0	330
11/16/2013	12:00 PM	8	40	140	130	29	3	0	0	0	0	0	0	0	350
11/16/2013	01:00 PM	17	44	165	139	24	0	0	0	0	0	0	0	0	389
11/16/2013	02:00 PM	17	34	131	133	30	2	0	0	0	0	0	0	0	347
11/16/2013	03:00 PM	6	22	155	154	23	2	0	0	0	0	0	0	0	362
11/16/2013	04:00 PM	6	34	135	147	24	1	0	0	0	0	0	0	0	347
11/16/2013	05:00 PM	6	46	180	145	20	3	0	0	0	0	0	0	0	400
11/16/2013	06:00 PM	2	11	157	172	33	1	0	0	0	0	0	0	0	376
11/16/2013	07:00 PM	2	26	158	117	9	2	1	0	0	0	0	0	0	315
11/16/2013	08:00 PM	0	19	140	95	16	1	0	0	0	0	0	0	0	271
11/16/2013	09:00 PM	1	5	94	108	23	0	0	0	0	0	0	0	0	231
11/16/2013	10:00 PM	0	6	77	79	12	0	0	0	0	0	0	0	0	174
11/16/2013	11:00 PM	1	3	56	58	17	0	0	0	0	0	0	0	0	135
11/17/2013	12:00 AM	0	4	22	45	10	1	0	0	0	0	0	0	0	82
11/17/2013	01:00 AM	0	1	19	39	7	1	1	0	0	0	0	0	0	68
11/17/2013	02:00 AM	0	1	9	17	7	0	0	0	0	0	0	0	0	34
11/17/2013	03:00 AM	0	0	8	12	8	0	0	0	0	0	0	0	0	28
11/17/2013	04:00 AM	2	2	5	4	1	0	0	0	0	0	0	0	0	14
11/17/2013	05:00 AM	0	0	1	6	4	0	0	1	0	0	0	0	0	12
11/17/2013	06:00 AM	0	0	4	7	4	0	0	0	0	0	0	0	0	15
11/17/2013	07:00 AM	0	2	8	9	8	1	0	0	0	0	0	0	0	28
11/17/2013	08:00 AM	0	1	9	19	11	1	0	0	0	0	0	0	0	41

11/17/2013	09:00 AM	1	2	37	54	24	5	1	0	0	0	0	0	0	0	124
11/17/2013	10:00 AM	1	4	50	81	27	3	0	0	0	0	0	0	0	0	166
11/17/2013	11:00 AM	0	8	68	104	34	6	0	0	0	0	0	0	0	0	220
11/17/2013	12:00 PM	5	11	88	123	29	3	1	1	0	0	0	0	0	0	261
11/17/2013	01:00 PM	0	21	112	143	38	7	1	0	0	0	0	0	0	0	322
11/17/2013	02:00 PM	1	21	93	147	36	3	1	0	0	0	0	0	0	0	302
11/17/2013	03:00 PM	5	9	98	130	37	9	1	0	0	0	0	0	0	0	289
11/17/2013	04:00 PM	3	17	114	150	38	9	0	0	0	0	0	0	0	0	331
11/17/2013	05:00 PM	3	23	86	156	49	3	0	0	0	0	0	0	0	0	320
11/17/2013	06:00 PM	1	6	67	151	51	1	0	0	0	0	0	0	0	0	277
11/17/2013	07:00 PM	0	5	49	132	46	6	0	0	0	0	0	0	0	0	238
11/17/2013	08:00 PM	0	2	41	115	26	1	0	0	0	0	0	0	0	0	185
11/17/2013	09:00 PM	1	4	42	83	17	3	0	0	0	0	0	0	0	0	150
11/17/2013	10:00 PM	0	2	20	52	17	1	0	0	0	0	0	0	0	0	92
11/17/2013	11:00 PM	3	0	16	33	10	1	0	0	0	0	0	0	0	0	63
11/18/2013	12:00 AM	2	1	8	22	6	0	0	0	1	0	0	0	0	0	40
11/18/2013	01:00 AM	2	0	8	11	3	1	0	0	0	0	0	0	0	0	25
11/18/2013	02:00 AM	0	2	4	2	7	0	0	0	0	0	0	0	0	0	15
11/18/2013	03:00 AM	0	0	2	5	2	0	0	0	0	0	0	0	0	0	9
11/18/2013	04:00 AM	0	0	3	10	0	0	0	0	0	0	0	0	0	0	13
11/18/2013	05:00 AM	0	2	8	10	3	0	0	0	0	0	0	0	0	0	23
11/18/2013	06:00 AM	1	2	13	40	14	2	0	0	0	0	0	0	0	0	72
11/18/2013	07:00 AM	1	4	34	63	37	2	0	1	0	0	0	0	0	0	142
11/18/2013	08:00 AM	7	5	45	126	45	8	1	0	0	0	0	0	0	0	237
11/18/2013	09:00 AM	4	3	57	104	58	4	2	0	0	0	0	0	0	0	232
11/18/2013	10:00 AM	31	8	36	88	33	7	0	0	0	0	0	0	0	0	203
11/18/2013	11:00 AM	9	8	71	118	39	3	0	0	0	0	0	0	0	0	248
11/18/2013	12:00 PM	12	8	108	129	36	3	0	0	0	0	0	0	0	0	296
11/18/2013	01:00 PM	8	17	111	121	50	5	0	0	0	0	0	0	0	0	312
11/18/2013	02:00 PM	11	30	121	148	28	3	0	0	0	0	0	0	0	0	341
11/18/2013	03:00 PM	10	30	184	201	38	8	0	0	0	0	0	0	0	0	471
11/18/2013	04:00 PM	5	50	231	155	47	4	0	0	0	0	0	0	0	0	492
11/18/2013	05:00 PM	5	38	290	205	52	4	1	0	0	0	0	0	0	0	595
11/18/2013	06:00 PM	8	30	218	257	50	5	0	1	0	0	0	0	0	0	569
11/18/2013	07:00 PM	4	20	120	169	35	2	0	0	0	0	0	0	0	0	350
11/18/2013	08:00 PM	1	6	98	134	19	3	0	0	0	0	0	0	0	0	261
11/18/2013	09:00 PM	0	7	71	98	27	0	0	0	0	0	0	0	0	0	203
11/18/2013	10:00 PM	0	1	44	81	24	0	0	0	0	0	0	0	0	0	150
11/18/2013	11:00 PM	1	3	21	54	17	0	0	0	0	0	0	0	0	0	96
11/19/2013	12:00 AM	1	0	13	20	9	0	0	0	0	0	0	0	0	0	43
11/19/2013	01:00 AM	2	0	6	20	5	0	0	0	0	0	0	0	0	0	33
11/19/2013	02:00 AM	0	2	13	6	0	2	0	0	0	0	0	0	0	0	23
11/19/2013	03:00 AM	0	0	5	6	1	0	0	0	0	0	0	0	0	0	12
11/19/2013	04:00 AM	1	0	2	3	1	0	0	0	0	0	0	0	0	0	7
11/19/2013	05:00 AM	1	1	3	16	4	1	0	0	0	0	0	0	0	0	26
11/19/2013	06:00 AM	1	2	17	36	20	0	0	0	0	0	0	0	0	0	76
11/19/2013	07:00 AM	1	3	40	73	29	3	0	0	0	0	0	0	0	0	149
11/19/2013	08:00 AM	5	12	67	116	28	4	0	0	0	0	0	0	0	0	232
11/19/2013	09:00 AM	2	15	80	102	28	5	0	0	0	0	0	0	0	0	232

	1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	Total Vehicles
Total Vehicles	668	2160	11605	12575	2862	282	18	4	2	0	0	0	0	0	30176
Cumulative Vehicles	668	2828	14433	27008	29870	30152	30170	30174	30176						

% of Total Traffic	2.21368	7.158006	38.45771	41.67219	9.484358	0.934517	0.05965	0.013256	0.006628						
Cumulative %	2.21368	9.371686	47.8294	89.50159	98.98595	99.92047	99.98012	99.99337	100						

85th Percentile Speed 29

$$85\text{th Speed} = \left[\frac{(P_d - P_{\min})}{(P_{\max} - P_{\min})} \right] * (S_{\max} - S_{\min}) + S_{\min}$$

$$S = \left[\frac{(85 - 47.8294)}{(89.50159 - 47.8294)} \right] * (30 - 21) + 21$$

$$S = 29.02779$$

Combined
File Name: M:\proj\1321\1005 CLA- General Planning Services\01 New Carlisle\traffic counts\MAIN ST SOUTHBOUND - Classified.tf2
Start Date: 11/13/2013
Start Time: 10:00:00 AM
Site Code: MAIN SB

Date	Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total Vehicles
11/13/2013	10:00 AM	6	6	4	3	1	2	0	1	0	0	0	0	0	262	285
11/13/2013	11:00 AM	3	91	29	7	8	2	0	0	3	0	0	0	0	206	349
11/13/2013	12:00 PM	2	111	43	3	8	0	0	0	4	0	0	0	0	146	317
11/13/2013	01:00 PM	3	147	54	2	13	0	0	2	4	0	0	0	0	118	343
11/13/2013	02:00 PM	2	155	62	4	15	6	1	2	3	0	0	0	0	132	382
11/13/2013	03:00 PM	4	129	54	13	10	3	1	1	0	0	0	0	0	186	401
11/13/2013	04:00 PM	1	153	46	7	8	1	0	1	3	0	0	0	1	187	408
11/13/2013	05:00 PM	1	140	46	1	7	0	0	1	3	0	0	0	0	167	366
11/13/2013	06:00 PM	0	95	41	2	11	1	0	1	0	0	0	0	0	172	323
11/13/2013	07:00 PM	0	6	7	3	2	0	0	1	0	0	0	0	0	160	179
11/13/2013	08:00 PM	0	2	4	0	3	0	0	1	0	0	0	0	0	127	137
11/13/2013	09:00 PM	1	2	0	2	1	0	0	1	0	0	0	0	0	80	87
11/13/2013	10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	60	61
11/13/2013	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	38	38
11/14/2013	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
11/14/2013	01:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	4	19
11/14/2013	02:00 AM	0	11	1	1	0	0	0	1	3	0	0	0	0	0	17
11/14/2013	03:00 AM	0	18	7	0	2	0	0	0	3	0	0	0	0	0	30
11/14/2013	04:00 AM	0	44	13	0	3	0	0	1	2	0	0	0	0	1	64
11/14/2013	05:00 AM	0	111	40	1	5	0	0	0	4	0	0	0	0	0	161
11/14/2013	06:00 AM	0	308	98	4	21	1	0	5	1	0	0	0	0	14	452
11/14/2013	07:00 AM	0	318	118	8	15	0	0	5	4	1	0	0	0	11	480
11/14/2013	08:00 AM	4	258	98	14	16	2	1	5	8	0	0	0	0	30	436
11/14/2013	09:00 AM	3	88	36	3	10	2	0	2	3	2	0	0	0	175	324
11/14/2013	10:00 AM	3	47	28	4	11	1	0	0	1	0	0	0	0	240	335
11/14/2013	11:00 AM	3	80	33	8	26	1	0	2	1	0	0	0	0	199	353
11/14/2013	12:00 PM	1	57	25	3	7	1	0	2	2	0	0	0	1	251	350
11/14/2013	01:00 PM	4	49	32	2	10	0	1	1	0	0	0	0	0	252	351
11/14/2013	02:00 PM	3	60	32	1	11	0	0	3	0	0	0	0	0	275	385
11/14/2013	03:00 PM	7	63	31	4	9	3	0	1	1	0	0	0	0	324	443
11/14/2013	04:00 PM	4	54	25	0	7	1	0	2	1	0	0	0	0	325	419
11/14/2013	05:00 PM	2	64	34	2	14	3	0	1	0	0	0	0	0	281	401
11/14/2013	06:00 PM	0	43	19	1	3	0	0	0	1	0	0	0	0	236	303
11/14/2013	07:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	190	202
11/14/2013	08:00 PM	0	4	3	0	2	1	0	0	0	0	0	0	0	135	145
11/14/2013	09:00 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	97	101

11/16/2013	06:00 PM	0	15	7	1	3	0	0	0	0	0	0	0	0	0	0	260	286
11/16/2013	07:00 PM	0	6	3	1	1	1	0	0	0	0	0	0	1	0	0	190	203
11/16/2013	08:00 PM	0	7	0	2	4	0	0	0	0	0	0	0	0	0	0	152	165
11/16/2013	09:00 PM	0	2	2	3	2	0	1	0	0	0	0	0	0	0	0	135	145
11/16/2013	10:00 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	92	95
11/16/2013	11:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	76	77
11/17/2013	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50
11/17/2013	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
11/17/2013	02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15	16
11/17/2013	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
11/17/2013	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
11/17/2013	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30
11/17/2013	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	62
11/17/2013	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67
11/17/2013	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	139
11/17/2013	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248	248
11/17/2013	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	315
11/17/2013	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295	295
11/17/2013	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360	360
11/17/2013	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330	330
11/17/2013	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262	262
11/17/2013	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292	292
11/17/2013	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250	250
11/17/2013	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	234
11/17/2013	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	160
11/17/2013	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	137
11/17/2013	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	135
11/17/2013	09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	87
11/17/2013	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	59
11/17/2013	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
11/18/2013	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
11/18/2013	01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
11/18/2013	02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
11/18/2013	03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
11/18/2013	04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	68
11/18/2013	05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	136
11/18/2013	06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	447	447
11/18/2013	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	476	476
11/18/2013	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	423	423
11/18/2013	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261	261
11/18/2013	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	276
11/18/2013	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	312
11/18/2013	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371	371
11/18/2013	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	366	366

[illegible]

Site Code: MAIN SB

Date	Time	1-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-999	Total Vehicles
11/13/2013	11:00 AM	260	6	7	12	0	0	0	0	0	0	0	0	0	0	285
11/13/2013	12:00 PM	206	26	73	37	7	0	0	0	0	0	0	0	0	0	349
11/13/2013	01:00 PM	151	14	70	72	10	0	0	0	0	0	0	0	0	0	317
11/13/2013	02:00 PM	130	27	93	82	10	1	0	0	0	0	0	0	0	0	343
11/13/2013	03:00 PM	140	39	113	79	11	0	0	0	0	0	0	0	0	0	382
11/13/2013	04:00 PM	194	39	88	72	8	0	0	0	0	0	0	0	0	0	401
11/13/2013	05:00 PM	189	32	110	70	7	0	0	0	0	0	0	0	0	0	408
11/13/2013	06:00 PM	169	16	98	73	9	1	0	0	0	0	0	0	0	0	366
11/13/2013	07:00 PM	172	7	76	62	6	0	0	0	0	0	0	0	0	0	323
11/13/2013	08:00 PM	158	0	10	8	3	0	0	0	0	0	0	0	0	0	179
11/13/2013	09:00 PM	126	0	3	4	3	1	0	0	0	0	0	0	0	0	137
11/13/2013	10:00 PM	80	0	3	2	1	1	0	0	0	0	0	0	0	0	87
11/13/2013	11:00 PM	59	0	0	1	1	0	0	0	0	0	0	0	0	0	61
11/14/2013	12:00 AM	38	0	0	0	0	0	0	0	0	0	0	0	0	0	38
11/14/2013	01:00 AM	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
11/14/2013	02:00 AM	3	1	2	11	2	0	0	0	0	0	0	0	0	0	19
11/14/2013	03:00 AM	0	1	10	3	3	0	0	0	0	0	0	0	0	0	17
11/14/2013	04:00 AM	0	0	16	12	2	0	0	0	0	0	0	0	0	0	30
11/14/2013	05:00 AM	1	3	24	31	5	0	0	0	0	0	0	0	0	0	64
11/14/2013	06:00 AM	0	3	57	94	6	1	0	0	0	0	0	0	0	0	161
11/14/2013	07:00 AM	24	42	231	150	5	0	0	0	0	0	0	0	0	0	452
11/14/2013	08:00 AM	21	50	215	178	15	1	0	0	0	0	0	0	0	0	480
11/14/2013	09:00 AM	52	42	156	171	14	1	0	0	0	0	0	0	0	0	436
11/14/2013	10:00 AM	168	8	65	71	11	1	0	0	0	0	0	0	0	0	324
11/14/2013	11:00 AM	238	11	32	50	4	0	0	0	0	0	0	0	0	0	335
11/14/2013	12:00 PM	195	25	83	44	5	1	0	0	0	0	0	0	0	0	353
11/14/2013	01:00 PM	249	8	40	43	10	0	0	0	0	0	0	0	0	0	350
11/14/2013	02:00 PM	251	10	41	39	10	0	0	0	0	0	0	0	0	0	351
11/14/2013	03:00 PM	271	12	56	42	4	0	0	0	0	0	0	0	0	0	385
11/14/2013	04:00 PM	325	23	50	40	5	0	0	0	0	0	0	0	0	0	443
11/14/2013	05:00 PM	327	9	41	33	8	1	0	0	0	0	0	0	0	0	419
11/14/2013	06:00 PM	279	25	58	36	3	0	0	0	0	0	0	0	0	0	401
11/14/2013	07:00 PM	236	6	27	30	2	2	0	0	0	0	0	0	0	0	303
11/14/2013	08:00 PM	188	0	5	6	3	0	0	0	0	0	0	0	0	0	202
11/14/2013	09:00 PM	134	0	4	6	1	0	0	0	0	0	0	0	0	0	145
11/14/2013	10:00 PM	96	2	1	2	0	0	0	0	0	0	0	0	0	0	101
11/14/2013	11:00 PM	63	0	1	1	1	0	0	0	0	0	0	0	0	0	66
11/15/2013	12:00 AM	46	2	2	4	0	0	0	0	0	0	0	0	0	0	54
11/15/2013	01:00 AM	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23
11/15/2013	02:00 AM	20	0	1	0	0	0	0	0	0	0	0	0	0	0	21
11/15/2013	03:00 AM	15	0	2	1	0	0	0	0	0	0	0	0	0	0	18
11/15/2013	04:00 AM	24	0	0	1	0	0	0	0	0	0	0	0	0	0	25
11/15/2013	05:00 AM	55	0	1	4	2	0	0	0	0	0	0	0	0	0	62

[illegible]

11/17/2013	09:00 AM	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139
11/17/2013	10:00 AM	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248
11/17/2013	11:00 AM	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315
11/17/2013	12:00 PM	295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295
11/17/2013	01:00 PM	360	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360
11/17/2013	02:00 PM	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330
11/17/2013	03:00 PM	262	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	262
11/17/2013	04:00 PM	292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	292
11/17/2013	05:00 PM	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250
11/17/2013	06:00 PM	234	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234
11/17/2013	07:00 PM	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160
11/17/2013	08:00 PM	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
11/17/2013	09:00 PM	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
11/17/2013	10:00 PM	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
11/17/2013	11:00 PM	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
11/18/2013	12:00 AM	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
11/18/2013	01:00 AM	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11/18/2013	02:00 AM	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11/18/2013	03:00 AM	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
11/18/2013	04:00 AM	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
11/18/2013	05:00 AM	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
11/18/2013	06:00 AM	136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136
11/18/2013	07:00 AM	447	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	447
11/18/2013	08:00 AM	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	476
11/18/2013	09:00 AM	423	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	423
11/18/2013	10:00 AM	261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	261
11/18/2013	11:00 AM	276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276
11/18/2013	12:00 PM	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312
11/18/2013	01:00 PM	371	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371
11/18/2013	02:00 PM	366	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	366
11/18/2013	03:00 PM	335	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335
11/18/2013	04:00 PM	407	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	407
11/18/2013	05:00 PM	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340
11/18/2013	06:00 PM	357	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	357
11/18/2013	07:00 PM	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255
11/18/2013	08:00 PM	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174
11/18/2013	09:00 PM	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137
11/18/2013	10:00 PM	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
11/18/2013	11:00 PM	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45
11/19/2013	12:00 AM	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
11/19/2013	01:00 AM	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
11/19/2013	02:00 AM	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
11/19/2013	03:00 AM	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
11/19/2013	04:00 AM	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
11/19/2013	05:00 AM	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
11/19/2013	06:00 AM	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157
11/19/2013	07:00 AM	463	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	463
11/19/2013	08:00 AM	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	476
11/19/2013	09:00 AM	403	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	403

