



Clark County, City of New Carlisle Main Street Traffic Impact Study

August 2022

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Traffic Impact Study

Background

Choice One Engineering Corporation (COEC) was retained by the City of New Carlisle to analyze the traffic impact to Main Street from four future developments located around the City. An overview of these future development areas can be found in [Appendix B](#).

This traffic impact study includes Existing Conditions, Existing Traffic Volumes, Future Developments, Trip Generation, Directional Distribution, Growth Rate, 2032 Design Year Build Traffic Volumes, Capacity Analysis, and Recommendations.

Existing Conditions

Main Street (SR 235) is a two-lane roadway segment (one northbound lane, one southbound lane) and is classified as a "Major Collector" in ODOT's Functional Classification system. The speed limit on Main Street is 50 mph approximately 1,300 feet north of Galewood Drive, and 35 mph south of this point. According to ODOT's Transportation Information Mapping System (TIMS), Main Street has a 2019 Average Daily Traffic (ADT) of 9,395.

Existing Traffic Volumes

Turning movement count data was collected by the Clark County-Springfield Transportation Coordinating Committee. The turning movement count data is summarized in the table below and the Existing Traffic Volumes are attached in [Appendix A](#).

Figure 1: Existing traffic turning movement counts

Intersection	Date	AM Peak	PM Peak
Main Street & Jefferson Street/Milton Carlisle Road	Tues, 5/24/2022	7:15-8:15 AM	4:30-5:30 PM
Main Street & Lake Avenue/New Carlisle Pike	Tues, 5/24/2022	7:15-8:15 AM	4:45-5:45 PM
Main Street & Galewood Drive/Addison-New Carlisle Road	Wed, 3/23/2022	7:15-8:15 AM	4:15-5:15 PM
Main Street & Sigler Road	Wed, 3/23/2022	6:30-7:30 AM	4:00-5:00 PM

Future Developments

The City of New Carlisle identified four potential future developments to be included with this study. They are identified as Development RD1, Development RD2, Development RD3 and Development RD4. A summary of the developments is below, and an aerial is provided in [Appendix B](#) to show the development locations with respect to the City.

Development RD1

- **Location-** This development is expected to be located on the northwest corner of New Carlisle Road & Scarff Road.
- **Access Points-** For the purposes of this study, three (3) access points were assumed to be utilized as follows: one (1) full access drive along Scarff Road, and two (2) full access drives along New Carlisle Road.
- **Lots-** A preliminary concept with 293 single family homes has been completed for this site. The preliminary concept is attached in [Appendix B](#).

Development RD2

- **Location-** This development is expected to be located along Addison-New Carlisle Road, north of the existing subdivision on the north side of Drake Avenue and east of New Carlisle Elementary School.
- **Access Points-** For the purposes of this study, two (2) access points were assumed to be utilized as follow: one (1) full access drive along Addison-New Carlisle Road, and one (1) access point that will tie into the existing stub along North Scott Street.
- **Lots-** A preliminary plan with 300 single family homes has been proposed for this site.

Development RD3

- **Location-** This residential and commercial development is expected to be located along the east side of North Main Street, northeast of the New Carlisle Chrysler Jeep Dodge Ram Dealership.
- **Access Points-** For the purposes of this study, three (3) access points were assumed to be utilized as follows: for the residential development there will be one (1) full access drive along North Main Street and one (1) access point that will tie into the existing stub along Brubaker Drive; for the commercial development there will be one (1) full access drive along North Main Street.
- **Lots-** A preliminary concept with 370 single family homes has been completed for this site. While the 9.7-acre commercial development is unknown at this time, a 70,000 square foot shopping plaza was utilized for the study. The preliminary concept is attached in [Appendix B](#).

Development RD4

- **Location-** This development is expected to be located east of Development RD3, north of the Twin Creeks Subdivision.
- **Access Points-** For the purposes of this study, two (2) access points were assumed for this site as follows: one (1) full access point along Sigler Road, and one (1) full access point that will tie into the existing stub along McKees Mill Run.
- **Lots-** No preliminary concept has been prepared for this site, but it estimated that approximately 700 single family homes could be constructed. The 700 single family homes estimate is based on typical lot density in the vicinity.

Trip Generation

Using the average trip-generation rates given in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, the inbound and outbound trips for the proposed developments were calculated. A summary of the proposed trip generation is attached in [Appendix C](#).

Directional Distribution

COEC analyzed the existing traffic volumes at the intersections and proximity to urban areas to formulate the directional distribution. The directional distributions are attached in [Appendix C](#).

Growth Rate

ODOT's TIMS shows a car growth rate of 0.00% along Main Street, therefore, no design year traffic volumes were calculated.

2023 Opening Year Build Traffic Volumes

The 2023 Opening Year Build Traffic Volumes were calculated from the Existing Traffic Volumes plus the trips generated by the proposed development to each of the entering and exiting movements. The 2023 Opening Year Build Traffic Volumes are attached in [Appendix C](#).

Capacity Analysis

Utilizing the Peak Hour Traffic Volumes, capacity calculations were performed for the studied intersections. The calculations employed procedures documented in the *Highway Capacity Manual* (Transportation Research Board, Sixth Edition, Updated 2016). The capacity of an intersection (signalized or un-signalized) can best be described by its corresponding Level of Service (LOS). The LOS of an intersection is a qualitative measure of the various attributes of an intersection. There are six LOS ranging from "ideal" free flow conditions at LOS "A," to forced or "breakdown" conditions at LOS "F." The LOS for un-signalized intersections is based upon total delay. Total delay is defined in the Highway Capacity Manual as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position.

Capacity calculations were performed in Synchro 11 software for the studied intersections analyzing the 2023 Opening Year Build. The 2023 Opening Year Capacity Analysis is attached in [Appendix D](#).

Summary of 2023 Opening Year Capacity Analysis

Direction	AM Peak Hour		PM Peak Hour	
	Existing Infrastructure	With Improvements	Existing Infrastructure	With Improvements
1 – Main Street & Jefferson Street/Milton Carlisle Road				
Eastbound Approach	D(46)	C(22)	F(118)	D(48)
Westbound Approach	D(38)	C(22)	C(30)	C(34)
Northbound Approach	A(5)	A(5)	D(42)	C(34)
Southbound Approach	C(28)	B(13)	F(217)	C(21)
Total Intersection LOS (Delay)	C(26)	B(13)	F(107)	C(31)
2 – Main Street & Lake Avenue/New Carlisle Pike				
Eastbound Approach	D(39)	D(39)	F(129)	D(54)
Westbound Approach	D(43)	D(43)	F(105)	D(55)
Northbound Approach	C(20)	B(15)	F(135)	D(51)
Southbound Approach	C(29)	C(29)	C(25)	C(34)
Total Intersection LOS (Delay)	C(31)	C(30)	F(102)	D(48)
3 – Main Street & Galewood Drive/Addison-New Carlisle Road				
Eastbound Approach	D(31)	C(25)	F(905)	C(25)
Northbound Approach	A(1)	A(4)	A(1)	A(8)
Southbound Approach	A(1)	B(12)	A(1)	B(14)
Total Intersection LOS (Delay)	A(4)	B(11)	F(85)	B(12)
5 – Main Street & Proposed Drive/Connector Road				
Eastbound Approach	-	A(9)	-	B(12)
Westbound Approach	-	A(10)	-	B(13)
Northbound Approach	-	A(5)	-	A(5)
Southbound Approach	-	A(6)	-	A(5)
Total Intersection LOS (Delay)	-	A(7)	-	A(6)

6 – Main Street & Proposed Drive				
Westbound Approach	-	B(15)	-	C(19)
Northbound Approach	-	A(1)	-	A(1)
Southbound Approach	-	A(1)	-	A(1)
Total Intersection LOS (Delay)	-	A(2)	-	A(2)
7 – Main Street & Sigler Road				
Westbound Approach	B(12)	B(12)	B(14)	B(14)
Northbound Approach	A(1)	A(1)	A(1)	A(1)
Southbound Approach	A(1)	A(1)	A(1)	A(1)
Total Intersection LOS (Delay)	A(2)	A(2)	A(2)	A(2)

Recommendations

Based on the results of the analysis, the following recommendations are made for the surrounding roadway network if all four developments are built:

Intersection #1 - Main Street & Jefferson Street/Milton Carlisle Road

- Install an eastbound left turn lane.
- Install a northbound left turn lane.
- Install a southbound left turn lane.
- Install five-section signal heads.
- Modify traffic signal timings to accommodate additional turn lanes.

Intersection #2 - Main Street & Lake Avenue/New Carlisle Pike

- Install a northbound right turn lane.
- Install an additional northbound traffic signal head to allow a right turn overlap.
- Modify traffic signal timings to accommodate additional turn lanes.

Intersection #3 - Main Street & Galewood Drive/Addison-New Carlisle Road

- Close Addison-New Carlisle Road at Main Street.
- Install a northbound left turn lane.
- Install a traffic signal.

Intersection #4 – Addison-New Carlisle Road & Connector Road

- Install a connector road from Addison-New Carlisle Road to Main Street.

Intersection #5 - Main Street & Proposed Drive/Connector Road

- Install a connector road from Addison-New Carlisle Road to Main Street.
- Install a traffic signal.
- Restripe Main Street to include dedicated northbound and southbound left turn lanes.
- Install northbound right turn lane.

Intersection #6 - Main Street & Proposed Drive

- Restripe Main Street to include dedicated northbound and southbound left turn lanes.

Intersection #7 - Main Street & Sigler Road

- No recommended improvements at this time.

Site specific traffic impact studies will be completed with each of the four developments as they move through the City's approval process.

The following included Appendices detail the findings of Choice One.

- A. [Turning Movement Counts](#)
- B. [Concept Plan](#)
- C. [Build Traffic Volumes](#)
- D. [2023 Opening Year Capacity Analysis](#)

APPENDIX

APPENDIX A - Turning Movement Counts

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Jefferson St./Milton
Carlisle Rd.
Site Code:
Start Date: 05/24/2022
Page No: 1

Turning Movement Data

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total	
	Southbound					Westbound					Northbound					Eastbound						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
12:00 AM	0	3	1	0	4	3	0	0	0	3	0	10	0	0	10	0	1	0	0	1	18	
12:15 AM	0	2	2	0	4	2	0	0	0	2	0	3	0	0	3	0	0	1	0	1	10	
12:30 AM	0	4	1	0	5	2	1	0	0	3	0	3	0	0	3	0	0	1	0	1	12	
12:45 AM	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7	
Hourly Total	0	11	4	0	15	8	1	0	0	9	0	20	0	0	20	0	1	2	0	3	47	
1:00 AM	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	5	
1:15 AM	1	6	4	0	11	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	16	
1:30 AM	0	4	2	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	
1:45 AM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	7	
Hourly Total	1	13	7	0	21	4	2	0	0	6	0	8	0	0	8	0	1	0	0	1	36	
2:00 AM	0	2	1	0	3	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	8	
2:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	
2:30 AM	0	2	0	0	2	1	0	0	0	1	1	4	1	0	6	0	0	0	0	0	9	
2:45 AM	0	5	0	0	5	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	10	
Hourly Total	0	11	1	0	12	2	2	0	0	4	1	14	1	0	16	0	1	0	0	1	33	
3:00 AM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
3:15 AM	1	5	0	0	6	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	12	
3:30 AM	0	9	1	0	10	2	0	0	0	2	0	2	0	0	2	0	1	1	0	2	16	
3:45 AM	0	5	0	0	5	2	2	0	0	4	0	1	0	0	1	0	1	0	0	1	11	
Hourly Total	1	20	2	0	23	4	2	0	0	6	0	9	0	0	9	0	3	1	0	4	42	
4:00 AM	0	8	1	0	9	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	15	
4:15 AM	1	11	1	0	13	1	0	1	0	2	0	5	0	0	5	0	1	0	0	1	21	
4:30 AM	2	12	4	0	18	1	3	0	0	4	0	6	0	0	6	1	2	0	0	3	31	
4:45 AM	0	16	2	0	18	4	6	0	0	10	0	5	0	0	5	0	3	0	0	3	36	
Hourly Total	3	47	8	0	58	6	10	1	0	17	0	20	0	0	20	1	7	0	0	8	103	
5:00 AM	2	27	6	0	35	5	0	0	0	5	0	14	0	0	14	1	2	2	0	5	59	
5:15 AM	1	32	8	0	41	4	1	0	0	5	0	14	0	0	14	1	4	1	0	6	66	
5:30 AM	1	43	14	0	58	8	1	0	0	9	0	5	0	0	5	0	4	4	0	8	80	
5:45 AM	1	36	18	0	55	7	4	2	0	13	0	12	0	0	12	0	7	1	0	8	88	
Hourly Total	5	138	46	0	189	24	6	2	0	32	0	45	0	0	45	2	17	8	0	27	293	
6:00 AM	3	54	14	0	71	5	5	0	0	10	0	13	0	0	13	0	13	2	0	15	109	
6:15 AM	1	89	28	0	118	11	5	1	0	17	1	24	1	0	26	2	14	7	0	23	184	
6:30 AM	6	76	31	0	113	11	4	3	0	18	3	28	0	0	31	1	15	1	0	17	179	
6:45 AM	6	66	30	0	102	14	7	2	0	23	4	16	0	0	20	1	9	3	0	13	158	
Hourly Total	16	285	103	0	404	41	21	6	0	68	8	81	1	0	90	4	51	13	0	68	630	
7:00 AM	5	67	30	0	102	19	9	3	0	31	0	33	1	0	34	2	16	2	0	20	187	
7:15 AM	6	73	56	0	135	18	13	1	0	32	2	39	0	0	41	1	45	5	0	51	259	
7:30 AM	2	76	51	0	129	26	14	4	0	44	2	37	0	0	39	2	46	1	0	49	261	
7:45 AM	1	67	29	0	97	26	10	5	0	41	1	34	0	0	35	1	18	9	0	28	201	

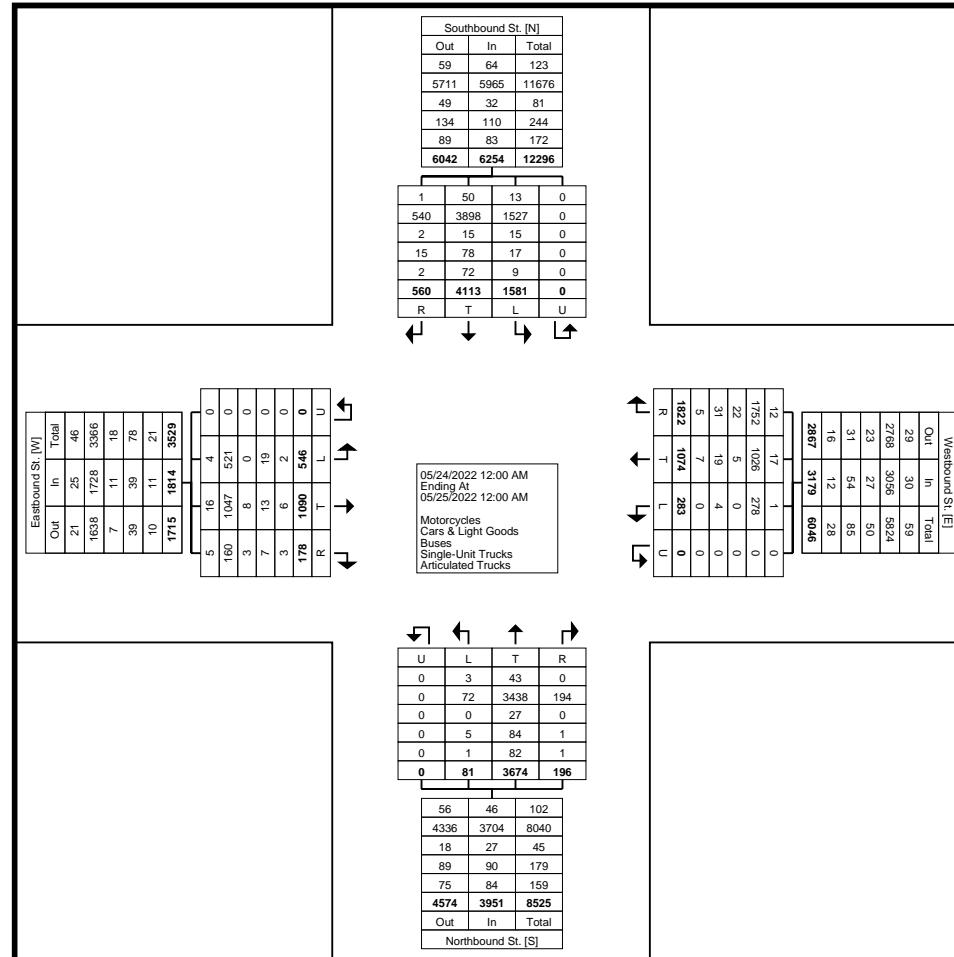
Hourly Total	14	283	166	0	463	89	46	13	0	148	5	143	1	0	149	6	125	17	0	148	908
8:00 AM	4	67	34	0	105	20	16	1	0	37	2	26	2	0	30	0	13	3	0	16	188
	8	64	20	0	92	21	11	4	0	36	0	41	0	0	41	1	15	6	0	22	191
	4	68	22	0	94	24	13	0	0	37	1	45	1	0	47	2	12	6	0	20	198
	7	73	29	0	109	13	5	6	0	24	1	53	1	0	55	9	16	3	0	28	216
Hourly Total	23	272	105	0	400	78	45	11	0	134	4	165	4	0	173	12	56	18	0	86	793
9:00 AM	8	58	34	0	100	21	9	1	0	31	6	29	0	0	35	5	16	5	0	26	192
	10	47	29	0	86	16	6	3	0	25	1	58	0	0	59	5	16	7	0	28	198
	3	46	32	0	81	29	14	3	0	46	3	35	2	0	40	2	12	9	0	23	190
	9	45	25	0	79	20	12	0	0	32	6	46	0	0	52	2	11	7	0	20	183
Hourly Total	30	196	120	0	346	86	41	7	0	134	16	168	2	0	186	14	55	28	0	97	763
10:00 AM	7	36	24	0	67	15	6	4	0	25	2	43	0	0	45	4	12	9	0	25	162
	10	56	17	0	83	19	9	2	0	30	1	49	2	0	52	3	11	4	0	18	183
	9	52	17	0	78	13	10	5	0	28	4	51	0	0	55	0	14	6	0	20	181
	10	55	10	0	75	26	7	4	0	37	3	55	3	0	61	3	8	4	0	15	188
Hourly Total	36	199	68	0	303	73	32	15	0	120	10	198	5	0	213	10	45	23	0	78	714
11:00 AM	4	67	17	0	88	20	6	1	0	27	2	48	1	0	51	3	13	5	0	21	187
	8	57	32	0	97	19	12	5	0	36	4	40	0	0	44	4	20	5	0	29	206
	11	53	26	0	90	26	22	3	0	51	7	43	4	0	54	2	18	10	0	30	225
	12	60	23	0	95	48	23	8	0	79	2	57	1	0	60	5	11	8	0	24	258
Hourly Total	35	237	98	0	370	113	63	17	0	193	15	188	6	0	209	14	62	28	0	104	876
12:00 PM	14	61	22	0	97	18	16	10	0	44	5	64	3	0	72	4	12	7	0	23	236
	8	66	21	0	95	26	14	8	0	48	1	58	3	0	62	3	16	10	0	29	234
	8	51	34	0	93	24	18	6	0	48	5	64	2	0	71	1	15	11	0	27	239
	12	70	14	0	96	24	9	6	0	39	3	53	3	0	59	2	15	11	0	28	222
Hourly Total	42	248	91	0	381	92	57	30	0	179	14	239	11	0	264	10	58	39	0	107	931
1:00 PM	7	58	29	0	94	30	17	4	0	51	4	54	3	0	61	7	13	8	0	28	234
	12	63	15	0	90	32	15	6	0	53	5	43	0	0	48	2	16	11	0	29	220
	11	53	18	0	82	35	14	2	0	51	2	54	1	0	57	2	19	18	0	39	229
	7	79	28	0	114	31	14	2	0	47	1	79	3	0	83	2	9	7	0	18	262
Hourly Total	37	253	90	0	380	128	60	14	0	202	12	230	7	0	249	13	57	44	0	114	945
2:00 PM	14	65	18	0	97	22	12	6	0	40	3	64	1	0	68	4	11	21	0	36	241
	10	59	30	0	99	18	14	5	0	37	4	53	2	0	59	2	20	6	0	28	223
	11	61	20	0	92	26	23	9	0	58	4	54	2	0	60	5	30	14	0	49	259
	8	74	23	0	105	38	23	3	0	64	2	62	1	0	65	8	17	12	0	37	271
Hourly Total	43	259	91	0	393	104	72	23	0	199	13	233	6	0	252	19	78	53	0	150	994
3:00 PM	7	81	24	0	112	34	29	10	0	73	0	75	0	0	75	4	16	7	0	27	287
	9	59	20	0	88	41	24	4	0	69	6	73	1	0	80	2	8	10	0	20	257
	9	70	28	0	107	42	13	5	0	60	2	97	2	0	101	3	15	10	0	28	296
	13	62	27	0	102	40	26	5	0	71	2	85	2	0	89	1	23	12	0	36	298
Hourly Total	38	272	99	0	409	157	92	24	0	273	10	330	5	0	345	10	62	39	0	111	1138
4:00 PM	14	64	32	0	110	42	31	9	0	82	2	97	3	0	102	4	26	10	0	40	334
	12	68	34	0	114	59	29	5	0	93	2	86	5	0	93	1	28	11	0	40	340
	15	62	13	0	90	49	33	11	0	93	7	94	1	0	102	3	34	14	0	51	336
	17	72	24	0	113	48	37	9	0	94	5	97	3	0	105	1	13	15	0	29	341
Hourly Total	58	266	103	0	427	198	130	34	0	362	16	374	12	0	402	9	101	50	0	160	1351
5:00 PM	13	76	29	0	118	58	38	5	0	101	8	103	2	0	113	5	35	12	0	52	384
	19	83	26	0	128	51	33	8	0	92	4	98	0	0	102	5	30	11	0	46	368
	20	74	18	0	112	50	27	8	0	85	6	84	2	0	92	3	27	9	0	39	328
	8	56	24	0	88	45	31	9	0	85	6	87	1	0	94	5	19	12	0	36	303
Hourly Total	60	289	97	0	446	204	129	30	0	363	24	372	5	0	401	18	111	44	0	173	1383
6:00 PM	8	62	32	0	102	39	24	7	0	70	5	76	0	0	81	6	26	4	0	36	289

