

CITY OF SIDNEY

REQUEST FOR QUALIFICATIONS ENGINEERING SERVICES FOR S.R. 47 IMPROVEMENT

ADDENDUM No. 2 ACKNOWLEDGEMENT

By:

Company

Date

This acknowledgement must be included as an attachment to qualifications submittal.

ADDENDUM #2

Request for Qualifications Engineering Services for the S.R. 47 Improvement Project for the City of Sidney

This Addendum must be acknowledged and submitted with the Statement for Qualifications.

To All Proposers:

This Addendum modifies the Original Request for Qualifications and is to be taken into account in preparing qualification submittals:

LEGAL NOTICE

Amend 4th sentence of the 2nd paragraph from:

The selected consultant and their subconsultants are required to be ODOT prequalified for design and right-of-way services.

to:

The selected consultant and their subconsultants are required to be ODOT prequalified in the following categories: Roadway: Bicycle Facilities & Enhancement Design, Non-Complex Roadway Design, Right-of-Way Plan Development Limited, and Subsurface Utility Engineering; Soils/Geotechnical Services: Geotechnical Engineering Services and Geotechnical Testing Laboratory; Traffic Signal Design: Basic; Highway Lighting Design: Limited; and Right-of-Way Acquisition Services.

Item 4. Certificates of Insurance

Amend:

The successful proposer(s) will submit to the City current certificate(s) of insurance in the amount specified in Special Conditions.

to:

The successful proposer(s) will submit to the City current certificate(s) of insurance in the amount specified in **Item 10. Insurance**.

Item 19. Inquiries/Request for Clarification

Amend first sentence from:

All questions about the meaning or intent of the RFQ Documents must be directed, in writing, to Gary Clough, Sidney Assistance City Manager/Public Works Director, as provided in the advertisement/Request for Proposal.

to:

All questions about the meaning or intent of the RFQ Documents must be directed, in writing, to Gary Clough, Sidney **Assistant** City Manager/Public Works Director, as provided in the advertisement/Request for Proposal.

RFQ Submittal Organization, Tab #5

Amend:

Tab # 5: Evidence of Insurance Certification: Reference "Subsection 1.17 - Insurance"

to:

Tab # 5: Evidence of Insurance Certification: Reference "**Item 10.** Insurance"

RFQ Submittal Organization, Tab #7

Amend:

- Demonstration/Summary of Experience with Regulatory and Permitting Agencies in South Florida

to:

- Demonstration/Summary of Experience with Regulatory and Permitting Agencies in **Ohio**

Item 24. Background/Scope of Services

Delete the second sentence of first paragraph in its entirety and amend the first sentence to read:

The objective of this solicitation is to obtain the services of an engineering consulting firm to provide surveying, engineering, landscape, irrigation and lighting design, and permitting services for the SR 47 Improvement Project.

DRUG FREE WORKPLACE (TAB #4)

Delete from Item #4 "of chapter 893 or of" to read:

4. In the statement specified in subsection (1), notify the employees that, as a condition of working on the commodities or contractual services that are under Bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.

The following items have been added to the Request for Qualifications package for your use in preparing a Statement of Qualifications:

- Safety Study prepared by Mannik & Smith Group dated February 2016
- ODOT Small City Program Project Summary

SAFETY STUDY

SR47 (MICHIGAN STREET / COURT STREET)
I-75 TO WALNUT AVENUE
CITY OF SIDNEY, OHIO



FEBRUARY 2016



PREPARED FOR:
CITY OF SIDNEY
631 PERRY STREET
SIDNEY, OHIO 45365

PREPARED BY:
THE MANNIK & SMITH GROUP, INC.
1800 INDIAN WOOD CIRCLE
MAUMEE, OHIO 43537



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SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