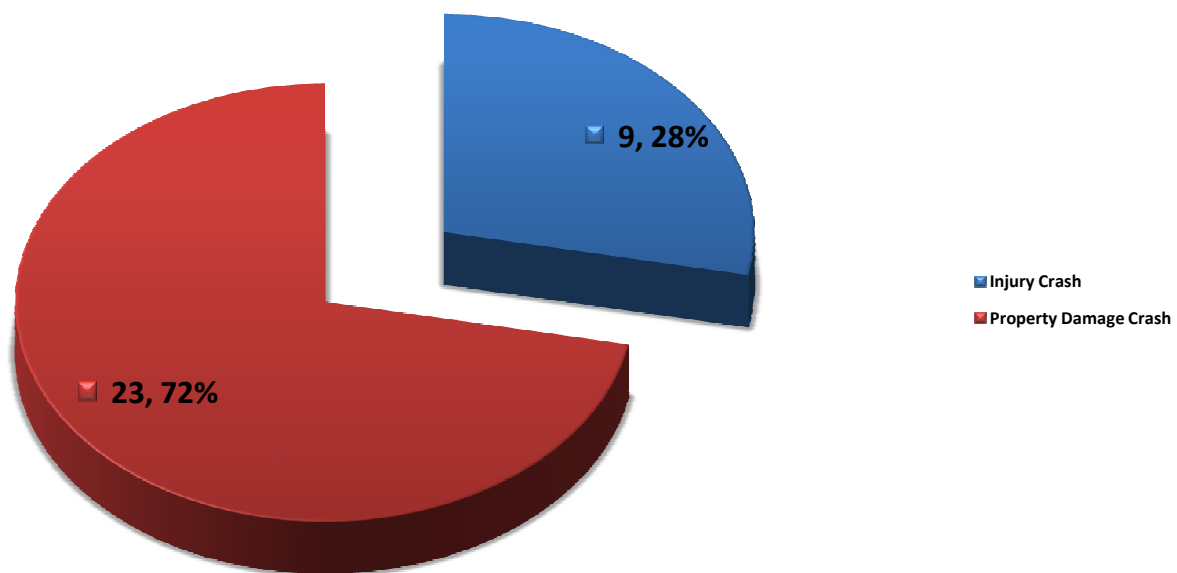


INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

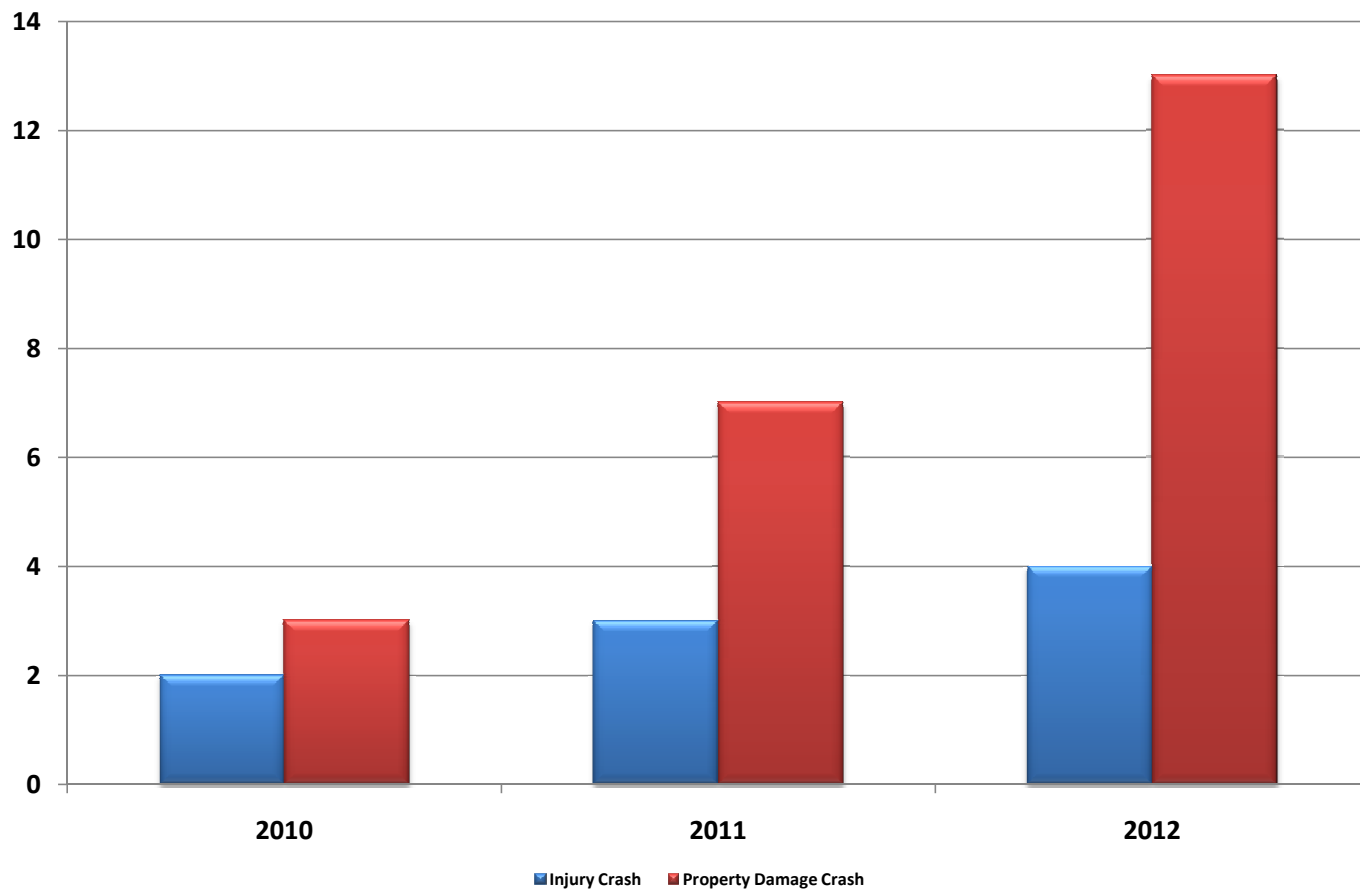
New Carlisle Crosswalk Study
Tech Memo

Appendix B – Crash Data

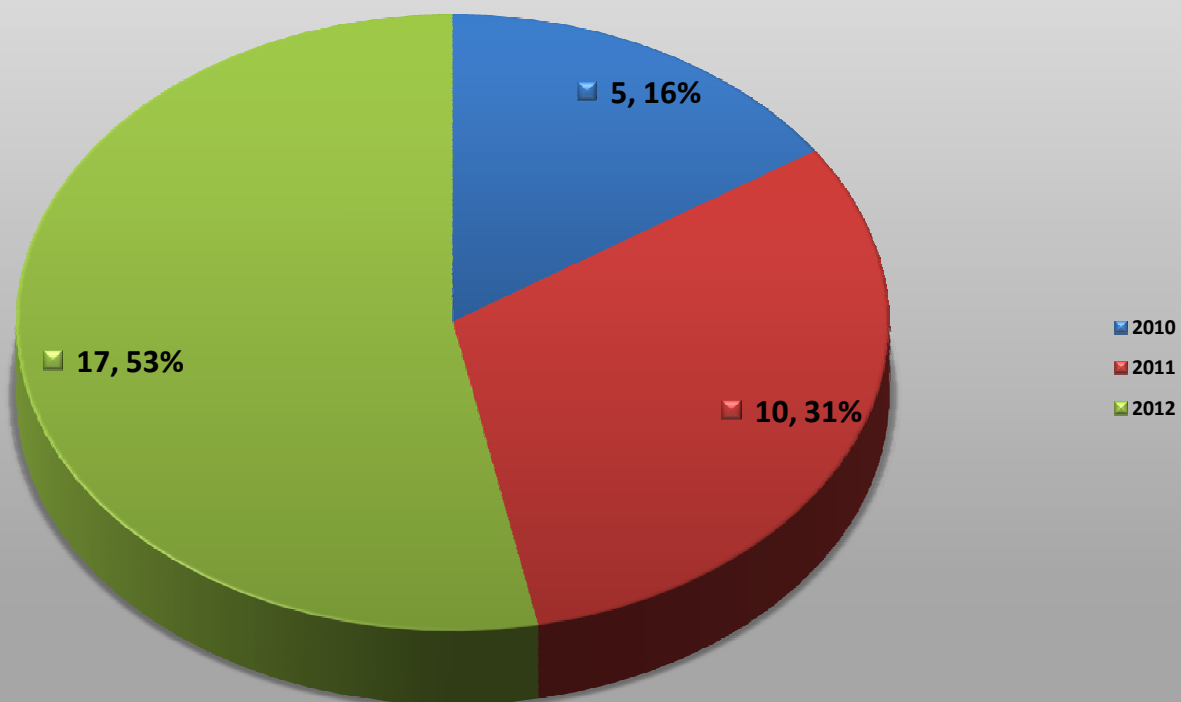
Frequency of Crashes by Severity



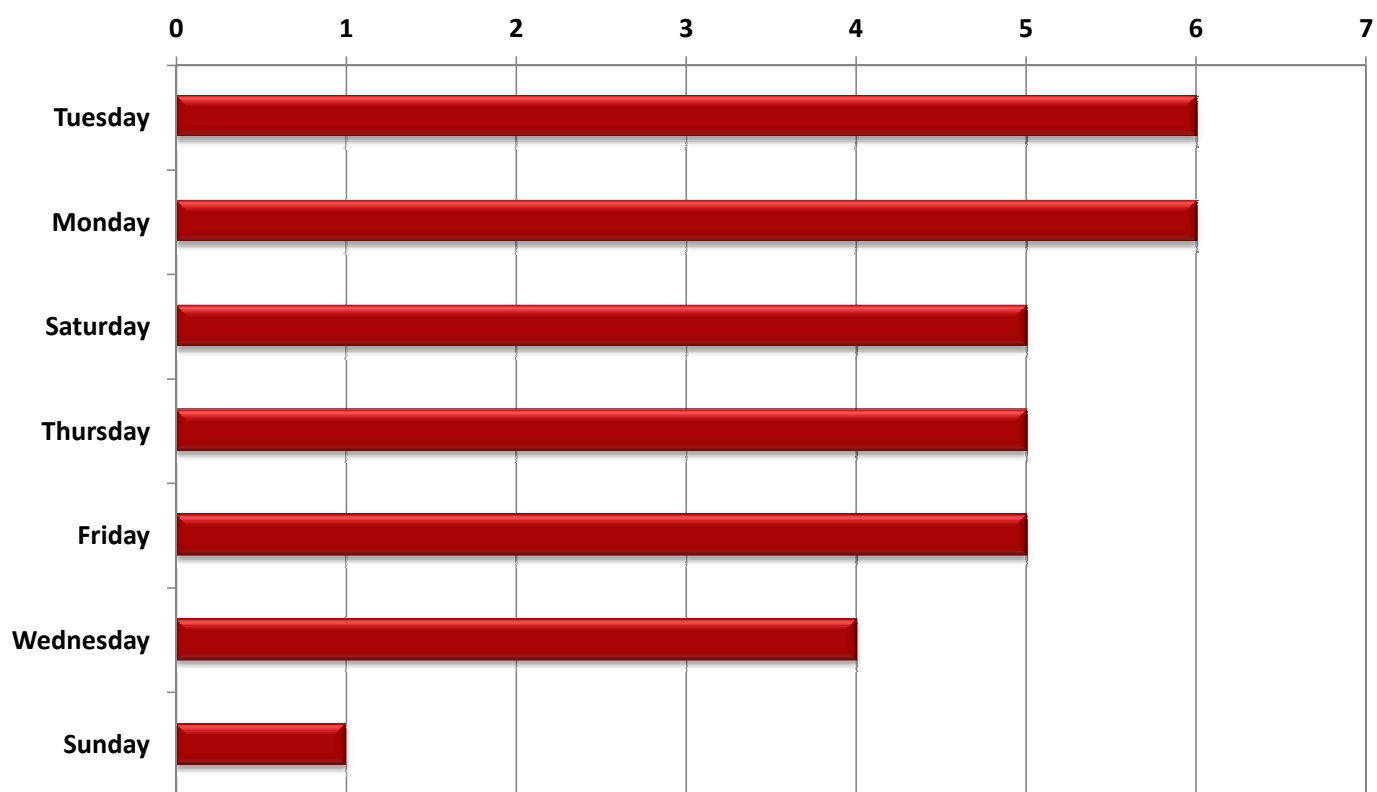
Frequency of Crashes by Year and Severity



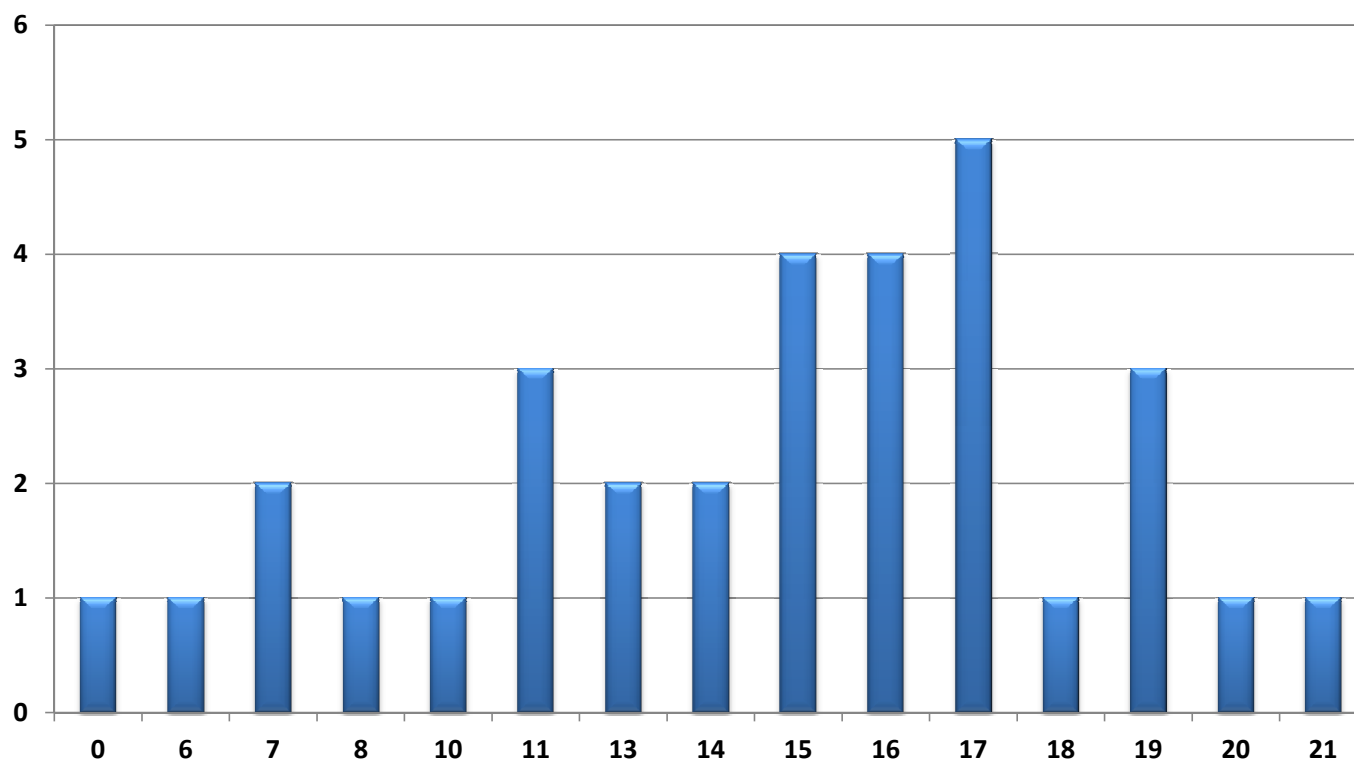
Frequency of Crashes by Year



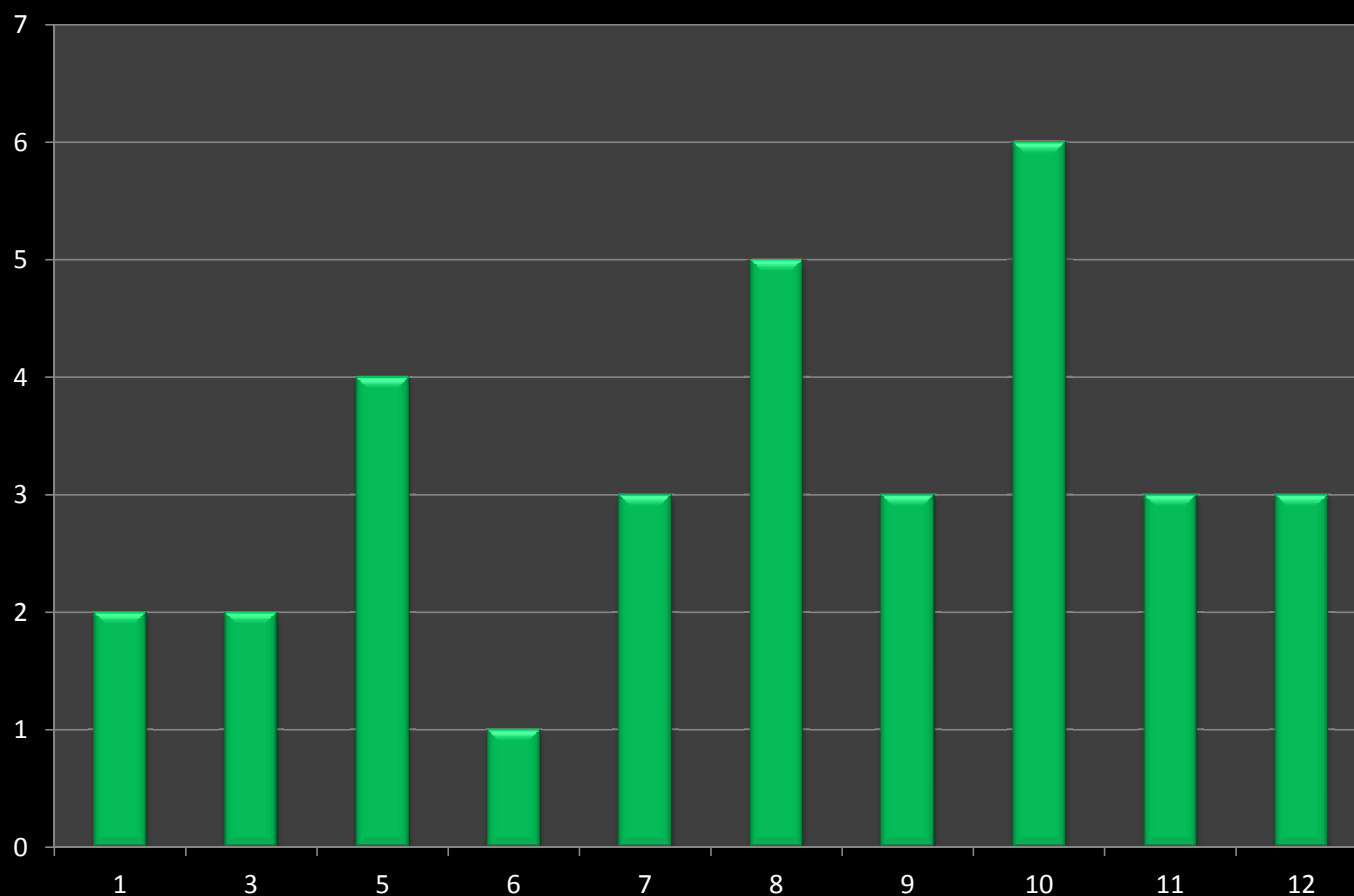
Frequency of Crashes by Day of the Week

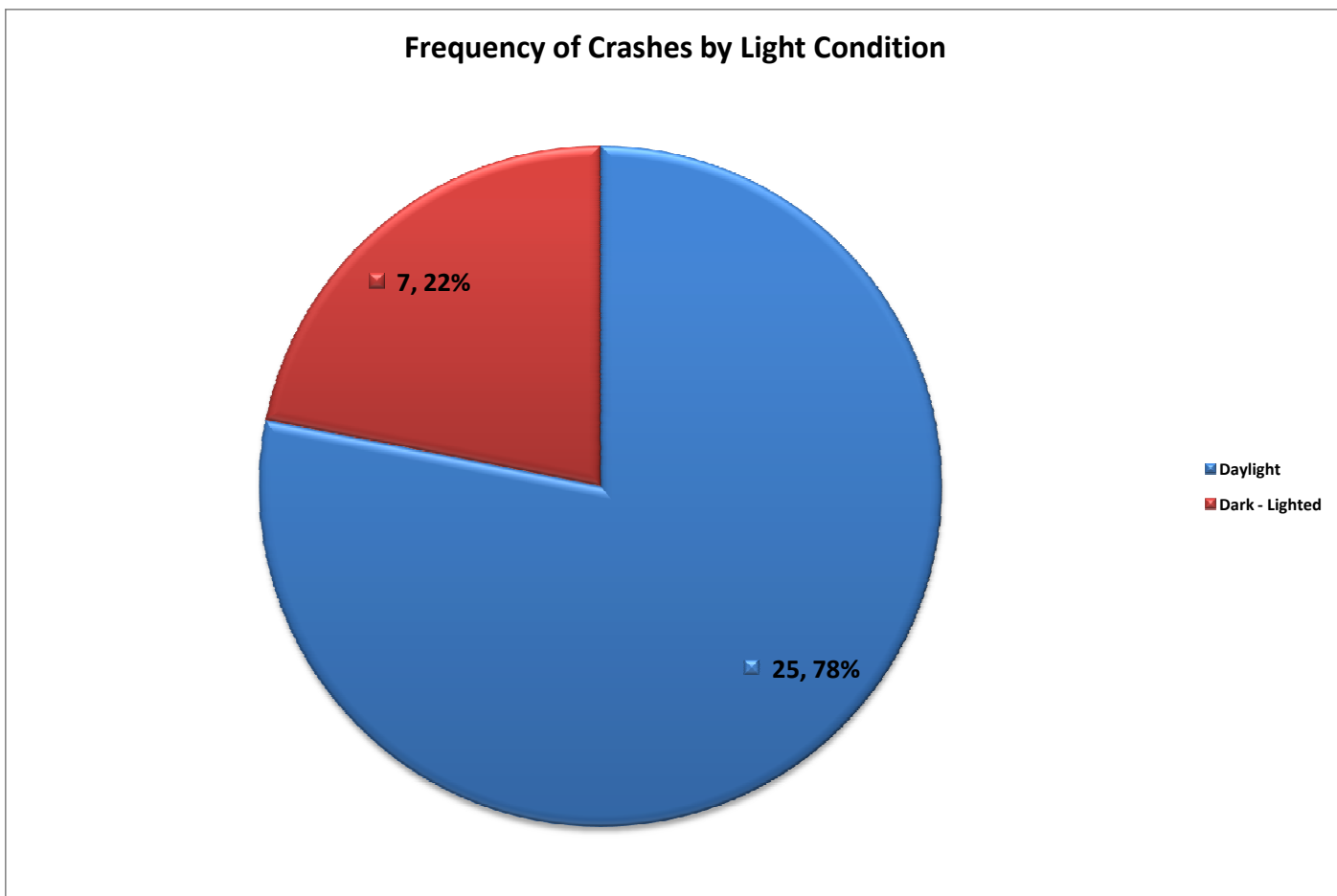
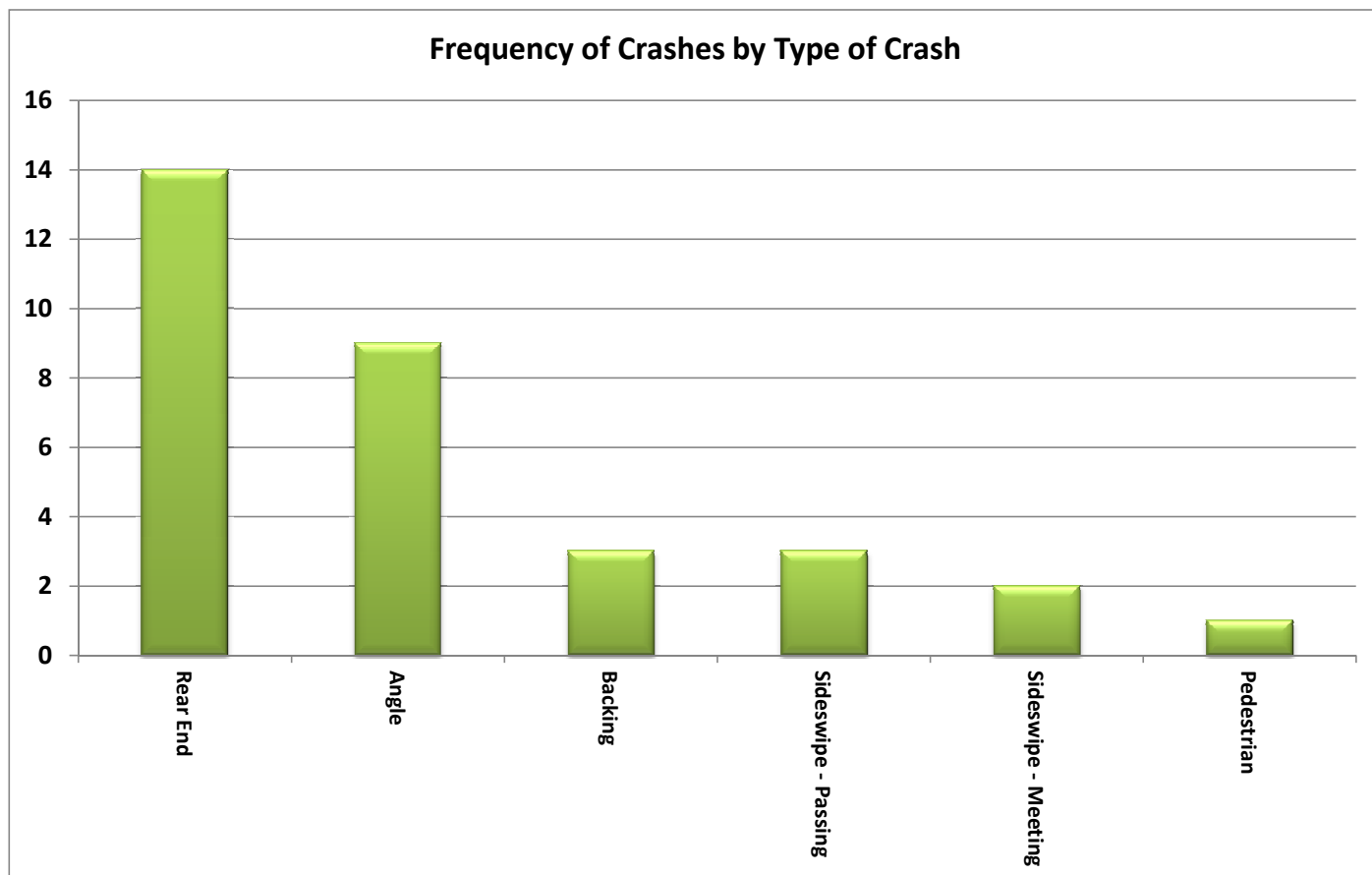