6:15 PM	9	61	22	0	92	29	17	6	0	52	5	64	2	0	71	4	15	10	0	29	244
6:30 PM	10	53	17	0	80	29	27	4	0	60	3	56	1	0	60	0	10	14	0	24	224
6:45 PM	10	47	11	0	68	32	21	2	0	55	7	71	2	0	80	1	20	5	0	26	229
Hourly Total	37	223	82	0	342	129	89	19	0	237	20	267	5	0	292	11	71	33	0	115	986
7:00 PM	9	55	24	0	88	24	18	3	0	45	1	62	0	0	63	1	11	10	0	22	218
7:15 PM	10	55	13	0	78	17	28	4	0	49	3	51	1	0	55	3	14	7	0	24	206
7:30 PM	7	53	21	0	81	17	11	1	0	29	4	43	0	0	47	1	11	9	0	21	178
7:45 PM	8	50	18	0	76	28	13	1	0	42	2	36	1	0	39	2	11	11	0	24	181
Hourly Total	34	213	76	0	323	86	70	9	0	165	10	192	2	0	204	7	47	37	0	91	783
8:00 PM	8	67	28	0	103	24	10	4	0	38	5	40	2	0	47	4	15	6	0	25	213
8:15 PM	10	49	16	0	75	22	17	10	0	49	5	52	3	0	60	3	17	10	0	30	214
8:30 PM	5	36	8	0	49	28	6	4	0	38	1	30	0	0	31	0	9	9	0	18	136
8:45 PM	4	36	13	0	53	17	16	3	0	36	2	49	1	0	52	3	16	6	0	25	166
Hourly Total	27	188	65	0	280	91	49	21	0	161	13	171	6	0	190	10	57	31	0	98	729
9:00 PM	3	26	11	0	40	12	13	4	0	29	1	30	0	0	31	3	7	11	0	21	121
9:15 PM	5	25	6	0	36	17	5	1	0	23	1	21	1	0	23	0	6	8	0	14	96
9:30 PM	3	25	8	0	36	12	8	1	0	21	2	34	0	0	36	1	2	3	0	6	99
9:45 PM	1	23	3	0	27	18	8	0	0	26	0	22	0	0	22	0	3	2	0	5	80
Hourly Total	12	99	28	0	139	59	34	6	0	99	4	107	1	0	112	4	18	24	0	46	396
10:00 PM	5	23	11	0	39	6	5	1	0	12	0	19	0	0	19	2	1	1	0	4	74
10:15 PM	0	20	3	0	23	5	3	0	0	8	0	15	0	0	15	0	2	2	0	4	50
10:30 PM	2	16	2	0	20	10	4	0	0	14	0	14	0	0	14	0	0	3	0	3	51
10:45 PM	1	9	4	0	14	8	0	0	0	8	0	14	0	0	14	0	1	0	0	1	37
Hourly Total	8	68	20	0	96	29	12	1	0	42	0	62	0	0	62	2	4	6	0	12	212
11:00 PM	0	6	3	0	9	5	3	0	0	8	0	9	0	0	9	0	0	2	0	2	28
11:15 PM	0	7	4	0	11	7	2	0	0	9	0	13	1	0	14	0	1	3	0	4	38
11:30 PM	0	8	4	0	12	0	3	0	0	3	0	10	0	0	10	1	1	1	0	3	28
11:45 PM	0	2	0	0	2	5	1	0	0	6	1	6	0	0	7	1	0	2	0	3	18
Hourly Total	0	23	11	0	34	17	9	0	0	26	1	38	1	0	40	2	2	8	0	12	112
Grand Total	560	4113	1581	0	6254	1822	1074	283	0	3179	196	3674	81	0	3951	178	1090	546	0	1814	15198
Approach %	9.0	65.8	25.3	0.0	-	57.3	33.8	8.9	0.0	-	5.0	93.0	2.1	0.0	-	9.8	60.1	30.1	0.0	-	-
Total %	3.7	27.1	10.4	0.0	41.2	12.0	7.1	1.9	0.0	20.9	1.3	24.2	0.5	0.0	26.0	1.2	7.2	3.6	0.0	11.9	-
Motorcycles	1	50	13	0	64	12	17	1	0	30	0	43	3	0	46	5	16	4	0	25	165
% Motorcycles	0.2	1.2	0.8	-	1.0	0.7	1.6	0.4	-	0.9	0.0	1.2	3.7	-	1.2	2.8	1.5	0.7	-	1.4	1.1
Cars & Light Goods	540	3898	1527	0	5965	1752	1026	278	0	3056	194	3438	72	0	3704	160	1047	521	0	1728	14453
% Cars & Light Goods	96.4	94.8	96.6	-	95.4	96.2	95.5	98.2	-	96.1	99.0	93.6	88.9	-	93.7	89.9	96.1	95.4	-	95.3	95.1
Buses	2	15	15	0	32	22	5	0	0	27	0	27	0	0	27	3	8	0	0	11	97
% Buses	0.4	0.4	0.9	-	0.5	1.2	0.5	0.0	-	0.8	0.0	0.7	0.0	-	0.7	1.7	0.7	0.0	-	0.6	0.6
Single-Unit Trucks	15	78	17	0	110	31	19	4	0	54	1	84	5	0	90	7	13	19	0	39	293
% Single-Unit Trucks	2.7	1.9	1.1	-	1.8	1.7	1.8	1.4	-	1.7	0.5	2.3	6.2	-	2.3	3.9	1.2	3.5	-	2.1	1.9
Articulated Trucks	2	72	9	0	83	5	7	0	0	12	1	82	1	0	84	3	6	2	0	11	190
% Articulated Trucks	0.4	1.8	0.6	-	1.3	0.3	0.7	0.0	-	0.4	0.5	2.2	1.2	-	2.1	1.7	0.6	0.4	-	0.6	1.3

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

Springfield, Ohio, United States 45503
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Count Name: Main St. and Jefferson St./Milton
Carlisle Rd.
Site Code:
Start Date: 05/24/2022
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Turning Movement Data Plot

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Jefferson St./Milton
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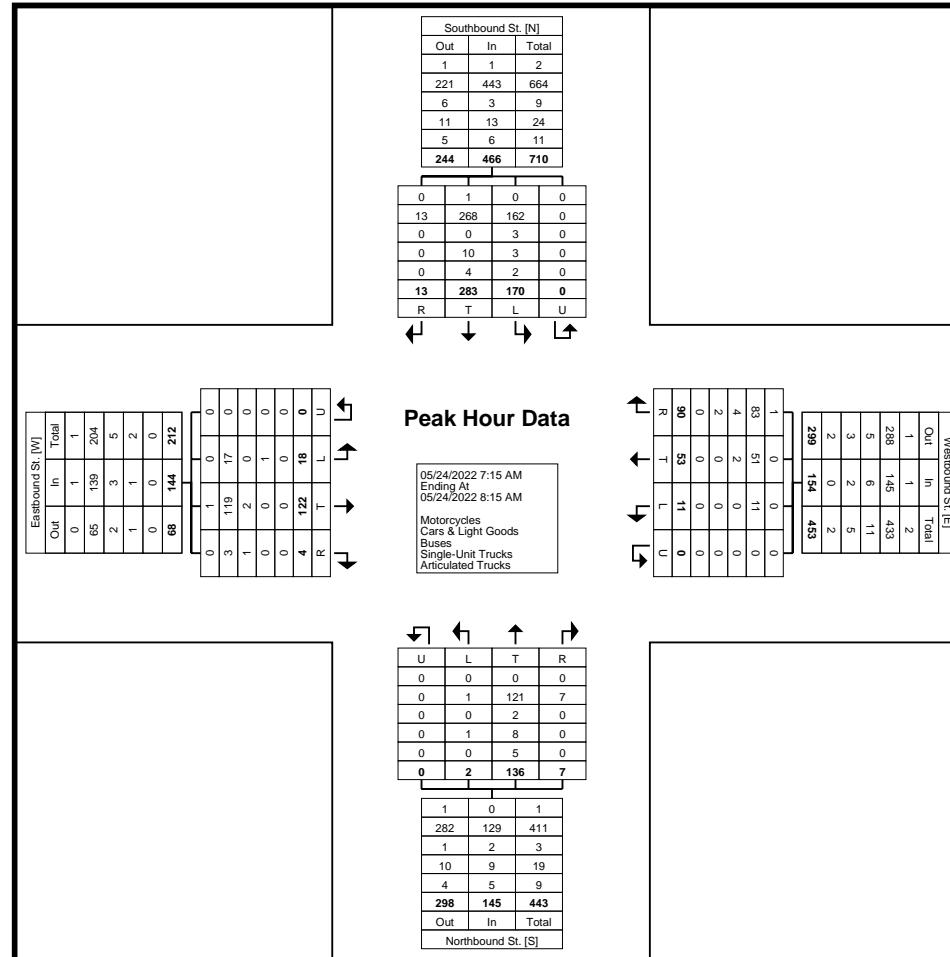
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total	
	Southbound					Westbound					Northbound					Eastbound						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
7:15 AM	6	73	56	0	135	18	13	1	0	32	2	39	0	0	41	1	45	5	0	51	259	
7:30 AM	2	76	51	0	129	26	14	4	0	44	2	37	0	0	39	2	46	1	0	49	261	
7:45 AM	1	67	29	0	97	26	10	5	0	41	1	34	0	0	35	1	18	9	0	28	201	
8:00 AM	4	67	34	0	105	20	16	1	0	37	2	26	2	0	30	0	13	3	0	16	188	
Total	13	283	170	0	466	90	53	11	0	154	7	136	2	0	145	4	122	18	0	144	909	
Approach %	2.8	60.7	36.5	0.0	-	58.4	34.4	7.1	0.0	-	4.8	93.8	1.4	0.0	-	2.8	84.7	12.5	0.0	-	-	
Total %	1.4	31.1	18.7	0.0	51.3	9.9	5.8	1.2	0.0	16.9	0.8	15.0	0.2	0.0	16.0	0.4	13.4	2.0	0.0	15.8	-	
PHF	0.542	0.931	0.759	0.000	0.863	0.865	0.828	0.550	0.000	0.875	0.875	0.872	0.250	0.000	0.884	0.500	0.663	0.500	0.000	0.706	0.871	
Motorcycles	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	3	
% Motorcycles	0.0	0.4	0.0	-	0.2	1.1	0.0	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.0	0.8	0.0	-	0.7	0.3	
Cars & Light Goods	13	268	162	0	443	83	51	11	0	145	7	121	1	0	129	3	119	17	0	139	856	
% Cars & Light Goods	100.0	94.7	95.3	-	95.1	92.2	96.2	100.0	-	94.2	100.0	89.0	50.0	-	89.0	75.0	97.5	94.4	-	96.5	94.2	
Buses	0	0	3	0	3	4	2	0	0	6	0	2	0	0	2	1	2	0	0	3	14	
% Buses	0.0	0.0	1.8	-	0.6	4.4	3.8	0.0	-	3.9	0.0	1.5	0.0	-	1.4	25.0	1.6	0.0	-	2.1	1.5	
Single-Unit Trucks	0	10	3	0	13	2	0	0	0	2	0	8	1	0	9	0	0	1	0	1	25	
% Single-Unit Trucks	0.0	3.5	1.8	-	2.8	2.2	0.0	0.0	-	1.3	0.0	5.9	50.0	-	6.2	0.0	0.0	5.6	-	0.7	2.8	
Articulated Trucks	0	4	2	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	
% Articulated Trucks	0.0	1.4	1.2	-	1.3	0.0	0.0	0.0	-	0.0	0.0	3.7	0.0	-	3.4	0.0	0.0	0.0	-	0.0	1.2	

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

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Count Name: Main St. and Jefferson St./Milton
Carlisle Rd.
Site Code:
Start Date: 05/24/2022
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Turning Movement Peak Hour Data Plot (7:15 AM)

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Jefferson St./Milton
Carlisle Rd.
Site Code:
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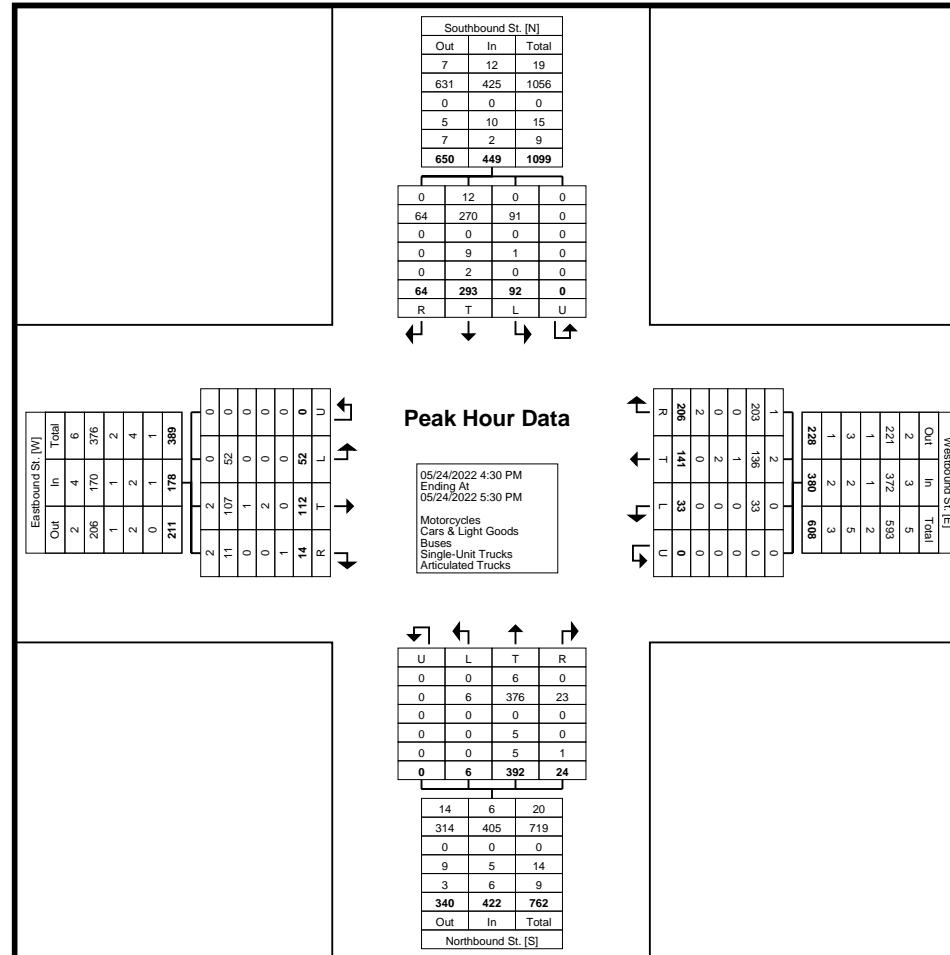
Turning Movement Peak Hour Data (4:30 PM)

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total
	Southbound		Southbound			Westbound		Westbound			Northbound		Northbound			Eastbound		Eastbound			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:30 PM	15	62	13	0	90	49	33	11	0	93	7	94	1	0	102	3	34	14	0	51	336
4:45 PM	17	72	24	0	113	48	37	9	0	94	5	97	3	0	105	1	13	15	0	29	341
5:00 PM	13	76	29	0	118	58	38	5	0	101	8	103	2	0	113	5	35	12	0	52	384
5:15 PM	19	83	26	0	128	51	33	8	0	92	4	98	0	0	102	5	30	11	0	46	368
Total	64	293	92	0	449	206	141	33	0	380	24	392	6	0	422	14	112	52	0	178	1429
Approach %	14.3	65.3	20.5	0.0	-	54.2	37.1	8.7	0.0	-	5.7	92.9	1.4	0.0	-	7.9	62.9	29.2	0.0	-	-
Total %	4.5	20.5	6.4	0.0	31.4	14.4	9.9	2.3	0.0	26.6	1.7	27.4	0.4	0.0	29.5	1.0	7.8	3.6	0.0	12.5	-
PHF	0.842	0.883	0.793	0.000	0.877	0.888	0.928	0.750	0.000	0.941	0.750	0.951	0.500	0.000	0.934	0.700	0.800	0.867	0.000	0.856	0.930
Motorcycles	0	12	0	0	12	1	2	0	0	3	0	6	0	0	6	2	2	0	0	4	25
% Motorcycles	0.0	4.1	0.0	-	2.7	0.5	1.4	0.0	-	0.8	0.0	1.5	0.0	-	1.4	14.3	1.8	0.0	-	2.2	1.7
Cars & Light Goods	64	270	91	0	425	203	136	33	0	372	23	376	6	0	405	11	107	52	0	170	1372
% Cars & Light Goods	100.0	92.2	98.9	-	94.7	98.5	96.5	100.0	-	97.9	95.8	95.9	100.0	-	96.0	78.6	95.5	100.0	-	95.5	96.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	0.6	0.1
Single-Unit Trucks	0	9	1	0	10	0	2	0	0	2	0	5	0	0	5	0	2	0	0	2	19
% Single-Unit Trucks	0.0	3.1	1.1	-	2.2	0.0	1.4	0.0	-	0.5	0.0	1.3	0.0	-	1.2	0.0	1.8	0.0	-	1.1	1.3
Articulated Trucks	0	2	0	0	2	2	0	0	0	2	1	5	0	0	6	1	0	0	0	1	11
% Articulated Trucks	0.0	0.7	0.0	-	0.4	1.0	0.0	0.0	-	0.5	4.2	1.3	0.0	-	1.4	7.1	0.0	0.0	-	0.6	0.8

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

Springfield, Ohio, United States 45503
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Count Name: Main St. and Jefferson St./Milton
Carlisle Rd.
Site Code:
Start Date: 05/24/2022
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Turning Movement Peak Hour Data Plot (4:30 PM)

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Lake Ave.
Site Code:
Start Date: 05/24/2022
Page No: 1

Turning Movement Data

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total	
	Southbound					Westbound					Northbound					Eastbound						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total		
12:00 AM	0	5	0	0	5	0	1	1	0	2	1	7	2	0	10	1	1	1	0	3	20	
12:15 AM	0	5	0	0	5	0	2	0	0	2	0	5	2	0	7	0	1	2	0	3	17	
12:30 AM	0	2	0	0	2	0	1	0	0	1	1	4	0	0	5	1	1	1	0	3	11	
12:45 AM	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	0	1	0	0	1	9	
Hourly Total	0	14	0	0	14	0	4	1	0	5	3	21	4	0	28	2	4	4	0	10	57	
1:00 AM	1	2	0	0	3	0	1	1	0	2	2	0	0	0	2	1	1	1	0	3	10	
1:15 AM	0	9	0	0	9	1	0	0	0	1	0	3	0	0	3	1	0	0	0	1	14	
1:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	9	
1:45 AM	1	2	1	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7	
Hourly Total	2	19	1	0	22	1	1	1	0	3	2	7	1	0	10	2	1	2	0	5	40	
2:00 AM	0	2	0	0	2	0	0	0	0	0	1	2	1	0	4	2	0	0	0	2	8	
2:15 AM	1	3	0	0	4	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	11	
2:30 AM	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	9	
2:45 AM	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	9	
Hourly Total	3	10	0	0	13	1	3	0	0	4	1	12	1	0	14	3	1	2	0	6	37	
3:00 AM	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	5	
3:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	9	
3:30 AM	0	6	0	0	6	1	1	0	0	2	0	3	2	0	5	1	2	0	0	3	16	
3:45 AM	1	5	0	0	6	1	0	0	0	1	1	1	0	0	2	1	1	0	0	2	11	
Hourly Total	1	17	0	0	18	2	2	1	0	5	1	7	3	0	11	3	4	0	0	7	41	
4:00 AM	1	5	1	0	7	0	0	1	0	1	0	3	0	0	3	2	0	1	0	3	14	
4:15 AM	3	10	0	0	13	1	0	2	0	3	1	4	0	0	5	2	1	1	0	4	25	
4:30 AM	1	13	0	0	14	1	1	1	0	3	0	4	0	0	4	1	0	1	0	2	23	
4:45 AM	4	14	1	0	19	0	0	0	0	0	1	7	0	0	8	1	1	1	0	3	30	
Hourly Total	9	42	2	0	53	2	1	4	0	7	2	18	0	0	20	6	2	4	0	12	92	
5:00 AM	5	22	2	0	29	0	2	0	0	2	0	16	1	0	17	7	6	1	0	14	62	
5:15 AM	5	26	2	0	33	1	0	2	0	3	2	17	1	0	20	7	5	6	0	18	74	
5:30 AM	7	40	3	0	50	1	2	1	0	4	2	18	1	0	21	10	2	3	0	15	90	
5:45 AM	8	37	2	0	47	1	7	5	0	13	0	15	3	0	18	6	3	11	0	20	98	
Hourly Total	25	125	9	0	159	3	11	8	0	22	4	66	6	0	76	30	16	21	0	67	324	
6:00 AM	8	52	3	0	63	1	3	3	0	7	4	10	3	0	17	17	4	5	0	26	113	
6:15 AM	11	94	6	0	111	2	4	4	0	10	9	25	3	0	37	14	16	10	0	40	198	
6:30 AM	9	91	2	0	102	5	2	3	0	10	10	29	1	0	40	9	16	8	0	33	185	
6:45 AM	4	76	5	0	85	5	5	8	0	18	7	24	0	0	31	11	10	13	0	34	168	
Hourly Total	32	313	16	0	361	13	14	18	0	45	30	88	7	0	125	51	46	36	0	133	664	
7:00 AM	8	76	2	0	86	5	5	10	0	20	12	30	8	0	50	10	13	8	0	31	187	
7:15 AM	7	111	4	0	122	4	12	11	0	27	4	40	3	0	47	19	15	16	0	50	246	
7:30 AM	7	90	7	0	104	3	5	8	0	16	5	48	7	0	60	21	7	12	0	40	220	
7:45 AM	8	78	2	0	88	8	7	6	0	21	9	44	6	0	59	13	12	10	0	35	203	