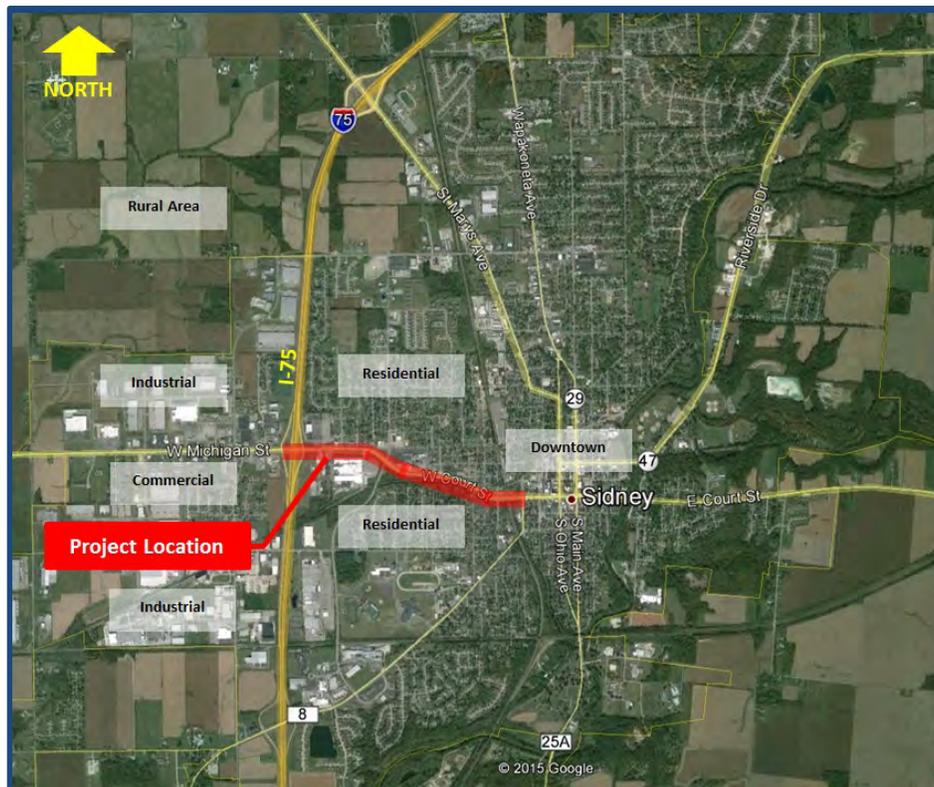
1.0 INTRODUCTION

The City of Sidney is seeking funding to improve a section of State Route 47 (SR47) which is locally named W. Michigan Street (west of 4th Avenue) and W. Court Street (east of 4th Avenue). To assist in this effort, a Safety Study was contracted for the SR47 corridor from I-75 to Walnut Avenue on the west side of the City. The roadway currently experiences frequent crashes and contains the Highway Safety Program (HSP) #79 ranked crash section on the portion of SR47 from 4th Avenue to Walnut Avenue. The corridor also experiences bike/pedestrian related crashes that exceed State averages by six times the bike percentage and 2 times the pedestrian percentage. The City funded this Safety Study with 100% local funds to assess the roadway's existing conditions, identify safety needs, present potential improvements, and assess the Safety of the improvements. As safety conditions and traffic volumes/operations vary along this corridor, this Safety Study will be used to apply for two different funding programs for two separate projects. Along the western end of the corridor, from I-75 to 4th Avenue there are numerous private drives, several signalized intersections, heavier traffic, and a higher concentration of crashes. This section will apply to the ODOT Safety Program for proposed improvements. The eastern portion of the corridor from 4th Avenue to Walnut Avenue contains a lower frequency of crashes; however it does contain the HSP #79 ranked crash section in Ohio. This section is a controlled access section of roadway with no private drives accessing SR47 and contains only public roadway intersections. This section will apply for Small City Program funds. The proposed improvements associated with the project would focus on enhancing the safety of both non-motorized and motorized traffic enhancements to infrastructure and traffic control devices.

1.1 Project Location

SR47 is an east-west Urban Minor Arterial between I-75 and S. Walnut Avenue. The roadway connects the I-75 interchange to Downtown Sidney, primarily servicing commercial/industrial land uses on its western end and residential land uses on its eastern end. This Safety Study provides an analysis of the section of SR47 as illustrated in Figure 1.1 (Location Map) and Figure 1.2 (Project Limits).

Figure 1.1 Location Map



SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

Figure 1.2 Project Limits



1.2 Purpose & Need for Project

The objectives of this project are to improve traffic operations and enhance safety for motorized and non-motorized traffic along SR47 from its western project terminus at the southbound I-75 On/Off Ramp eastward to Walnut Avenue (approximately 1.30 miles).

Several **Need Elements** for the project were identified as contributing factors to crash history patterns; traffic operations; existing conditions; and safety issues for both motorized and non-motorized users of this transportation corridor including:

- The corridor contains the HSP #79 ranked crash section in 2014 at the location of Royan Avenue to the Highland Avenue overpass;
- The study corridor lacks dedicated facilities for bicycle traffic and in the crash period from 2012-2014 there were 7 bicycle crashes which represent 3.7% of the total 191 crashes on the entire corridor. This percentage of bicycle crashes is 6.1 times higher than State average of 0.6%;
- A total of 4 pedestrian related crashes occurred during the 2012-2014 period, which is 2.1% of the total crashes, and this is 2.6 times higher than the State average of 0.8%. The 5 signals along the corridor do not contain countdown pedestrian signals, and crosswalks are not clearly visible due to several factors such as worn pavement markings and/or low visibility marking treatments;
- The existing median guardrail from 4th Avenue eastward to near Walnut Avenue visibly shows frequent strikes from vehicles as well as other fixed objects along the corridor such as street light poles and signs;
- The eastbound inside through lane in the vicinity of 6th Avenue does not meet current design standards as it is current at a width of 10' which may be a contributing factor to the corridor having higher than State average on sideswipe crashes;
- Current traffic signals do not feature mast arm configurations or backplates and may be contributing to crashes due to limited visibility to drivers. A total of nearly 38% of all crashes on the corridor were rear-end crashes, which is higher than the State average of 31%. This crash type can be indicative of poor recognition of traffic control as well as congestion from inefficient signals that are antiquated;

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

- There is a high density of commercial driveways along the western end of the study corridor that contributes to increased turning movements. The entire corridor from 2012-2014 witnessed 191 crashes, of which 42 involved injury crashes. An 8.05 crashes/MVMT crash rate was calculated for the corridor, which is higher than the 1.82 crashes/MVMT State Average for a similar roadway.