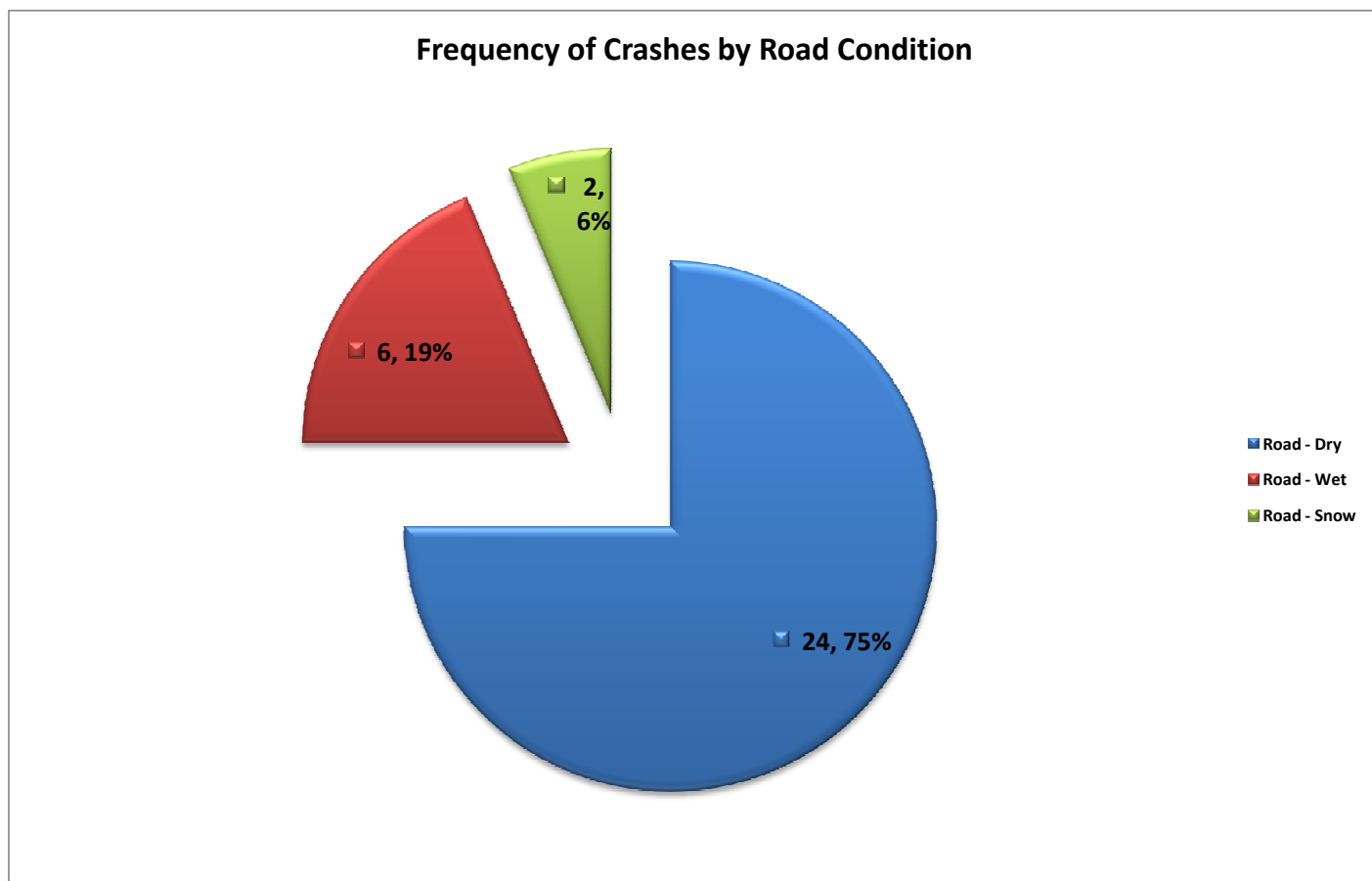
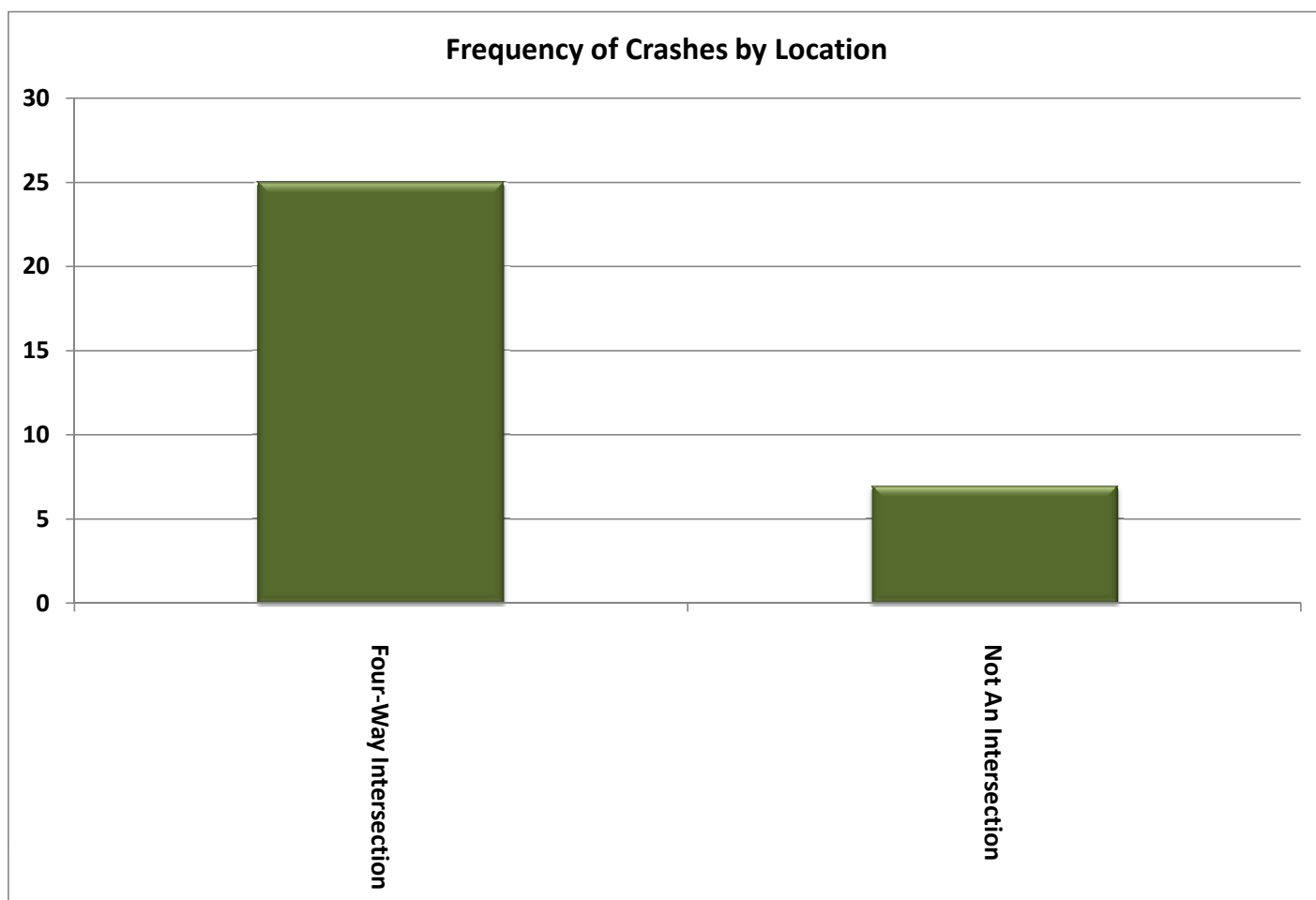
Frequency of Crashes by Hour