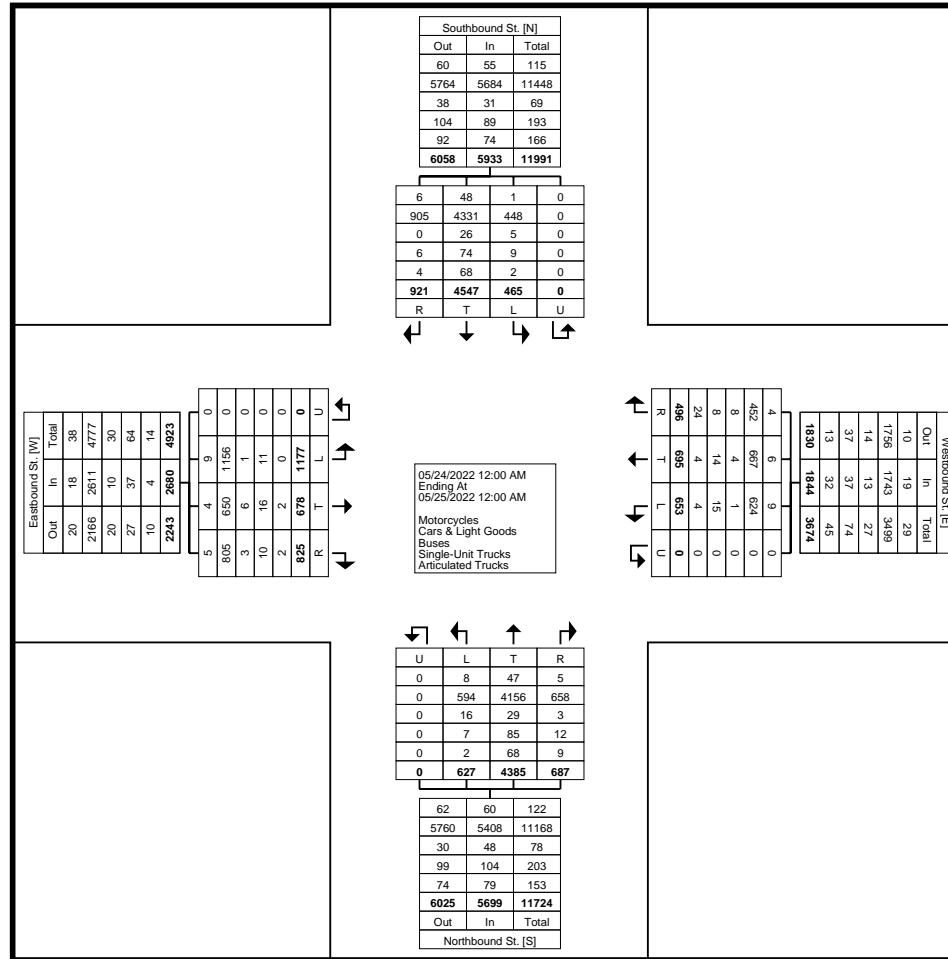
Hourly Total	30	355	15	0	400	20	29	35	0	84	30	162	24	0	216	63	47	46	0	156	856
8:00 AM	14	81	8	0	103	9	3	10	0	22	7	30	5	0	42	12	5	16	0	33	200
8:15 AM	13	65	4	0	82	5	6	10	0	21	8	40	8	0	56	11	7	10	0	28	187
8:30 AM	4	69	8	0	81	9	11	5	0	25	12	56	3	0	71	17	8	10	0	35	212
8:45 AM	12	85	10	0	107	7	10	11	0	28	7	52	6	0	65	16	10	7	0	33	233
Hourly Total	43	300	30	0	373	30	30	36	0	96	34	178	22	0	234	56	30	43	0	129	832
9:00 AM	10	60	6	0	76	2	9	13	0	24	7	40	7	0	54	12	8	9	0	29	183
9:15 AM	9	67	4	0	80	8	8	16	0	32	9	52	11	0	72	8	8	9	0	25	209
9:30 AM	4	61	6	0	71	3	7	7	0	17	13	52	4	0	69	12	13	23	0	48	205
9:45 AM	12	51	7	0	70	11	11	7	0	29	6	53	8	0	67	16	8	17	0	41	207
Hourly Total	35	239	23	0	297	24	35	43	0	102	35	197	30	0	262	48	37	58	0	143	804
10:00 AM	8	42	3	0	53	9	6	6	0	21	10	52	4	0	66	13	8	12	0	33	173
10:15 AM	6	60	10	0	76	7	11	10	0	28	9	54	9	0	72	14	11	13	0	38	214
10:30 AM	8	57	7	0	72	4	11	10	0	25	8	58	7	0	73	11	8	18	0	37	207
10:45 AM	12	49	4	0	65	8	13	12	0	33	12	58	5	0	75	11	7	17	0	35	208
Hourly Total	34	208	24	0	266	28	41	38	0	107	39	222	25	0	286	49	34	60	0	143	802
11:00 AM	13	57	9	0	79	6	6	10	0	22	7	50	12	0	69	11	9	20	0	40	210
11:15 AM	13	66	6	0	85	9	15	13	0	37	13	42	4	0	59	20	10	9	0	39	220
11:30 AM	19	64	7	0	90	13	10	8	0	31	19	45	10	0	74	12	12	17	0	41	236
11:45 AM	15	61	4	0	80	8	11	15	0	34	11	75	16	0	102	11	8	25	0	44	260
Hourly Total	60	248	26	0	334	36	42	46	0	124	50	212	42	0	304	54	39	71	0	164	926
12:00 PM	9	66	8	0	83	11	7	7	0	25	13	68	10	0	91	17	8	25	0	50	249
12:15 PM	15	72	7	0	94	7	13	9	0	29	11	65	5	0	81	10	11	16	0	37	241
12:30 PM	11	69	13	0	93	7	10	8	0	25	18	70	9	0	97	16	6	17	0	39	254
12:45 PM	22	64	9	0	95	9	9	15	0	33	18	56	15	0	89	13	11	22	0	46	263
Hourly Total	57	271	37	0	365	34	39	39	0	112	60	259	39	0	358	56	36	80	0	172	1007
1:00 PM	14	66	11	0	91	11	14	13	0	38	16	58	7	0	81	14	14	24	0	52	262
1:15 PM	17	54	5	0	76	6	11	8	0	25	9	60	8	0	77	18	17	9	0	44	222
1:30 PM	13	58	10	0	81	5	8	13	0	26	12	78	10	0	100	12	8	17	0	37	244
1:45 PM	10	70	12	0	92	6	11	13	0	30	17	76	11	0	104	22	12	21	0	55	281
Hourly Total	54	248	38	0	340	28	44	47	0	119	54	272	36	0	362	66	51	71	0	188	1009
2:00 PM	20	63	4	0	87	7	11	18	0	36	13	72	4	0	89	6	8	28	0	42	254
2:15 PM	21	78	4	0	103	8	9	9	0	26	11	63	6	0	80	12	9	9	0	30	239
2:30 PM	11	62	2	0	75	7	11	18	0	36	12	66	8	0	86	7	7	21	0	35	232
2:45 PM	19	72	6	0	97	6	16	22	0	44	9	84	13	0	106	14	15	23	0	52	299
Hourly Total	71	275	16	0	362	28	47	67	0	142	45	285	31	0	361	39	39	81	0	159	1024
3:00 PM	17	85	10	0	112	4	14	9	0	27	6	92	16	0	114	17	13	24	0	54	307
3:15 PM	13	65	3	0	81	8	17	7	0	32	11	102	9	0	122	12	11	12	0	35	270
3:30 PM	21	79	14	0	114	9	15	14	0	38	19	106	15	0	140	18	17	29	0	64	356
3:45 PM	15	73	6	0	94	9	19	12	0	40	9	112	14	0	135	19	11	22	0	52	321
Hourly Total	66	302	33	0	401	30	65	42	0	137	45	412	54	0	511	66	52	87	0	205	1254
4:00 PM	20	78	11	0	109	9	14	13	0	36	9	97	17	0	123	11	12	29	0	52	320
4:15 PM	19	81	12	0	112	15	21	12	0	48	10	104	25	0	139	10	8	22	0	40	339
4:30 PM	12	73	10	0	95	13	13	12	0	38	19	116	17	0	152	12	23	30	0	65	350
4:45 PM	23	89	9	0	121	10	13	8	0	31	10	141	20	0	171	11	8	30	0	49	372
Hourly Total	74	321	42	0	437	47	61	45	0	153	48	458	79	0	585	44	51	111	0	206	1381
5:00 PM	11	96	9	0	116	14	18	13	0	45	16	128	18	0	162	20	15	31	0	66	389
5:15 PM	23	79	6	0	108	13	21	17	0	51	11	122	14	0	147	18	15	35	0	68	374
5:30 PM	12	75	8	0	95	19	13	17	0	49	14	123	14	0	151	15	18	36	0	69	364
5:45 PM	16	75	8	0	99	23	15	6	0	44	11	115	9	0	135	9	13	29	0	51	329
Hourly Total	62	325	31	0	418	69	67	53	0	189	52	488	55	0	595	62	61	131	0	254	1456
6:00 PM	20	72	7	0	99	12	8	10	0	30	7	95	16	0	118	16	10	23	0	49	296

6:15 PM	15	58	8	0	81	13	12	13	0	38	14	75	18	0	107	15	5	30	0	50	276
6:30 PM	16	51	11	0	78	9	8	8	0	25	9	67	12	0	88	15	14	17	0	46	237
6:45 PM	15	37	8	0	60	7	6	10	0	23	10	88	9	0	107	8	14	21	0	43	233
Hourly Total	66	218	34	0	318	41	34	41	0	116	40	325	55	0	420	54	43	91	0	188	1042
7:00 PM	14	74	16	0	104	4	9	6	0	19	16	64	11	0	91	12	5	16	0	33	247
7:15 PM	16	62	8	0	86	7	12	10	0	29	8	67	5	0	80	6	10	15	0	31	226
7:30 PM	17	66	4	0	87	6	12	7	0	25	11	48	5	0	64	6	3	14	0	23	199
7:45 PM	14	64	10	0	88	6	11	15	0	32	9	58	7	0	74	2	10	15	0	27	221
Hourly Total	61	266	38	0	365	23	44	38	0	105	44	237	28	0	309	26	28	60	0	114	893
8:00 PM	18	94	14	0	126	5	10	6	0	21	10	58	10	0	78	4	9	16	0	29	254
8:15 PM	25	58	11	0	94	8	8	2	0	18	10	59	8	0	77	9	6	16	0	31	220
8:30 PM	18	43	3	0	64	9	7	5	0	21	9	62	9	0	80	1	9	15	0	25	190
8:45 PM	23	43	5	0	71	2	4	7	0	13	7	48	7	0	62	4	5	11	0	20	166
Hourly Total	84	238	33	0	355	24	29	20	0	73	36	227	34	0	297	18	29	58	0	105	830
9:00 PM	13	28	5	0	46	4	8	4	0	16	10	43	3	0	56	5	10	10	0	25	143
9:15 PM	7	37	3	0	47	3	7	6	0	16	3	29	12	0	44	0	2	9	0	11	118
9:30 PM	9	25	1	0	35	0	8	3	0	11	4	39	3	0	46	4	1	16	0	21	113
9:45 PM	5	21	2	0	28	2	5	5	0	12	5	23	9	0	37	2	1	4	0	7	84
Hourly Total	34	111	11	0	156	9	28	18	0	55	22	134	27	0	183	11	14	39	0	64	458
10:00 PM	4	21	0	0	25	1	4	5	0	10	4	14	4	0	22	4	3	5	0	12	69
10:15 PM	2	14	1	0	17	0	4	3	0	7	1	15	3	0	19	2	1	3	0	6	49
10:30 PM	3	14	3	0	20	1	3	2	0	6	0	19	3	0	22	1	1	5	0	7	55
10:45 PM	3	10	1	0	14	0	4	1	0	5	0	13	7	0	20	2	1	1	0	4	43
Hourly Total	12	59	5	0	76	2	15	11	0	28	5	61	17	0	83	9	6	14	0	29	216
11:00 PM	0	6	1	0	7	0	4	0	0	4	0	14	1	0	15	2	3	2	0	7	33
11:15 PM	4	7	0	0	11	1	4	1	0	6	1	12	3	0	16	0	1	3	0	4	37
11:30 PM	1	6	0	0	7	0	0	0	0	0	2	6	1	0	9	4	2	1	0	7	23
11:45 PM	1	4	0	0	5	0	1	0	0	1	2	5	2	0	9	1	1	1	0	3	18
Hourly Total	6	23	1	0	30	1	9	1	0	11	5	37	7	0	49	7	7	7	0	21	111
Grand Total	921	4547	465	0	5933	496	695	653	0	1844	687	4385	627	0	5699	825	678	1177	0	2680	16156
Approach %	15.5	76.6	7.8	0.0	-	26.9	37.7	35.4	0.0	-	12.1	76.9	11.0	0.0	-	30.8	25.3	43.9	0.0	-	-
Total %	5.7	28.1	2.9	0.0	36.7	3.1	4.3	4.0	0.0	11.4	4.3	27.1	3.9	0.0	35.3	5.1	4.2	7.3	0.0	16.6	-
Motorcycles	6	48	1	0	55	4	6	9	0	19	5	47	8	0	60	5	4	9	0	18	152
% Motorcycles	0.7	1.1	0.2	-	0.9	0.8	0.9	1.4	-	1.0	0.7	1.1	1.3	-	1.1	0.6	0.6	0.8	-	0.7	0.9
Cars & Light Goods	905	4331	448	0	5684	452	667	624	0	1743	658	4156	594	0	5408	805	650	1156	0	2611	15446
% Cars & Light Goods	98.3	95.2	96.3	-	95.8	91.1	96.0	95.6	-	94.5	95.8	94.8	94.7	-	94.9	97.6	95.9	98.2	-	97.4	95.6
Buses	0	26	5	0	31	8	4	1	0	13	3	29	16	0	48	3	6	1	0	10	102
% Buses	0.0	0.6	1.1	-	0.5	1.6	0.6	0.2	-	0.7	0.4	0.7	2.6	-	0.8	0.4	0.9	0.1	-	0.4	0.6
Single-Unit Trucks	6	74	9	0	89	8	14	15	0	37	12	85	7	0	104	10	16	11	0	37	267
% Single-Unit Trucks	0.7	1.6	1.9	-	1.5	1.6	2.0	2.3	-	2.0	1.7	1.9	1.1	-	1.8	1.2	2.4	0.9	-	1.4	1.7
Articulated Trucks	4	68	2	0	74	24	4	4	0	32	9	68	2	0	79	2	2	0	0	4	189
% Articulated Trucks	0.4	1.5	0.4	-	1.2	4.8	0.6	0.6	-	1.7	1.3	1.6	0.3	-	1.4	0.2	0.3	0.0	-	0.1	1.2

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

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

Count Name: Main St. and Lake Ave.
Site Code:
Start Date: 05/24/2022
Page No: 4



Turning Movement Data Plot

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

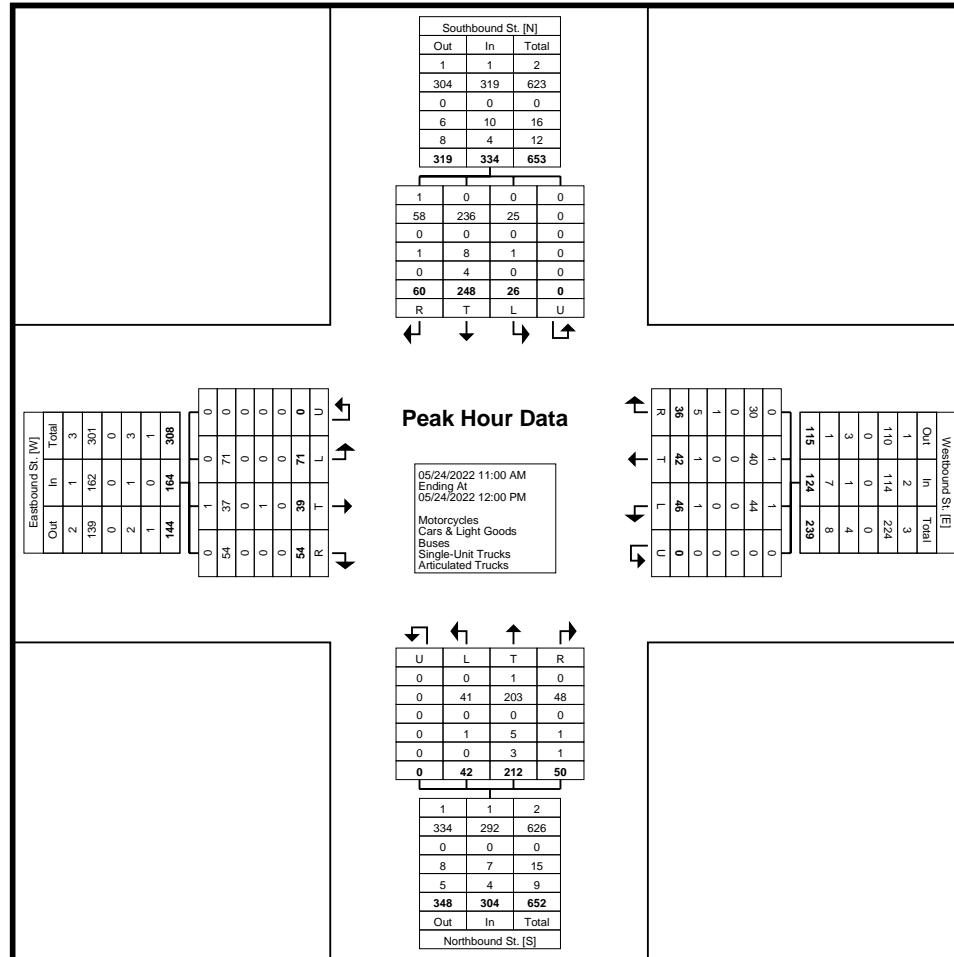
Count Name: Main St. and Lake Ave.
Site Code:
Start Date: 05/24/2022
Page No: 5

Turning Movement Peak Hour Data (11:00 AM)

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total
	Southbound		Southbound			Westbound		Westbound			Northbound		Northbound			Eastbound		Eastbound			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
11:00 AM	13	57	9	0	79	6	6	10	0	22	7	50	12	0	69	11	9	20	0	40	210
11:15 AM	13	66	6	0	85	9	15	13	0	37	13	42	4	0	59	20	10	9	0	39	220
11:30 AM	19	64	7	0	90	13	10	8	0	31	19	45	10	0	74	12	12	17	0	41	236
11:45 AM	15	61	4	0	80	8	11	15	0	34	11	75	16	0	102	11	8	25	0	44	260
Total	60	248	26	0	334	36	42	46	0	124	50	212	42	0	304	54	39	71	0	164	926
Approach %	18.0	74.3	7.8	0.0	-	29.0	33.9	37.1	0.0	-	16.4	69.7	13.8	0.0	-	32.9	23.8	43.3	0.0	-	-
Total %	6.5	26.8	2.8	0.0	36.1	3.9	4.5	5.0	0.0	13.4	5.4	22.9	4.5	0.0	32.8	5.8	4.2	7.7	0.0	17.7	-
PHF	0.789	0.939	0.722	0.000	0.928	0.692	0.700	0.767	0.000	0.838	0.658	0.707	0.656	0.000	0.745	0.675	0.813	0.710	0.000	0.932	0.890
Motorcycles	1	0	0	0	1	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	5
% Motorcycles	1.7	0.0	0.0	-	0.3	0.0	2.4	2.2	-	1.6	0.0	0.5	0.0	-	0.3	0.0	2.6	0.0	-	0.6	0.5
Cars & Light Goods	58	236	25	0	319	30	40	44	0	114	48	203	41	0	292	54	37	71	0	162	887
% Cars & Light Goods	96.7	95.2	96.2	-	95.5	83.3	95.2	95.7	-	91.9	96.0	95.8	97.6	-	96.1	100.0	94.9	100.0	-	98.8	95.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	1	8	1	0	10	1	0	0	0	1	1	5	1	0	7	0	1	0	0	1	19
% Single-Unit Trucks	1.7	3.2	3.8	-	3.0	2.8	0.0	0.0	-	0.8	2.0	2.4	2.4	-	2.3	0.0	2.6	0.0	-	0.6	2.1
Articulated Trucks	0	4	0	0	4	5	1	1	0	7	1	3	0	0	4	0	0	0	0	0	15
% Articulated Trucks	0.0	1.6	0.0	-	1.2	13.9	2.4	2.2	-	5.6	2.0	1.4	0.0	-	1.3	0.0	0.0	0.0	-	0.0	1.6

Clark County-Springfield Transportation Coordinating Committee
 3130 E. Main Street
 Springfield, Ohio, United States 45503
 (937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Lake Ave.
 Site Code:
 Start Date: 05/24/2022
 Page No: 6



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

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Lake Ave.
Site Code:
Start Date: 05/24/2022
Page No: 7

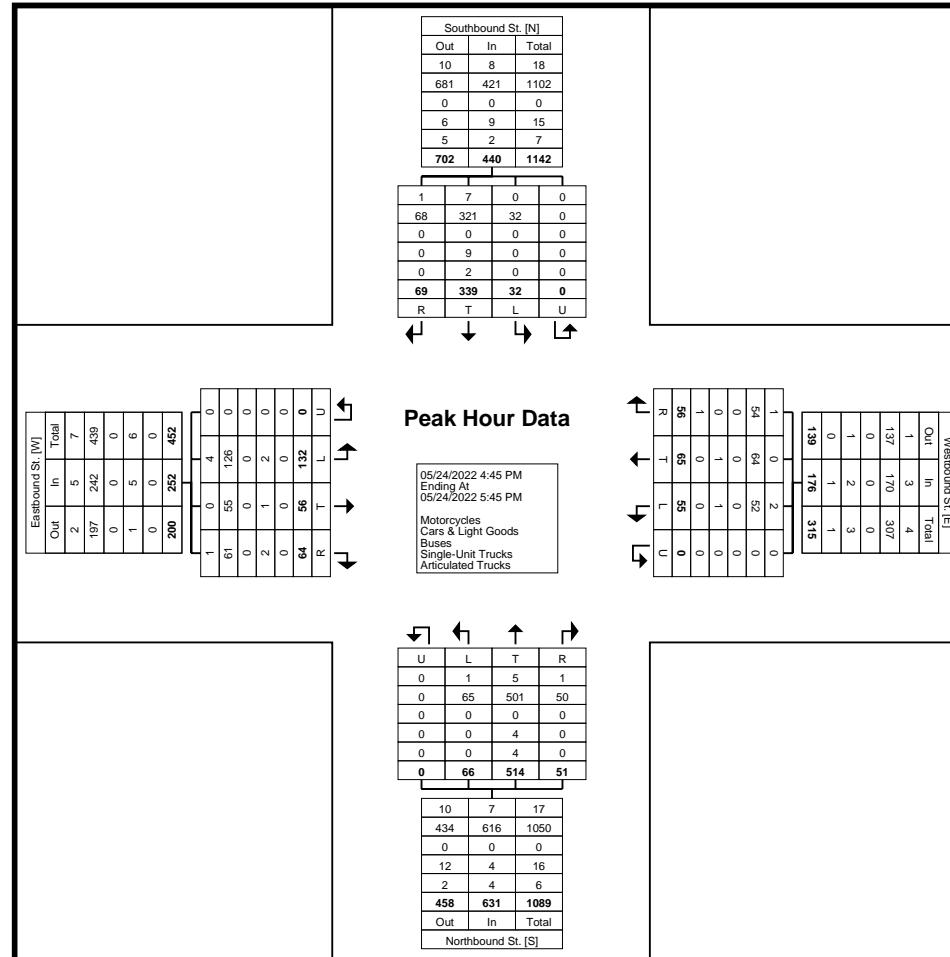
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Southbound St.					Westbound St.					Northbound St.					Eastbound St.					Int. Total
	Southbound		Southbound			Westbound		Westbound			Northbound		Northbound			Eastbound		Eastbound			
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
4:45 PM	23	89	9	0	121	10	13	8	0	31	10	141	20	0	171	11	8	30	0	49	372
5:00 PM	11	96	9	0	116	14	18	13	0	45	16	128	18	0	162	20	15	31	0	66	389
5:15 PM	23	79	6	0	108	13	21	17	0	51	11	122	14	0	147	18	15	35	0	68	374
5:30 PM	12	75	8	0	95	19	13	17	0	49	14	123	14	0	151	15	18	36	0	69	364
Total	69	339	32	0	440	56	65	55	0	176	51	514	66	0	631	64	56	132	0	252	1499
Approach %	15.7	77.0	7.3	0.0	-	31.8	36.9	31.3	0.0	-	8.1	81.5	10.5	0.0	-	25.4	22.2	52.4	0.0	-	-
Total %	4.6	22.6	2.1	0.0	29.4	3.7	4.3	3.7	0.0	11.7	3.4	34.3	4.4	0.0	42.1	4.3	3.7	8.8	0.0	16.8	-
PHF	0.750	0.883	0.889	0.000	0.909	0.737	0.774	0.809	0.000	0.863	0.797	0.911	0.825	0.000	0.923	0.800	0.778	0.917	0.000	0.913	0.963
Motorcycles	1	7	0	0	8	1	0	2	0	3	1	5	1	0	7	1	0	4	0	5	23
% Motorcycles	1.4	2.1	0.0	-	1.8	1.8	0.0	3.6	-	1.7	2.0	1.0	1.5	-	1.1	1.6	0.0	3.0	-	2.0	1.5
Cars & Light Goods	68	321	32	0	421	54	64	52	0	170	50	501	65	0	616	61	55	126	0	242	1449
% Cars & Light Goods	98.6	94.7	100.0	-	95.7	96.4	98.5	94.5	-	96.6	98.0	97.5	98.5	-	97.6	95.3	98.2	95.5	-	96.0	96.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	9	0	0	9	0	1	1	0	2	0	4	0	0	4	2	1	2	0	5	20
% Single-Unit Trucks	0.0	2.7	0.0	-	2.0	0.0	1.5	1.8	-	1.1	0.0	0.8	0.0	-	0.6	3.1	1.8	1.5	-	2.0	1.3
Articulated Trucks	0	2	0	0	2	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	7
% Articulated Trucks	0.0	0.6	0.0	-	0.5	1.8	0.0	0.0	-	0.6	0.0	0.8	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.5