Given the need elements listed above, the **Project Purpose** is to provide the following benefits:

- Reduce driver collisions with medians and roadside fixed objects;
- Enhance pedestrian and bicycle facilities along corridor where feasible;
- Improve driver recognition of traffic control devices;
- Provide traffic calming features along the corridor where feasible; and
- Manage vehicle access to prevent angle and left turn collisions in commercial corridor areas.

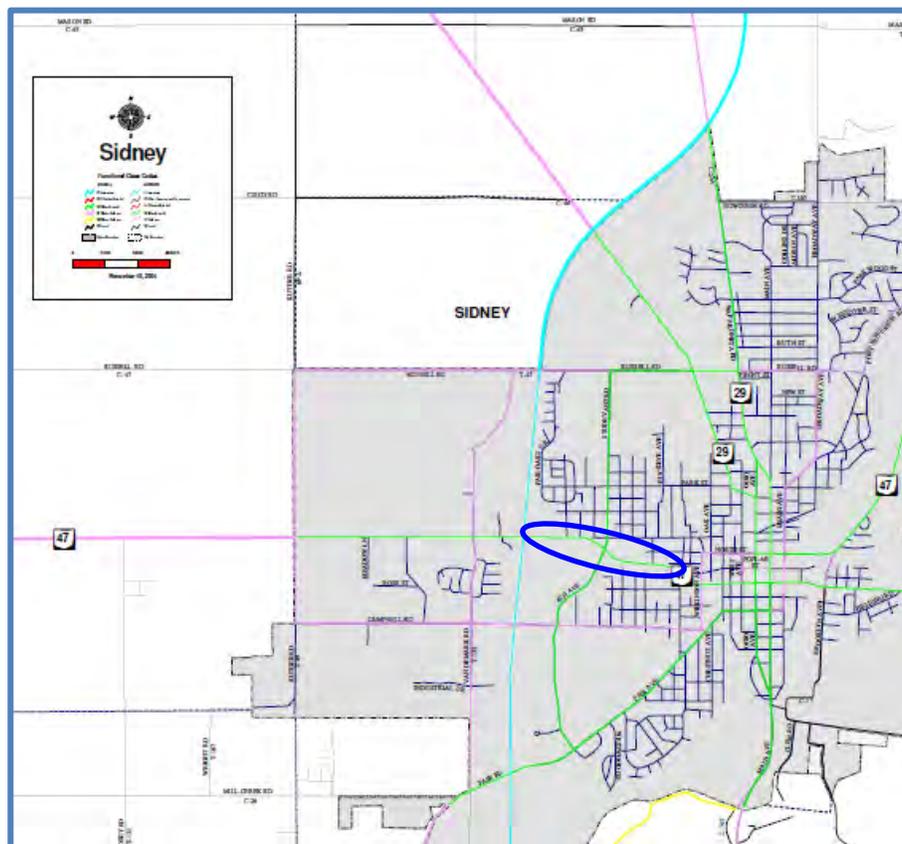
SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.0 EXISTING CONDITIONS

This section summarizes the existing conditions of the SR47 corridor from I-75 to Walnut Avenue in the City of Sidney, Ohio. The presentation of these existing conditions is intended to document the need elements for the project. An Existing Conditions Diagram was produced for the corridor and is presented in Figure 2.2. These figures display existing regulatory signs, traffic control, curb & gutter locations, lane widths, driveways, fixed objects, sidewalks, and other notable features. The following sections describe the existing physical and pavement conditions, traffic volumes, traffic operations, recent crash history, and economic conditions.

The SR47 corridor being studied is located on the west side of the City of Sidney and it traverses east-west through the City as an Urban Minor Arterial functional classification (see figure below). This corridor has a posted speed limit of 35 MPH to the west of 4th Avenue; a posted speed of 45 MPH east of 4th Avenue that reduces to 25 MPH at Walnut Avenue. The Annual Average Daily Traffic (AADT) along the corridor is 16,670, with higher traffic volumes west of 4th Avenue and lower volumes to the east.