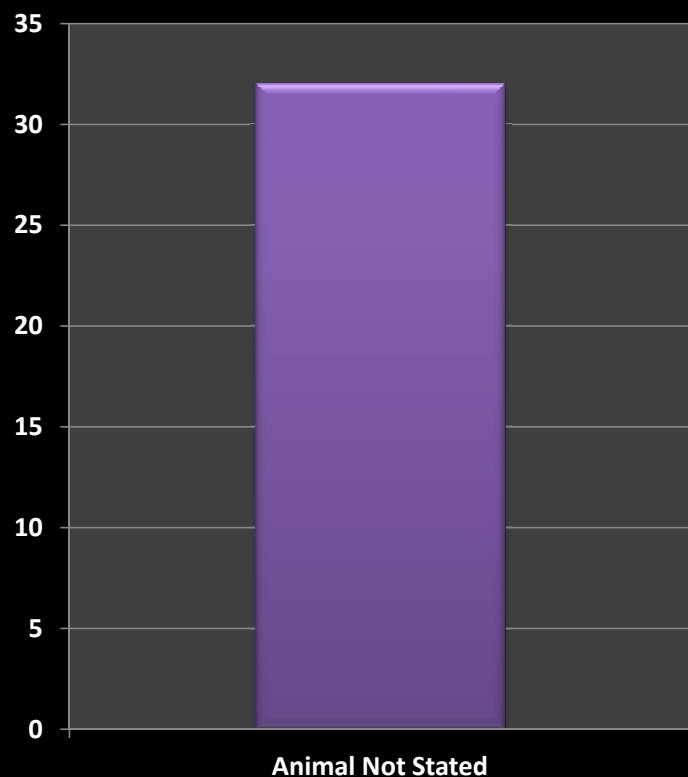
Frequency of Crashes by Month



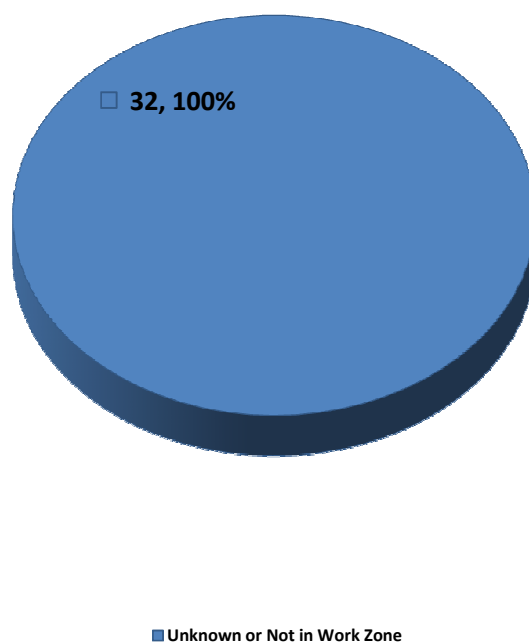




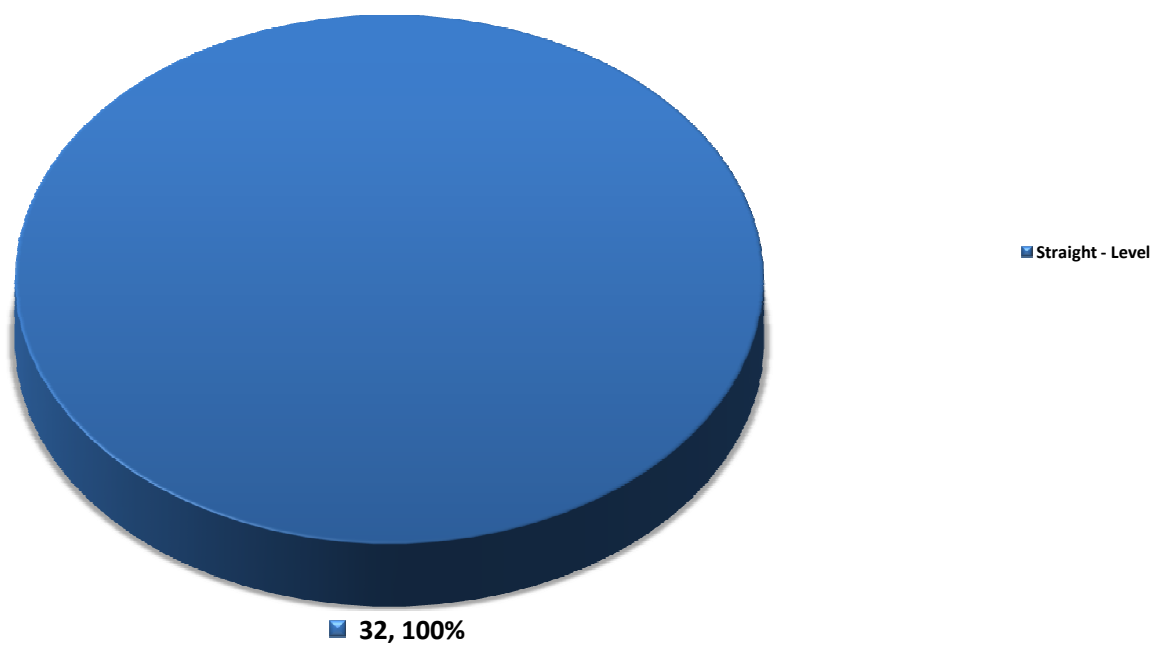
Frequency of Animal Crashes



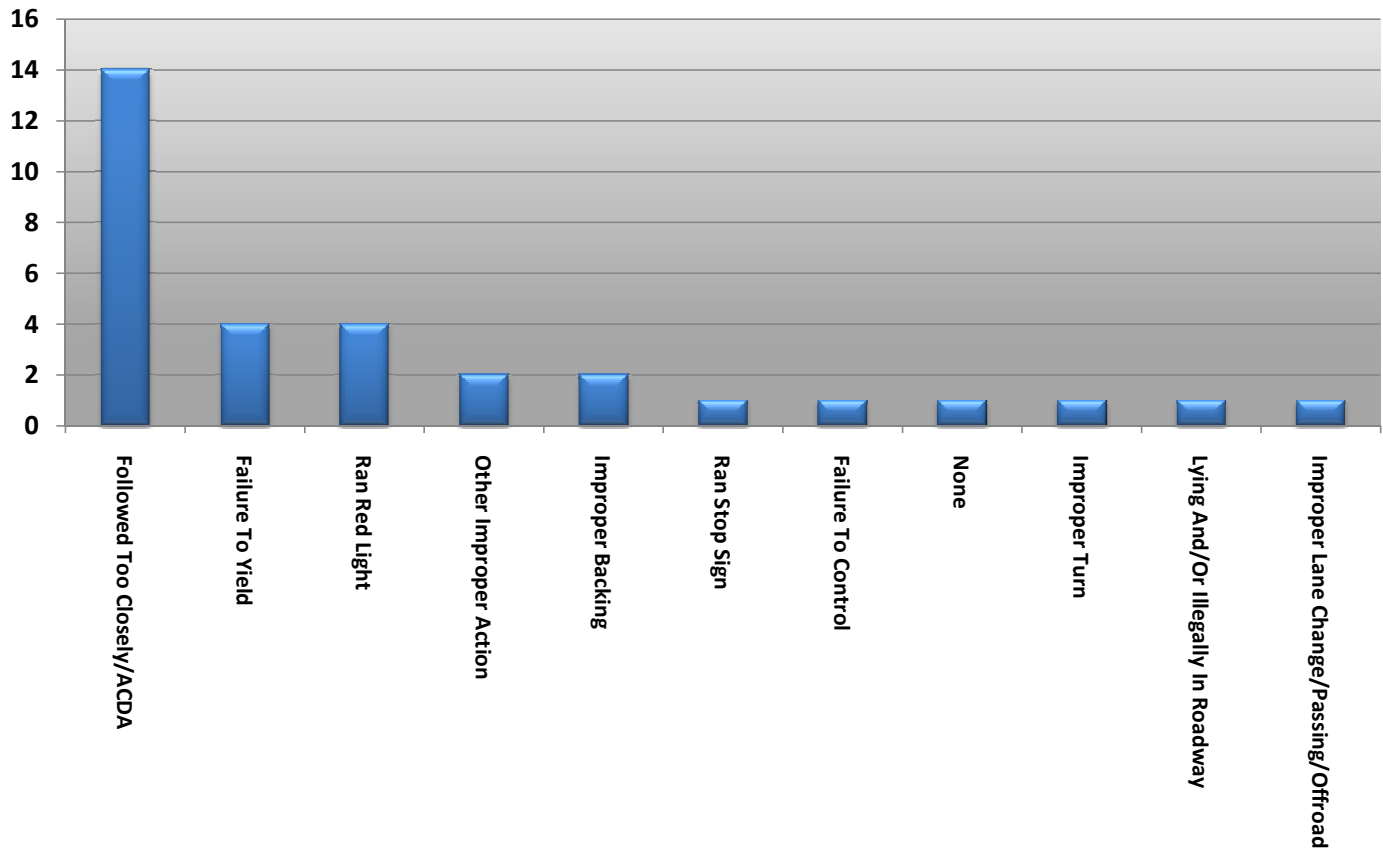
Frequency of Work Zone Crashes



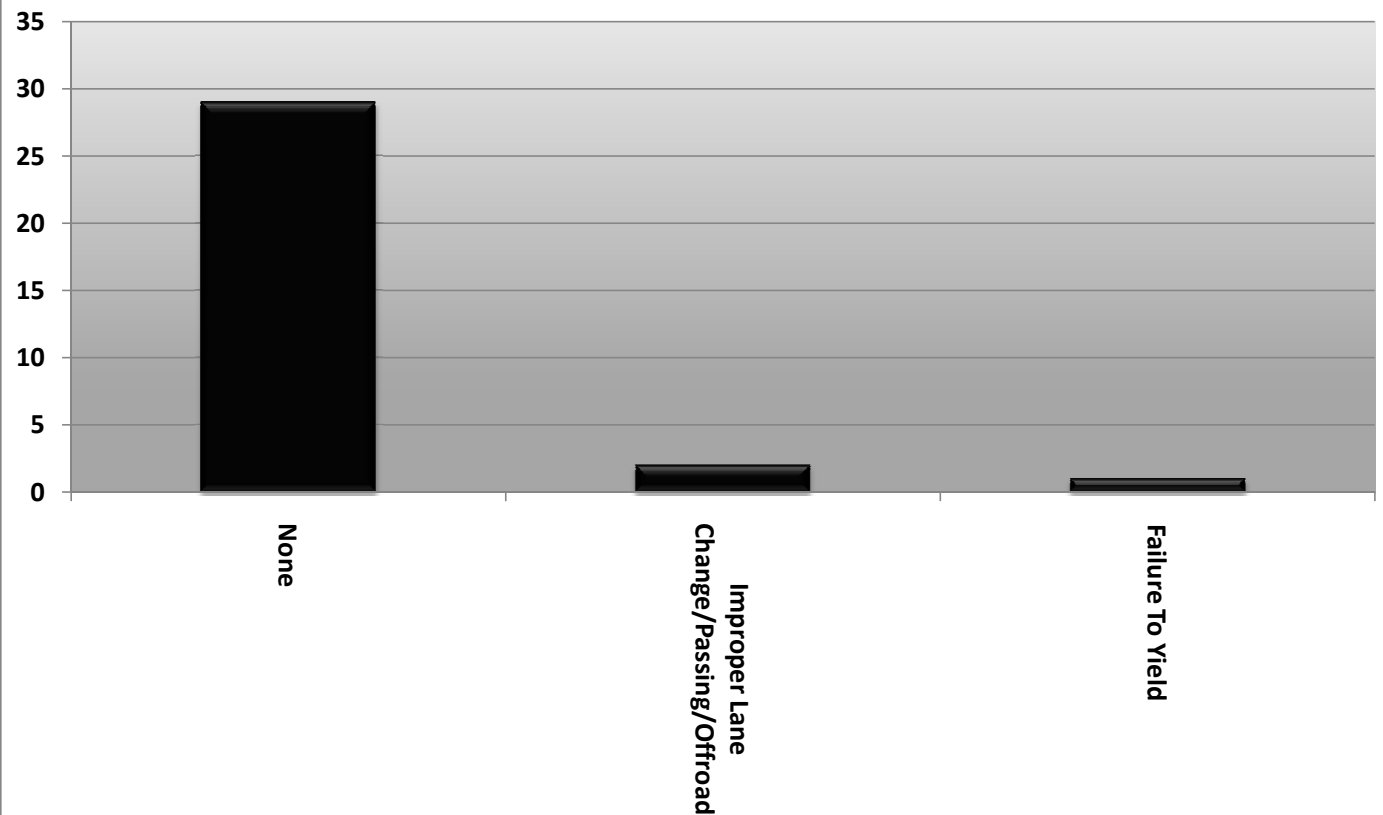
Frequency of Crashes by Road Contour



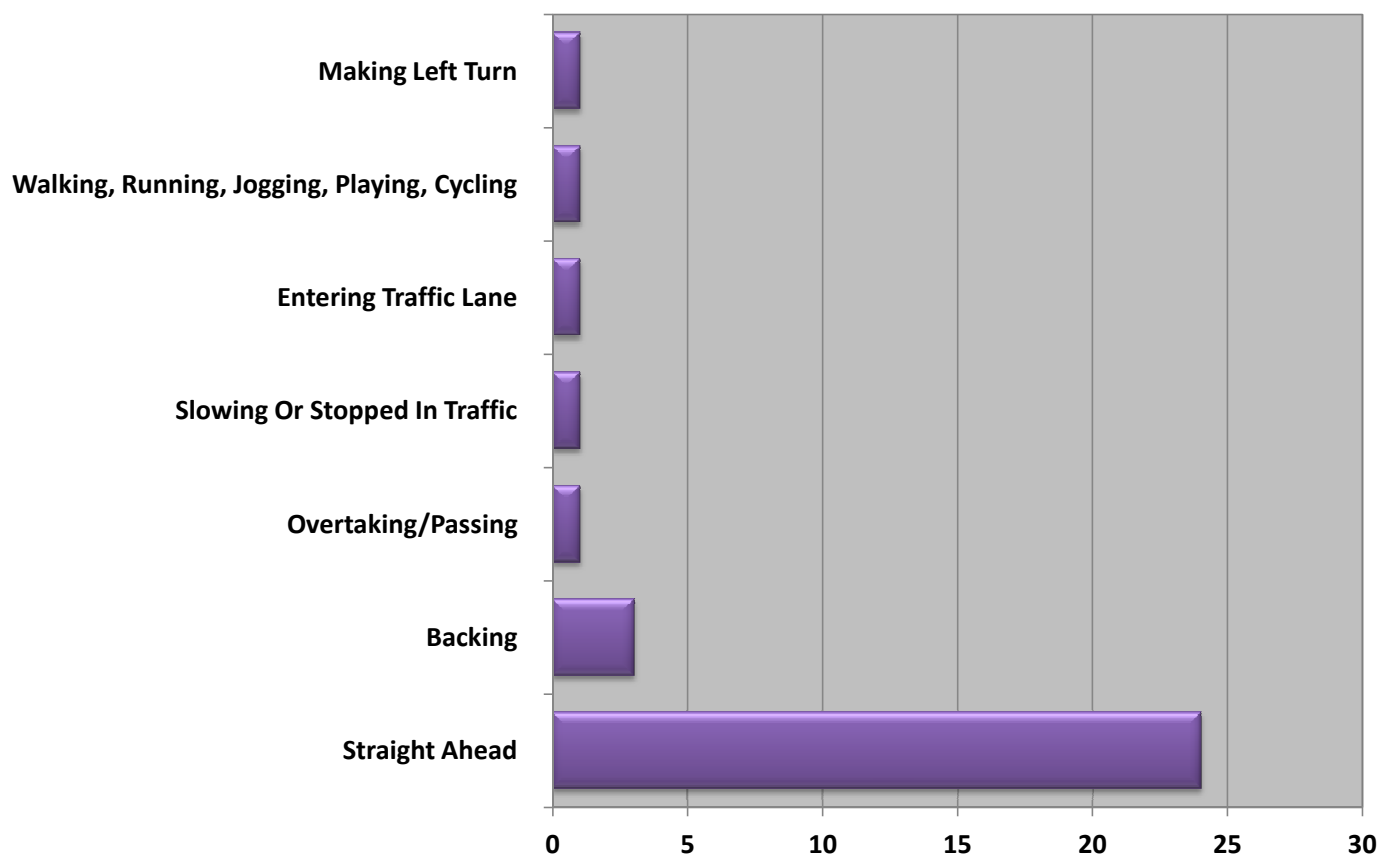
Frequency of Crashes by Contributing Factor 1



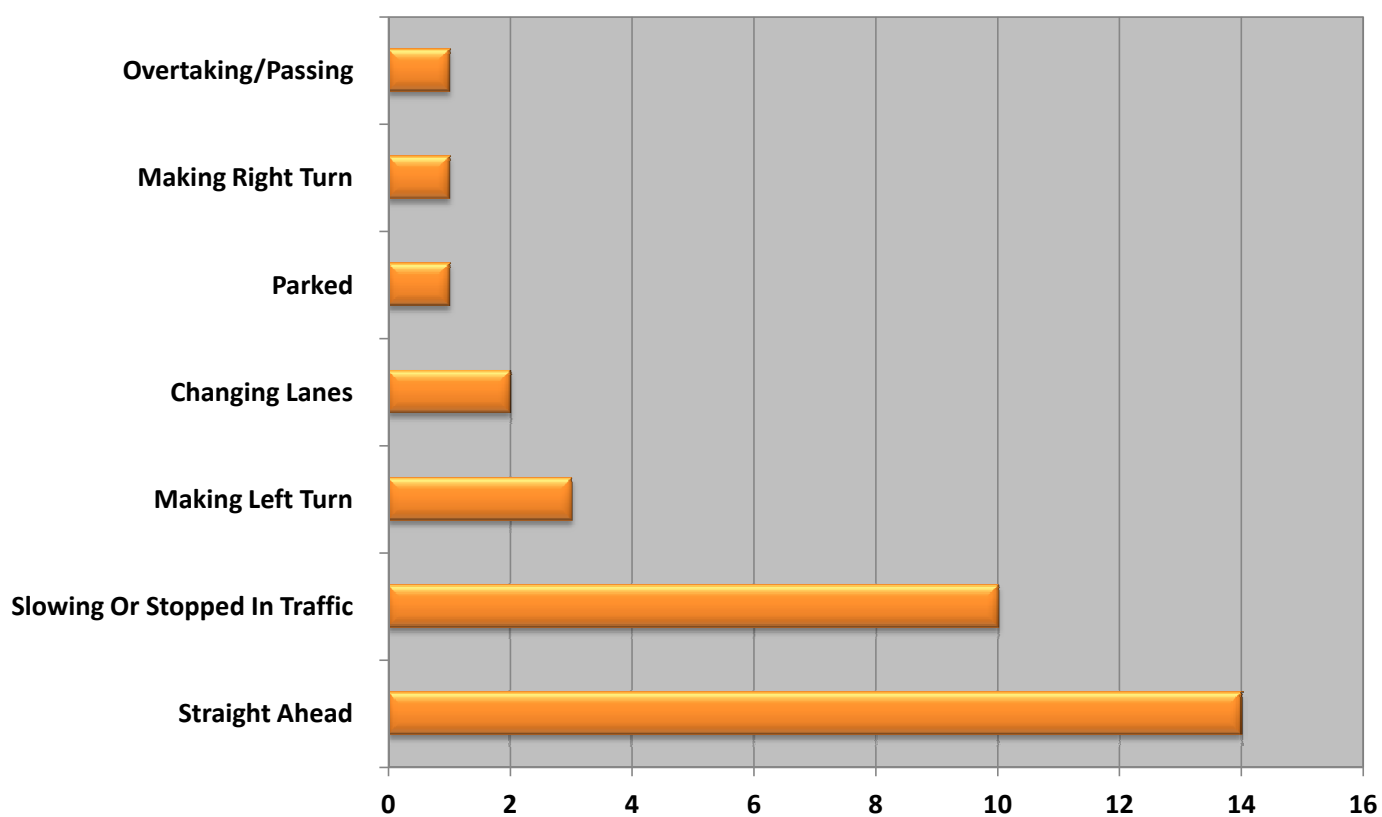
Frequency of Crashes by Contributing Factor 2



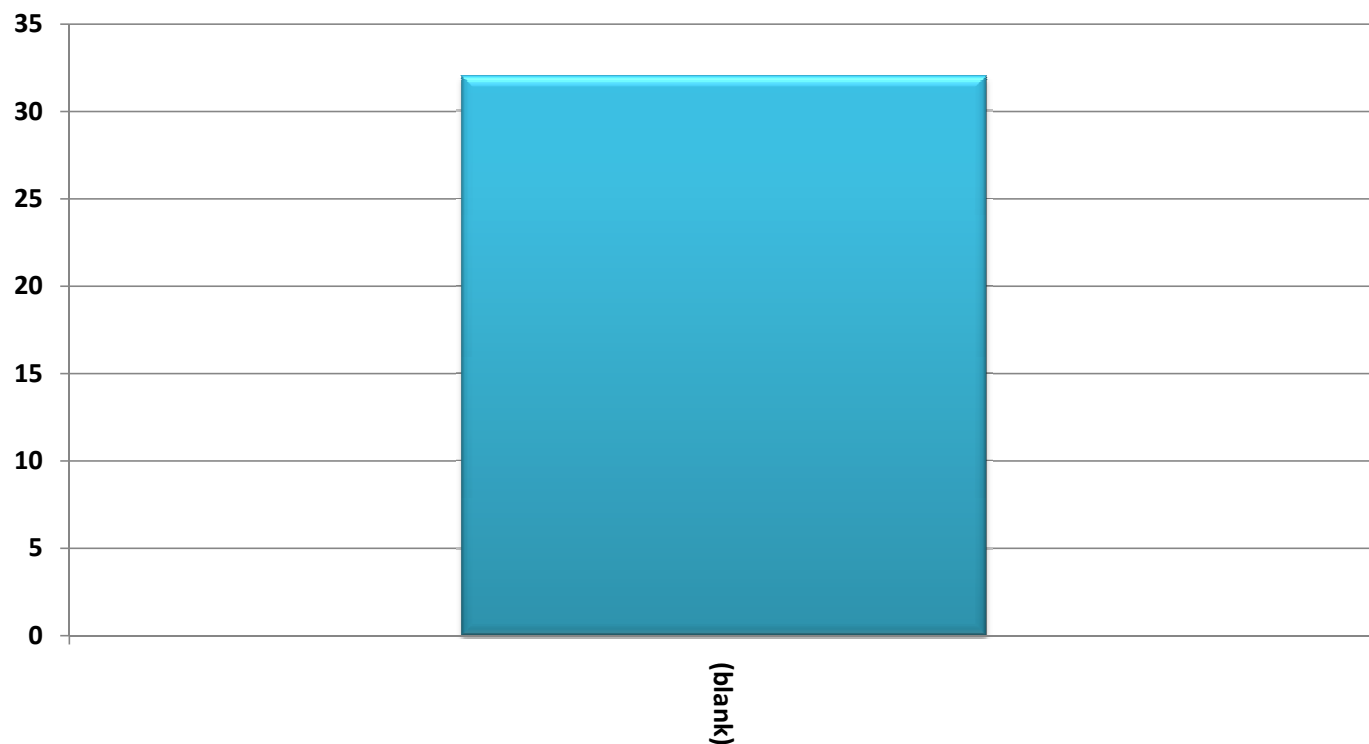
Frequency of Crashes by Action 1



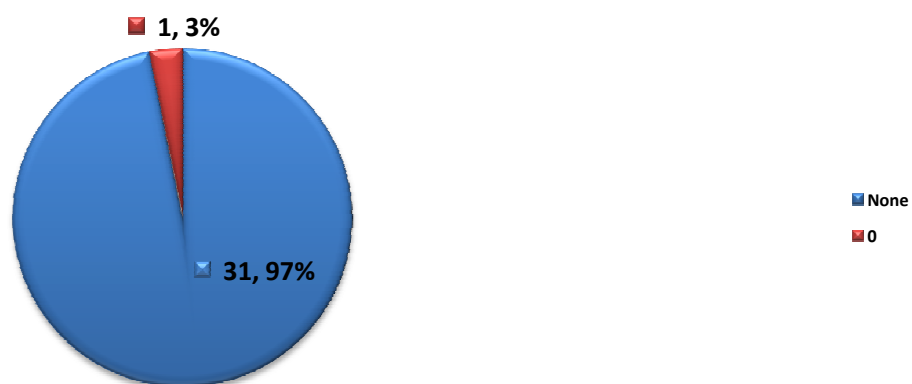
Frequency of Crashes by Action 2



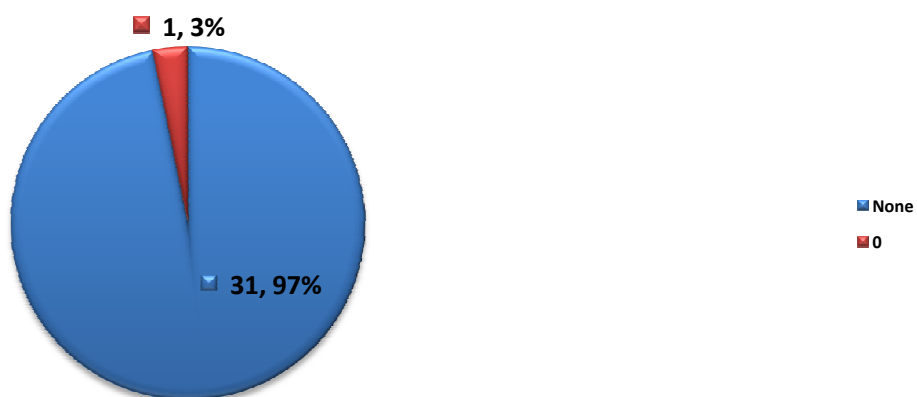
Frequency of Crashes by Object Struck 1



Driver 1 Alcohol



Driver 2 Alcohol



CLA-235R - (4.44-4.77) From 01/01/2010 to 12/31/2012

	Number
Total	32

CRASH_SEVERITY	Number	%
Injury Crash	9	28.1%
Property Damage Crash	23	71.9%
Grand Total	32	100.0%

TRAFFIC_CRASH_YEAR	Number	%
2010	5	15.6%
2011	10	31.3%
2012	17	53.1%
Grand Total	32	100.0%

DAY_OF_WEEK	Number	%
Tuesday	6	18.8%
Monday	6	18.8%
Saturday	5	15.6%
Thursday	5	15.6%
Friday	5	15.6%
Wednesday	4	12.5%
Sunday	1	3.1%
Grand Total	32	100.0%

HOUR_OF_DAY	Number	%
0	1	3.1%
6	1	3.1%
7	2	6.3%
8	1	3.1%
10	1	3.1%
11	3	9.4%
13	2	6.3%
14	2	6.3%
15	4	12.5%
16	4	12.5%
17	5	15.6%
18	1	3.1%
19	3	9.4%
20	1	3.1%
21	1	3.1%
Grand Total	32	100.0%

TYPE_OF_CRASH	Number	%
Rear End	14	43.8%
Angle	9	28.1%
Backing	3	9.4%
Sideswipe - Passing	3	9.4%
Sideswipe - Meeting	2	6.3%
Pedestrian	1	3.1%
Grand Total	32	100.0%

CLA-235R - (4.44-4.77) From 01/01/2010 to 12/31/2012

WEATHER_CONDITION	Number	%
Clear	20	62.5%
Cloudy	5	15.6%
Rain	4	12.5%
Snow	2	6.3%
Sleet, Hail	1	3.1%
Grand Total	32	100.0%

ROAD_CONDITION	Number	%
Road - Dry	24	75.0%
Road - Wet	6	18.8%
Road - Snow	2	6.3%
Grand Total	32	100.0%

LIGHT_CONDITION	Number	%
Daylight	25	78.1%
Dark - Lighted	7	21.9%
Grand Total	32	100.0%

NUMBER_OF_VEHICLES	Number	%
(blank)	32	100.0%
Grand Total	32	100.0%

LOCATION	Number	%
Four-Way Intersection	25	78.1%
Not An Intersection	7	21.9%
Grand Total	32	100.0%

CRASH_MONTH_NBR	Number	%
1	2	6.3%
3	2	6.3%
5	4	12.5%
6	1	3.1%
7	3	9.4%
8	5	15.6%
9	3	9.4%
10	6	18.8%
11	3	9.4%
12	3	9.4%
Grand Total	32	100.0%

ROAD_CONTOUR	Number	%
Straight - Level	32	100.0%
Grand Total	32	100.0%

SPECIAL_AREA	Number	%
Unknown or Not in Work Zone	32	100.0%
Grand Total	32	100.0%

ANIMAL_TYPE	Number	%
Animal Not Stated	32	100.0%
Grand Total	32	100.0%

CLA-235R - (4.44-4.77) From 01/01/2010 to 12/31/2012

ACTION1	Number	%
Straight Ahead	24	75.0%
Backing	3	9.4%
Overtaking/Passing	1	3.1%
Slowing Or Stopped In Traffic	1	3.1%
Entering Traffic Lane	1	3.1%
Walking, Running, Jogging, Playing, Cycling	1	3.1%
Making Left Turn	1	3.1%
Grand Total	32	100.0%

CONTRIBUTING_FACTOR1	Number	%
Followed Too Closely/ACDA	14	43.8%
Failure To Yield	4	12.5%
Ran Red Light	4	12.5%
Other Improper Action	2	6.3%
Improper Backing	2	6.3%
Ran Stop Sign	1	3.1%
Failure To Control	1	3.1%
None	1	3.1%
Improper Turn	1	3.1%
Lying And/Or Illegally In Roadway	1	3.1%
Improper Lane Change/Passing/Offroad	1	3.1%
Grand Total	32	100.0%

OBJECT_STRUCK1	Number	%
(blank)	32	100.0%
Grand Total	32	100.0%

TRAFFIC_CONTROL1	Number	%
Traffic Signal	23	71.9%
No Controls	7	21.9%
Pavement Markings	2	6.3%
Grand Total	32	100.0%

DRIVER_ALCOHOL1	Number	%
None	31	96.9%
0	1	3.1%
Grand Total	32	100.0%

DRIVER_DRUGS1	Number	%
(blank)	32	100.0%
Grand Total	32	100.0%

CLA-235R - (4.44-4.77) From 01/01/2010 to 12/31/2012

ACTION2	Number	%
Straight Ahead	14	43.8%
Slowing Or Stopped In Traffic	10	31.3%
Making Left Turn	3	9.4%
Changing Lanes	2	6.3%
Parked	1	3.1%
Making Right Turn	1	3.1%
Overtaking/Passing	1	3.1%
Grand Total	32	100.0%

CONTRIBUTING_FACTOR2	Number	%
None	29	90.6%
Improper Lane Change/Passing/Offroad	2	6.3%
Failure To Yield	1	3.1%
Grand Total	32	100.0%

DIRECTION_FROM2	Number	%
West	10	31.3%
South	8	25.0%
North	8	25.0%
East	5	15.6%
Unknown	1	3.1%
Grand Total	32	100.0%











DIRECTION_TO2	Number	%
North	14	43.8%
South	8	25.0%
East	6	18.8%
West	3	9.4%
Unknown	1	3.1%
Grand Total	32	100.0%

DRIVER_ALCOHOL2	Number	%
None	31	96.9%
0	1	3.1%
Grand Total	32	100.0%

DRIVER_DRUGS2	Number	%
(blank)	32	100.0%
Grand Total	32	100.0%

M:\pro\1321\1005 CLA- General Planning Services\01 New Carlisle\Drawings\Main_Jefferson_Collision_Diagram.dgn 12/31/2013 1:17:16 PM dlee

SYMBOLS	
	MOVING VEHICLE
	STOPPED VEHICLE
	VEHICLE AT FAULT
	FIXED OBJECT
	BICYCLE
	PEDESTRIAN
	ANIMAL

CRASH TYPES	
	REAR END
	HEAD ON
	SIDE SWIPE (PASSING)
	SIDE SWIPE (MEETING)
	ANGLE
	FIXED OBJECT
	LEFT TURN
	BACKING
	OUT OF CONTROL
	PEDESTRIAN COLLISION

SEVERITY	
PDO	PROPERTY DAMAGE ONLY
INJ	INJURY
FATAL	FATAL
WEATHER CONDITION	
X	NOT STATED
C	CLEAR
R	RAIN
S	SNOW
SL	SLEETE
H	HEAVY WIND
CL	CLOUD COVERED
ROAD CONDITION	
X	NOT STATED
D	DRY
W	WET
S	SNOW
I	ICE
BLUE - 2010	
GREEN - 2011	
RED - 2012	

CONTRIBUTING FACTOR	
FTY	FAILURE TO YIELD
ACDA	ASSURED CLEAR DISTANCE
RRL	RAN RED LIGHT
FTC	FAILURE TO CONTROL
IPB	IMPROPER BACKING
ILC	IMPROPER LANE CHANGE
DIN	DRIVER INATTENTION
IPT	IMPROPER TURN
UKN	UNKNOWN
OIA	OTHER IMPROPER ACTION
IIR	ILLEGALLY IN ROAD (PED AT FAULT)



CRASH DESCRIPTION						
1	2	3	4	5	6	
03-30-2011 09:00 C D PDO-IMPROPER TURN						
1	DATE OF CRASH			5	SEVERITY	
2	TIME OF CRASH			6	CONTRIBUTING FACTOR	
3	WEATHER CONDITION					
4	ROADWAY CONDITION					

COLLISION DIAGRAM
MAIN ST. AND JEFFERSON ST.