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: Main St. and Lake Ave.
Site Code:
Start Date: 05/24/2022
Page No: 8



Turning Movement Peak Hour Data Plot (4:45 PM)

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: N. Main St. and Addison Carlisle
Rd./Galewood Dr.
Site Code:
Start Date: 03/23/2022
Page No: 1

Turning Movement Data

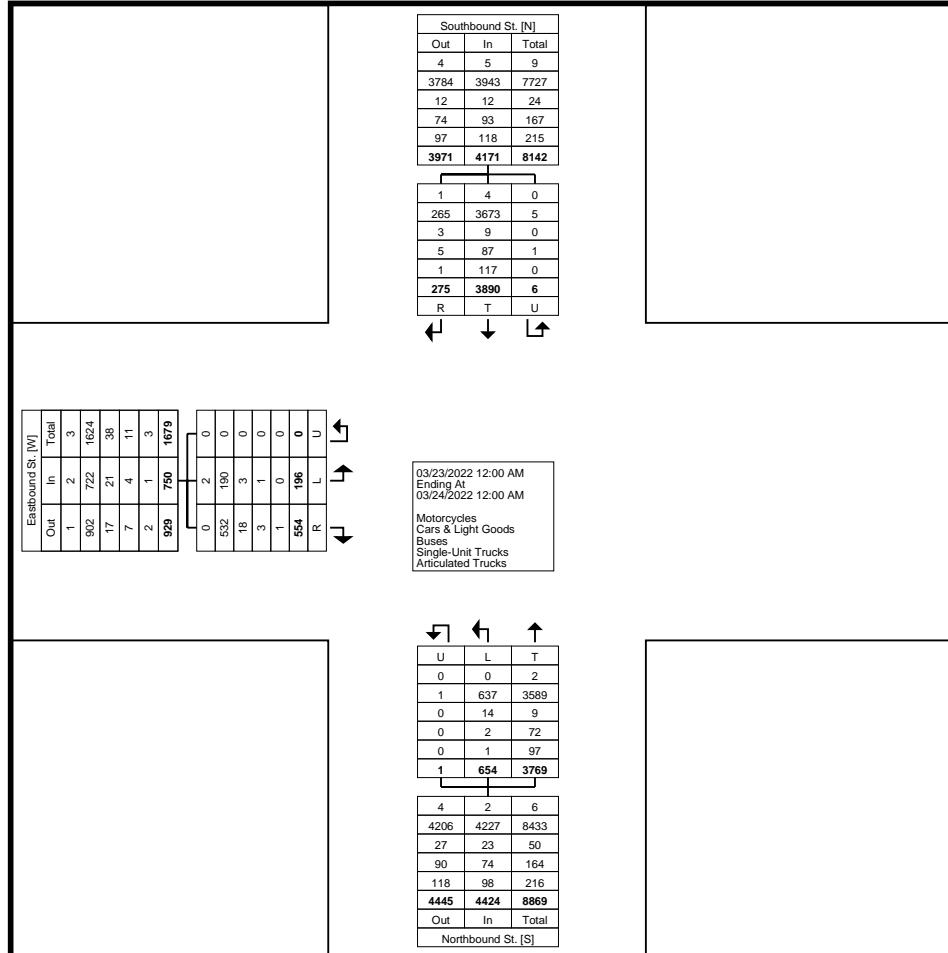
Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
12:00 AM	0	5	0	5	7	1	0	8	0	0	0	0	13
12:15 AM	0	3	0	3	8	1	0	9	0	0	0	0	12
12:30 AM	0	0	0	0	3	0	0	3	0	0	0	0	3
12:45 AM	0	3	0	3	4	0	0	4	1	0	0	1	8
Hourly Total	0	11	0	11	22	2	0	24	1	0	0	1	36
1:00 AM	1	3	0	4	2	0	0	2	0	0	0	0	6
1:15 AM	0	10	1	11	2	0	0	2	0	0	0	0	13
1:30 AM	2	2	0	4	1	2	0	3	0	0	0	0	7
1:45 AM	1	1	0	2	2	1	0	3	0	0	0	0	5
Hourly Total	4	16	1	21	7	3	0	10	0	0	0	0	31
2:00 AM	0	0	0	0	3	1	0	4	0	0	0	0	4
2:15 AM	0	5	0	5	3	0	0	3	0	0	0	0	8
2:30 AM	0	8	0	8	3	2	0	5	1	0	0	1	14
2:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	14	0	14	10	3	0	13	1	0	0	1	28
3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
3:15 AM	0	10	0	10	3	1	0	4	1	1	0	2	16
3:30 AM	0	10	0	10	4	0	0	4	0	1	0	1	15
3:45 AM	0	5	0	5	4	0	0	4	1	0	0	1	10
Hourly Total	0	26	0	26	11	1	0	12	2	2	0	4	42
4:00 AM	0	9	0	9	2	1	0	3	0	0	0	0	12
4:15 AM	0	10	0	10	4	1	0	5	0	2	0	2	17
4:30 AM	0	15	0	15	6	0	0	6	0	1	0	1	22
4:45 AM	0	7	0	7	8	0	0	8	2	3	0	5	20
Hourly Total	0	41	0	41	20	2	0	22	2	6	0	8	71
5:00 AM	0	21	0	21	16	0	0	16	6	3	0	9	46
5:15 AM	0	27	0	27	29	1	0	30	4	2	0	6	63
5:30 AM	1	35	0	36	16	0	0	16	10	3	0	13	65
5:45 AM	0	30	0	30	15	0	0	15	4	3	0	7	52
Hourly Total	1	113	0	114	76	1	0	77	24	11	0	35	226
6:00 AM	2	58	0	60	13	0	0	13	6	1	0	7	80
6:15 AM	0	77	0	77	22	1	0	23	14	3	0	17	117
6:30 AM	1	92	0	93	28	3	0	31	10	0	0	10	134
6:45 AM	0	65	0	65	45	3	0	48	6	1	0	7	120
Hourly Total	3	292	0	295	108	7	0	115	36	5	0	41	451
7:00 AM	2	66	0	68	28	5	0	33	7	2	0	9	110
7:15 AM	2	80	0	82	41	3	0	44	16	4	0	20	146
7:30 AM	0	70	0	70	43	4	0	47	19	1	0	20	137
7:45 AM	3	79	0	82	29	9	0	38	9	2	0	11	131

Hourly Total	7	295	0	302	141	21	0	162	51	9	0	60	524
8:00 AM	4	72	0	76	39	12	0	51	5	1	0	6	133
	5	67	0	72	45	14	0	59	7	1	0	8	139
	6	53	0	59	43	8	0	51	12	1	0	13	123
	3	50	0	53	34	9	0	43	14	3	0	17	113
Hourly Total	18	242	0	260	161	43	0	204	38	6	0	44	508
9:00 AM	1	56	0	57	42	6	0	48	7	2	0	9	114
	1	56	0	57	29	3	0	32	2	1	0	3	92
	1	51	0	52	42	2	0	44	6	0	0	6	102
	0	67	0	67	46	5	0	51	2	3	0	5	123
Hourly Total	3	230	0	233	159	16	0	175	17	6	0	23	431
10:00 AM	0	40	0	40	43	4	0	47	4	2	0	6	93
	1	48	0	49	52	6	0	58	7	1	0	8	115
	3	57	0	60	53	9	0	62	7	1	0	8	130
	4	57	0	61	42	9	0	51	11	2	0	13	125
Hourly Total	8	202	0	210	190	28	0	218	29	6	0	35	463
11:00 AM	3	71	0	74	41	4	0	45	2	2	0	4	123
	2	55	0	57	47	2	0	49	9	5	0	14	120
	3	52	0	55	60	9	0	69	5	1	0	6	130
	2	71	1	74	60	10	0	70	9	3	0	12	156
Hourly Total	10	249	1	260	208	25	0	233	25	11	0	36	529
12:00 PM	1	57	0	58	61	11	0	72	7	4	0	11	141
	10	56	0	66	58	11	0	69	4	1	0	5	140
	2	69	0	71	69	9	0	78	7	3	0	10	159
	6	56	0	62	52	7	0	59	3	5	0	8	129
Hourly Total	19	238	0	257	240	38	0	278	21	13	0	34	569
1:00 PM	4	54	0	58	54	4	0	58	5	5	0	10	126
	5	50	1	56	72	4	0	76	7	0	0	7	139
	4	56	0	60	64	10	0	74	4	6	0	10	144
	4	61	0	65	61	10	0	71	6	3	0	9	145
Hourly Total	17	221	1	239	251	28	0	279	22	14	0	36	554
2:00 PM	4	47	0	51	53	11	0	64	11	4	0	15	130
	3	55	0	58	60	6	0	66	11	1	0	12	136
	4	48	1	53	68	12	0	80	5	3	0	8	141
	8	67	0	75	77	11	0	88	8	5	0	13	176
Hourly Total	19	217	1	237	258	40	0	298	35	13	0	48	583
3:00 PM	7	77	0	84	78	19	1	98	11	3	0	14	196
	14	76	0	90	85	15	0	100	13	1	0	14	204
	16	60	0	76	91	16	0	107	17	9	0	26	209
	9	78	0	87	109	24	0	133	15	7	0	22	242
Hourly Total	46	291	0	337	363	74	1	438	56	20	0	76	851
4:00 PM	4	79	0	83	108	6	0	114	5	4	0	9	206
	9	80	0	89	102	16	0	118	7	6	0	13	220
	12	87	0	99	103	11	0	114	10	8	0	18	231
	10	78	0	88	87	28	0	115	19	6	0	25	228
Hourly Total	35	324	0	359	400	61	0	461	41	24	0	65	885
5:00 PM	10	88	0	98	109	20	0	129	12	4	0	16	243
	4	64	0	68	109	17	0	126	9	1	0	10	204
	6	68	0	74	100	9	0	109	11	5	0	16	199
	6	74	0	80	77	18	0	95	4	3	0	7	182
Hourly Total	26	294	0	320	395	64	0	459	36	13	0	49	828
6:00 PM	5	72	0	77	82	14	0	96	10	5	0	15	188

6:15 PM	5	52	0	57	57	14	0	71	4	4	0	8	136
6:30 PM	2	48	0	50	65	12	0	77	9	3	0	12	139
6:45 PM	6	39	0	45	50	15	0	65	10	0	0	10	120
Hourly Total	18	211	0	229	254	55	0	309	33	12	0	45	583
7:00 PM	4	29	0	33	60	11	0	71	13	1	0	14	118
7:15 PM	8	40	0	48	43	18	0	61	8	2	0	10	119
7:30 PM	3	39	0	42	38	15	0	53	8	4	0	12	107
7:45 PM	2	26	0	28	44	15	0	59	8	2	0	10	97
Hourly Total	17	134	0	151	185	59	0	244	37	9	0	46	441
8:00 PM	5	37	1	43	35	12	0	47	7	3	0	10	100
8:15 PM	6	24	0	30	48	9	0	57	8	2	0	10	97
8:30 PM	3	26	0	29	38	6	0	44	8	2	0	10	83
8:45 PM	3	22	0	25	26	7	0	33	2	1	0	3	61
Hourly Total	17	109	1	127	147	34	0	181	25	8	0	33	341
9:00 PM	3	26	0	29	19	7	0	26	1	3	0	4	59
9:15 PM	2	14	0	16	28	7	0	35	5	1	0	6	57
9:30 PM	0	10	0	10	16	9	0	25	2	1	0	3	38
9:45 PM	1	6	0	7	17	4	0	21	2	2	0	4	32
Hourly Total	6	56	0	62	80	27	0	107	10	7	0	17	186
10:00 PM	0	10	0	10	17	4	0	21	3	0	0	3	34
10:15 PM	0	12	0	12	15	0	0	15	1	0	0	1	28
10:30 PM	0	8	1	9	7	6	0	13	2	1	0	3	25
10:45 PM	0	8	0	8	15	1	0	16	1	0	0	1	25
Hourly Total	0	38	1	39	54	11	0	65	7	1	0	8	112
11:00 PM	0	6	0	6	8	4	0	12	2	0	0	2	20
11:15 PM	0	13	0	13	4	2	0	6	1	0	0	1	20
11:30 PM	1	3	0	4	10	4	0	14	2	0	0	2	20
11:45 PM	0	4	0	4	7	1	0	8	0	0	0	0	12
Hourly Total	1	26	0	27	29	11	0	40	5	0	0	5	72
Grand Total	275	3890	6	4171	3769	654	1	4424	554	196	0	750	9345
Approach %	6.6	93.3	0.1	-	85.2	14.8	0.0	-	73.9	26.1	0.0	-	-
Total %	2.9	41.6	0.1	44.6	40.3	7.0	0.0	47.3	5.9	2.1	0.0	8.0	-
Motorcycles	1	4	0	5	2	0	0	2	0	2	0	2	9
% Motorcycles	0.4	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	1.0	-	0.3	0.1
Cars & Light Goods	265	3673	5	3943	3589	637	1	4227	532	190	0	722	8892
% Cars & Light Goods	96.4	94.4	83.3	94.5	95.2	97.4	100.0	95.5	96.0	96.9	-	96.3	95.2
Buses	3	9	0	12	9	14	0	23	18	3	0	21	56
% Buses	1.1	0.2	0.0	0.3	0.2	2.1	0.0	0.5	3.2	1.5	-	2.8	0.6
Single-Unit Trucks	5	87	1	93	72	2	0	74	3	1	0	4	171
% Single-Unit Trucks	1.8	2.2	16.7	2.2	1.9	0.3	0.0	1.7	0.5	0.5	-	0.5	1.8
Articulated Trucks	1	117	0	118	97	1	0	98	1	0	0	1	217
% Articulated Trucks	0.4	3.0	0.0	2.8	2.6	0.2	0.0	2.2	0.2	0.0	-	0.1	2.3

Clark County-Springfield Transportation Coordinating Committee
 3130 E. Main Street
 Springfield, Ohio, United States 45503
 (937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: N. Main St. and Addison Carlisle Rd./Galewood Dr.
 Site Code:
 Start Date: 03/23/2022
 Page No: 4



Turning Movement Data Plot

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: N. Main St. and Addison Carlisle
Rd./Galewood Dr.
Site Code:
Start Date: 03/23/2022
Page No: 5

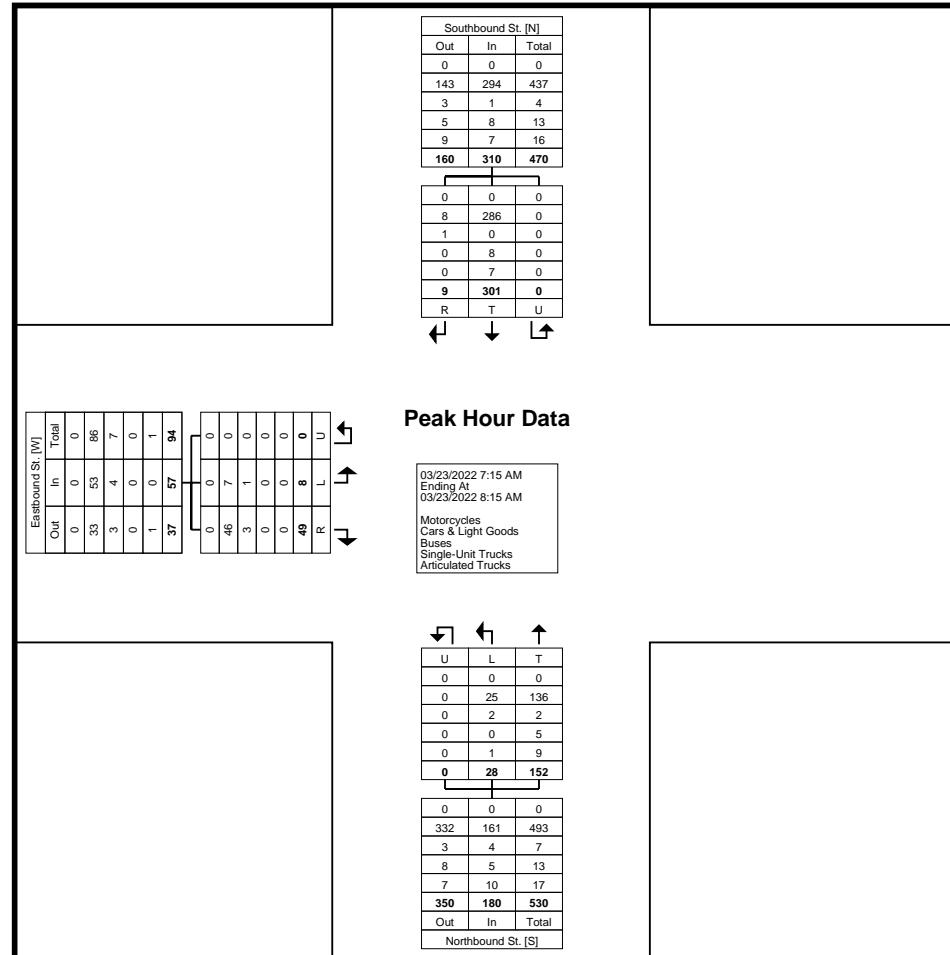
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
7:15 AM	2	80	0	82	41	3	0	44	16	4	0	20	146
7:30 AM	0	70	0	70	43	4	0	47	19	1	0	20	137
7:45 AM	3	79	0	82	29	9	0	38	9	2	0	11	131
8:00 AM	4	72	0	76	39	12	0	51	5	1	0	6	133
Total	9	301	0	310	152	28	0	180	49	8	0	57	547
Approach %	2.9	97.1	0.0	-	84.4	15.6	0.0	-	86.0	14.0	0.0	-	-
Total %	1.6	55.0	0.0	56.7	27.8	5.1	0.0	32.9	9.0	1.5	0.0	10.4	-
PHF	0.563	0.941	0.000	0.945	0.884	0.583	0.000	0.882	0.645	0.500	0.000	0.713	0.937
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	8	286	0	294	136	25	0	161	46	7	0	53	508
% Cars & Light Goods	88.9	95.0	-	94.8	89.5	89.3	-	89.4	93.9	87.5	-	93.0	92.9
Buses	1	0	0	1	2	2	0	4	3	1	0	4	9
% Buses	11.1	0.0	-	0.3	1.3	7.1	-	2.2	6.1	12.5	-	7.0	1.6
Single-Unit Trucks	0	8	0	8	5	0	0	5	0	0	0	0	13
% Single-Unit Trucks	0.0	2.7	-	2.6	3.3	0.0	-	2.8	0.0	0.0	-	0.0	2.4
Articulated Trucks	0	7	0	7	9	1	0	10	0	0	0	0	17
% Articulated Trucks	0.0	2.3	-	2.3	5.9	3.6	-	5.6	0.0	0.0	-	0.0	3.1

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: N. Main St. and Addison Carlisle
Rd./Galewood Dr.
Site Code:
Start Date: 03/23/2022
Page No: 6



Turning Movement Peak Hour Data Plot (7:15 AM)

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: N. Main St. and Addison Carlisle
Rd./Galewood Dr.
Site Code:
Start Date: 03/23/2022
Page No: 7

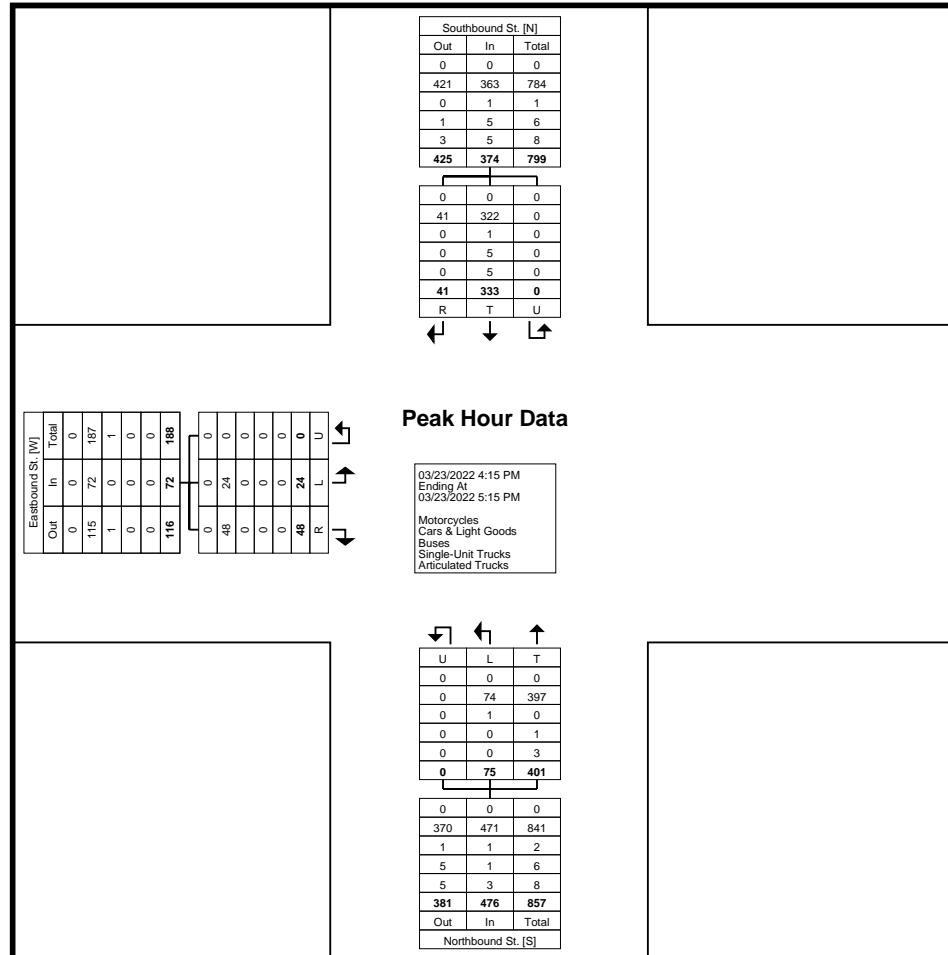
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Southbound St. Southbound				Northbound St. Northbound				Eastbound St. Eastbound				Int. Total
	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	
4:15 PM	9	80	0	89	102	16	0	118	7	6	0	13	220
4:30 PM	12	87	0	99	103	11	0	114	10	8	0	18	231
4:45 PM	10	78	0	88	87	28	0	115	19	6	0	25	228
5:00 PM	10	88	0	98	109	20	0	129	12	4	0	16	243
Total	41	333	0	374	401	75	0	476	48	24	0	72	922
Approach %	11.0	89.0	0.0	-	84.2	15.8	0.0	-	66.7	33.3	0.0	-	-
Total %	4.4	36.1	0.0	40.6	43.5	8.1	0.0	51.6	5.2	2.6	0.0	7.8	-
PHF	0.854	0.946	0.000	0.944	0.920	0.670	0.000	0.922	0.632	0.750	0.000	0.720	0.949
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	41	322	0	363	397	74	0	471	48	24	0	72	906
% Cars & Light Goods	100.0	96.7	-	97.1	99.0	98.7	-	98.9	100.0	100.0	-	100.0	98.3
Buses	0	1	0	1	0	1	0	1	0	0	0	0	2
% Buses	0.0	0.3	-	0.3	0.0	1.3	-	0.2	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	5	0	5	1	0	0	1	0	0	0	0	6
% Single-Unit Trucks	0.0	1.5	-	1.3	0.2	0.0	-	0.2	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	5	0	5	3	0	0	3	0	0	0	0	8
% Articulated Trucks	0.0	1.5	-	1.3	0.7	0.0	-	0.6	0.0	0.0	-	0.0	0.9