Figure 2.1 Functional Classifications – SR47 Corridor



Data collection for the study included PM peak period intersection counts from 3:00 PM to 5:00 PM on December 15th thru December 22nd, 2015 at six (6) intersections (southbound I-75 Ramps, northbound I-75 Ramps, 6th Avenue, 4th Avenue, Wilkinson Avenue, and Walnut Avenue). A summary of peak hour intersection counts is provided in Figure 2.3. In addition to peak hour counts, there were several 24-hour automatic traffic recorder counts collected at three (3) locations along the project corridor (between the northbound I-75 Ramps and 4th Avenue; between 4th Avenue and Royan Avenue; and between Royan Avenue and Walnut Avenue). The existing peak hour traffic volumes, truck percentages, and peak hour factors were used in the intersection capacity analysis performed with Synchro 8. An average AADT for the

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

project corridor was calculated by using the 24-hour counts (weighted by corridor segment distance) and seasonal adjustment factors available by Ohio Department of Transportation (ODOT) online information. The ODOT Traffic Survey Reports for 2013 indicated 19,820 ADT from I-75 to 6th Avenue; 19,430 ADT from 6th Avenue to 4th Avenue; and 13,550 ADT from 4th Avenue to Walnut Avenue. These average out to 17,600 for the corridor. The segment 24-hour and peak period volumes are provided in Appendix A.

2.1 Physical Conditions for the Overall SR47 Corridor

The SR47 corridor from the southbound I-75 Ramps to Walnut Avenue has the physical characteristics as displayed in Figure 2.2, as well as described in the sections after the figures. This data was obtained through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this project.

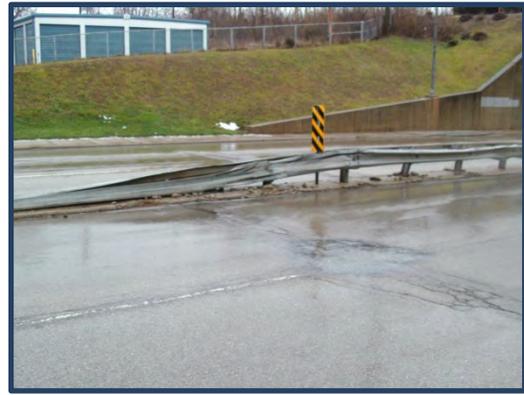
The SR47 corridor from the southbound I-75 Ramps to Walnut Avenue has the following characteristics:

- The posted speed limit from the southbound I-75 Ramps to 4th Avenue is 35 MPH while the posted speed limit to the east of 4th Avenue is 45 MPH and drops to 25 MPH at Walnut Avenue;
- All of the traffic signals along the project corridor feature span wire configurations;
- Vehicle congestion (i.e. delays and queues) were observed along the western end of the project corridor where several traffic signals and numerous private drive access locations are found;
- Roadside and median fixed objects (e.g. guardrails) visibly show frequent vehicle strikes;
- Several signalized intersections feature pedestrian crossings without pedestrian signal heads;

The photographs below are several snapshots of the existing conditions on the corridor:



Antiquated traffic signals



Damaged fixed objects along the corridor



Vehicular congestion

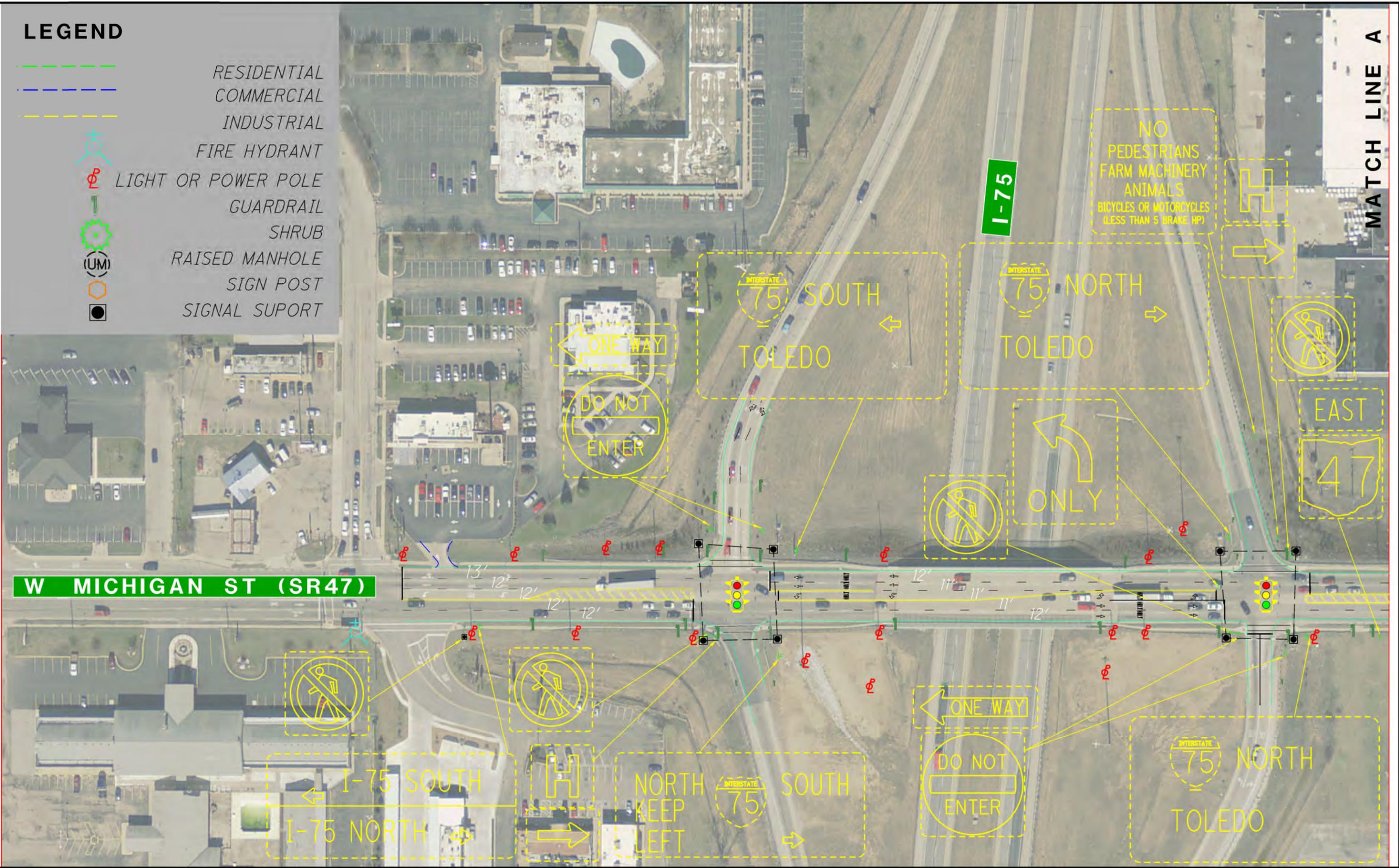


Several signalized intersections contain no pedestrian signal heads

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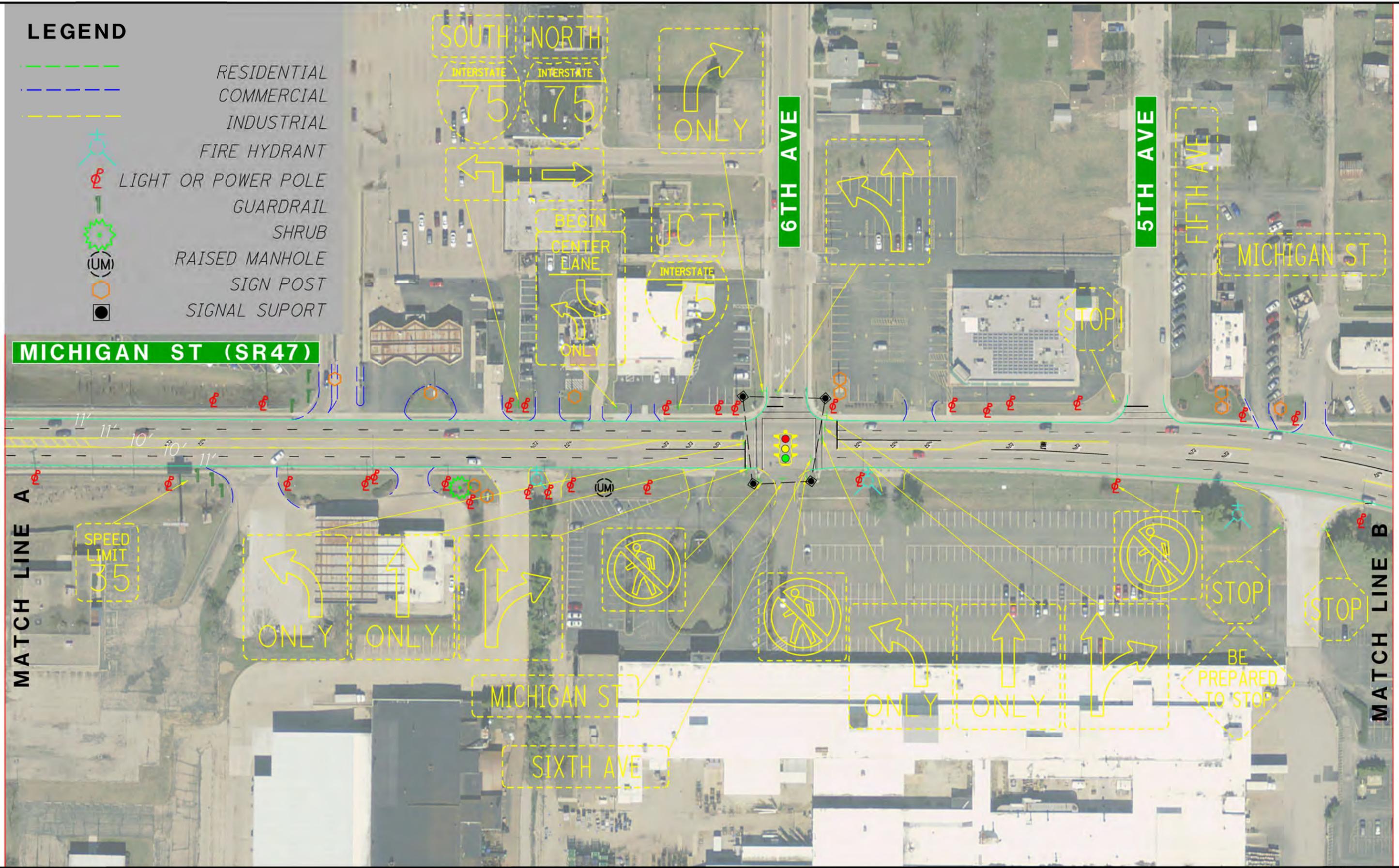