NEW CARLISLE
CROSSWALK STUDY

1
2

CALCULATED
DGL
CHECKED
DCB


0 20 40
HORIZONTAL
SCALE IN FEET

M:\proj\1321\1005_CLA- General Planning Services\01 New Carlisle\drawings\Main_Lake_Collision_Diagram.dgn 12/31/2013 1:18:55 PM dee

→

MOVING VEHICLE

▭

STOPPED VEHICLE

●

VEHICLE AT FAULT

□

FIXED OBJECT

🚲

BICYCLE

🚶

PEDESTRIAN

🐾

ANIMAL

●→▭

REAR END

●→→

HEAD ON

●↗→

SIDE SWIPE
(PASSING)

●↖→

SIDE SWIPE
(MEETING)

●↗

ANGLE

●→□

FIXED OBJECT

●↖

LEFT TURN

backing
▭→●

BACKING

~~~~~

OUT OF CONTROL

| SEVERITY          |                      |
|-------------------|----------------------|
| PDO               | PROPERTY DAMAGE ONLY |
| INJ               | INJURY               |
| FATAL             | FATAL                |
| WEATHER CONDITION |                      |
| X                 | NOT STATED           |
| C                 | CLEAR                |
| R                 | RAIN                 |
| S                 | SNOW                 |
| SL                | SLEETE               |
| H                 | HEAVY WIND           |
| CL                | CLOUD COVERED        |
| ROAD CONDITION    |                      |
| X                 | NOT STATED           |
| D                 | DRY                  |
| W                 | WET                  |
| S                 | SNOW                 |
| I                 | ICE                  |
| BLUE - 2010       |                      |
| GREEN - 2011      |                      |
| RED - 2012        |                      |

| CONTRIBUTING FACTOR |                        |
|---------------------|------------------------|
| FTY                 | FAILURE TO YIELD       |
| ACDA                | ASSURED CLEAR DISTANCE |
| RRL                 | RAN RED LIGHT          |
| FTC                 | FAILURE TO CONTROL     |
| IPB                 | IMPROPER BACKING       |
| ILC                 | IMPROPER LANE CHANGE   |
| DIN                 | DRIVER INATTENTION     |
| IPT                 | IMPROPER TURN          |
| UKN                 | UNKNOWN                |
| OIA                 | OTHER IMPROPER ACTION  |

| CRASH DESCRIPTION                      |                   |   |   |                     |   |  |  |
|----------------------------------------|-------------------|---|---|---------------------|---|--|--|
| 1                                      | 2                 | 3 | 4 | 5                   | 6 |  |  |
| 03-30-2012 09:00 C D PDO-IMPROPER TURN |                   |   |   |                     |   |  |  |
| 1                                      | DATE OF CRASH     |   | 5 | SEVERITY            |   |  |  |
| 2                                      | TIME OF CRASH     |   | 6 | CONTRIBUTING FACTOR |   |  |  |
| 3                                      | WEATHER CONDITION |   |   |                     |   |  |  |
| 4                                      | ROADWAY CONDITION |   |   |                     |   |  |  |

↑

N

0

20

40

HORIZONTAL  
SCALE IN FEET

CALCULATED  
DGL

CHECKED  
DCB

NEW CARLISLE  
CROSSWALK STUDY

COLLISION DIAGRAM  
MAIN ST. & LAKE AVE.

2

2





INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE


















New Carlisle Crosswalk Study  
Tech Memo

## Appendix C – Capacity Analysis (Synchro)

# Timings

## 15: Main & Jefferson

12/31/2013

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations   |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (vph)          | 34                                                                                | 114                                                                               | 9                                                                                 | 15                                                                                | 50                                                                                | 114                                                                               | 1                                                                                  | 107                                                                                 | 5                                                                                   | 165                                                                                 | 312                                                                                 | 21                                                                                  |
| Satd. Flow (prot)     | 0                                                                                 | 1643                                                                              | 0                                                                                 | 1593                                                                              | 1504                                                                              | 0                                                                                 | 0                                                                                  | 1286                                                                                | 0                                                                                   | 0                                                                                   | 1379                                                                                | 0                                                                                   |
| Flt Permitted         |                                                                                   | 0.870                                                                             |                                                                                   | 0.606                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.997                                                                               |                                                                                     |                                                                                     | 0.826                                                                               |                                                                                     |
| Satd. Flow (perm)     | 0                                                                                 | 1448                                                                              | 0                                                                                 | 1016                                                                              | 1504                                                                              | 0                                                                                 | 0                                                                                  | 1282                                                                                | 0                                                                                   | 0                                                                                   | 1159                                                                                | 0                                                                                   |
| Satd. Flow (RTOR)     |                                                                                   | 5                                                                                 |                                                                                   |                                                                                   | 156                                                                               |                                                                                   |                                                                                    | 5                                                                                   |                                                                                     |                                                                                     | 9                                                                                   |                                                                                     |
| Lane Group Flow (vph) | 0                                                                                 | 233                                                                               | 0                                                                                 | 30                                                                                | 228                                                                               | 0                                                                                 | 0                                                                                  | 201                                                                                 | 0                                                                                   | 0                                                                                   | 560                                                                                 | 0                                                                                   |
| Turn Type             | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases      |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases      | 4                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Detector Phase        | 4                                                                                 | 4                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                   | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   |                                                                                     |
| Switch Phase          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Minimum Split (s)     | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.5                                                                               | 25.5                                                                                |                                                                                     | 25.5                                                                                | 25.5                                                                                |                                                                                     |
| Total Split (s)       | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.8                                                                              | 25.8                                                                              |                                                                                   | 34.2                                                                               | 34.2                                                                                |                                                                                     | 34.2                                                                                | 34.2                                                                                |                                                                                     |
| Total Split (%)       | 43.0%                                                                             | 43.0%                                                                             |                                                                                   | 43.0%                                                                             | 43.0%                                                                             |                                                                                   | 57.0%                                                                              | 57.0%                                                                               |                                                                                     | 57.0%                                                                               | 57.0%                                                                               |                                                                                     |
| Yellow Time (s)       | 3.6                                                                               | 3.6                                                                               |                                                                                   | 3.6                                                                               | 3.6                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| All-Red Time (s)      | 1.2                                                                               | 1.2                                                                               |                                                                                   | 1.2                                                                               | 1.2                                                                               |                                                                                   | 1.5                                                                                | 1.5                                                                                 |                                                                                     | 1.5                                                                                 | 1.5                                                                                 |                                                                                     |
| Lost Time Adjust (s)  |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)   |                                                                                   | 4.8                                                                               |                                                                                   | 4.8                                                                               | 4.8                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Lead/Lag              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode           | Max                                                                               | Max                                                                               |                                                                                   | Max                                                                               | Max                                                                               |                                                                                   | Max                                                                                | Max                                                                                 |                                                                                     | Max                                                                                 | Max                                                                                 |                                                                                     |
| Act Effect Green (s)  |                                                                                   | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                    | 29.7                                                                                |                                                                                     |                                                                                     | 29.7                                                                                |                                                                                     |
| Actuated g/C Ratio    |                                                                                   | 0.35                                                                              |                                                                                   | 0.35                                                                              | 0.35                                                                              |                                                                                   |                                                                                    | 0.50                                                                                |                                                                                     |                                                                                     | 0.50                                                                                |                                                                                     |
| v/c Ratio             |                                                                                   | 0.46                                                                              |                                                                                   | 0.08                                                                              | 0.36                                                                              |                                                                                   |                                                                                    | 0.32                                                                                |                                                                                     |                                                                                     | 0.97                                                                                |                                                                                     |
| Control Delay         |                                                                                   | 18.3                                                                              |                                                                                   | 13.9                                                                              | 7.2                                                                               |                                                                                   |                                                                                    | 10.6                                                                                |                                                                                     |                                                                                     | 49.1                                                                                |                                                                                     |
| Queue Delay           |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Total Delay           |                                                                                   | 18.3                                                                              |                                                                                   | 13.9                                                                              | 7.2                                                                               |                                                                                   |                                                                                    | 10.6                                                                                |                                                                                     |                                                                                     | 49.1                                                                                |                                                                                     |
| LOS                   |                                                                                   | B                                                                                 |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Approach Delay        |                                                                                   | 18.3                                                                              |                                                                                   |                                                                                   | 8.0                                                                               |                                                                                   |                                                                                    | 10.6                                                                                |                                                                                     |                                                                                     | 49.1                                                                                |                                                                                     |
| Approach LOS          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green, Master Intersection

Natural Cycle: 70

Control Type: Pretimed

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

















Splits and Phases: 15: Main & Jefferson



# HCM Unsignalized Intersection Capacity Analysis

## 12: Main & Washington



















12/31/2013

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (veh/h)                    | 3                                                                                 | 1                                                                                 | 3                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                   | 246                                                                                 | 3                                                                                   | 5                                                                                   | 494                                                                                 | 3                                                                                   |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.92                                                                              | 0.50                                                                              | 0.50                                                                              | 0.92                                                                                | 0.81                                                                                | 0.50                                                                                | 0.63                                                                                | 0.92                                                                                | 0.50                                                                                |
| Hourly flow rate (vph)            | 6                                                                                 | 2                                                                                 | 6                                                                                 | 0                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                   | 304                                                                                 | 6                                                                                   | 8                                                                                   | 537                                                                                 | 6                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage veh)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 402                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 868                                                                               | 866                                                                               | 540                                                                               | 870                                                                               | 866                                                                               | 307                                                                               | 543                                                                                 |                                                                                     |                                                                                     | 310                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 868                                                                               | 866                                                                               | 540                                                                               | 870                                                                               | 866                                                                               | 307                                                                               | 543                                                                                 |                                                                                     |                                                                                     | 310                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 98                                                                                | 99                                                                                | 99                                                                                | 100                                                                               | 99                                                                                | 99                                                                                | 100                                                                                 |                                                                                     |                                                                                     | 99                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 269                                                                               | 290                                                                               | 542                                                                               | 266                                                                               | 290                                                                               | 733                                                                               | 1026                                                                                |                                                                                     |                                                                                     | 1251                                                                                |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 14                                                                                | 6                                                                                 | 310                                                                               | 551                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 6                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 6                                                                                 | 4                                                                                 | 6                                                                                 | 6                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 347                                                                               | 485                                                                               | 1026                                                                              | 1251                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.04                                                                              | 0.01                                                                              | 0.00                                                                              | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 3                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 15.8                                                                              | 12.5                                                                              | 0.0                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | B                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 15.8                                                                              | 12.5                                                                              | 0.0                                                                               | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.6%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 9: Main & Jackson



















12/31/2013

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 3                                                                                 | 0                                                                                 | 1                                                                                 | 3                                                                                 | 0                                                                                 | 4                                                                                 | 2                                                                                   | 239                                                                                 | 4                                                                                   | 7                                                                                   | 510                                                                                 | 3                                                                                   |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.75                                                                              | 0.92                                                                              | 0.50                                                                              | 0.75                                                                              | 0.92                                                                              | 0.50                                                                              | 0.50                                                                                | 0.72                                                                                | 0.50                                                                                | 0.58                                                                                | 0.96                                                                                | 0.50                                                                                |
| Hourly flow rate (vph)            | 4                                                                                 | 0                                                                                 | 2                                                                                 | 4                                                                                 | 0                                                                                 | 8                                                                                 | 4                                                                                   | 332                                                                                 | 8                                                                                   | 12                                                                                  | 531                                                                                 | 6                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 796                                                                                 |                                                                                     |                                                                                     | 937                                                                                 |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 906                                                                               | 906                                                                               | 534                                                                               | 901                                                                               | 905                                                                               | 336                                                                               | 537                                                                                 |                                                                                     |                                                                                     | 340                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 906                                                                               | 906                                                                               | 534                                                                               | 901                                                                               | 905                                                                               | 336                                                                               | 537                                                                                 |                                                                                     |                                                                                     | 340                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 98                                                                                | 100                                                                               | 100                                                                               | 98                                                                                | 100                                                                               | 99                                                                                | 100                                                                                 |                                                                                     |                                                                                     | 99                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 251                                                                               | 272                                                                               | 546                                                                               | 255                                                                               | 272                                                                               | 706                                                                               | 1031                                                                                |                                                                                     |                                                                                     | 1219                                                                                |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 6                                                                                 | 12                                                                                | 4                                                                                 | 340                                                                               | 12                                                                                | 537                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 4                                                                                 | 4                                                                                 | 4                                                                                 | 0                                                                                 | 12                                                                                | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 2                                                                                 | 8                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 | 6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 306                                                                               | 444                                                                               | 1031                                                                              | 1700                                                                              | 1219                                                                              | 1700                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.03                                                                              | 0.00                                                                              | 0.20                                                                              | 0.01                                                                              | 0.32                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 17.0                                                                              | 13.3                                                                              | 8.5                                                                               | 0.0                                                                               | 8.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | B                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 17.0                                                                              | 13.3                                                                              | 0.1                                                                               |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 40.0%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: Main & Lincoln





















12/31/2013

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (veh/h)                    | 4                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                 | 1                                                                                   | 236                                                                                 | 4                                                                                   | 0                                                                                   | 507                                                                                 | 0                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sign Control                      | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Hourly flow rate (vph)            | 4                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                 | 1                                                                                   | 257                                                                                 | 4                                                                                   | 0                                                                                   | 551                                                                                 | 0                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Pedestrians                       | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane Width (ft)                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s)              | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Percent Blockage                  | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1177                                                                                |                                                                                     |                                                                                     | 556                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| pX, platoon unblocked             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   | 0.96                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC, conflicting volume            | 814                                                                               | 815                                                                               | 551                                                                               | 817                                                                               | 813                                                                               | 260                                                                               | 551                                                                                 |                                                                                     |                                                                                     | 262                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| vCu, unblocked vol                | 786                                                                               | 787                                                                               | 512                                                                               | 789                                                                               | 785                                                                               | 260                                                                               | 512                                                                                 |                                                                                     |                                                                                     | 262                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 5.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.1                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| p0 queue free %                   | 99                                                                                | 100                                                                               | 99                                                                                | 100                                                                               | 100                                                                               | 99                                                                                | 100                                                                                 |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| cM capacity (veh/h)               | 295                                                                               | 310                                                                               | 540                                                                               | 293                                                                               | 311                                                                               | 778                                                                               | 668                                                                                 |                                                                                     |                                                                                     | 1301                                                                                |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume Total                      | 9                                                                                 | 4                                                                                 | 1                                                                                 | 261                                                                               | 0                                                                                 | 551                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume Left                       | 4                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume Right                      | 4                                                                                 | 4                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| cSH                               | 382                                                                               | 778                                                                               | 668                                                                               | 1700                                                                              | 1700                                                                              | 1700                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume to Capacity                | 0.02                                                                              | 0.01                                                                              | 0.00                                                                              | 0.15                                                                              | 0.00                                                                              | 0.32                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft)            | 2                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Delay (s)                 | 14.6                                                                              | 9.7                                                                               | 10.4                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lane LOS                          | B                                                                                 | A                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach Delay (s)                | 14.6                                                                              | 9.7                                                                               | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Approach LOS                      | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Average Delay                     | 0.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization | 40.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