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

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

Count Name: N. Main St. and Addison Carlisle Rd./Galewood Dr.
Site Code:
Start Date: 03/23/2022
Page No: 8



Turning Movement Peak Hour Data Plot (4:15 PM)

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

Springfield, Ohio, United States 45503
(937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: SR235 and Sigler Rd.
Site Code:
Start Date: 03/23/2022
Page No: 1

Turning Movement Data

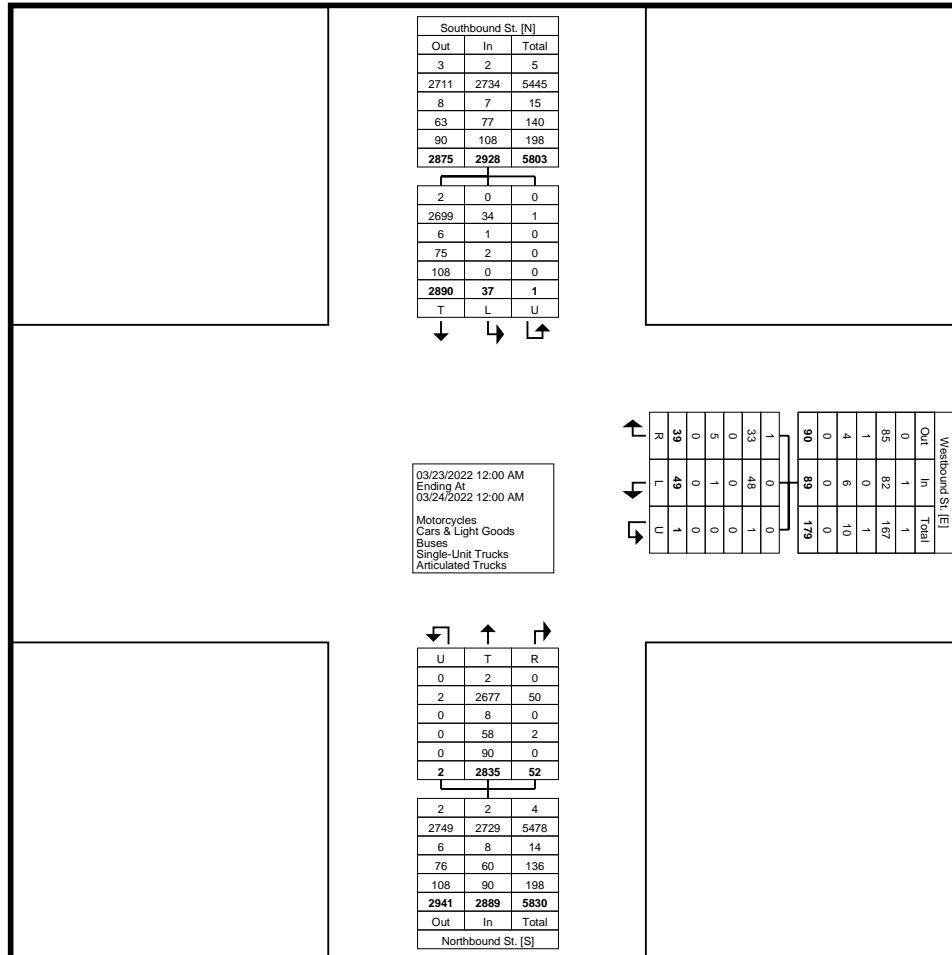
Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
12:00 AM	3	0	0	3	0	0	0	0	0	6	0	6	9
12:15 AM	1	0	0	1	0	0	0	0	0	6	0	6	7
12:30 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
12:45 AM	4	0	0	4	0	0	0	0	0	4	0	4	8
Hourly Total	8	0	0	8	0	0	0	0	0	20	0	20	28
1:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
1:15 AM	9	0	0	9	0	0	0	0	0	1	0	1	10
1:30 AM	4	0	0	4	0	0	0	0	0	1	0	1	5
1:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Hourly Total	16	0	0	16	0	0	0	0	0	5	0	5	21
2:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
2:15 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
2:30 AM	3	1	0	4	0	0	0	0	0	5	0	5	9
2:45 AM	2	0	0	2	0	0	0	0	0	1	0	1	3
Hourly Total	10	1	0	11	0	0	0	0	0	10	0	10	21
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	9	0	0	9	0	0	0	0	0	3	0	3	12
3:30 AM	9	0	0	9	0	0	0	0	0	4	0	4	13
3:45 AM	6	0	0	6	0	1	0	1	0	6	0	6	13
Hourly Total	24	0	0	24	0	1	0	1	0	13	0	13	38
4:00 AM	8	0	0	8	0	0	0	0	0	1	0	1	9
4:15 AM	10	0	0	10	0	1	0	1	0	4	0	4	15
4:30 AM	14	1	0	15	1	0	0	1	0	5	0	5	21
4:45 AM	7	0	0	7	0	0	0	0	0	9	0	9	16
Hourly Total	39	1	0	40	1	1	0	2	0	19	0	19	61
5:00 AM	22	0	0	22	0	0	0	0	0	15	0	15	37
5:15 AM	22	0	0	22	0	1	1	2	0	26	0	26	50
5:30 AM	33	0	0	33	0	0	0	0	0	18	0	18	51
5:45 AM	31	0	0	31	0	0	0	0	0	8	0	8	39
Hourly Total	108	0	0	108	0	1	1	2	0	67	0	67	177
6:00 AM	52	0	0	52	0	0	0	0	0	13	0	13	65
6:15 AM	76	0	0	76	0	0	0	0	1	16	0	17	93
6:30 AM	89	0	0	89	0	0	0	0	1	27	0	28	117
6:45 AM	54	1	0	55	1	0	0	1	0	30	0	30	86
Hourly Total	271	1	0	272	1	0	0	1	2	86	0	88	361
7:00 AM	60	0	0	60	0	1	0	1	0	20	0	20	81
7:15 AM	75	2	0	77	1	0	0	1	0	23	0	23	101
7:30 AM	61	1	0	62	2	1	0	3	0	31	0	31	96
7:45 AM	74	1	0	75	1	2	0	3	0	18	0	18	96

Hourly Total	270	4	0	274	4	4	0	8	0	92	0	92		374
8:00 AM	58	0	0	58	1	1	0	2	3	20	0	23		83
8:15 AM	56	1	0	57	1	0	0	1	0	31	0	31		89
8:30 AM	53	0	0	53	1	1	0	2	0	25	0	25		80
8:45 AM	45	2	0	47	1	1	0	2	0	24	0	24		73
Hourly Total	212	3	0	215	4	3	0	7	3	100	0	103		325
9:00 AM	46	1	0	47	3	1	0	4	0	24	0	24		75
9:15 AM	47	0	0	47	0	0	0	0	1	29	0	30		77
9:30 AM	40	2	0	42	0	2	0	2	2	32	0	34		78
9:45 AM	47	0	0	47	0	2	0	2	1	20	0	21		70
Hourly Total	180	3	0	183	3	5	0	8	4	105	0	109		300
10:00 AM	33	1	0	34	3	1	0	4	0	38	0	38		76
10:15 AM	36	0	0	36	0	2	0	2	0	35	0	35		73
10:30 AM	37	1	0	38	0	0	0	0	1	32	0	33		71
10:45 AM	48	0	0	48	0	0	0	0	2	38	0	40		88
Hourly Total	154	2	0	156	3	3	0	6	3	143	0	146		308
11:00 AM	34	0	0	34	0	1	0	1	1	31	0	32		67
11:15 AM	36	0	0	36	2	0	0	2	0	31	1	32		70
11:30 AM	37	1	0	38	1	2	0	3	1	38	0	39		80
11:45 AM	36	2	0	38	1	0	0	1	1	24	0	25		64
Hourly Total	143	3	0	146	4	3	0	7	3	124	1	128		281
12:00 PM	32	0	0	32	1	0	0	1	1	35	0	36		69
12:15 PM	37	1	0	38	0	0	0	0	0	36	0	36		74
12:30 PM	45	0	0	45	1	0	0	1	1	41	0	42		88
12:45 PM	35	2	0	37	0	1	0	1	0	48	0	48		86
Hourly Total	149	3	0	152	2	1	0	3	2	160	0	162		317
1:00 PM	40	0	0	40	2	1	0	3	0	37	0	37		80
1:15 PM	43	2	0	45	0	1	0	1	1	45	0	46		92
1:30 PM	31	0	0	31	0	1	0	1	2	40	0	42		74
1:45 PM	37	0	0	37	0	0	0	0	2	44	0	46		83
Hourly Total	151	2	0	153	2	3	0	5	5	166	0	171		329
2:00 PM	39	0	0	39	1	2	0	3	1	32	0	33		75
2:15 PM	24	0	0	24	0	0	0	0	2	51	0	53		77
2:30 PM	31	0	0	31	1	1	0	2	0	38	0	38		71
2:45 PM	48	1	0	49	0	2	0	2	2	62	0	64		115
Hourly Total	142	1	0	143	2	5	0	7	5	183	0	188		338
3:00 PM	44	0	0	44	0	0	0	0	1	45	0	46		90
3:15 PM	57	0	0	57	0	0	0	0	1	60	0	61		118
3:30 PM	45	0	0	45	1	2	0	3	1	89	0	90		138
3:45 PM	56	0	1	57	1	0	0	1	1	80	1	82		140
Hourly Total	202	0	1	203	2	2	0	4	4	274	1	279		486
4:00 PM	48	0	0	48	0	0	0	0	2	94	0	96		144
4:15 PM	62	1	0	63	0	3	0	3	1	82	0	83		149
4:30 PM	64	0	0	64	2	0	0	2	1	81	0	82		148
4:45 PM	65	2	0	67	1	1	0	2	1	72	0	73		142
Hourly Total	239	3	0	242	3	4	0	7	5	329	0	334		583
5:00 PM	45	1	0	46	0	2	0	2	0	83	0	83		131
5:15 PM	45	1	0	46	2	3	0	5	0	90	0	90		141
5:30 PM	49	1	0	50	1	0	0	1	1	77	0	78		129
5:45 PM	33	1	0	34	1	0	0	1	3	74	0	77		112
Hourly Total	172	4	0	176	4	5	0	9	4	324	0	328		513
6:00 PM	46	1	0	47	0	1	0	1	0	55	0	55		103

6:15 PM	40	1	0	41	1	0	0	1	1	57	0	58	100
6:30 PM	23	0	0	23	0	0	0	0	1	48	0	49	72
6:45 PM	34	1	0	35	1	0	0	1	1	38	0	39	75
Hourly Total	143	3	0	146	2	1	0	3	3	198	0	201	350
7:00 PM	24	0	0	24	0	0	0	0	0	46	0	46	70
7:15 PM	23	0	0	23	0	1	0	1	2	38	0	40	64
7:30 PM	22	0	0	22	0	2	0	2	1	33	0	34	58
7:45 PM	23	1	0	24	0	0	0	0	1	34	0	35	59
Hourly Total	92	1	0	93	0	3	0	3	4	151	0	155	251
8:00 PM	20	1	0	21	0	2	0	2	0	34	0	34	57
8:15 PM	22	1	0	23	0	0	0	0	1	39	0	40	63
8:30 PM	20	0	0	20	0	1	0	1	2	33	0	35	56
8:45 PM	21	0	0	21	1	0	0	1	1	22	0	23	45
Hourly Total	83	2	0	85	1	3	0	4	4	128	0	132	221
9:00 PM	14	0	0	14	0	0	0	0	0	18	0	18	32
9:15 PM	10	0	0	10	0	0	0	0	0	21	0	21	31
9:30 PM	7	0	0	7	0	0	0	0	0	16	0	16	23
9:45 PM	6	0	0	6	0	1	0	1	0	17	0	17	24
Hourly Total	37	0	0	37	0	1	0	1	0	72	0	72	110
10:00 PM	10	0	0	10	1	0	0	1	1	12	0	13	24
10:15 PM	5	0	0	5	0	0	0	0	0	10	0	10	15
10:30 PM	2	0	0	2	0	0	0	0	0	7	0	7	9
10:45 PM	5	0	0	5	0	0	0	0	0	9	0	9	14
Hourly Total	22	0	0	22	1	0	0	1	1	38	0	39	62
11:00 PM	3	0	0	3	0	0	0	0	0	8	0	8	11
11:15 PM	12	0	0	12	0	0	0	0	0	5	0	5	17
11:30 PM	4	0	0	4	0	0	0	0	0	7	0	7	11
11:45 PM	4	0	0	4	0	0	0	0	0	8	0	8	12
Hourly Total	23	0	0	23	0	0	0	0	0	28	0	28	51
Grand Total	2890	37	1	2928	39	49	1	89	52	2835	2	2889	5906
Approach %	98.7	1.3	0.0	-	43.8	55.1	1.1	-	1.8	98.1	0.1	-	-
Total %	48.9	0.6	0.0	49.6	0.7	0.8	0.0	1.5	0.9	48.0	0.0	48.9	-
Motorcycles	2	0	0	2	1	0	0	1	0	2	0	2	5
% Motorcycles	0.1	0.0	0.0	0.1	2.6	0.0	0.0	1.1	0.0	0.1	0.0	0.1	0.1
Cars & Light Goods	2699	34	1	2734	33	48	1	82	50	2677	2	2729	5545
% Cars & Light Goods	93.4	91.9	100.0	93.4	84.6	98.0	100.0	92.1	96.2	94.4	100.0	94.5	93.9
Buses	6	1	0	7	0	0	0	0	0	8	0	8	15
% Buses	0.2	2.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.3
Single-Unit Trucks	75	2	0	77	5	1	0	6	2	58	0	60	143
% Single-Unit Trucks	2.6	5.4	0.0	2.6	12.8	2.0	0.0	6.7	3.8	2.0	0.0	2.1	2.4
Articulated Trucks	108	0	0	108	0	0	0	0	0	90	0	90	198
% Articulated Trucks	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.2	0.0	3.1	3.4

Clark County-Springfield Transportation Coordinating Committee
 3130 E. Main Street
 Springfield, Ohio, United States 45503
 (937) 521-2131 mrunkel@clarkcountyoio.gov

Count Name: SR235 and Sigler Rd.
 Site Code:
 Start Date: 03/23/2022
 Page No: 4



Turning Movement Data Plot

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

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Count Name: SR235 and Sigler Rd.
Site Code:
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Page No: 5

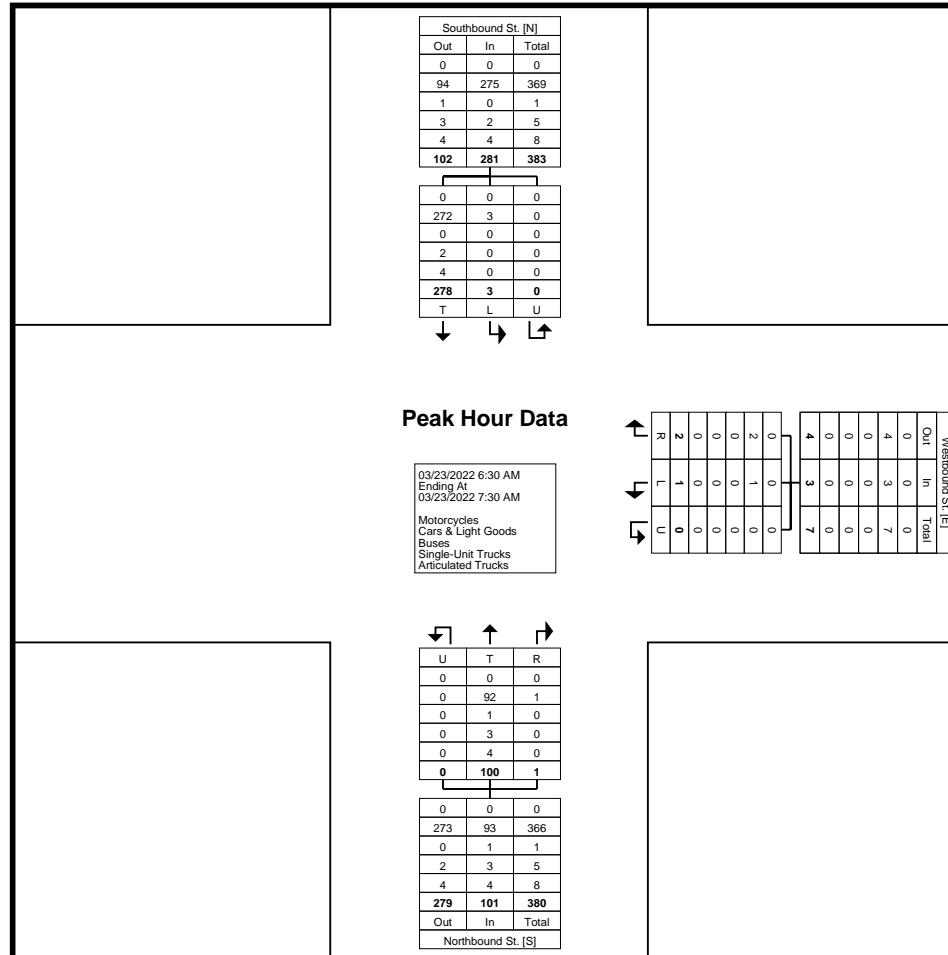
Turning Movement Peak Hour Data (6:30 AM)

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
6:30 AM	89	0	0	89	0	0	0	0	1	27	0	28	117
6:45 AM	54	1	0	55	1	0	0	1	0	30	0	30	86
7:00 AM	60	0	0	60	0	1	0	1	0	20	0	20	81
7:15 AM	75	2	0	77	1	0	0	1	0	23	0	23	101
Total	278	3	0	281	2	1	0	3	1	100	0	101	385
Approach %	98.9	1.1	0.0	-	66.7	33.3	0.0	-	1.0	99.0	0.0	-	-
Total %	72.2	0.8	0.0	73.0	0.5	0.3	0.0	0.8	0.3	26.0	0.0	26.2	-
PHF	0.781	0.375	0.000	0.789	0.500	0.250	0.000	0.750	0.250	0.833	0.000	0.842	0.823
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Cars & Light Goods	272	3	0	275	2	1	0	3	1	92	0	93	371
% Cars & Light Goods	97.8	100.0	-	97.9	100.0	100.0	-	100.0	100.0	92.0	-	92.1	96.4
Buses	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	1.0	-	1.0	0.3
Single-Unit Trucks	2	0	0	2	0	0	0	0	0	3	0	3	5
% Single-Unit Trucks	0.7	0.0	-	0.7	0.0	0.0	-	0.0	0.0	3.0	-	3.0	1.3
Articulated Trucks	4	0	0	4	0	0	0	0	0	4	0	4	8
% Articulated Trucks	1.4	0.0	-	1.4	0.0	0.0	-	0.0	0.0	4.0	-	4.0	2.1

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Turning Movement Peak Hour Data Plot (6:30 AM)

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

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Count Name: SR235 and Sigler Rd.
Site Code:
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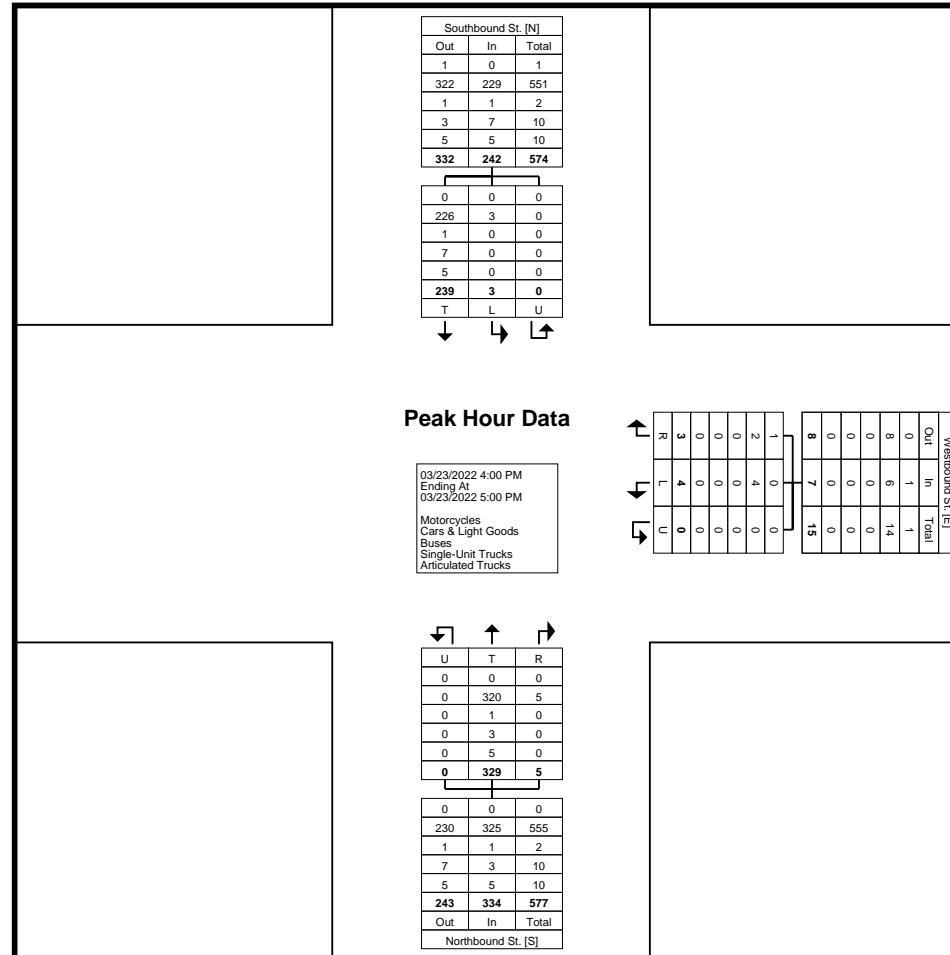
Turning Movement Peak Hour Data (4:00 PM)