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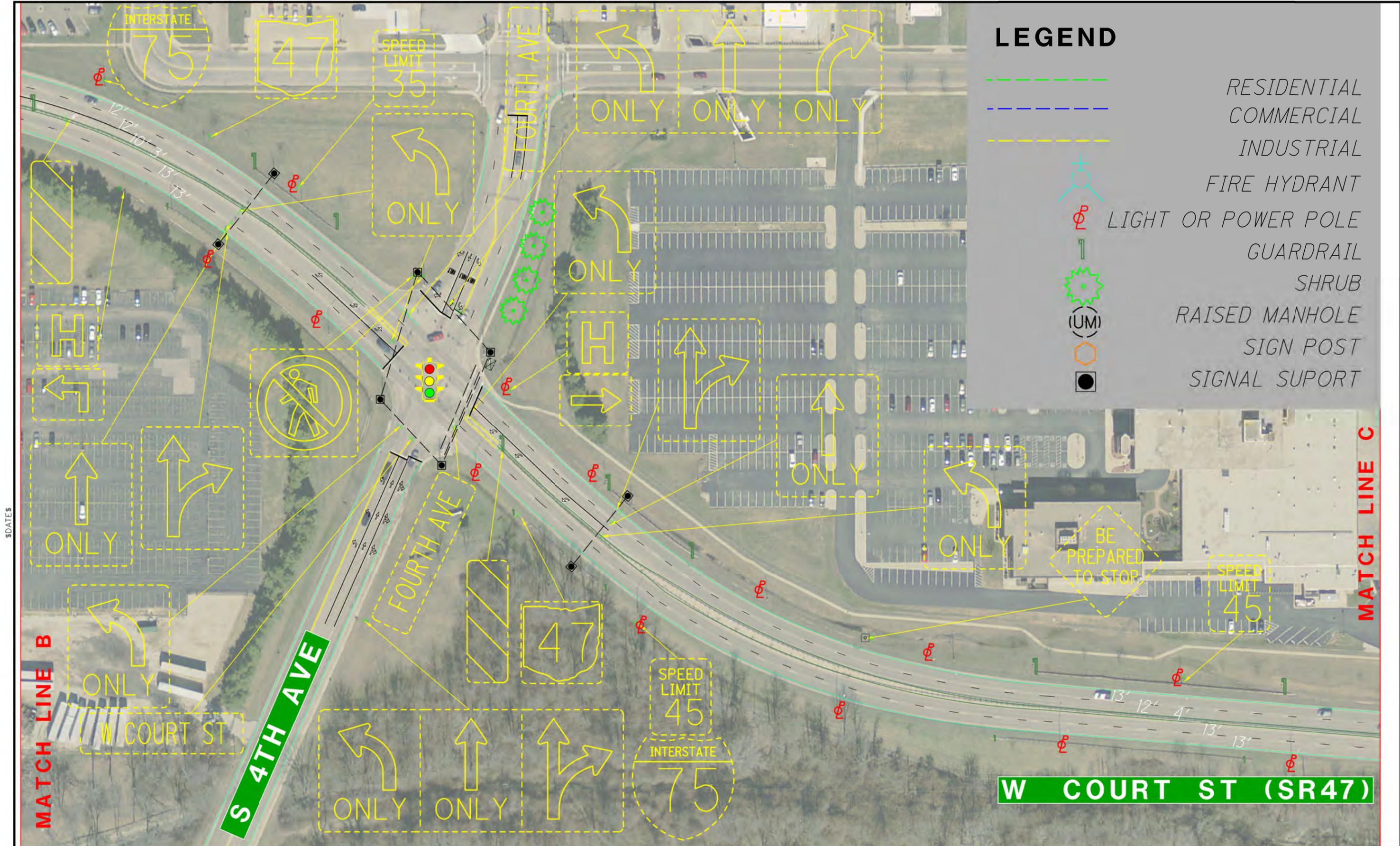
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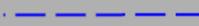
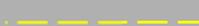