# Timings

## 3: Main & Lake

12/31/2013

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|-----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations   |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (vph)          | 36                                                                                | 62                                                                                | 85                                                                                | 43                                                                                | 29                                                                                | 37                                                                                | 31                                                                                  | 127                                                                                 | 31                                                                                  | 21                                                                                  | 262                                                                                 | 24                                                                                  |
| Satd. Flow (prot)     | 1593                                                                              | 1523                                                                              | 0                                                                                 | 1593                                                                              | 1512                                                                              | 0                                                                                 | 1518                                                                                | 1489                                                                                | 0                                                                                   | 1365                                                                                | 1612                                                                                | 0                                                                                   |
| Flt Permitted         | 0.700                                                                             |                                                                                   |                                                                                   | 0.559                                                                             |                                                                                   |                                                                                   | 0.458                                                                               |                                                                                     |                                                                                     | 0.622                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)     | 1171                                                                              | 1523                                                                              | 0                                                                                 | 937                                                                               | 1512                                                                              | 0                                                                                 | 732                                                                                 | 1489                                                                                | 0                                                                                   | 894                                                                                 | 1612                                                                                | 0                                                                                   |
| Satd. Flow (RTOR)     |                                                                                   | 54                                                                                |                                                                                   |                                                                                   | 56                                                                                |                                                                                   |                                                                                     | 27                                                                                  |                                                                                     |                                                                                     | 13                                                                                  |                                                                                     |
| Lane Group Flow (vph) | 64                                                                                | 203                                                                               | 0                                                                                 | 52                                                                                | 88                                                                                | 0                                                                                 | 48                                                                                  | 218                                                                                 | 0                                                                                   | 36                                                                                  | 333                                                                                 | 0                                                                                   |
| Turn Type             | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases      | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases      | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase        | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)   | 6.0                                                                               | 8.0                                                                               |                                                                                   | 6.0                                                                               | 8.0                                                                               |                                                                                   | 7.0                                                                                 | 20.0                                                                                |                                                                                     | 7.0                                                                                 | 20.0                                                                                |                                                                                     |
| Minimum Split (s)     | 10.0                                                                              | 18.8                                                                              |                                                                                   | 10.0                                                                              | 18.8                                                                              |                                                                                   | 11.0                                                                                | 36.8                                                                                |                                                                                     | 11.0                                                                                | 36.8                                                                                |                                                                                     |
| Total Split (s)       | 10.0                                                                              | 20.0                                                                              |                                                                                   | 10.0                                                                              | 20.0                                                                              |                                                                                   | 11.0                                                                                | 39.0                                                                                |                                                                                     | 11.0                                                                                | 39.0                                                                                |                                                                                     |
| Total Split (%)       | 12.5%                                                                             | 25.0%                                                                             |                                                                                   | 12.5%                                                                             | 25.0%                                                                             |                                                                                   | 13.8%                                                                               | 48.8%                                                                               |                                                                                     | 13.8%                                                                               | 48.8%                                                                               |                                                                                     |
| Yellow Time (s)       | 3.2                                                                               | 3.8                                                                               |                                                                                   | 3.2                                                                               | 3.8                                                                               |                                                                                   | 3.2                                                                                 | 3.8                                                                                 |                                                                                     | 3.2                                                                                 | 3.8                                                                                 |                                                                                     |
| All-Red Time (s)      | 0.8                                                                               | 1.0                                                                               |                                                                                   | 0.8                                                                               | 1.0                                                                               |                                                                                   | 0.8                                                                                 | 1.0                                                                                 |                                                                                     | 0.8                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)  | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)   | 4.0                                                                               | 4.8                                                                               |                                                                                   | 4.0                                                                               | 4.8                                                                               |                                                                                   | 4.0                                                                                 | 4.8                                                                                 |                                                                                     | 4.0                                                                                 | 4.8                                                                                 |                                                                                     |
| Lead/Lag              | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?    | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Recall Mode           | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              |                                                                                   | None                                                                                | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effect Green (s)  | 15.2                                                                              | 11.3                                                                              |                                                                                   | 15.2                                                                              | 11.3                                                                              |                                                                                   | 28.1                                                                                | 25.0                                                                                |                                                                                     | 27.4                                                                                | 23.0                                                                                |                                                                                     |
| Actuated g/C Ratio    | 0.28                                                                              | 0.20                                                                              |                                                                                   | 0.28                                                                              | 0.20                                                                              |                                                                                   | 0.51                                                                                | 0.45                                                                                |                                                                                     | 0.50                                                                                | 0.42                                                                                |                                                                                     |
| v/c Ratio             | 0.17                                                                              | 0.57                                                                              |                                                                                   | 0.16                                                                              | 0.25                                                                              |                                                                                   | 0.10                                                                                | 0.32                                                                                |                                                                                     | 0.07                                                                                | 0.49                                                                                |                                                                                     |
| Control Delay         | 15.6                                                                              | 24.3                                                                              |                                                                                   | 15.5                                                                              | 13.5                                                                              |                                                                                   | 8.6                                                                                 | 13.7                                                                                |                                                                                     | 8.6                                                                                 | 18.3                                                                                |                                                                                     |
| Queue Delay           | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay           | 15.6                                                                              | 24.3                                                                              |                                                                                   | 15.5                                                                              | 13.5                                                                              |                                                                                   | 8.6                                                                                 | 13.7                                                                                |                                                                                     | 8.6                                                                                 | 18.3                                                                                |                                                                                     |
| LOS                   | B                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   | A                                                                                   | B                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay        |                                                                                   | 22.2                                                                              |                                                                                   |                                                                                   | 14.2                                                                              |                                                                                   |                                                                                     | 12.8                                                                                |                                                                                     |                                                                                     | 17.4                                                                                |                                                                                     |
| Approach LOS          |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                     | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 55.2

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 17.0



Intersection LOS: B

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15


















Splits and Phases: 3: Main & Lake

|                                                                                     |                                                                                     |                                                                                      |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| ø1                                                                                  | ø2                                                                                  | ø3                                                                                   | ø4                                                                                    |
| 11 s                                                                                | 39 s                                                                                | 10 s                                                                                 | 20 s                                                                                  |
|  |  |  |  |
| ø5                                                                                  | ø6                                                                                  | ø7                                                                                   | ø8                                                                                    |
| 11 s                                                                                | 39 s                                                                                | 10 s                                                                                 | 20 s                                                                                  |

# Timings

## 15: Main & Jefferson

12/31/2013

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations   |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Volume (vph)          | 53                                                                                | 87                                                                                | 12                                                                                | 29                                                                                | 133                                                                               | 177                                                                               | 10                                                                                 | 346                                                                                 | 24                                                                                  | 104                                                                                 | 243                                                                                 | 43                                                                                  |
| Satd. Flow (prot)     | 0                                                                                 | 1592                                                                              | 0                                                                                 | 1593                                                                              | 1512                                                                              | 0                                                                                 | 0                                                                                  | 1404                                                                                | 0                                                                                   | 0                                                                                   | 1370                                                                                | 0                                                                                   |
| Flt Permitted         |                                                                                   | 0.711                                                                             |                                                                                   | 0.655                                                                             |                                                                                   |                                                                                   |                                                                                    | 0.980                                                                               |                                                                                     |                                                                                     | 0.805                                                                               |                                                                                     |
| Satd. Flow (perm)     | 0                                                                                 | 1150                                                                              | 0                                                                                 | 1098                                                                              | 1512                                                                              | 0                                                                                 | 0                                                                                  | 1378                                                                                | 0                                                                                   | 0                                                                                   | 1117                                                                                | 0                                                                                   |
| Satd. Flow (RTOR)     |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 126                                                                               |                                                                                   |                                                                                    | 12                                                                                  |                                                                                     |                                                                                     | 13                                                                                  |                                                                                     |
| Lane Group Flow (vph) | 0                                                                                 | 192                                                                               | 0                                                                                 | 40                                                                                | 388                                                                               | 0                                                                                 | 0                                                                                  | 432                                                                                 | 0                                                                                   | 0                                                                                   | 476                                                                                 | 0                                                                                   |
| Turn Type             | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                              | NA                                                                                |                                                                                   | Perm                                                                               | NA                                                                                  |                                                                                     | Perm                                                                                | NA                                                                                  |                                                                                     |
| Protected Phases      |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                    | 2                                                                                   |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |
| Permitted Phases      | 4                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 2                                                                                  |                                                                                     |                                                                                     | 2                                                                                   |                                                                                     |                                                                                     |
| Detector Phase        | 4                                                                                 | 4                                                                                 |                                                                                   | 4                                                                                 | 4                                                                                 |                                                                                   | 2                                                                                  | 2                                                                                   |                                                                                     | 2                                                                                   | 2                                                                                   |                                                                                     |
| Switch Phase          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                               | 7.0                                                                               |                                                                                   | 7.0                                                                                | 7.0                                                                                 |                                                                                     | 7.0                                                                                 | 7.0                                                                                 |                                                                                     |
| Minimum Split (s)     | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.5                                                                               | 25.5                                                                                |                                                                                     | 25.5                                                                                | 25.5                                                                                |                                                                                     |
| Total Split (s)       | 25.8                                                                              | 25.8                                                                              |                                                                                   | 25.8                                                                              | 25.8                                                                              |                                                                                   | 34.2                                                                               | 34.2                                                                                |                                                                                     | 34.2                                                                                | 34.2                                                                                |                                                                                     |
| Total Split (%)       | 43.0%                                                                             | 43.0%                                                                             |                                                                                   | 43.0%                                                                             | 43.0%                                                                             |                                                                                   | 57.0%                                                                              | 57.0%                                                                               |                                                                                     | 57.0%                                                                               | 57.0%                                                                               |                                                                                     |
| Yellow Time (s)       | 3.6                                                                               | 3.6                                                                               |                                                                                   | 3.6                                                                               | 3.6                                                                               |                                                                                   | 3.0                                                                                | 3.0                                                                                 |                                                                                     | 3.0                                                                                 | 3.0                                                                                 |                                                                                     |
| All-Red Time (s)      | 1.2                                                                               | 1.2                                                                               |                                                                                   | 1.2                                                                               | 1.2                                                                               |                                                                                   | 1.5                                                                                | 1.5                                                                                 |                                                                                     | 1.5                                                                                 | 1.5                                                                                 |                                                                                     |
| Lost Time Adjust (s)  |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)   |                                                                                   | 4.8                                                                               |                                                                                   | 4.8                                                                               | 4.8                                                                               |                                                                                   |                                                                                    | 4.5                                                                                 |                                                                                     |                                                                                     | 4.5                                                                                 |                                                                                     |
| Lead/Lag              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lead-Lag Optimize?    |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Recall Mode           | Max                                                                               | Max                                                                               |                                                                                   | Max                                                                               | Max                                                                               |                                                                                   | Max                                                                                | Max                                                                                 |                                                                                     | Max                                                                                 | Max                                                                                 |                                                                                     |
| Act Effect Green (s)  |                                                                                   | 21.0                                                                              |                                                                                   | 21.0                                                                              | 21.0                                                                              |                                                                                   |                                                                                    | 29.7                                                                                |                                                                                     |                                                                                     | 29.7                                                                                |                                                                                     |
| Actuated g/C Ratio    |                                                                                   | 0.35                                                                              |                                                                                   | 0.35                                                                              | 0.35                                                                              |                                                                                   |                                                                                    | 0.50                                                                                |                                                                                     |                                                                                     | 0.50                                                                                |                                                                                     |
| v/c Ratio             |                                                                                   | 0.47                                                                              |                                                                                   | 0.10                                                                              | 0.64                                                                              |                                                                                   |                                                                                    | 0.63                                                                                |                                                                                     |                                                                                     | 0.85                                                                                |                                                                                     |
| Control Delay         |                                                                                   | 18.7                                                                              |                                                                                   | 14.1                                                                              | 16.3                                                                              |                                                                                   |                                                                                    | 15.8                                                                                |                                                                                     |                                                                                     | 30.9                                                                                |                                                                                     |
| Queue Delay           |                                                                                   | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   |                                                                                    | 0.0                                                                                 |                                                                                     |                                                                                     | 0.0                                                                                 |                                                                                     |
| Total Delay           |                                                                                   | 18.7                                                                              |                                                                                   | 14.1                                                                              | 16.3                                                                              |                                                                                   |                                                                                    | 15.8                                                                                |                                                                                     |                                                                                     | 30.9                                                                                |                                                                                     |
| LOS                   |                                                                                   | B                                                                                 |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Approach Delay        |                                                                                   | 18.7                                                                              |                                                                                   |                                                                                   | 16.1                                                                              |                                                                                   |                                                                                    | 15.8                                                                                |                                                                                     |                                                                                     | 30.9                                                                                |                                                                                     |
| Approach LOS          |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 60

Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Green, Master Intersection

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 21.0

Intersection LOS: C