Start Time	Southbound St. Southbound				Westbound St. Westbound				Northbound St. Northbound				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
4:00 PM	48	0	0	48	0	0	0	0	2	94	0	96	144
4:15 PM	62	1	0	63	0	3	0	3	1	82	0	83	149
4:30 PM	64	0	0	64	2	0	0	2	1	81	0	82	148
4:45 PM	65	2	0	67	1	1	0	2	1	72	0	73	142
Total	239	3	0	242	3	4	0	7	5	329	0	334	583
Approach %	98.8	1.2	0.0	-	42.9	57.1	0.0	-	1.5	98.5	0.0	-	-
Total %	41.0	0.5	0.0	41.5	0.5	0.7	0.0	1.2	0.9	56.4	0.0	57.3	-
PHF	0.919	0.375	0.000	0.903	0.375	0.333	0.000	0.583	0.625	0.875	0.000	0.870	0.978
Motorcycles	0	0	0	0	1	0	0	1	0	0	0	0	1
% Motorcycles	0.0	0.0	-	0.0	33.3	0.0	-	14.3	0.0	0.0	-	0.0	0.2
Cars & Light Goods	226	3	0	229	2	4	0	6	5	320	0	325	560
% Cars & Light Goods	94.6	100.0	-	94.6	66.7	100.0	-	85.7	100.0	97.3	-	97.3	96.1
Buses	1	0	0	1	0	0	0	0	0	1	0	1	2
% Buses	0.4	0.0	-	0.4	0.0	0.0	-	0.0	0.0	0.3	-	0.3	0.3
Single-Unit Trucks	7	0	0	7	0	0	0	0	0	3	0	3	10
% Single-Unit Trucks	2.9	0.0	-	2.9	0.0	0.0	-	0.0	0.0	0.9	-	0.9	1.7
Articulated Trucks	5	0	0	5	0	0	0	0	0	5	0	5	10
% Articulated Trucks	2.1	0.0	-	2.1	0.0	0.0	-	0.0	0.0	1.5	-	1.5	1.7

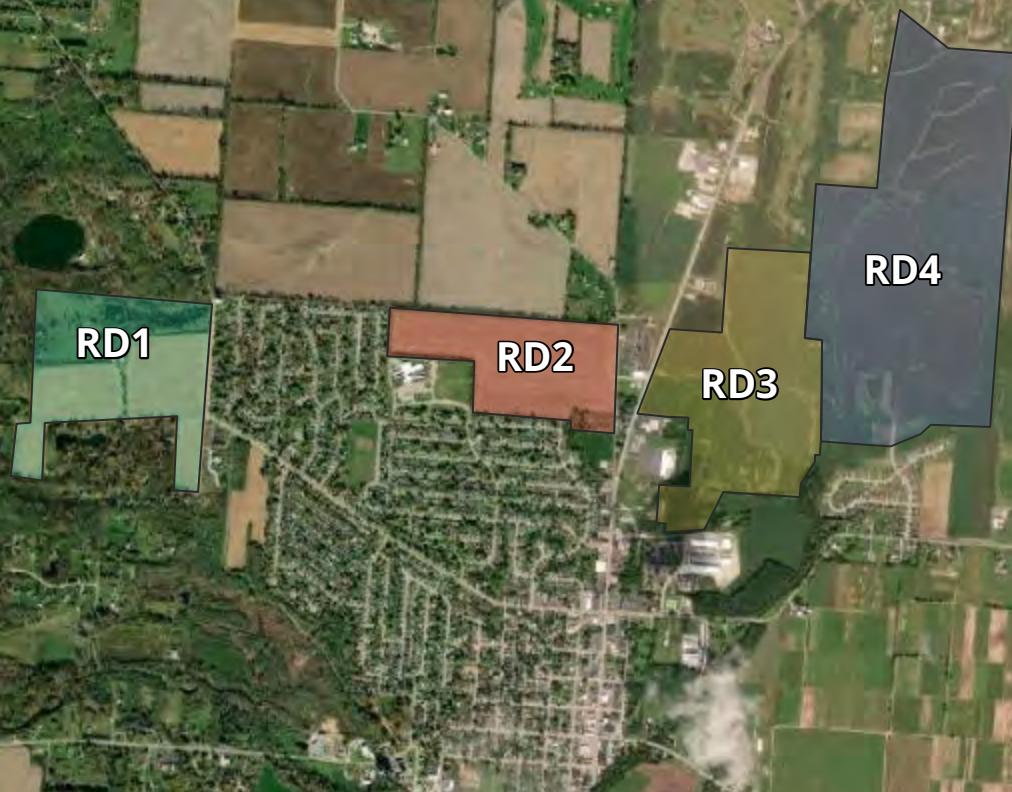
Clark County-Springfield Transportation Coordinating Committee
3130 E. Main Street

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Count Name: SR235 and Sigler Rd.
Site Code:
Start Date: 03/23/2022
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APPENDIX B - Concept Plan



Potential Residential Developments

RD1 - Approx. 115 Acres
Developer - DDC Management
Builder - N/A
Annexation Req. Miami/Bethel
298 Proposed Single-Family Lots

RD2 - Approx. 83 Acres
Developer - Arbor Homes
Builder - Arbor Homes
Annexation Req. Clark/Bethel
300 Approx. Single-Family Lots

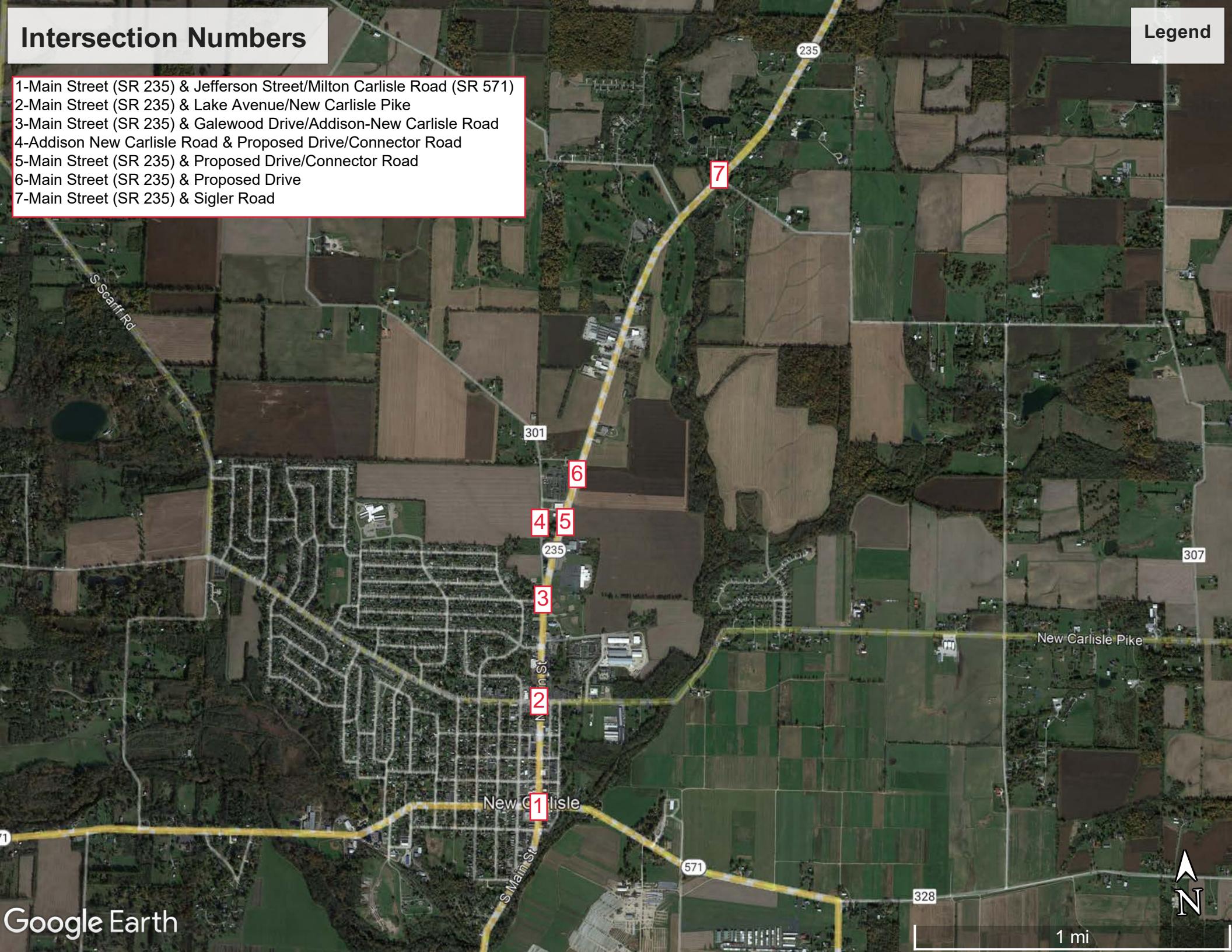
RD3 - Approx. 145 Acres
Developer - D.R. Horton
Builder - D.R. Horton
In city limits / Zoned A
400 Potentially Single-Family Lots
Potential Commercial Lots along 235
that could lessen number of lots

RD4 - Approx. 200 Acres / 43 Acres
Developer - N/A
Builder - N/A
In city limits / Zoned RPUD / R2
700 Potential Single-Family Lots
Potential mixed Senior/Apartment/
Single-Family that would lessen
number of lots

Intersection Numbers

Legend

- 1-Main Street (SR 235) & Jefferson Street/Milton Carlisle Road (SR 571)
- 2-Main Street (SR 235) & Lake Avenue/New Carlisle Pike
- 3-Main Street (SR 235) & Galewood Drive/Addison-New Carlisle Road
- 4-Addison New Carlisle Road & Proposed Drive/Connector Road
- 5-Main Street (SR 235) & Proposed Drive/Connector Road
- 6-Main Street (SR 235) & Proposed Drive
- 7-Main Street (SR 235) & Sigler Road



RD 1

New Carlisle

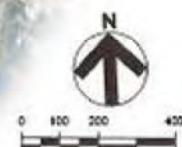
Conceptual Yield Plan B

1.13.2022

Site Development

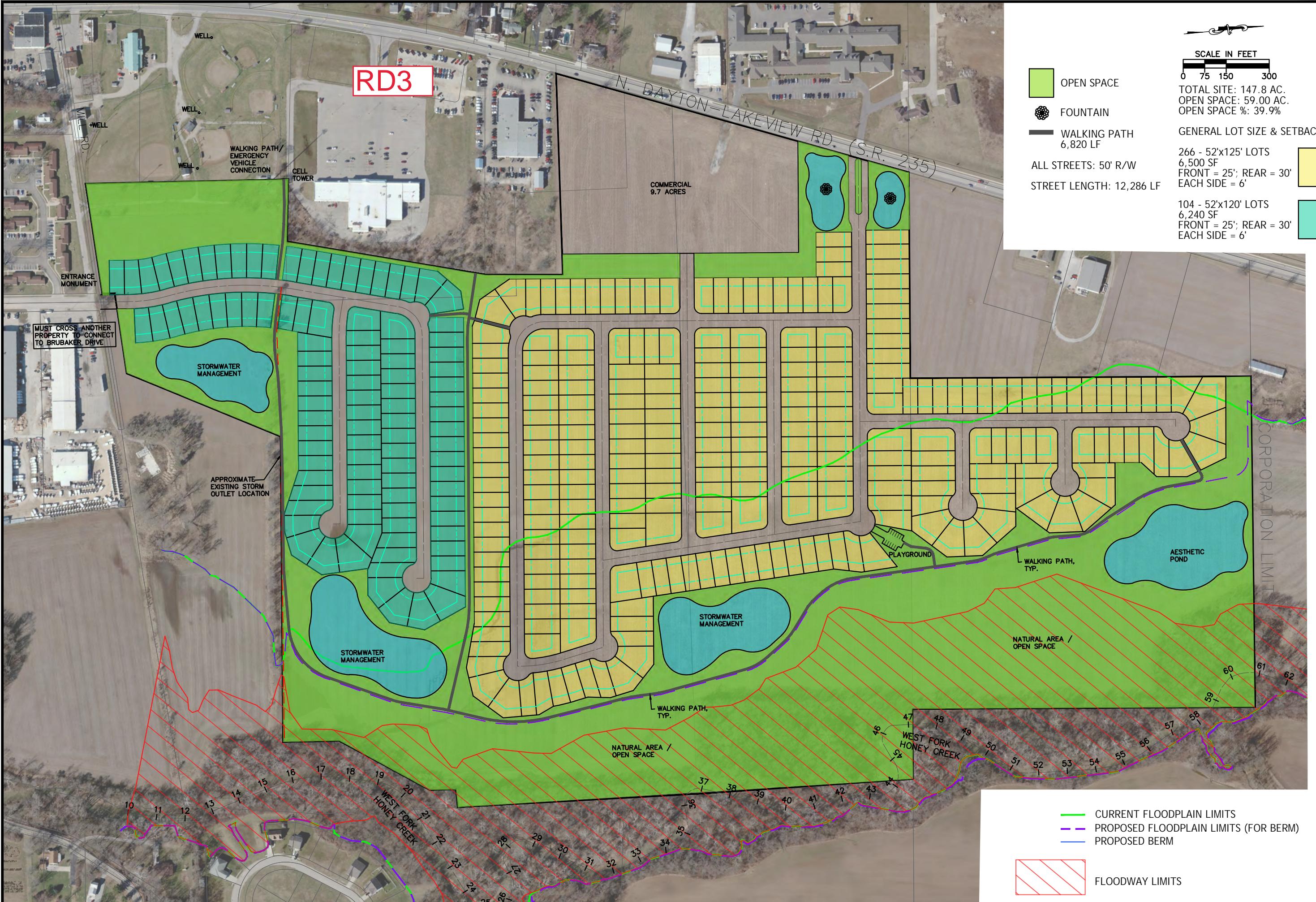
Site Jurisdiction:	Bethel Township, Miami County
General Site AC:	±115.3 AC
Net Site AC:	±111.24 AC
Area in RWL:	±4.49 AC
Existing Zoning:	A2
Proposed Zoning:	PUD (Annealed into the City of New Carlisle)
Proposed Lots:	259 (51' x 125' - 8,375 SF)
Proposed Density:	±2.57 DPA
Proposed CDS:	±3.84 AC (35%)
Pocket Park 1:	±0.11 AC
Pocket Park 2:	±0.33 AC
Pocket Park 3:	±0.36 AC
COS 1:	±34.95 AC
COS 2:	±2.03 AC
COS 3:	±1.72 AC

- 293 (51' x 125')
- WQ - Water Quality
- COS - Common Open Space
- POCKET PARK (PP)



CESO

This exhibit is conceptual in nature and may change at owners discretion in order to meet jurisdictional codes, final engineering requirements and budget based on pricing for the final plan.

**BRUBAKER SUBDIVISION
CITY OF NEW CARLISLE
EXISTING VS PROPOSED FLOODPLAIN EXHIBIT**


APPENDIX C - Build Traffic Volumes

MAIN STREET TRAFFIC IMPACT STUDY

CITY OF NEW CARLISLE, CLARK COUNTY, OHIO

Development RD1																		
Land Use Description	ITE Code	Size	Unit	Weekday			AM Peak Hour						PM Peak Hour					
				Total Trips	Primary Trips			Total Trips	Primary Trips			Pass-By Trips			Total Trips	Primary Trips		
					Total	Entering	Exiting		Total	Entering	Exiting	Total	Entering	Exiting		Total	Entering	Exiting
Single Family Detatched Housing	210	298	Dwelling Units	2,755	2,755	1,378	1,377	201	201	52	149	0	0	0	277	277	175	102
<i>Directional Distributions</i>						50%	50%			26%	74%	0%	0%	0%			63%	37%
Totals				2,755	2,755	1,378	1,377	201	201	52	149	0	0	0	277	277	175	102

Development RD2																		
Land Use Description	ITE Code	Size	Unit	Weekday			AM Peak Hour						PM Peak Hour					
				Total Trips	Primary Trips			Total Trips	Primary Trips			Pass-By Trips			Total Trips	Primary Trips		
					Total	Entering	Exiting		Total	Entering	Exiting	Total	Entering	Exiting		Total	Entering	Exiting
Single Family Detatched Housing	210	300	Dwelling Units	2,772	2,772	1,386	1,386	202	202	53	149	0	0	0	279	279	176	103
<i>Directional Distributions</i>						50%	50%			26%	74%	0%	0%	0%			63%	37%
Totals				2,772	2,772	1,386	1,386	202	202	53	149	0	0	0	279	279	176	103

Development RD3 (Residential)																		
Land Use Description	ITE Code	Size	Unit	Weekday			AM Peak Hour						PM Peak Hour					
				Total Trips	Primary Trips			Total Trips	Primary Trips			Pass-By Trips			Total Trips	Primary Trips		
					Total	Entering	Exiting		Total	Entering	Exiting	Total	Entering	Exiting		Total	Entering	Exiting
Single Family Detached Housing	210	370	Dwelling Units	3,362	3,362	1,681	1,681	245	245	64	181	0	0	0	340	340	214	126
<i>Directional Distributions</i>						50%	50%			26%	74%	0%	0%	0%			63%	37%
Totals				3,362	3,362	1,681	1,681	245	245	64	181	0	0	0	340	340	214	126

Development RD3 (Commercial)																		
Land Use Description	ITE Code	Size	Unit	Weekday			AM Peak Hour						PM Peak Hour					
				Total Trips	Primary Trips			Total Trips	Primary Trips			Pass-By Trips			Total Trips	Primary Trips		
					Total	Entering	Exiting		Total	Entering	Exiting	Total	Entering	Exiting		Total	Entering	Exiting
Shopping Plaza	821	70,000	Square Feet	6,800	6,800	3,400	3,400	247	247	153	94	0	0	0	632	632	303	329
<i>Directional Distributions</i>						50%	50%			62%	38%	0%	0%	0%			48%	52%
Totals				6,800	6,800	3,400	3,400	247	247	153	94	0	0	0	632	632	303	329

Development RD4																		
Land Use Description	ITE Code	Size	Unit	Weekday			AM Peak Hour						PM Peak Hour					
				Total Trips	Primary Trips			Total Trips	Primary Trips			Pass-By Trips			Total Trips	Primary Trips		
					Total	Entering	Exiting		Total	Entering	Exiting	Total	Entering	Exiting		Total	Entering	Exiting
Single Family Detached Housing	210	700	Dwelling Units	6,045	6,045	3,023	3,022	438	438	114	324	0	0	0	619	619	390	229
<i>Directional Distributions</i>						50%	50%			26%	74%	0%	0%	0%			63%	37%
Totals				6,045	6,045	3,023	3,022	438	438	114	324	0	0	0	619	619	390	229

TRIP ASSIGNMENT ROUTINGS

Development RD1

ORIGIN	DESTINATION	O-D PERCENT	ROUTE SPLIT	AFFECTED MOVEMENTS BY TRIPS	AM TRIPS	PM TRIPS
<i>Entering Trips</i>						
New Carlisle Pike (East)	RD1	20%	100%	2WBT	10	35
SR 571 (West)	RD1	20%	100%		10	35
Main Street (North)	RD1	5%	100%	7SBT 6SBT 5SBT 3SBT 2SBR	3	9
Main Street (South)	RD1	55%	100%	1NBT 2NBL	29	96
TOTAL ENTERING TRIPS					52	175
<i>Exiting Trips</i>						
RD1	New Carlisle Pike (East)	20%	100%	2EBT	30	20
RD1	SR 571 (West)	20%	100%		30	20
RD1	Main Street (North)	5%	100%	2EBL 3NBT 5NBT 6NBT 7NBT	7	5
RD1	Main Street (South)	55%	100%	2EBR 1SBT	82	56
TOTAL EXITING TRIPS					149	101

Intersection Legend

- 1-Main Street (SR 235) & Jefferson Street/Milton Carlisle Road (SR 571)
- 2-Main Street (SR 235) & Lake Avenue/New Carlisle Pike
- 3-Main Street (SR 235) & Galewood Drive/Addison-New Carlisle Road
- 4-Addison New Carlisle Road & Proposed Drive/Connector Road
- 5-Main Street (SR 235) & Proposed Drive/Connector Road
- 6-Main Street (SR 235) & Proposed Drive
- 7-Main Street (SR 235) & Sigler Road

TRIP ASSIGNMENT ROUTINGS

Development RD2

ORIGIN	DESTINATION	O-D PERCENT	ROUTE SPLIT	AFFECTED MOVEMENTS BY TRIPS	AM TRIPS	PM TRIPS
<i>Entering Trips</i>						
New Carlisle Pike (East)	RD2	20%	50%	2WBR 3NBL	5	18
New Carlisle Pike (East)	RD2	20%	50%	2WBR 3NBT 5NBL 4WBT	5	18
SR 571 (West)	RD2	10%	50%	1EBL 2NBT 3NBL	3	9
SR 571 (West)	RD2	10%	50%	1EBL 2NBT 3NBT 5NBL 4WBT	3	9
Main Street (North)	RD2	10%	100%	7SBT 6SBT 5SBR 4WBT	5	18
Main Street (South)	RD2	60%	50%	1NBT 2NBT 3NBL	16	53
Main Street (South)	RD2	60%	50%	1NBT 2NBT 3NBT 5NBL 4WBT	16	53
TOTAL ENTERING TRIPS				→	53	178
<i>Exiting Trips</i>						
RD2	New Carlisle Pike (East)	20%	50%	3EBR 2SBL	15	10
RD2	New Carlisle Pike (East)	20%	50%	4EBT 5EBR 3SBT 2SBL	15	10
RD2	SR 571 (West)	10%	50%	3EBR 2SBT 1SBR	7	5
RD2	SR 571 (West)	10%	50%	4EBT 5EBR 3SBT 2SBT 1SBR	7	5
RD2	Main Street (North)	10%	100%	4EBT 5EBL 6NBT 7NBT	15	10
RD2	Main Street (South)	60%	50%	3EBR 2SBT 1SBT	45	31
RD2	Main Street (South)	60%	50%	4EBT 5EBR 3SBT 2SBT 1SBT	45	31
TOTAL EXITING TRIPS				→	149	102