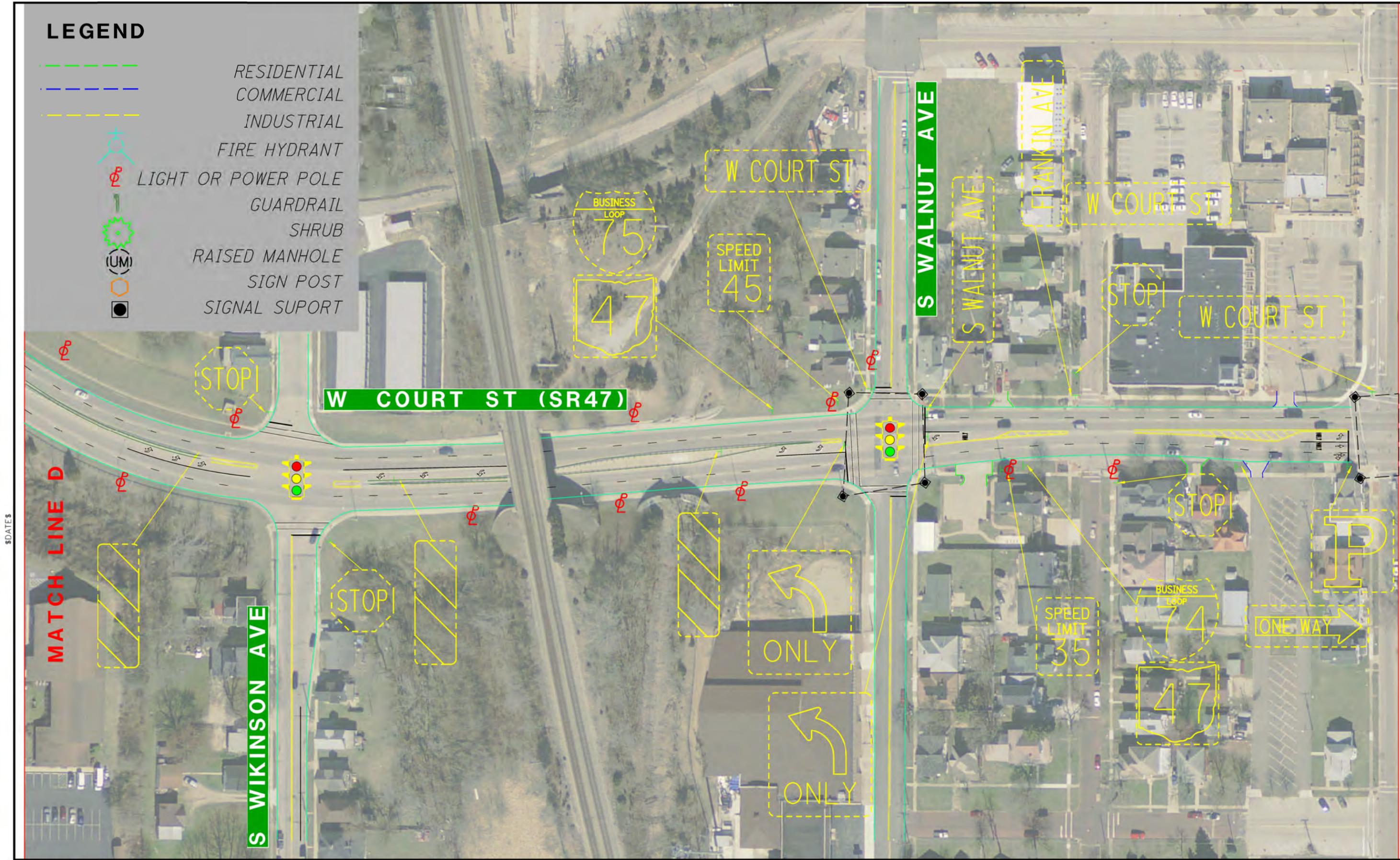
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-  SHRUB
-  RAISED MANHOLE
-  SIGN POST



LEGEND

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-  COMMERCIAL
-  INDUSTRIAL
-  FIRE HYDRANT
-  LIGHT OR POWER POLE
-  GUARDRAIL
-  SHRUB
-  RAISED MANHOLE
-  SIGN POST
-  SIGNAL SUPORT



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S WILKINSON AVE

W COURT ST (SR47)