Intersection Capacity Utilization 90.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 15: Main & Jefferson





















# HCM Unsignalized Intersection Capacity Analysis

## 12: Main & Washington



















12/31/2013

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |  |  |  |  |  |  |  |  |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |  |  |  |  |  |  |  |  |
| Volume (veh/h)                    | 3                                                                                 | 1                                                                                 | 15                                                                                | 3                                                                                 | 1                                                                                 | 5                                                                                 | 6                                                                                   | 605                                                                                 | 0                                                                                   | 5                                                                                   | 389                                                                                 | 11                                                                                  |  |  |  |  |  |  |  |  |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |  |  |  |  |  |  |  |  |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |  |  |  |  |  |  |  |  |
| Peak Hour Factor                  | 0.75                                                                              | 0.50                                                                              | 0.75                                                                              | 1.00                                                                              | 0.50                                                                              | 0.63                                                                              | 0.50                                                                                | 0.92                                                                                | 0.92                                                                                | 0.63                                                                                | 0.94                                                                                | 0.69                                                                                |  |  |  |  |  |  |  |  |
| Hourly flow rate (vph)            | 4                                                                                 | 2                                                                                 | 20                                                                                | 3                                                                                 | 2                                                                                 | 8                                                                                 | 12                                                                                  | 658                                                                                 | 0                                                                                   | 8                                                                                   | 414                                                                                 | 16                                                                                  |  |  |  |  |  |  |  |  |
| Pedestrians                       |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 3                                                                                   |                                                                                     |  |  |  |  |  |  |  |  |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 12.0                                                                                |                                                                                     |  |  |  |  |  |  |  |  |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |  |  |  |  |  |  |  |  |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 0                                                                                   |                                                                                     |  |  |  |  |  |  |  |  |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |  |  |  |  |  |  |  |  |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 402                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| pX, platoon unblocked             | 0.88                                                                              | 0.88                                                                              |                                                                                   | 0.88                                                                              | 0.88                                                                              | 0.88                                                                              |                                                                                     |                                                                                     |                                                                                     | 0.88                                                                                |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| vC, conflicting volume            | 1132                                                                              | 1120                                                                              | 423                                                                               | 1140                                                                              | 1128                                                                              | 661                                                                               | 431                                                                                 |                                                                                     |                                                                                     | 658                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| vCu, unblocked vol                | 1083                                                                              | 1070                                                                              | 423                                                                               | 1093                                                                              | 1079                                                                              | 549                                                                               | 431                                                                                 |                                                                                     |                                                                                     | 546                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| p0 queue free %                   | 98                                                                                | 99                                                                                | 97                                                                                | 98                                                                                | 99                                                                                | 98                                                                                | 99                                                                                  |                                                                                     |                                                                                     | 99                                                                                  |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| cM capacity (veh/h)               | 164                                                                               | 191                                                                               | 630                                                                               | 160                                                                               | 189                                                                               | 471                                                                               | 1128                                                                                |                                                                                     |                                                                                     | 904                                                                                 |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Volume Total                      | 26                                                                                | 13                                                                                | 670                                                                               | 438                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Volume Left                       | 4                                                                                 | 3                                                                                 | 12                                                                                | 8                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Volume Right                      | 20                                                                                | 8                                                                                 | 0                                                                                 | 16                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| cSH                               | 391                                                                               | 280                                                                               | 1128                                                                              | 904                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Volume to Capacity                | 0.07                                                                              | 0.05                                                                              | 0.01                                                                              | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Queue Length 95th (ft)            | 5                                                                                 | 4                                                                                 | 1                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Control Delay (s)                 | 14.9                                                                              | 18.5                                                                              | 0.3                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Lane LOS                          | B                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Approach Delay (s)                | 14.9                                                                              | 18.5                                                                              | 0.3                                                                               | 0.3                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Approach LOS                      | B                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Average Delay                     |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 50.2%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |  |  |  |  |  |  |  |  |

# HCM Unsignalized Intersection Capacity Analysis

## 9: Main & Jackson



















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|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 9                                                                                 | 0                                                                                 | 6                                                                                 | 2                                                                                 | 1                                                                                 | 6                                                                                 | 12                                                                                  | 566                                                                                 | 6                                                                                   | 11                                                                                  | 372                                                                                 | 3                                                                                   |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.75                                                                              | 0.92                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.50                                                                              | 0.75                                                                                | 0.84                                                                                | 0.75                                                                                | 0.50                                                                                | 0.92                                                                                | 0.75                                                                                |
| Hourly flow rate (vph)            | 12                                                                                | 0                                                                                 | 12                                                                                | 4                                                                                 | 2                                                                                 | 12                                                                                | 16                                                                                  | 674                                                                                 | 8                                                                                   | 22                                                                                  | 404                                                                                 | 4                                                                                   |
| Pedestrians                       |                                                                                   | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 796                                                                                 |                                                                                     |                                                                                     | 937                                                                                 |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1170                                                                              | 1165                                                                              | 407                                                                               | 1170                                                                              | 1163                                                                              | 678                                                                               | 409                                                                                 |                                                                                     |                                                                                     | 682                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1170                                                                              | 1165                                                                              | 407                                                                               | 1170                                                                              | 1163                                                                              | 678                                                                               | 409                                                                                 |                                                                                     |                                                                                     | 682                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 92                                                                                | 100                                                                               | 98                                                                                | 98                                                                                | 99                                                                                | 97                                                                                | 99                                                                                  |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 159                                                                               | 187                                                                               | 643                                                                               | 162                                                                               | 187                                                                               | 452                                                                               | 1149                                                                                |                                                                                     |                                                                                     | 911                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 24                                                                                | 18                                                                                | 16                                                                                | 682                                                                               | 22                                                                                | 408                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 12                                                                                | 4                                                                                 | 16                                                                                | 0                                                                                 | 22                                                                                | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 12                                                                                | 12                                                                                | 0                                                                                 | 8                                                                                 | 0                                                                                 | 4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 255                                                                               | 291                                                                               | 1149                                                                              | 1700                                                                              | 911                                                                               | 1700                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.06                                                                              | 0.01                                                                              | 0.40                                                                              | 0.02                                                                              | 0.24                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 5                                                                                 | 1                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 20.6                                                                              | 18.2                                                                              | 8.2                                                                               | 0.0                                                                               | 9.0                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | C                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 20.6                                                                              | 18.2                                                                              | 0.2                                                                               |                                                                                   | 0.5                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 43.5%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: Main & Lincoln





















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|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (veh/h)                    | 4                                                                                 | 0                                                                                 | 11                                                                                | 0                                                                                 | 0                                                                                 | 3                                                                                 | 9                                                                                   | 651                                                                                 | 3                                                                                   | 1                                                                                   | 396                                                                                 | 8                                                                                   |
| Sign Control                      |                                                                                   | Stop                                                                              |                                                                                   |                                                                                   | Stop                                                                              |                                                                                   |                                                                                     | Free                                                                                |                                                                                     |                                                                                     | Free                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.50                                                                              | 0.92                                                                              | 0.69                                                                              | 0.92                                                                              | 0.92                                                                              | 0.50                                                                              | 0.50                                                                                | 0.85                                                                                | 0.75                                                                                | 0.50                                                                                | 0.92                                                                                | 0.67                                                                                |
| Hourly flow rate (vph)            | 8                                                                                 | 0                                                                                 | 16                                                                                | 0                                                                                 | 0                                                                                 | 6                                                                                 | 18                                                                                  | 766                                                                                 | 4                                                                                   | 2                                                                                   | 430                                                                                 | 12                                                                                  |
| Pedestrians                       |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 7                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                   | 4.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   | 1                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | None                                                                                |                                                                                     |                                                                                     | None                                                                                |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     | 1177                                                                                |                                                                                     |                                                                                     | 556                                                                                 |                                                                                     |
| pX, platoon unblocked             | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              | 0.96                                                                              |                                                                                   | 0.96                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1252                                                                              | 1257                                                                              | 440                                                                               | 1261                                                                              | 1261                                                                              | 775                                                                               | 446                                                                                 |                                                                                     |                                                                                     | 777                                                                                 |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1242                                                                              | 1247                                                                              | 396                                                                               | 1251                                                                              | 1251                                                                              | 775                                                                               | 403                                                                                 |                                                                                     |                                                                                     | 777                                                                                 |                                                                                     |                                                                                     |
| tC, single (s)                    | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 7.1                                                                               | 6.5                                                                               | 6.2                                                                               | 4.1                                                                                 |                                                                                     |                                                                                     | 4.1                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 3.5                                                                               | 4.0                                                                               | 3.3                                                                               | 2.2                                                                                 |                                                                                     |                                                                                     | 2.2                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 94                                                                                | 100                                                                               | 97                                                                                | 100                                                                               | 100                                                                               | 98                                                                                | 98                                                                                  |                                                                                     |                                                                                     | 100                                                                                 |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 140                                                                               | 162                                                                               | 625                                                                               | 136                                                                               | 161                                                                               | 396                                                                               | 1106                                                                                |                                                                                     |                                                                                     | 835                                                                                 |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | NB 2                                                                              | SB 1                                                                              | SB 2                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 24                                                                                | 6                                                                                 | 18                                                                                | 770                                                                               | 2                                                                                 | 442                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 8                                                                                 | 0                                                                                 | 18                                                                                | 0                                                                                 | 2                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 16                                                                                | 6                                                                                 | 0                                                                                 | 4                                                                                 | 0                                                                                 | 12                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 289                                                                               | 396                                                                               | 1106                                                                              | 1700                                                                              | 835                                                                               | 1700                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.08                                                                              | 0.02                                                                              | 0.02                                                                              | 0.45                                                                              | 0.00                                                                              | 0.26                                                                              |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 7                                                                                 | 1                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 18.6                                                                              | 14.2                                                                              | 8.3                                                                               | 0.0                                                                               | 9.3                                                                               | 0.0                                                                               |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | C                                                                                 | B                                                                                 | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 18.6                                                                              | 14.2                                                                              | 0.2                                                                               |                                                                                   | 0.0                                                                               |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      | C                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 50.0%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# Timings

## 3: Main & Lake

12/31/2013

|                       |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Group            | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations   |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Volume (vph)          | 99                                                                                | 58                                                                                | 47                                                                                | 46                                                                                | 79                                                                                | 78                                                                                | 48                                                                                  | 407                                                                                 | 74                                                                                  | 56                                                                                  | 249                                                                                 | 70                                                                                  |
| Satd. Flow (prot)     | 1593                                                                              | 1530                                                                              | 0                                                                                 | 1593                                                                              | 1523                                                                              | 0                                                                                 | 1593                                                                                | 1632                                                                                | 0                                                                                   | 1593                                                                                | 1616                                                                                | 0                                                                                   |
| Flt Permitted         | 0.437                                                                             |                                                                                   |                                                                                   | 0.673                                                                             |                                                                                   |                                                                                   | 0.433                                                                               |                                                                                     |                                                                                     | 0.268                                                                               |                                                                                     |                                                                                     |
| Satd. Flow (perm)     | 727                                                                               | 1530                                                                              | 0                                                                                 | 1117                                                                              | 1523                                                                              | 0                                                                                 | 726                                                                                 | 1632                                                                                | 0                                                                                   | 449                                                                                 | 1616                                                                                | 0                                                                                   |
| Satd. Flow (RTOR)     |                                                                                   | 49                                                                                |                                                                                   |                                                                                   | 50                                                                                |                                                                                   |                                                                                     | 12                                                                                  |                                                                                     |                                                                                     | 22                                                                                  |                                                                                     |
| Lane Group Flow (vph) | 104                                                                               | 132                                                                               | 0                                                                                 | 56                                                                                | 196                                                                               | 0                                                                                 | 60                                                                                  | 527                                                                                 | 0                                                                                   | 64                                                                                  | 368                                                                                 | 0                                                                                   |
| Turn Type             | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                               | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases      | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Permitted Phases      | 4                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 2                                                                                   |                                                                                     |                                                                                     | 6                                                                                   |                                                                                     |                                                                                     |
| Detector Phase        | 7                                                                                 | 4                                                                                 |                                                                                   | 3                                                                                 | 8                                                                                 |                                                                                   | 5                                                                                   | 2                                                                                   |                                                                                     | 1                                                                                   | 6                                                                                   |                                                                                     |
| Switch Phase          |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Minimum Initial (s)   | 6.0                                                                               | 8.0                                                                               |                                                                                   | 6.0                                                                               | 8.0                                                                               |                                                                                   | 7.0                                                                                 | 20.0                                                                                |                                                                                     | 7.0                                                                                 | 20.0                                                                                |                                                                                     |
| Minimum Split (s)     | 14.0                                                                              | 18.8                                                                              |                                                                                   | 10.0                                                                              | 18.8                                                                              |                                                                                   | 14.0                                                                                | 36.8                                                                                |                                                                                     | 11.0                                                                                | 36.8                                                                                |                                                                                     |