Intersection Legend

- 1-Main Street (SR 235) & Jefferson Street/Milton Carlisle Road (SR 571)
- 2-Main Street (SR 235) & Lake Avenue/New Carlisle Pike
- 3-Main Street (SR 235) & Galewood Drive/Addison-New Carlisle Road
- 4-Addison New Carlisle Road & Proposed Drive/Connector Road
- 5-Main Street (SR 235) & Proposed Drive/Connector Road
- 6-Main Street (SR 235) & Proposed Drive
- 7-Main Street (SR 235) & Sigler Road

TRIP ASSIGNMENT ROUTINGS

Development RD3 Residential

ORIGIN	DESTINATION	O-D PERCENT	ROUTE SPLIT	TRIP ROUTINGS	AM TRIPS	PM TRIPS
		AFFECTED MOVEMENTS BY TRIPS				
<i>Entering Trips</i>						
New Carlisle Pike (East)	RD3	20%	28%			
New Carlisle Pike (East)	RD3	20%	72%	2WBR 3NBT 5NBT 6NBR	4 9	12 31
SR 571 (West)	RD3	10%	28%	1EBL 2NBR	2	6
SR 571 (West)	RD3	10%	72%	1EBL 2NBT 3NBT 5NBT 6NBR	5	15
Main Street (North)	RD3	10%	28%	7SBT 6SBT 5SBT 3SBT	2	6
Main Street (North)	RD3	10%	72%	7SBT 6SBL	5	15
Main Street (South)	RD3	60%	28%	1NBT 2NBR	11	36
Main Street (South)	RD3	60%	72%	1NBT 2NBT 3NBT 5NBT 6NBR	28	92
TOTAL ENTERING TRIPS						→ 66 213
<i>Exiting Trips</i>						
RD3	New Carlisle Pike (East)	20%	28%			
RD3	New Carlisle Pike (East)	20%	72%	6WBL 5SBT 3SBT 2SBL	10 26	7 18
RD3	SR 571 (West)	10%	28%	2WBL 1SBR	5	4
RD3	SR 571 (West)	10%	72%	6WBL 5SBT 3SBT 2SBT 1SBR	13	9
RD3	Main Street (North)	10%	28%	3NBT 5NBT 6NBT 7NBT	5	4
RD3	Main Street (North)	10%	72%	6WBL 7NBT	13	9
RD3	Main Street (South)	60%	28%	2WBL 1SBT	30	21
RD3	Main Street (South)	60%	72%	6WBL 5SBT 3SBT 2SBT 1SBT	78	54
TOTAL EXITING TRIPS						→ 180 126

Intersection Legend

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- 7-Main Street (SR 235) & Sigler Road

TRIP ASSIGNMENT ROUTINGS
Development RD3 Commercial

ORIGIN	DESTINATION	TRIP ROUTINGS O-D PERCENT	ROUTE SPLIT	AFFECTED MOVEMENTS BY TRIPS	AM TRIPS	PM TRIPS
<i>Entering Trips</i>						
New Carlisle Pike (East)	RD3	10%	100%	2WBR 3NBT 5NBR	15	30
SR 571 (West)	RD3	15%	100%	1WBL 2NBT 3NBT 5NBR	23	45
Lake Avenue (West)	RD3	35%	100%	2EBL 3NBT 5NBR	54	106
Galewood Drive (West)	RD3	20%	100%	3EBL 5NBR	31	61
Main Street (North)	RD3	10%	100%	7SBT 6SBT 5SBL	15	30
Main Street (South)	RD3	10%	100%	1NBT 2NBT 3NBT 5NBR	15	30
TOTAL ENTERING TRIPS					153	302
<i>Exiting Trips</i>						
RD3	New Carlisle Pike (East)	10%	100%	5WBL 3SBT 2SBL	18	13
RD3	SR 571 (West)	15%	100%	5WBL 3SBT 2SBT 1SBR	27	19
RD3	Lake Avenue (West)	35%	100%	5WBL 3SBT 2SBR	63	44
RD3	Galewood Drive (West)	20%	100%	5WBL 3SBR	36	25
RD3	Main Street (North)	10%	100%	5WBR 6NBT 7NBT	18	13
RD3	Main Street (South)	10%	100%	5WBL 3SBT 2SBT 1SBT	18	13
TOTAL EXITING TRIPS					180	127

Intersection Legend

- 1-Main Street (SR 235) & Jefferson Street/Milton Carlisle Road (SR 571)
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TRIP ASSIGNMENT ROUTINGS

Development RD4

ORIGIN	DESTINATION	O-D PERCENT	ROUTE SPLIT	TRIP ROUTINGS	AFFECTED MOVEMENTS BY TRIPS	AM TRIPS	PM TRIPS				
<u>Entering Trips</u>											
New Carlisle Pike (East)	RD4	20%	100%			23	78				
SR 571 (West)	RD4	10%	75%	1EBL	2NBR	9	29				
SR 571 (West)	RD4	10%	25%	1EBL	2NBT	3NBT	5NBT	6NBT	7NBR	3	10
Main Street (North)	RD4	10%	100%	7SBL		11	39				
Main Street (South)	RD4	60%	75%	1NBT	2NBR	51	176				
Main Street (South)	RD4	60%	25%	1NBT	2NBT	3NBT	5NBT	6NBT	7NBR	17	59
<u>TOTAL ENTERING TRIPS</u>						114	391				
<u>Exiting Trips</u>											
RD4	New Carlisle Pike (East)	20%	100%			65	46				
RD4	SR 571 (West)	10%	75%	2WBL	1SBR	24	17				
RD4	SR 571 (West)	10%	25%	7WBL	6SBT	5SBT	3SBT	2SBT	1SBR	8	6
RD4	Main Street (North)	10%	100%	7WBR		32	23				
RD4	Main Street (South)	60%	75%	2WBL	1SBT	146	103				
RD4	Main Street (South)	60%	25%	7WBL	6SBT	5SBT	3SBT	2SBT	1SBT	49	34
<u>TOTAL EXITING TRIPS</u>						324	229				

Intersection Legend

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- 6-Main Street (SR 235) & Proposed Drive
- 7-Main Street (SR 235) & Sigler Road

TRAFFIC PROJECTIONS - AM PEAK HOUR

Int. #	Movement		2022	2023		Trips Development RD1		Trips Development RD2		Trips Development RD3 - Residential		Trips Development RD3 - Commercial		Trips Development RD4		2023		
		Annual Growth Rate	Existing Counts	Opening Year No-Build Volumes	Adjusted Trips	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Opening Year Build Volumes		
1	EBL	0.00%	18	18				6		7				12		43		
1	EBT	0.00%	122	122												122		
1	EBR	0.00%	4	4												4		
1	WBL	0.00%	11	11												34		
1	WBT	0.00%	53	53												53		
1	WBR	0.00%	90	90												90		
1	NBL	0.00%	2	2												2		
1	NBT	0.00%	136	136		29		32		39		15		68		319		
1	NBR	0.00%	7	7												7		
1	SBL	0.00%	170	170												170		
1	SBT	0.00%	283	283			82		90		108		18		195		776	
1	SBR	0.00%	13	13					14		18		27		32		104	
2	EBL	0.00%	71	71			7						54				132	
2	EBT	0.00%	39	39				30									69	
2	EBR	0.00%	54	54			82										136	
2	WBL	0.00%	46	46								35				170		251
2	WBT	0.00%	42	42		10											52	
2	WBR	0.00%	36	36				10		9		15					70	
2	NBL	0.00%	42	42		29				38		38		20			71	
2	NBT	0.00%	212	212						33							341	
2	NBR	0.00%	50	50						13				60			123	
2	SBL	0.00%	26	26					30		26		18				100	
2	SBT	0.00%	248	248					104		91		45		57		545	
2	SBR	0.00%	60	60		3							63				126	
3	EBL	0.00%	8	8									31				39	
3	EBT	0.00%	49	49						67							116	
3	EBR	0.00%	28	28				24									52	
3	NBT	0.00%	152	152			7	24		42	5	107		20			357	
3	SBT	0.00%	301	301		3			67	2	117		126		57		673	
3	SBR	0.00%	9	9									36				45	
4	EBL	0.00%	0	0													0	
4	EBT	0.00%	0	0					82								82	
4	EBR	0.00%	0	0													0	
4	WBL	0.00%	0	0													0	
4	WBT	0.00%	0	0				29									29	
4	WBR	0.00%	0	0													0	
4	NBL	0.00%	0	0													0	
4	NBT	0.00%	18	18													18	
4	NBR	0.00%	0	0													0	
4	SBL	0.00%	0	0													0	
4	SBT	0.00%	28	28													28	
4	SBR	0.00%	0	0													0	
5	EBL	0.00%	0	0					15								15	
5	EBT	0.00%	0	0													0	
5	EBR	0.00%	0	0				67									67	
5	WBL	0.00%	0	0									162				162	
5	WBT	0.00%	0	0													0	
5	WBR	0.00%	0	0									18				18	
5	NBL	0.00%	0	0			24										24	
5	NBT	0.00%	160	160			7			42	5			20			234	
5	NBR	0.00%	0	0									138				138	
5	SBL	0.00%	0	0				5					15				15	
5	SBT	0.00%	310	310		3			2	117				57			489	
5	SBR	0.00%	0	0				5									5	
6	WBL	0.00%	0	0									117				117	
6	WBR	0.00%	0	0									13				13	
6	NBT	0.00%	160	160			7		15		5			18			225	
6	NBR	0.00%	0	0									42				42	
6	SBL	0.00%	0	0									5				5	
6	SBT	0.00%	310	310		3		5		2		15			57		392	
7	WBL	0.00%	1	1													58	
7	WBR	0.00%	2	2											32		34	
7	NBT	0.00%	100	100			7		15		18		18				158	
7	NBR	0.00%	1	1										20			21	
7	SBL	0.00%	3	3					5		7		15			11		14
7	SBT	0.00%	278	278		3											308	

Intersection Legend

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TRAFFIC PROJECTIONS - PM PEAK HOUR

Int. #	Movement		2021	2023		Trips Development RD1		Trips Development RD2		Trips Development RD3 - Residential		Trips Development RD3 - Commercial		Trips Development RD4		2023	
		Annual Growth Rate	Existing Counts	Opening Year No-Build Volumes	Adjusted Trips	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Primary Trips IN	Primary Trips OUT	Opening Year Build Volumes	
1	EBL	0.00%	52	52				18		21				39		130	
1	EBT	0.00%	112	112												112	
1	EBR	0.00%	14	14												14	
1	WBL	0.00%	33	33												78	
1	WBT	0.00%	141	141												141	
1	WBR	0.00%	206	206												206	
1	NBL	0.00%	6	6												6	
1	NBT	0.00%	392	392		96		106		128		30		235		987	
1	NBR	0.00%	24	24												24	
1	SBL	0.00%	92	92												92	
1	SBT	0.00%	293	293			56		62		75		13		137	636	
1	SBR	0.00%	64	64					10		13		19		23	129	
2	EBL	0.00%	132	132			5									243	
2	EBT	0.00%	56	56				20								76	
2	EBR	0.00%	64	64			56									120	
2	WBL	0.00%	55	55												200	
2	WBT	0.00%	65	65		35										100	
2	WBR	0.00%	56	56				36		31		30				153	
2	NBL	0.00%	66	66		96										162	
2	NBT	0.00%	514	514					124		107		75		69	889	
2	NBR	0.00%	51	51							42				205	298	
2	SBL	0.00%	32	32						20		18		13		83	
2	SBT	0.00%	339	339					72		63		32		40	546	
2	SBR	0.00%	69	69		9										122	
3	EBL	0.00%	24	24												85	
3	EBT	0.00%	48	48												94	
3	EBC	0.00%	75	75												155	
3	NBT	0.00%	401	401			5	80			138	4	211		69	908	
3	SBT	0.00%	333	333		9				46	6	81		89		40	604
3	SBR	0.00%	41	41											25	66	
4	EBL	0.00%	0	0												0	
4	EBT	0.00%	0	0												56	
4	EBR	0.00%	0	0												0	
4	WBL	0.00%	0	0												0	
4	WBT	0.00%	0	0					98							98	
4	WBR	0.00%	0	0												0	
4	NBL	0.00%	0	0												0	
4	NBT	0.00%	24	24												24	
4	NBR	0.00%	0	0												0	
4	SBL	0.00%	0	0												0	
4	SBT	0.00%	22	22												22	
4	SBR	0.00%	0	0												0	
5	EBL	0.00%	0	0						10						10	
5	EBT	0.00%	0	0												0	
5	EBR	0.00%	0	0						46						46	
5	WBL	0.00%	0	0												114	
5	WBT	0.00%	0	0												0	
5	WBR	0.00%	0	0												13	
5	NBL	0.00%	0	0				80								80	
5	NBT	0.00%	425	425		5				138	4				69	641	
5	NBR	0.00%	0	0												272	
5	SBL	0.00%	0	0												30	
5	SBT	0.00%	374	374		9				6	81					40	510
5	SBR	0.00%	0	0						18						18	
6	WBL	0.00%	0	0												81	
6	WBR	0.00%	0	0												9	
6	NBT	0.00%	425	425			5		10		4		13	69		526	
6	NBR	0.00%	0	0						138						138	
6	SBL	0.00%	0	0												15	
6	SBT	0.00%	374	374		9		18		6		30				40	477
7	WBL	0.00%	4	4												44	
7	WBR	0.00%	3	3												23	26
7	NBT	0.00%	329	329			5		10		13		13				370
7	NBR	0.00%	5	5											69		74
7	SBL	0.00%	3	3											39		42
7	SBT	0.00%	239	239		9		18		21		30					317

Intersection Legend

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APPENDIX D – 2023 Opening Year Capacity Analysis

HCM 6th Signalized Intersection Summary

1: Main Street & Jefferson Street

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	122	4	34	53	90	2	319	7	170	776	104
Future Volume (veh/h)	43	122	4	34	53	90	2	319	7	170	776	104
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	133	4	37	58	98	2	347	8	185	843	113
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	176	5	203	106	179	38	1287	30	218	874	115
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.71	0.71	0.71	0.71	0.71	0.71
Sat Flow, veh/h	209	1040	28	1252	625	1056	2	1818	42	248	1235	163
Grp Volume(v), veh/h	184	0	0	37	0	156	357	0	0	1141	0	0
Grp Sat Flow(s), veh/h/ln	1277	0	0	1252	0	1680	1861	0	0	1646	0	0
Q Serve(g_s), s	6.1	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	57.4	0.0	0.0
Cycle Q Clear(g_c), s	14.4	0.0	0.0	4.6	0.0	8.3	6.8	0.0	0.0	64.2	0.0	0.0
Prop In Lane	0.26			1.00		0.63	0.01		0.02	0.16		0.10
Lane Grp Cap(c), veh/h	262	0	0	203	0	284	1355	0	0	1208	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.18	0.00	0.55	0.26	0.00	0.00	0.94	0.00	0.00
Avail Cap(c_a), veh/h	288	0	0	222	0	310	1372	0	0	1224	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	35.6	0.0	37.1	5.2	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	6.7	0.0	0.0	0.4	0.0	1.7	0.1	0.0	0.0	14.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.8	0.0	0.0	0.8	0.0	3.5	2.3	0.0	0.0	23.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.4	0.0	0.0	36.0	0.0	38.8	5.3	0.0	0.0	27.5	0.0	0.0
LnGrp LOS	D	A	A	D	A	D	A	A	A	C	A	A
Approach Vol, veh/h	184			193			357			1141		
Approach Delay, s/veh	46.4			38.3			5.3			27.5		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	75.1		22.5		75.1		22.5					
Change Period (Y+R _c), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	70.0		18.0		70.0		18.0					
Max Q Clear Time (g _{c+l1}), s	8.8		16.4		66.2		10.3					
Green Ext Time (p _c), s	2.5		0.1		2.9		0.5					
Intersection Summary												
HCM 6th Ctrl Delay			26.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
2: Main Street & Lake Avenue/New Carlisle Pike

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘	
Traffic Volume (veh/h)	132	69	136	251	52	70	71	341	123	100	545	126
Future Volume (veh/h)	132	69	136	251	52	70	71	341	123	100	545	126
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	75	148	273	57	76	77	371	134	109	592	137
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	90	177	321	135	180	249	604	218	404	684	158
Arrive On Green	0.09	0.16	0.16	0.11	0.19	0.19	0.05	0.46	0.46	0.05	0.47	0.47
Sat Flow, veh/h	1781	562	1109	1781	727	969	1781	1311	474	1781	1469	340
Grp Volume(v), veh/h	143	0	223	273	0	133	77	0	505	109	0	729
Grp Sat Flow(s), veh/h/ln	1781	0	1671	1781	0	1696	1781	0	1785	1781	0	1809
Q Serve(g_s), s	5.6	0.0	10.9	9.5	0.0	5.9	1.9	0.0	18.0	2.7	0.0	30.5
Cycle Q Clear(g_c), s	5.6	0.0	10.9	9.5	0.0	5.9	1.9	0.0	18.0	2.7	0.0	30.5
Prop In Lane	1.00		0.66	1.00		0.57	1.00		0.27	1.00		0.19
Lane Grp Cap(c), veh/h	385	0	267	321	0	315	249	0	821	404	0	842
V/C Ratio(X)	0.37	0.00	0.84	0.85	0.00	0.42	0.31	0.00	0.61	0.27	0.00	0.87
Avail Cap(c_a), veh/h	385	0	358	321	0	408	269	0	821	426	0	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	34.4	28.7	0.0	30.4	16.6	0.0	17.2	12.8	0.0	20.2
Incr Delay (d2), s/veh	0.6	0.0	12.1	19.2	0.0	0.9	0.7	0.0	3.4	0.4	0.0	11.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/lr	2.4	0.0	5.2	6.3	0.0	2.4	0.7	0.0	7.7	1.0	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	0.0	46.5	47.9	0.0	31.3	17.3	0.0	20.6	13.1	0.0	31.8
LnGrp LOS	C	A	D	D	A	C	B	A	C	B	A	C
Approach Vol, veh/h	366			406			582			838		
Approach Delay, s/veh	38.8			42.5			20.2			29.4		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	9.1	43.4	14.0	18.0	8.7	43.8	11.8	20.2				
Change Period (Y+R _c), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (G _{max}), s	5.7	38.7	9.5	18.1	5.1	39.3	7.3	20.3				
Max Q Clear Time (g _{c+l}), s	14.7	20.0	11.5	12.9	3.9	32.5	7.6	7.9				
Green Ext Time (p _c), s	0.0	3.2	0.0	0.5	0.0	2.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			30.9									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		A	B		
Traffic Vol, veh/h	39	116	52	357	673	45
Future Vol, veh/h	39	116	52	357	673	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	126	57	388	732	49

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1259	757	781	0	-	0
Stage 1	757	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	188	408	837	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	172	408	837	-	-	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	423	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB			
HCM Control Delay, s	30.8	1.2	0			
HCM LOS	D					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	837	-	303	-	-	
HCM Lane V/C Ratio	0.068	-	0.556	-	-	
HCM Control Delay (s)	9.6	0	30.8	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	3.2	-	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	B		A		
Traffic Vol, veh/h	58	34	158	21	14	308
Future Vol, veh/h	58	34	158	21	14	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	37	172	23	15	335
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	549	184	0	0	195	0
Stage 1	184	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	858	-	-	1378	-
Stage 1	848	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	491	858	-	-	1378	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	11.6	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	647	1378	-	
HCM Lane V/C Ratio	-	-	0.155	0.011	-	
HCM Control Delay (s)	-	-	11.6	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th Signalized Intersection Summary

1: Main Street & Jefferson Street

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘	
Traffic Volume (veh/h)	43	122	4	34	53	90	2	319	7	170	776	104
Future Volume (veh/h)	43	122	4	34	53	90	2	319	7	170	776	104
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	133	4	37	58	98	2	347	8	185	843	113
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	304	9	263	105	178	239	1105	25	663	980	131
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1231	1806	54	1252	625	1056	587	1821	42	1026	1615	216
Grp Volume(v), veh/h	47	0	137	37	0	156	2	0	355	185	0	956
Grp Sat Flow(s), veh/h/ln	1231	0	1861	1252	0	1680	587	0	1863	1026	0	1831
Q Serve(g_s), s	1.9	0.0	3.5	1.5	0.0	4.6	0.2	0.0	4.9	5.7	0.0	22.9
Cycle Q Clear(g_c), s	6.5	0.0	3.5	5.0	0.0	4.6	23.1	0.0	4.9	10.7	0.0	22.9
Prop In Lane	1.00		0.03	1.00		0.63	1.00		0.02	1.00		0.12
Lane Grp Cap(c), veh/h	237	0	313	263	0	283	239	0	1131	663	0	1112
V/C Ratio(X)	0.20	0.00	0.44	0.14	0.00	0.55	0.01	0.00	0.31	0.28	0.00	0.86
Avail Cap(c_a), veh/h	444	0	626	473	0	566	322	0	1393	807	0	1370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	20.0	22.2	0.0	20.4	18.1	0.0	5.1	7.7	0.0	8.6
Incr Delay (d2), s/veh	0.4	0.0	1.0	0.2	0.0	1.7	0.0	0.0	0.2	0.2	0.0	4.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.6	0.0	1.5	0.4	0.0	1.8	0.0	0.0	1.4	1.0	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	0.0	20.9	22.4	0.0	22.1	18.1	0.0	5.3	7.9	0.0	13.5
LnGrp LOS	C	A	C	C	A	C	B	A	A	A	A	B
Approach Vol, veh/h		184			193			357			1141	
Approach Delay, s/veh		21.6			22.1			5.3			12.6	
Approach LOS		C			C			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+R _c), s		38.5		15.0		38.5		15.0				
Change Period (Y+R _c), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		18.0		40.0		18.0				
Max Q Clear Time (g_c+l1), s		25.1		8.5		24.9		7.0				
Green Ext Time (p_c), s		1.9		0.5		7.5		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
2: Main Street & Lake Avenue/New Carlisle Pike

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘	
Traffic Volume (veh/h)	132	69	136	251	52	70	71	341	123	100	545	126
Future Volume (veh/h)	132	69	136	251	52	70	71	341	123	100	545	126
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	75	148	273	57	76	77	371	134	109	592	137
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	90	177	321	135	180	249	861	908	475	684	158
Arrive On Green	0.09	0.16	0.16	0.11	0.19	0.19	0.05	0.46	0.46	0.05	0.47	0.47
Sat Flow, veh/h	1781	562	1109	1781	727	969	1781	1870	1585	1781	1469	340
Grp Volume(v), veh/h	143	0	223	273	0	133	77	371	134	109	0	729
Grp Sat Flow(s), veh/h/ln	1781	0	1671	1781	0	1696	1781	1870	1585	1781	0	1809
Q Serve(g_s), s	5.6	0.0	10.9	9.5	0.0	5.9	1.9	11.3	3.3	2.7	0.0	30.5
Cycle Q Clear(g_c), s	5.6	0.0	10.9	9.5	0.0	5.9	1.9	11.3	3.3	2.7	0.0	30.5
Prop In Lane	1.00		0.66	1.00		0.57	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	385	0	267	321	0	315	249	861	908	475	0	842
V/C Ratio(X)	0.37	0.00	0.84	0.85	0.00	0.42	0.31	0.43	0.15	0.23	0.00	0.87
Avail Cap(c_a), veh/h	385	0	358	321	0	408	269	861	908	502	0	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	34.4	28.7	0.0	30.4	16.6	15.3	8.4	11.4	0.0	20.2
Incr Delay (d2), s/veh	0.6	0.0	12.1	19.2	0.0	0.9	0.7	1.6	0.3	0.2	0.0	11.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/lr	2.4	0.0	5.2	6.3	0.0	2.4	0.7	4.9	1.1	1.0	0.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.8	0.0	46.5	47.9	0.0	31.3	17.3	16.9	8.8	11.7	0.0	31.8
LnGrp LOS	C	A	D	D	A	C	B	B	A	B	A	C
Approach Vol, veh/h	366			406			582			838		
Approach Delay, s/veh	38.8			42.5			15.1			29.2		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	9.1	43.4	14.0	18.0	8.7	43.8	11.8	20.2				
Change Period (Y+R _c), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (G _{max}), s	5.3	38.5	9.5	18.1	5.1	39.3	7.3	20.3				
Max Q Clear Time (g _{c+l}), s	14.7	13.3	11.5	12.9	3.9	32.5	7.6	7.9				
Green Ext Time (p _c), s	0.0	2.8	0.0	0.5	0.0	2.8	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

3: Main Street & Galewood Drive

08/31/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	
Traffic Volume (veh/h)	39	116	52	357	673	45
Future Volume (veh/h)	39	116	52	357	673	45
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No	No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	126	57	388	732	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	54	163	367	1249	888	59
Arrive On Green	0.13	0.13	0.06	0.67	0.51	0.51
Sat Flow, veh/h	405	1216	1781	1870	1733	116
Grp Volume(v), veh/h	169	0	57	388	0	781
Grp Sat Flow(s), veh/h/ln	1631	0	1781	1870	0	1849
Q Serve(g_s), s	4.6	0.0	0.6	4.0	0.0	16.2
Cycle Q Clear(g_c), s	4.6	0.0	0.6	4.0	0.0	16.2
Prop In Lane	0.25	0.75	1.00			0.06
Lane Grp Cap(c), veh/h	219	0	367	1249	0	948
V/C Ratio(X)	0.77	0.00	0.16	0.31	0.00	0.82
Avail Cap(c_a), veh/h	649	0	466	1765	0	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	7.5	3.2	0.0	9.3
Incr Delay (d2), s/veh	5.7	0.0	0.2	0.1	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/lr	1.9	0.0	0.2	0.7	0.0	5.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.7	0.0	7.7	3.3	0.0	12.2
LnGrp LOS	C	A	A	A	A	B
Approach Vol, veh/h	169			445	781	
Approach Delay, s/veh	24.7			3.9	12.2	
Approach LOS	C			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+R _c), s		34.9		10.6	7.1	27.8
Change Period (Y+R _c), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		42.9		18.1	5.1	33.3
Max Q Clear Time (g_c+l1), s		6.0		6.6	2.6	18.2
Green Ext Time (p_c), s		2.6		0.4	0.0	5.1
Intersection Summary						
HCM 6th Ctrl Delay			11.1			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
5: Main Street & Connector Road/Proposed Drive

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖											
Traffic Volume (veh/h)	15	0	67	162	0	18	24	234	138	15	489	5
Future Volume (veh/h)	15	0	67	162	0	18	24	234	138	15	489	5
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	0	73	176	0	20	26	254	150	16	532	5
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	567	0	356	517	0	356	454	823	697	614	814	8
Arrive On Green	0.22	0.00	0.22	0.22	0.00	0.22	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1392	0	1585	1327	0	1585	868	1870	1585	981	1850	17
Grp Volume(v), veh/h	16	0	73	176	0	20	26	254	150	16	0	537
Grp Sat Flow(s), veh/h/ln	1392	0	1585	1327	0	1585	868	1870	1585	981	0	1867
Q Serve(g_s), s	0.2	0.0	1.0	3.3	0.0	0.3	0.7	2.4	1.6	0.3	0.0	6.1
Cycle Q Clear(g_c), s	0.5	0.0	1.0	4.3	0.0	0.3	6.7	2.4	1.6	2.6	0.0	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	567	0	356	517	0	356	454	823	697	614	0	821
V/C Ratio(X)	0.03	0.00	0.21	0.34	0.00	0.06	0.06	0.31	0.22	0.03	0.00	0.65
Avail Cap(c_a), veh/h	1268	0	1153	1185	0	1153	1093	2198	1863	1335	0	2195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	8.5	10.2	0.0	8.2	8.5	4.9	4.6	5.7	0.0	5.9
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.4	0.0	0.1	0.1	0.2	0.2	0.0	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.0	0.2	0.7	0.0	0.1	0.1	0.4	0.2	0.0	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.4	0.0	8.7	10.6	0.0	8.2	8.6	5.1	4.8	5.7	0.0	6.8
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h	89			196			430			553		
Approach Delay, s/veh	8.7			10.4			5.2			6.8		
Approach LOS	A			B			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	16.3		10.5		16.3		10.5					
Change Period (Y+R _c), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	31.5		19.5		31.5		19.5					
Max Q Clear Time (g_c+l1), s	8.7		3.0		8.1		6.3					
Green Ext Time (p_c), s	2.1		0.3		3.7		0.5					
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	117	13	225	42	5	392
Future Vol, veh/h	117	13	225	42	5	392
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	14	245	46	5	426

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	704	268	0	0	291
Stage 1	268	-	-	-	-
Stage 2	436	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	403	771	-	-	1271
Stage 1	777	-	-	-	-
Stage 2	652	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	401	771	-	-	1271
Mov Cap-2 Maneuver	502	-	-	-	-
Stage 1	777	-	-	-	-
Stage 2	649	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	520	1271	-
HCM Lane V/C Ratio	-	-	0.272	0.004	-
HCM Control Delay (s)	-	-	14.5	7.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	B		A		
Traffic Vol, veh/h	58	34	158	21	14	308
Future Vol, veh/h	58	34	158	21	14	308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	37	172	23	15	335
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	549	184	0	0	195	0
Stage 1	184	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	858	-	-	1378	-
Stage 1	848	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	491	858	-	-	1378	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	11.6	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	647	1378	-	
HCM Lane V/C Ratio	-	-	0.155	0.011	-	
HCM Control Delay (s)	-	-	11.6	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th Signalized Intersection Summary

1: Main Street & Jefferson Street

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	112	14	78	141	206	6	987	24	92	636	129
Future Volume (veh/h)	130	112	14	78	141	206	6	987	24	92	636	129
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	122	15	85	153	224	7	1073	26	100	691	140
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	106	11	382	217	318	42	1055	25	89	472	92
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	249	335	33	1252	686	1004	3	1809	44	77	810	157
Grp Volume(v), veh/h	278	0	0	85	0	377	1106	0	0	931	0	0
Grp Sat Flow(s), veh/h/ln	618	0	0	1252	0	1690	1856	0	0	1044	0	0
Q Serve(g_s), s	10.8	0.0	0.0	0.0	0.0	17.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	0.0	6.0	0.0	17.7	52.5	0.0	0.0	52.5	0.0	0.0
Prop In Lane	0.51		0.05	1.00		0.59	0.01		0.02	0.11		0.15
Lane Grp Cap(c), veh/h	256	0	0	382	0	535	1123	0	0	653	0	0
V/C Ratio(X)	1.09	0.00	0.00	0.22	0.00	0.70	0.98	0.00	0.00	1.42	0.00	0.00
Avail Cap(c_a), veh/h	256	0	0	382	0	535	1123	0	0	653	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.4	0.0	0.0	23.1	0.0	27.0	19.2	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	81.0	0.0	0.0	0.3	0.0	4.2	23.1	0.0	0.0	199.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	11.4	0.0	0.0	1.4	0.0	7.5	27.7	0.0	0.0	48.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	118.4	0.0	0.0	23.4	0.0	31.2	42.4	0.0	0.0	217.2	0.0	0.0
LnGrp LOS	F	A	A	C	A	C	D	A	A	F	A	A
Approach Vol, veh/h	278				462			1106			931	
Approach Delay, s/veh	118.4				29.8			42.4			217.2	
Approach LOS	F				C			D			F	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	57.0		33.0		57.0		33.0					
Change Period (Y+R _c), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	52.5		28.5		52.5		28.5					
Max Q Clear Time (g_c+l1), s	54.5		30.5		54.5		19.7					
Green Ext Time (p_c), s	0.0		0.0		0.0		1.8					
Intersection Summary												
HCM 6th Ctrl Delay			106.5									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
2: Main Street & Lake Avenue/New Carlisle Pike

08/31/2022

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘		↑ ↗	↑ ↘	
Traffic Volume (veh/h)	243	76	120	200	100	153	162	889	298	83	546	122
Future Volume (veh/h)	243	76	120	200	100	153	162	889	298	83	546	122
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	83	130	217	109	166	176	966	324	90	593	133
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	99	155	248	101	153	350	767	257	131	816	183
Arrive On Green	0.09	0.15	0.15	0.09	0.15	0.15	0.06	0.57	0.57	0.04	0.55	0.55
Sat Flow, veh/h	1781	657	1029	1781	669	1018	1781	1340	449	1781	1479	332
Grp Volume(v), veh/h	264	0	213	217	0	275	176	0	1290	90	0	726
Grp Sat Flow(s), veh/h/ln	1781	0	1685	1781	0	1687	1781	0	1789	1781	0	1811
Q Serve(g_s), s	10.5	0.0	14.7	10.4	0.0	18.0	5.1	0.0	68.5	2.6	0.0	35.9
Cycle Q Clear(g_c), s	10.5	0.0	14.7	10.4	0.0	18.0	5.1	0.0	68.5	2.6	0.0	35.9
Prop In Lane	1.00		0.61	1.00		0.60	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	216	0	255	248	0	254	350	0	1024	131	0	999
V/C Ratio(X)	1.22	0.00	0.84	0.88	0.00	1.08	0.50	0.00	1.26	0.69	0.00	0.73
Avail Cap(c_a), veh/h	216	0	255	248	0	254	382	0	1024	135	0	999
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	49.4	43.1	0.0	50.9	17.1	0.0	25.6	28.8	0.0	20.1
Incr Delay (d2), s/veh	133.4	0.0	20.9	27.5	0.0	80.8	1.1	0.0	125.1	13.4	0.0	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.4	0.0	7.7	3.3	0.0	13.3	2.1	0.0	62.7	1.9	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	176.5	0.0	70.3	70.6	0.0	131.7	18.2	0.0	150.7	42.1	0.0	22.8
LnGrp LOS	F	A	E	E	A	F	B	A	F	D	A	C
Approach Vol, veh/h		477			492			1466			816	
Approach Delay, s/veh		129.1			104.7			134.8			24.9	
Approach LOS	F				F			F			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	9.2	73.0	14.9	22.6	11.7	70.6	15.0	22.5				
Change Period (Y+R _c), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax _{5,6})	68.5	10.4	18.1	9.3	64.2	10.5	18.0					
Max Q Clear Time (g _{c+l}) _{14,16}	70.5	12.4	16.7	7.1	37.9	12.5	20.0					
Green Ext Time (p _c), s	0.0	0.0	0.0	0.2	0.1	5.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			101.8									
HCM 6th LOS			F									

Intersection

Int Delay, s/veh 85.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		A	B		
Traffic Vol, veh/h	85	93	155	908	604	66
Future Vol, veh/h	85	93	155	908	604	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	101	168	987	657	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2016	693	729	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	1323	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 64	443	875	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 37	443	875	-	-	-
Mov Cap-2 Maneuver	~ 37	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, \$\\$ 905.2 1.5 0

HCM LOS F

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	71	-	-
HCM Lane V/C Ratio	0.193	-	2.725	-	-
HCM Control Delay (s)	10.1	\$\\$ 905.2	-	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.7	-	19.1	-	-

Notes

~: Volume exceeds capacity \\$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	B		A		
Traffic Vol, veh/h	44	26	370	74	42	317
Future Vol, veh/h	44	26	370	74	42	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	28	402	80	46	345
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	879	442	0	0	482	0
Stage 1	442	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	318	615	-	-	1081	-
Stage 1	648	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	301	615	-	-	1081	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	13.9	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	480	1081	-	
HCM Lane V/C Ratio	-	-	0.159	0.042	-	
HCM Control Delay (s)	-	-	13.9	8.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	

HCM 6th Signalized Intersection Summary

1: Main Street & Jefferson Street

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑		↑	↑		↑	↑		↑	↑	
Traffic Volume (veh/h)	130	112	14	78	141	206	6	987	24	92	636	129
Future Volume (veh/h)	130	112	14	78	141	206	6	987	24	92	636	129
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	122	15	85	153	224	7	1073	26	100	691	140
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	446	55	365	187	274	277	1103	27	117	916	186
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1006	1633	201	1252	686	1004	660	1818	44	513	1509	306
Grp Volume(v), veh/h	141	0	137	85	0	377	7	0	1099	100	0	831
Grp Sat Flow(s), veh/h/ln	1006	0	1834	1252	0	1690	660	0	1862	513	0	1815
Q Serve(g_s), s	4.8	0.0	4.4	4.3	0.0	15.7	0.6	0.0	42.5	3.0	0.0	24.9
Cycle Q Clear(g_c), s	20.5	0.0	4.4	8.7	0.0	15.7	25.5	0.0	42.5	45.5	0.0	24.9
Prop In Lane	1.00		0.11	1.00		0.59	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	161	0	501	365	0	462	277	0	1130	117	0	1101
V/C Ratio(X)	0.88	0.00	0.27	0.23	0.00	0.82	0.03	0.00	0.97	0.86	0.00	0.75
Avail Cap(c_a), veh/h	161	0	501	365	0	462	277	0	1130	117	0	1101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	21.4	24.8	0.0	25.5	19.9	0.0	14.2	37.2	0.0	10.7
Incr Delay (d2), s/veh	37.8	0.0	0.3	0.3	0.0	10.9	0.0	0.0	20.4	42.9	0.0	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.2	0.0	1.9	1.3	0.0	7.3	0.1	0.0	20.6	3.2	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.2	0.0	21.7	25.1	0.0	36.4	20.0	0.0	34.6	80.1	0.0	13.7
LnGrp LOS	E	A	C	C	A	D	B	A	C	F	A	B
Approach Vol, veh/h	278				462				1106			931
Approach Delay, s/veh	48.3				34.3				34.5			20.8
Approach LOS	D				C				C			C
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	50.0		25.0		50.0		25.0					
Change Period (Y+R _c), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	45.5		20.5		45.5		20.5					
Max Q Clear Time (g_c+l1), s	44.5		22.5		47.5		17.7					
Green Ext Time (p_c), s	0.8		0.0		0.0		0.8					
Intersection Summary												
HCM 6th Ctrl Delay			31.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
2: Main Street & Lake Avenue/New Carlisle Pike

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖ ↗ ↘ ↙ ↖											
Traffic Volume (veh/h)	243	76	120	200	100	153	162	889	298	83	546	122
Future Volume (veh/h)	243	76	120	200	100	153	162	889	298	83	546	122
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	83	130	217	109	166	176	966	324	90	593	133
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	296	125	195	341	121	184	272	925	952	143	692	155
Arrive On Green	0.12	0.19	0.19	0.11	0.18	0.18	0.07	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1781	657	1029	1781	669	1018	1781	1870	1585	1781	1479	332
Grp Volume(v), veh/h	264	0	213	217	0	275	176	966	324	90	0	726
Grp Sat Flow(s), veh/h/ln	1781	0	1685	1781	0	1687	1781	1870	1585	1781	0	1811
Q Serve(g_s), s	12.5	0.0	12.7	10.7	0.0	17.3	5.4	53.5	11.1	2.8	0.0	38.5
Cycle Q Clear(g_c), s	12.5	0.0	12.7	10.7	0.0	17.3	5.4	53.5	11.1	2.8	0.0	38.5
Prop In Lane	1.00		0.61	1.00		0.60	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	296	0	320	341	0	305	272	925	952	143	0	848
V/C Ratio(X)	0.89	0.00	0.67	0.64	0.00	0.90	0.65	1.04	0.34	0.63	0.00	0.86
Avail Cap(c_a), veh/h	296	0	343	341	0	327	306	925	952	149	0	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	40.6	32.1	0.0	43.4	21.9	27.4	10.8	25.5	0.0	25.5
Incr Delay (d2), s/veh	27.1	0.0	4.4	3.9	0.0	25.8	4.0	41.9	0.2	7.7	0.0	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	7.9	0.0	5.6	4.9	0.0	9.3	2.4	33.3	3.8	1.4	0.0	17.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.0	0.0	45.1	36.0	0.0	69.2	25.8	69.3	11.1	33.2	0.0	34.2
LnGrp LOS	E	A	D	D	A	E	C	F	B	C	A	C
Approach Vol, veh/h	477				492			1466			816	
Approach Delay, s/veh	53.9				54.6			51.2			34.1	
Approach LOS	D				D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	9.2	58.0	16.0	25.0	12.0	55.2	17.0	24.0				
Change Period (Y+R _c), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (G _{max}), s	5.6	53.5	11.5	22.0	9.6	48.9	12.5	21.0				
Max Q Clear Time (g _{c+l}), s	14.8	55.5	12.7	14.7	7.4	40.5	14.5	19.3				
Green Ext Time (p _c), s	0.0	0.0	0.0	0.7	0.1	3.3	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				47.8								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary

3: Main Street & Galewood Drive

08/31/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		T	↑	↑	
Traffic Volume (veh/h)	85	93	155	908	604	66
Future Volume (veh/h)	85	93	155	908	604	66
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No	No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	101	168	987	657	72
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	119	130	413	1243	793	87
Arrive On Green	0.15	0.15	0.09	0.66	0.48	0.48
Sat Flow, veh/h	794	871	1781	1870	1656	182
Grp Volume(v), veh/h	194	0	168	987	0	729
Grp Sat Flow(s), veh/h/ln	1674	0	1781	1870	0	1838
Q Serve(g_s), s	5.4	0.0	1.9	18.1	0.0	16.6
Cycle Q Clear(g_c), s	5.4	0.0	1.9	18.1	0.0	16.6
Prop In Lane	0.47	0.52	1.00			0.10
Lane Grp Cap(c), veh/h	250	0	413	1243	0	880
V/C Ratio(X)	0.78	0.00	0.41	0.79	0.00	0.83
Avail Cap(c_a), veh/h	624	0	450	1664	0	1255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.8	0.0	8.6	5.8	0.0	10.9
Incr Delay (d2), s/veh	5.1	0.0	0.6	2.0	0.0	3.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.2	0.0	0.6	4.1	0.0	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.9	0.0	9.3	7.7	0.0	14.1
LnGrp LOS	C	A	A	A	A	B
Approach Vol, veh/h	194			1155	729	
Approach Delay, s/veh	24.9			8.0	14.1	
Approach LOS	C			A	B	
Timer - Assigned Phs	2		4	5	6	
Phs Duration (G+Y+R _c), s	36.6		11.7	9.0	27.6	
Change Period (Y+R _c), s	4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s	43.0		18.0	5.5	33.0	
Max Q Clear Time (g_c+l1), s	20.1		7.4	3.9	18.6	
Green Ext Time (p_c), s	8.8		0.4	0.1	4.6	
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
5: Main Street & Connector Road/Proposed Drive

08/31/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↑ ↘		↖ ↗	↑ ↘		↖ ↗	↑ ↘	↖ ↗	↖ ↗	↑ ↘	
Traffic Volume (veh/h)	10	0	46	114	0	13	80	641	272	30	510	18
Future Volume (veh/h)	10	0	46	114	0	13	80	641	272	30	510	18
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	0	50	124	0	14	87	697	296	33	554	20
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	0	246	403	0	246	532	1042	883	397	1000	36
Arrive On Green	0.16	0.00	0.16	0.16	0.00	0.16	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1400	0	1585	1355	0	1585	839	1870	1585	567	1794	65
Grp Volume(v), veh/h	11	0	50	124	0	14	87	697	296	33	0	574
Grp Sat Flow(s), veh/h/ln1400	0	1585	1355	0	1585	839	1870	1585	567	0	1859	
Q Serve(g_s), s	0.2	0.0	0.9	2.8	0.0	0.2	2.3	8.2	3.2	1.4	0.0	6.2
Cycle Q Clear(g_c), s	0.4	0.0	0.9	3.6	0.0	0.2	8.5	8.2	3.2	9.6	0.0	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	437	0	246	403	0	246	532	1042	883	397	0	1036
V/C Ratio(X)	0.03	0.00	0.20	0.31	0.00	0.06	0.16	0.67	0.34	0.08	0.00	0.55
Avail Cap(c_a), veh/h	1024	0	911	972	0	911	948	1971	1670	678	0	1959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	11.5	13.1	0.0	11.3	7.2	4.9	3.8	8.3	0.0	4.4
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.4	0.0	0.1	0.1	0.7	0.2	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.7	0.0	0.1	0.3	1.3	0.4	0.1	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	11.9	13.5	0.0	11.4	7.3	5.6	4.0	8.4	0.0	4.9
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		61			138			1080			607	
Approach Delay, s/veh	11.9			13.3				5.3			5.1	
Approach LOS	B			B			A			A		
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+R _c), s	22.0		9.4		22.0		9.4					
Change Period (Y+R _c), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	33.0		18.0		33.0		18.0					
Max Q Clear Time (g_c+l1), s	10.5		2.9		11.6		5.6					
Green Ext Time (p_c), s	6.9		0.2		4.3		0.3					
Intersection Summary												
HCM 6th Ctrl Delay			6.0									
HCM 6th LOS			A									

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	B	T	T	U	U
Traffic Vol, veh/h	81	9	526	138	15	477
Future Vol, veh/h	81	9	526	138	15	477
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	10	572	150	16	518

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	1197	647	0	0
Stage 1	647	-	-	-
Stage 2	550	-	-	-
Critical Hdwy	6.42	6.22	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	-	2.218
Pot Cap-1 Maneuver	205	471	-	880
Stage 1	521	-	-	-
Stage 2	578	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	201	471	-	880
Mov Cap-2 Maneuver	340	-	-	-
Stage 1	521	-	-	-
Stage 2	568	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	880	-
HCM Lane V/C Ratio	-	-	0.28	0.019	-
HCM Control Delay (s)	-	-	19.2	9.2	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations	W	B		A		
Traffic Vol, veh/h	44	26	370	74	42	317
Future Vol, veh/h	44	26	370	74	42	317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	28	402	80	46	345
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	879	442	0	0	482	0
Stage 1	442	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	318	615	-	-	1081	-
Stage 1	648	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	301	615	-	-	1081	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Approach	WB	NE	SW			
HCM Control Delay, s	13.9	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT	
Capacity (veh/h)	-	-	480	1081	-	
HCM Lane V/C Ratio	-	-	0.159	0.042	-	
HCM Control Delay (s)	-	-	13.9	8.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-	