| Total Split (s)       | 14.0                                                                              | 18.8                                                                              |                                                                                   | 14.0                                                                              | 18.8                                                                              |                                                                                   | 14.0                                                                                | 36.8                                                                                |                                                                                     | 14.0                                                                                | 36.8                                                                                |                                                                                     |
| Total Split (%)       | 16.7%                                                                             | 22.5%                                                                             |                                                                                   | 16.7%                                                                             | 22.5%                                                                             |                                                                                   | 16.7%                                                                               | 44.0%                                                                               |                                                                                     | 16.7%                                                                               | 44.0%                                                                               |                                                                                     |
| Yellow Time (s)       | 3.2                                                                               | 3.8                                                                               |                                                                                   | 3.2                                                                               | 3.8                                                                               |                                                                                   | 3.2                                                                                 | 3.8                                                                                 |                                                                                     | 3.2                                                                                 | 3.8                                                                                 |                                                                                     |
| All-Red Time (s)      | 0.8                                                                               | 1.0                                                                               |                                                                                   | 0.8                                                                               | 1.0                                                                               |                                                                                   | 0.8                                                                                 | 1.0                                                                                 |                                                                                     | 0.8                                                                                 | 1.0                                                                                 |                                                                                     |
| Lost Time Adjust (s)  | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Lost Time (s)   | 4.0                                                                               | 4.8                                                                               |                                                                                   | 4.0                                                                               | 4.8                                                                               |                                                                                   | 4.0                                                                                 | 4.8                                                                                 |                                                                                     | 4.0                                                                                 | 4.8                                                                                 |                                                                                     |
| Lead/Lag              | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                              | Lag                                                                               |                                                                                   | Lead                                                                                | Lag                                                                                 |                                                                                     | Lead                                                                                | Lag                                                                                 |                                                                                     |
| Lead-Lag Optimize?    | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                               | Yes                                                                               |                                                                                   | Yes                                                                                 | Yes                                                                                 |                                                                                     | Yes                                                                                 | Yes                                                                                 |                                                                                     |
| Recall Mode           | None                                                                              | None                                                                              |                                                                                   | None                                                                              | None                                                                              |                                                                                   | None                                                                                | Min                                                                                 |                                                                                     | None                                                                                | Min                                                                                 |                                                                                     |
| Act Effect Green (s)  | 21.6                                                                              | 15.8                                                                              |                                                                                   | 18.7                                                                              | 12.2                                                                              |                                                                                   | 33.7                                                                                | 29.0                                                                                |                                                                                     | 33.8                                                                                | 29.0                                                                                |                                                                                     |
| Actuated g/C Ratio    | 0.32                                                                              | 0.23                                                                              |                                                                                   | 0.28                                                                              | 0.18                                                                              |                                                                                   | 0.50                                                                                | 0.43                                                                                |                                                                                     | 0.50                                                                                | 0.43                                                                                |                                                                                     |
| v/c Ratio             | 0.30                                                                              | 0.33                                                                              |                                                                                   | 0.15                                                                              | 0.62                                                                              |                                                                                   | 0.13                                                                                | 0.74                                                                                |                                                                                     | 0.18                                                                                | 0.52                                                                                |                                                                                     |
| Control Delay         | 20.1                                                                              | 21.6                                                                              |                                                                                   | 18.5                                                                              | 32.7                                                                              |                                                                                   | 9.4                                                                                 | 27.4                                                                                |                                                                                     | 10.0                                                                                | 19.5                                                                                |                                                                                     |
| Queue Delay           | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               |                                                                                   | 0.0                                                                                 | 0.0                                                                                 |                                                                                     | 0.0                                                                                 | 0.0                                                                                 |                                                                                     |
| Total Delay           | 20.1                                                                              | 21.6                                                                              |                                                                                   | 18.5                                                                              | 32.7                                                                              |                                                                                   | 9.4                                                                                 | 27.4                                                                                |                                                                                     | 10.0                                                                                | 19.5                                                                                |                                                                                     |
| LOS                   | C                                                                                 | C                                                                                 |                                                                                   | B                                                                                 | C                                                                                 |                                                                                   | A                                                                                   | C                                                                                   |                                                                                     | A                                                                                   | B                                                                                   |                                                                                     |
| Approach Delay        |                                                                                   | 20.9                                                                              |                                                                                   |                                                                                   | 29.5                                                                              |                                                                                   |                                                                                     | 25.5                                                                                |                                                                                     |                                                                                     | 18.1                                                                                |                                                                                     |
| Approach LOS          |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |

### Intersection Summary

Cycle Length: 83.6

Actuated Cycle Length: 67.4

Natural Cycle: 85

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.3









Intersection LOS: C

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Main & Lake

|                                                                                     |                                                                                     |                                                                                      |                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  |  |  |  |
| 14 s                                                                                | 36.8 s                                                                              | 14 s                                                                                 | 18.8 s                                                                                |
|  |  |  |  |
| 14 s                                                                                | 36.8 s                                                                              | 14 s                                                                                 | 18.8 s                                                                                |



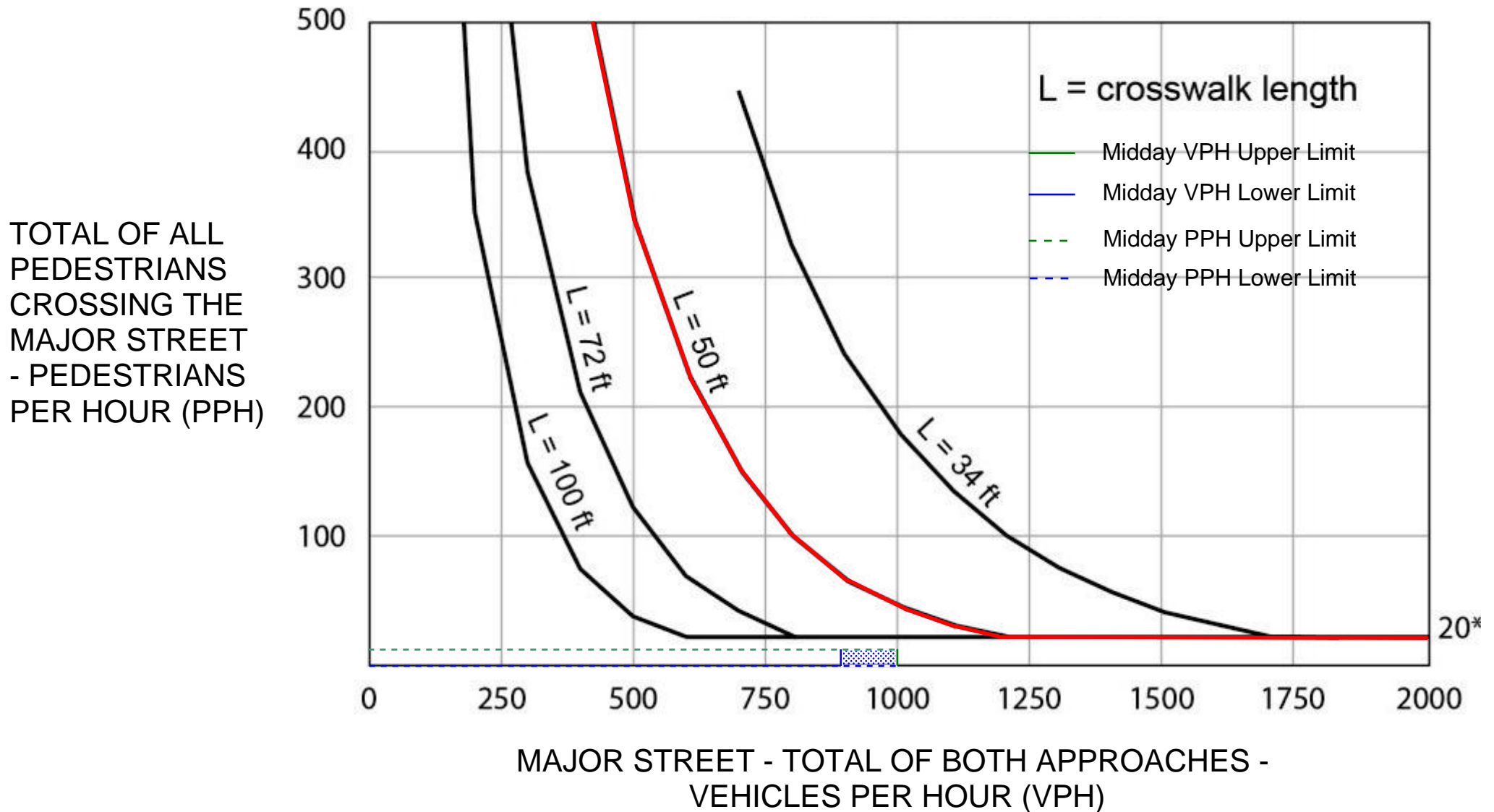
INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

New Carlisle Crosswalk Study  
Tech Memo

## Appendix D – Pedestrian Hybrid Guidelines

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**

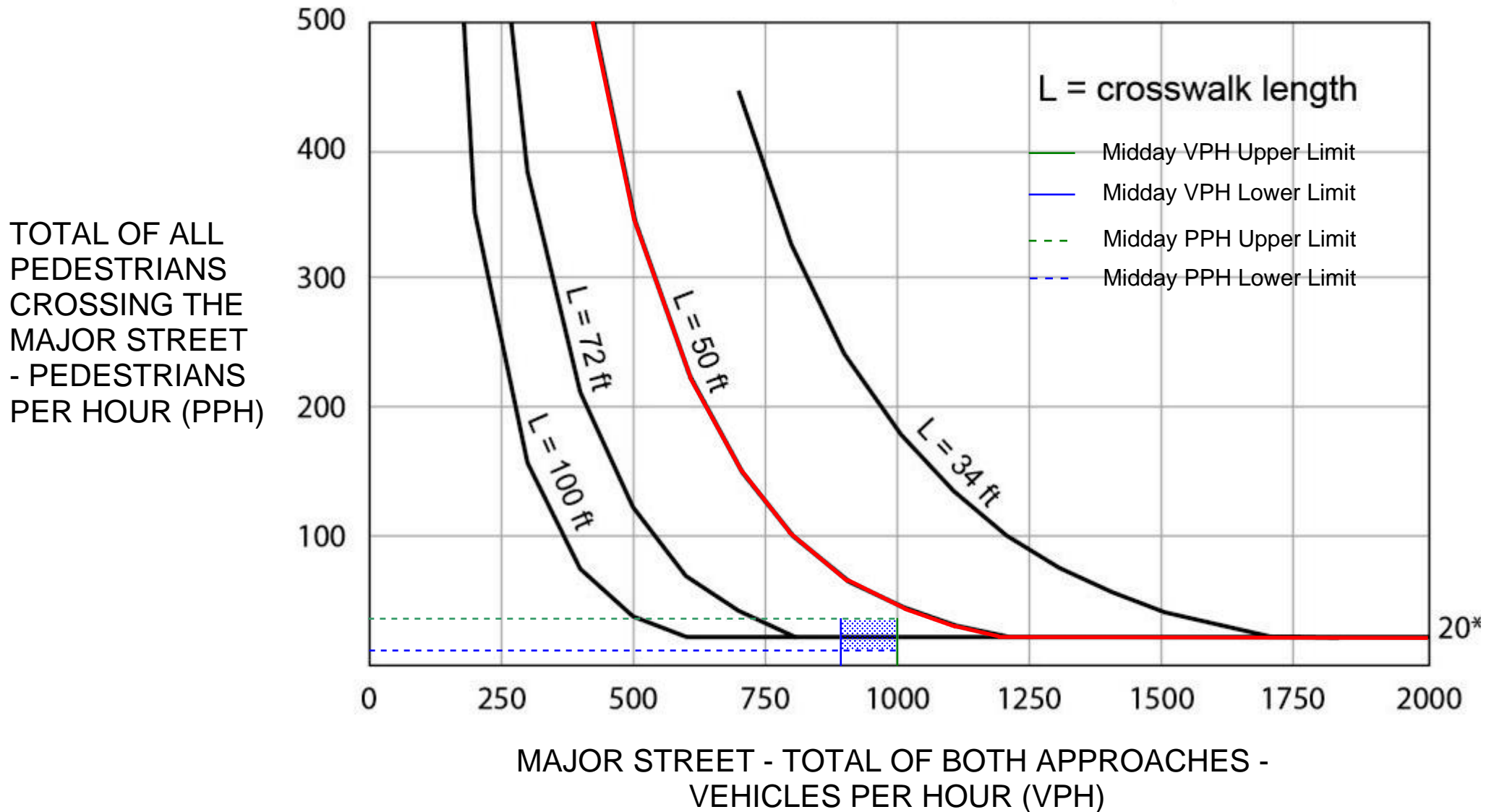
Main St @ Jefferson St.



\*Note: 20 pph applies as the lower threshold volume

## Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

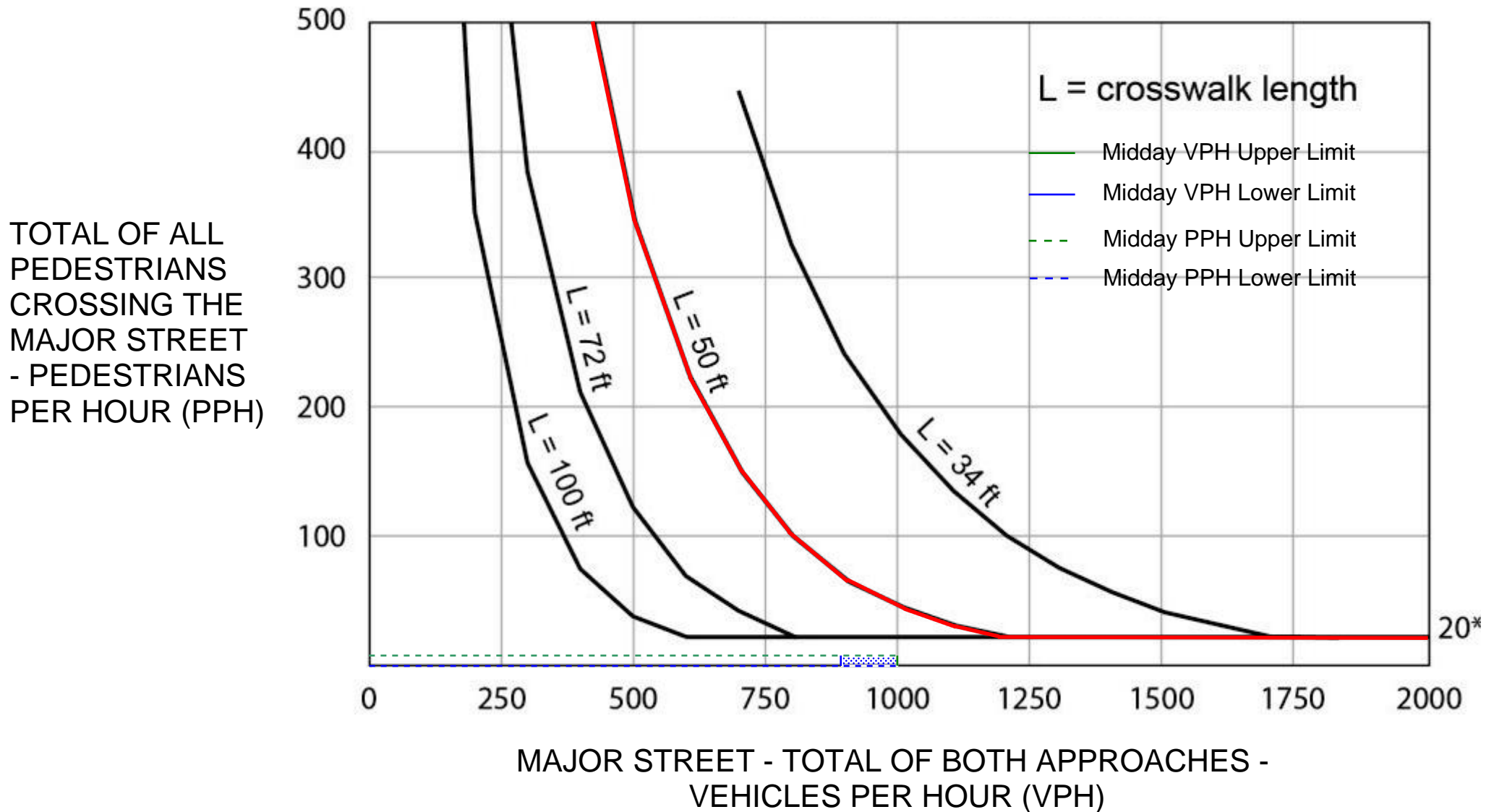
Main St @ Mid-block Between Jefferson St. & Washington St.



\*Note: 20 pph applies as the lower threshold volume

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**

Main St @ Washington St.

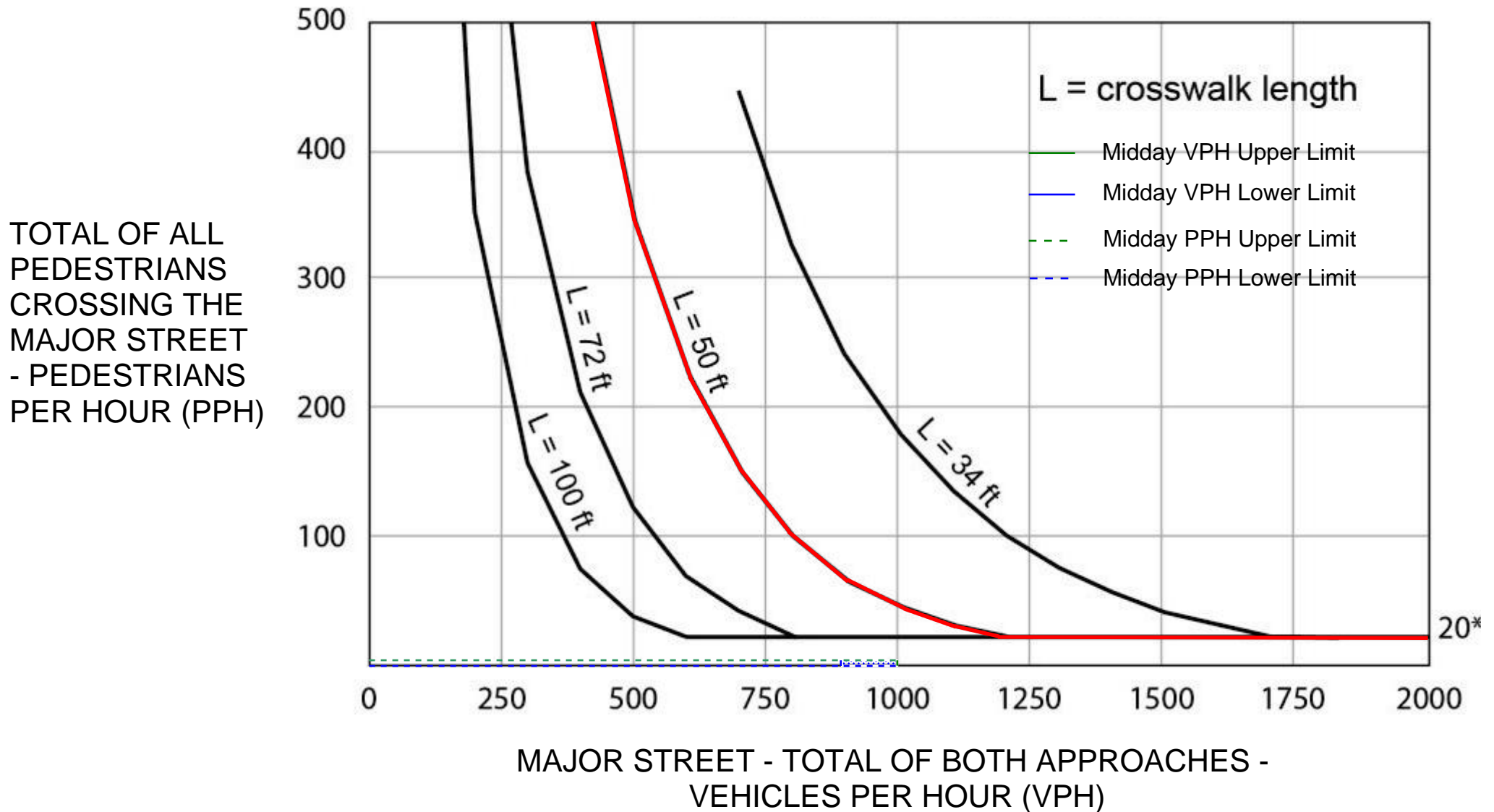


\*Note: 20 pph applies as the lower threshold volume



**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**

Main St @ Jackson St.



\*Note: 20 pph applies as the lower threshold volume



INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

New Carlisle Crosswalk Study  
Tech Memo

## Appendix E – Observation Notes

## New Carlisle Traffic Counts (10/8/13 – 11/19/13)

DLZ Job # 1321-1005-01

### Traffic Count Observations

- I. Intersection of Main St. (SR 235) & Lake Ave. (signalized) – 10/8/13
  - a. Observed three (3) total pedestrians crossing Main St. north of the intersection, not at a crosswalk.
  - b. Observed seven (7) total pedestrians crossing Main St. south of the intersection, not at a crosswalk.
  - c. Observed four (4) total pedestrians crossing Lake Ave. east of the intersection, not at a crosswalk.
  - d. Observed eleven (11) total pedestrians crossing Lake Ave. west of the intersection, not at a crosswalk.
- II. Intersection of Main St.(SR 235) & Jefferson St. (SR 571) (signalized) – 11/13/13
  - a. AM Count 7-9 AM
    - i. Pretimed signal; at times the east/west green phase would come on with no traffic, or would not gap out, causing southbound traffic to back up.
    - ii. Heavy southbound traffic volumes compared to the other movements.
    - iii. Southbound queues consistently more than 5 vehicles in length.
    - iv. No pedestrians crossed the crosswalks. Observed six (6) pedestrians cross Main Street north of the intersection, not at a crosswalk.
    - v. The north leg of the intersection (southbound traffic) lane configuration is one (1) lane, allowing vehicles to turn left/right or go thru. However, the pavement is wide enough for two (2) vehicles; when southbound left-turning vehicles had to stop due to northbound traffic, vehicles would pass the stopped vehicle on the right (close to the curb line) to turn right or continue straight on Main Street (SR 235). If two (2) vehicles were turning left and were stopped, no vehicles could pass due to on street parking. This was typical throughout the entire day.
    - vi. Not many vehicles would turn right on red; sight distance issues.
    - vii. Most of heavy trucks observed were school busses; high volume of school bus traffic around 8:00 AM.
  - b. Mid Count 11-2 PM
    - i. Pretimed signal; at times the east/west green phase would come on with no traffic, causing northbound & southbound traffic to back up.

- ii. Heavy northbound & southbound traffic volumes compared to the east/west movements (very light).
      - iii. Northbound & Southbound queues consistently more than five (5) vehicles in length.
      - iv. Few pedestrians crossed the crosswalks. Observed thirty-nine (39) pedestrians cross Main Street north of the intersection, not at a crosswalk.
      - v. Not many vehicles would turn right on red; sight distance issues.
    - c. PM Count 3-6 PM
      - i. Higher traffic volumes in all directions. On-street parking spaces mostly occupied during PM count.
      - ii. Eastbound vehicles turning left onto Main Street (to travel north) consistently stopped due to heavy westbound right-turn movement, causing long queues for eastbound traffic. At times, only one (1) eastbound vehicle would go through the intersection (west leg lane configuration for eastbound traffic is one (1) lane: left/thru/right).
      - iii. Heavy northbound thru traffic would cause long southbound traffic queues due to high southbound left-turn demand.
      - iv. Observed few pedestrians crossing at the crosswalks. Observed twenty-two (22) pedestrians cross Main Street north of the intersection, not at a crosswalk.
      - v. Right around 3:00, high volume of school busses went through the intersection.
  - III. Intersection of Main St.(SR 235) & Jackson St. (unsignalized)– 11/13/13
    - a. Observed three (3) total pedestrians crossing Main St. north of the intersection, not at a crosswalk.
    - b. Observed seven (7) total pedestrians crossing Main St. south of the intersection, not at a crosswalk.
    - c. Observed eight (8) total pedestrians crossing Jackson St. east of the intersection, not at a crosswalk.
    - d. Observed five (5) total pedestrians crossing Jackson St. west of the intersection, not at a crosswalk.
    - e. Observed two (2) total pedestrians crossing the intersection diagonally, from the southeast corner to the northwest corner.
    - f. Right after 8:00 AM high number of school bus traffic.
  - IV. Intersection of Main St.(SR 235) & Washington St. (unsignalized)– 11/14/13
    - a. Observed eight (8) total pedestrians crossing Main St. north of the intersection, not at a crosswalk.
-

- b. Observed thirty-one (31) total pedestrians crossing Main St. south of the intersection, not at a crosswalk (more than half [16] of these pedestrians crossed during the mid-day count).
  - c. Observed one (1) total pedestrian crossing Washington St. east of the intersection, not at a crosswalk.
  - d. Observed three (3) total pedestrians crossing Washington St. west of the intersection, not at a crosswalk.
  - e. Whenever southbound traffic would back up from the signalized intersection to the south (Main & Jefferson), southbound vehicles would turn left onto Washington St. (to go eastbound) to bypass the queue.
  - f. Vehicles did not use turning signals when turning off of Main St. onto Washington St. (typically).
- V. Intersection of Main St.(SR 235) & Lincoln St. (unsignalized)– 11/19/13
- a. AM Count 7-9 AM
    - i. Observed one (1) total pedestrian crossing Main St. north of the intersection, not at a crosswalk.
    - ii. Right at 8:00 AM heavy school bus traffic.
    - iii. Very low side street volumes (on Lincoln).
    - iv. Very heavy southbound traffic volumes (on Main).
  - b. Mid Count 11-2 PM
    - i. Observed three (3) pedestrians crossing Main St. south of the intersection, not at a crosswalk.
    - ii. Heavy volumes on Main St. for northbound & southbound traffic. Northbound traffic backed up from the signalized intersection to the north (Main & Lake) through the intersection (Main & Lincoln) one (1) time. Otherwise, northbound queues from the signal were more than 5 vehicles consistently.
  - c. PM Count 3-6 PM
    - i. Right around 3:00 there was a high number of school bus traffic through the intersection.
    - ii. Heavy northbound traffic volumes.
    - iii. From 4:30- 5:30 PM northbound traffic backed up from the signalized intersection to the north (Main & Lake) through the intersection (Main & Lincoln) consistently. The queue would cause vehicles to block Lincoln St, preventing vehicles on Lincoln to move (except eastbound right-turns).
    - iv. Observed two (2) total pedestrians crossing Main St. north of the intersection, not at a crosswalk.
-

- v. Observed three (3) total pedestrians crossing Main St. north of the intersection, not at a crosswalk.



## **RESOLUTION 2020-11R**

### **A RESOLUTION DECLARING THE NECESSITY OF IMPROVING THE STREETS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM**

#### **THE CITY OF NEW CARLISLE HEREBY RESOLVES that:**

##### **SECTION 1. DETERMINATION TO IMPROVE**

It is deemed necessary by the City of New Carlisle to make a public improvement, the lighting of its streets, to be paid for in part by special assessments to be levied. The plans, specifications, and profiles of the proposed improvement and improvement after completion with reference to the property abutting thereon, and an estimate of the cost of the improvement has been prepared and filed in the office of the clerk of the City of New Carlisle and shall be/is open to the inspection of all persons interested. Thus, the City of New Carlisle hereby declares the necessity for such improvement by the passage of this Resolution.

##### **SECTION 2. THE NATURE AND LOCATION OF IMPROVEMENT**

The nature of the street lighting improvement is conducive to the public health and welfare of this City, and the inhabitants thereof and the lots to be assessed are specifically benefited by the improvement. This Council further finds and determines that the public streets, roads, boulevards, and places to be improved are so situated in relation to each other that, in order to complete the improvements thereof in the most practical and economical manner, they should be improved at the same time, with the same kind of materials and in the same manner and, therefore, they should be treated as a single improvement included in the same legislation and contract.

##### **SECTION 3. APPROVAL OF PLANS, SPECIFICATIONS, PROFILES AND ESTIMATE OF COST**

The plans, specifications, and profiles of the proposed improvement and improvement after completion with reference to the property abutting thereon, and an estimate of the cost of the improvement are hereby approved.

##### **SECTION 4. COST AND METHOD OF LEVYING ASSESSMENT**

The entire cost of said improvement, less two percent (2%) thereof and the cost of lighting the intersections, shall be assessed upon the following described lots and lands, to-wit: pro rata to all lots and lands bounding and abutting upon said improvement, which lots and lands are hereby determined to be benefited by said improvement. Said assessments shall be levied by the following method, to-wit: by the front footage of the properties bounding and abutting upon the improvement.

## SECTION 5. MODE OF PAYMENT AND PAYMENT SCHEDULE

The mode of payment shall be cash, check, or money order. The payment schedule for the special assessments to be levied will be payable in two annual installments, or the owner of any property assessed may, at his/her option, pay such assessment in cash within ten days after notice of passage of the Ordinance levying such assessments.

## SECTION 6. STATEMENT ON SECURITIES

The City of New Carlisle does not intend to issue securities in anticipation of the levy of the special assessment. The City of New Carlisle does not intend to issue securities in anticipation of the collection of the special assessment.

## SECTION 7. ESTIMATED ASSESSMENTS AGAINST EACH LOT OR PARCEL TO BE ACCESSED

An estimated assessment in accordance with the method of assessment set forth above, showing the amount of the assessment against each lot or parcel of land to be assessed, shall be immediately prepared by the Finance Director and filed in the Office of the Clerk of the City of New Carlisle, and shall be open to the inspection of all persons interested.

## SECTION 8. LEVIED AND COLLECTED

This special assessment is to be levied and collected before the improvement for which the assessment is levied is commenced.

## SECTION 9. NOTICE TO PROPERTY OWNERS

Upon filing of said estimated assessments as hereinbefore provided, the Finance Director is hereby ordered to cause notice of the passage of this Resolution and of the filing of said estimated assessments in accordance with Section 727.14 of the Ohio Revised Code: by publication once a week for two consecutive weeks in a newspaper of general circulation in the municipal corporation or, where the assessment against the owner of any lot or parcel of land will exceed two hundred fifty dollars, such owner shall be notified of the assessment in the manner provided in Section 727.13 of the Revised Code, which provides:

Notice of the passage of a resolution of necessity and the filing of the estimated assessment under section 727.12 of the Revised Code, shall, after the estimated assessment has been made and filed as provided by section 727.12 of the Revised Code, be served by the clerk of the legislative authority, or a person designated by such clerk, upon the owners of the lots or parcels of land to be assessed for the proposed improvement, in the same manner as service of summons in civil cases, or by certified mail addressed to such owner at his last known address or to the address to which tax bills are sent, or by a combination of the foregoing methods. If it appears by the return of service or the return of the certified mail notice that one or more of the owners cannot be found, such owners shall be served by publication of the notice once in a newspaper of general circulation within the

municipal corporation. The notice shall also set forth the place where such estimated assessments are on file and are open for public inspection. The return of the person serving the notice or a certified copy thereof or a returned receipt for notice forwarded by certified mail accepted by the addressee or anyone purporting to act for him shall be prima facie evidence of the service of notice under this section.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mike Lowrey, Mayor

\_\_\_\_\_  
Emily Berner, Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
Jake Jeffries, DIRECTOR OF LAW

1st \_\_\_\_\_

2nd: \_\_\_\_\_

|                             |          |          |
|-----------------------------|----------|----------|
| <b>Cobb</b>                 | <b>Y</b> | <b>N</b> |
| <b>Eggleston</b>            | <b>Y</b> | <b>N</b> |
| <b>Vice Mayor Cook</b>      | <b>Y</b> | <b>N</b> |
| <b>Mayor Lowrey</b>         | <b>Y</b> | <b>N</b> |
| <b>Hopkins</b>              | <b>Y</b> | <b>N</b> |
| <b>Grimm</b>                | <b>Y</b> | <b>N</b> |
| <b>Eggleston-Nowakowski</b> | <b>Y</b> | <b>N</b> |

Totals:

Pass Fail

Intro: 08/03/2020

Action: 08/03/2020

Effective: 08/18/2020

## **ORDINANCE 2020-25**

### **AN ORDINANCE DETERMINING TO PROCEED WITH THE IMPROVEMENT OF CERTAIN PUBLIC STREETS WITHIN THE CORPORATE LIMITS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM**

**WHEREAS**, this Council did adopt Resolution No. 2020-11R on the 3rd day of August 2020, declaring therein the proposed improvement hereinafter described; and

**WHEREAS**, pursuant to said Resolution, estimated assessments with respect to said improvement were duly prepared and placed on file in the Office of the Clerk of Council; and

**WHEREAS**, no objections to said estimated assessments have been filed.

**NOW, THEREFORE, THE CITY OF NEW CARLISLE, OHIO, HEREBY  
ORDAINS** that:

**SECTION 1.** It is hereby determined to proceed with the improvement of certain public streets within the corporate limits of the City of New Carlisle, Ohio, by lighting them in accordance with the plans, profiles, specifications, and cost estimate for said improvement heretofore approved and filed in the Office of the Clerk.

**SECTION 2.** The estimated assessments of the cost of said improvement heretofore prepared and filed in the Office of said Clerk, be and the same are hereby adopted.

**SECTION 3.** It is further determined that the portion of the cost of said improvement to be assessed against the benefited property shall be assessed in the amount, manner and number of installments as provided for in said Resolution declaring the necessity of improvements.

**SECTION 4.** That all claims for damages resulting from said improvement that have been filed in accordance with law, if any, shall be inquired into after the completion of said improvement.

**SECTION 5.** The City Manager of the City of New Carlisle is hereby authorized and directed to cause said lighting improvement to be made by Miami Valley Lighting in accordance with the agreement between Miami Valley Lighting and the City of New Carlisle, Ohio, now in force and effect.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mike Lowrey, Mayor

\_\_\_\_\_  
Emily Berner, Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
Jake Jeffries, DIRECTOR OF LAW

1st \_\_\_\_\_

2cd: \_\_\_\_\_

|                             |          |          |
|-----------------------------|----------|----------|
| <b>Cobb</b>                 | <b>Y</b> | <b>N</b> |
| <b>Eggleston</b>            | <b>Y</b> | <b>N</b> |
| <b>Vice Mayor Cook</b>      | <b>Y</b> | <b>N</b> |
| <b>Mayor Lowrey</b>         | <b>Y</b> | <b>N</b> |
| <b>Hopkins</b>              | <b>Y</b> | <b>N</b> |
| <b>Grimm</b>                | <b>Y</b> | <b>N</b> |
| <b>Eggleston-Nowakowski</b> | <b>Y</b> | <b>N</b> |

Totals:

Pass

Fail

Intro: 08/03/2020

Action: 08/17/2020

Effective: 09/01/2020

## **ORDINANCE 2020-26**

### **AN ORDINANCE LEVYING ASSESSMENTS FOR THE IMPROVEMENTS OF CERTAIN PUBLIC STREETS WITHIN THE CORPORATE LIMITS OF THE CITY OF NEW CARLISLE, OHIO, BY LIGHTING THEM**

**WHEREAS**, this Council did on the 3rd day of August, 2020, duly adopt Resolution 2020-11R, declaring the necessity of the improvement therein and hereinafter described; and

**WHEREAS**, this Council did on the 17th day of August, 2020, duly adopt Ordinance 2020-25, determining to proceed with said improvement and adopting the estimated assessments theretofore filed with respect to said improvement; and

**WHEREAS**, the actual cost of the improvement has now been ascertained and has been placed on file in the Office of the Clerk and has been reported to this Council; and

**WHEREAS**, estimated assessments for said improvement heretofore adopted by Ordinance 2020-25 have been adjusted so that said assessments, as adjusted, are in the same proportion to said estimated assessments as the actual cost of said improvement is to the estimated cost of said improvements; and

**WHEREAS**, the adjusted estimates are now on file in the Office of the Clerk.

**NOW, THEREFORE, THE CITY OF NEW CARLISLE, OHIO, HEREBY ORDAINS** that:

**SECTION 1.** The adjusted assessments for improving certain public streets within the corporate limits of the City of New Carlisle by lighting them, as heretofore reported to this Council and now on file in the Office of the Clerk, and in the estimated aggregate amount of \$94,138.20, be and the same hereby are adopted and confirmed.

**SECTION 2.** There be, and hereby are, levied and assessed upon the lots and lands bounding and abutting upon said improvement, amounts reported in said adjusted assessments as aforesaid, which assessments are at the rate of (\$.60) per front foot. Said assessments do not exceed any statutory limitation and are for calendar year 2021. The assessed lots and lands are set forth in the schedule on file in the Office of the Clerk, and are made a part hereof by reference.

**SECTION 3.** It is hereby determined that the adjusted assessments hereinbefore referred to are in the same proportion to the estimated assessments as the actual cost of said improvement bears to the estimated cost of said improvement upon which such estimated assessments were made.



**SECTION 4.** The mode of payment shall be cash, check, or money order. The payment schedule for the special assessments to be levied will be payable to the Clark County Auditor in cash, check, or money order in two annual installments, which shall include the Auditor's collection fee of 4%, or the owner of any property assessed may, at his/her option, pay such assessment in cash within ten days after notice of passage of the Ordinance levying such assessments to the City of New Carlisle. Assessments not paid in full within the ten-day period will be certified by the Clerk of Council to said Auditor to be placed on the tax duplicate and collected, as provided by law.

**SECTION 5.** The Finance Director is authorized and directed to keep said adjusted assessments on file for as long as any of them remain unpaid.

**SECTION 6.** The Finance Director be, and hereby is, authorized and directed to cause notice of the levying of the assessments herein provided for, to be filed with the Clark County Auditor within thirty (30) days after the passage of the Ordinance.

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mike Lowrey, Mayor

\_\_\_\_\_  
Emily Berner, Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
Jake Jeffries, DIRECTOR OF LAW

1st \_\_\_\_\_

2cd: \_\_\_\_\_

|                             |          |          |
|-----------------------------|----------|----------|
| <b>Cobb</b>                 | <b>Y</b> | <b>N</b> |
| <b>Eggleston</b>            | <b>Y</b> | <b>N</b> |
| <b>Vice Mayor Cook</b>      | <b>Y</b> | <b>N</b> |
| <b>Mayor Lowrey</b>         | <b>Y</b> | <b>N</b> |
| <b>Hopkins</b>              | <b>Y</b> | <b>N</b> |
| <b>Grimm</b>                | <b>Y</b> | <b>N</b> |
| <b>Eggleston-Nowakowski</b> | <b>Y</b> | <b>N</b> |

Totals:

Pass

Fail

Intro: 08/03/2020

Action: 08/17/2020

Effective: 09/01/2020



## **ORDINANCE 2020-27**

### **AN ORDINANCE CERTIFYING TO THE CLARK COUNTY AUDITOR AND AUTHORIZING PLACEMENT ON THE TAX DUPLICATE CERTAIN DELINQUENT UTILITY ACCOUNTS FOR COLLECTION WITH REAL ESTATE TAXES**

**WHEREAS**, certain individuals have water and sewer accounts with the City that have become delinquent; and

**WHEREAS**, Section 1040.16 (d) of the Municipal Code provides that all charges for water are a lien accessed against the property served, collectable in the same manner as other tax assessments thereon; and

**WHEREAS**, Section 1042.32 of the Municipal Code provides that unpaid billings, together with accrued penalties, shall be certified to the County Auditor, pursuant to Ohio Revised Code, who shall place such delinquencies upon the real property tax duplicate for the property being served, such delinquencies shall be a lien accessed against the property, and shall be collectable in the same manner as other tax assessments thereon; and

**WHEREAS**, Section 731.54 of the Ohio Revised Code provides that the City may certify such delinquent accounts to the county auditor for placement thereof upon the real property tax list and duplicate against the property served, to be collected in the same manner as other taxes.

**NOW, THEREFORE, THE MUNICIPALITY OF NEW CARLISLE HEREBY ORDAINS** as follows:

Section 1. There are hereby certified to the Auditor of Clark County the following delinquent water and sewer utility accounts for placement upon the tax list and duplicate and collection in the same manner as other taxes provided by law:

Name: Vickie Lynn Bowsman  
Property Address: 118 E. Washington St., New Carlisle, Ohio 45344  
Parcel Number: 0300500028101013  
Amount due: \$73.16

Name: Adam M. Wisecup and Sarah N. Kroener  
Property Address: 503 N. Church St., New Carlisle, Ohio 45344  
Parcel Number: 0300500035407034  
Amount due: \$220.92

Name: Mary Alice Tankersley  
Property Address: 505 Funston Ave., New Carlisle, Ohio 45344  
Parcel Number: 0300500035104006  
Amount due: \$15.49

Name: Melanie D. Carine Rosasco  
Property Address: 317 Galewood Dr., New Carlisle, Ohio 45344  
Parcel Number: 0300500035207036  
Amount due: \$ 145.69

Name: John R. Thomas  
Property Address: 202 Rawson Dr., New Carlisle, Ohio 45344  
Parcel Number: 0300500035206016  
Amount due: \$ 15.78

Name: Douglas E. Kelly  
Property Address: 212 Rawson Dr., New Carlisle, Ohio 45344  
Parcel Number:0300500035206011  
Amount due: \$ 34.58

Name: Mary Jo Rizer  
Property Address: 826 Plumwood Dr., New Carlisle, Ohio 45344  
Parcel Number:0300500035109004  
Amount due: \$ 34.58

Name: Mycumortgage LLC  
Property Address: 916 Greenheart Dr., New Carlisle, Ohio 45344  
Parcel Number: 0300500035115039  
Amount due: \$ 403.59

Name: Charles J. Prater  
Property Address: 1212 Hemlock Rd., New Carlisle, Ohio 45344  
Parcel Number: 0300500035118007  
Amount due: \$ 293.31

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mike Lowrey, Mayor

\_\_\_\_\_  
Emily Berner, Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
Jake Jeffries, DIRECTOR OF LAW

1st \_\_\_\_\_

2cd: \_\_\_\_\_

|                      |   |   |
|----------------------|---|---|
| Cobb                 | Y | N |
| Eggleston            | Y | N |
| Vice Mayor Cook      | Y | N |
| Mayor Lowrey         | Y | N |
| Hopkins              | Y | N |
| Grimm                | Y | N |
| Eggleston-Nowakowski | Y | N |

|         |      |      |
|---------|------|------|
| Totals: |      |      |
|         | Pass | Fail |

Intro: 08/03/2020  
Action: 08/17/2020  
Effective: 09/01/2020

**ORDINANCE 2020-28****AN ORDINANCE CERTIFYING TO THE CLARK COUNTY AUDITOR AND AUTHORIZING  
PLACEMENT ON THE TAX DUPLICATE CERTAIN UNCOLLECTED WEED AND/OR  
GRASS CUTTING FEES FOR COLLECTION WITH REAL ESTATE TAXES**

**WHEREAS**, pursuant to Municipal Code Section 1460.26(a), no owner of land in the City shall allow his or her grass, weeds or rank vegetation to grow in excess of six inches; and

**WHEREAS**, the City Planning Director or his or her designee or Code Enforcement Officer shall serve written notice upon any owner, lessee, agent, or tenant having charge of the land in the City in violation of said code, notifying him or her of the Municipal Code violation, and that they must cut their grass, weeds or rank vegetation within five days of the receipt of notice; and

**WHEREAS**, the owner, lessee, agent or tenant listed below having charge of such land in violation of said code were advised to cut their grass, weeds or rank vegetation; and

**WHEREAS**, there has been no acknowledgement from the owner, lessee, agent or tenant having charge of such land; and

**WHEREAS**, under the Municipal Code Section 660.13, if the owner, lessee, agent or tenant having charge of such land fails to comply with the notice, the Director of Public Service, shall schedule the cutting of such land's grass, weeds or rank vegetation, and may send a statement to the owner, lessee, agent or tenant having charge of such land, for the sum of money due the City for performing such service, including an administrative fee; and

**WHEREAS**, the City cut the grass, weeds or rank vegetation of such properties in violation of said code and billed the owner, lessee, agent or tenant for such services; and

**WHEREAS**, the owner, lessee, agent or tenant having charge of such land did not pay the City's bill; and

**WHEREAS**, Section 660.13(g) of the Municipal Code provides that the such charges for service, if not received by the City within ten days after receipt of such notice by the owner, lessee, agent or tenant having charge of such land, plus an additional administrative charge of ten percent, are a lien against the property served, collectable in the same manner as other tax assessments thereon; and

**WHEREAS**, Section 731.54 of the Ohio Revised Code provides that the Municipality may certify such delinquent charges for services to the county auditor for placement thereof upon the real property tax list and duplicate against the property served, to be collected in the same manner as other taxes.

**NOW, THEREFORE, THE CITY OF NEW CARLISLE, OHIO, HEREBY ORDAINS** as follows:

**SECTION 1.** There are hereby certified to the Auditor of Clark County the following delinquent charges for grass cutting services, for placement upon the tax list and duplicate against the property served, and collection in the same manner as other taxes as provided by law:

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Property Address: 104 Short Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500034222006  
Amount Due: **\$ 395.00**

Property Address: 314 North Church Street,  
New Carlisle, OH 45344  
Parcel Number: 0300500035416004  
Amount Due: **\$ 432.50**

Property Address: 901 Brookfield Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035103006  
Amount Due: **\$ 971.25**

Property Address: 523 North Church Street,  
New Carlisle, OH 45344  
Parcel Number: 0300500035407024  
Amount Due: **\$ 395.00**

Property Address: 305 Prentice Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035210042  
Amount Due: **\$ 857.50**

Property Address: 210 North Pike Street,  
New Carlisle, OH 45344  
Parcel Number: 0300500029310036  
Amount Due: **\$ 827.50**

Property Address: 317 South Church Street,  
New Carlisle, OH 45344  
Parcel Number: 0300500034219021  
Amount Due: **\$ 357.50**

Property Address: 505 Funston Avenue,  
New Carlisle, OH 45344  
Parcel Number: 0300500035104006  
Amount Due: **\$ 470.00**

Property Address: 212 Rawson Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035206011  
Amount Due: **\$ 413.75**

Property Address: 916 Greenheart Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035115039  
Amount Due: **\$ 432.50**

Property Address: 201 East Jefferson Avenue,  
New Carlisle, OH 45344  
Parcel Number: 0300500028102005  
Amount Due: **\$ 1,357.50**

Property Address: 526 North Scott Street,  
New Carlisle, OH 45344  
Parcel Number: 0300500035409009  
Amount Due: **\$ 312.50**

Property Address: 219 Rawson Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035204027  
Amount Due: **\$ 507.50**

Property Address: 226 Prentice Drive,  
New Carlisle, OH 45344  
Parcel Number: 0300500035213007  
Amount Due: **\$ 395.00**

Passed this \_\_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mike Lowrey, Mayor

\_\_\_\_\_  
Emily Berner, Clerk of Council

APPROVED AS TO FORM:

\_\_\_\_\_  
Jake Jeffries, DIRECTOR OF LAW

Intro: 08/03/2020

Action: 08/17/2020

Effective: 09/01/2020

|                      |       |      |
|----------------------|-------|------|
| 1st                  | _____ |      |
| 2nd:                 | _____ |      |
| Cobb                 | Y     | N    |
| Eggleston            | Y     | N    |
| Vice Mayor Cook      | Y     | N    |
| Mayor Lowrey         | Y     | N    |
| Hopkins              | Y     | N    |
| Grimm                | Y     | N    |
| Eggleston-Nowakowski | Y     | N    |
| Totals:              |       |      |
|                      | Pass  | Fail |