S WALNUT AVE



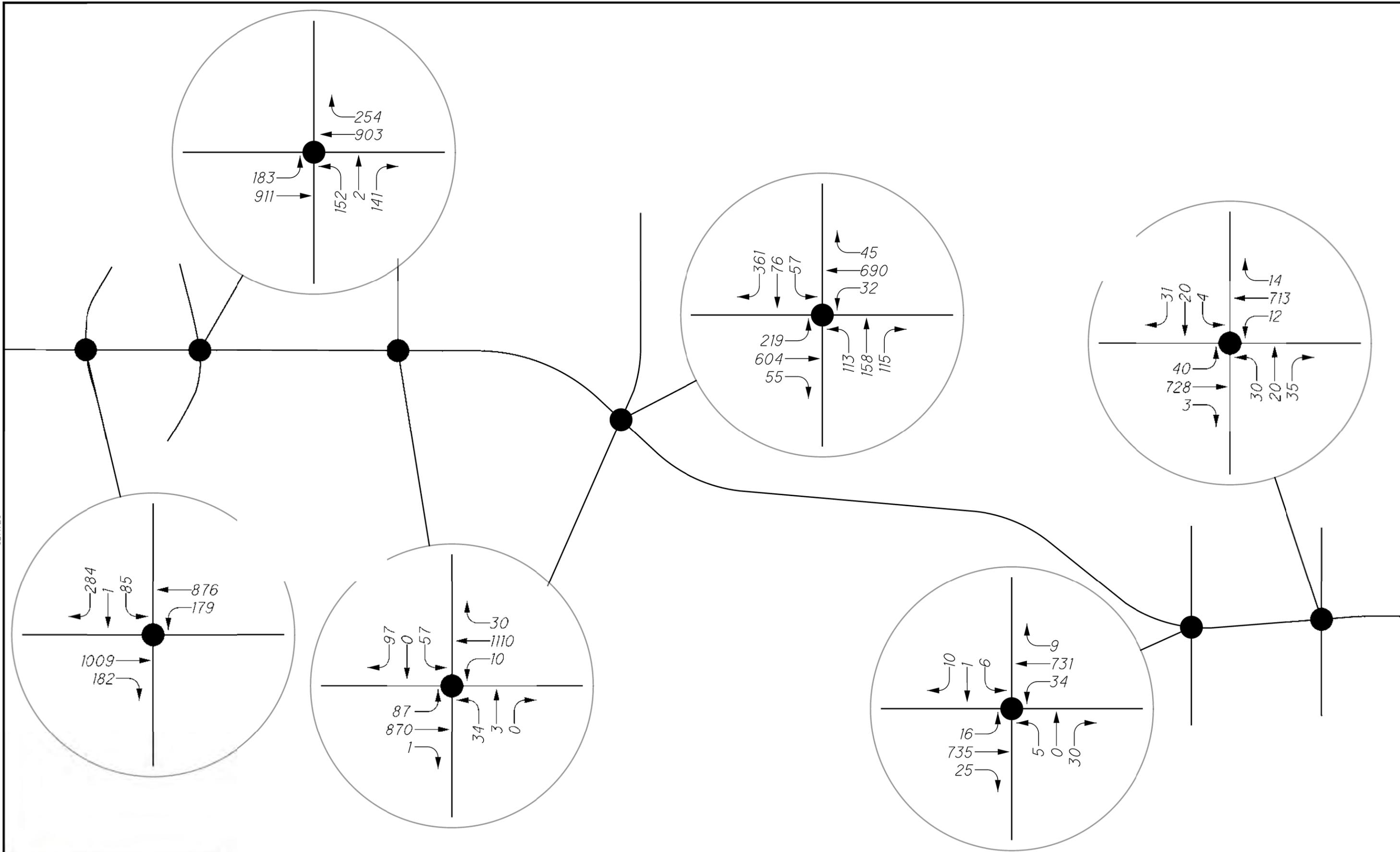


FIGURE 2.3
EXISTING PM PEAK HOUR TRAFFIC VOLUMES

LEGEND

- = EXISTING SIGNAL
- = FUTURE SIGNAL
- 123/X = 123 = PM PEAK HOUR TRAFFIC



SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.2 Physical Conditions for SR47 (Michigan Street) near the SB I-75 Ramps

The intersection of SR47 and the SB I-75 Ramps has the following existing physical characteristics as documented (see Figure 2.2 – Sheet 1) through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this Safety Study:

- The SR47 intersection with the southbound I-75 Ramps is signalized with two (2) lanes along the southbound and eastbound approaches, and three (3) lanes for the westbound approach (the westbound approach has a left turn lane);
- The intersection features lighting;
- Traffic signals have span wire configurations;
- Lane widths vary from 10 to 13 feet;
- Intersection corner radii are approximately 50 feet or greater (all corners);
- The posted speed limit along SR47 is 35 MPH;
- There are sidewalks for crossing the north and south legs of this intersection, however there are no pedestrian signal heads at the traffic signal;
- Heavy congestion was observed at this intersection during the PM peak period as traffic queues from the intersection of SR47 & Folkerth Avenue located just 370' west of the interchange backs up through the I-75 SB Ramps intersection.

The photographs below are a couple snapshots of the existing conditions of the intersection:



Traffic queues from westbound SR47 back-up through the SB I-75 Ramps intersection during PM peak hour traffic periods due to the traffic signal at Folkerth Avenue being located 370' west of intersection



Queues backing up through the signalized intersection of SR47 @ southbound I-75 Ramps



Span wire traffic signal at SR47 & southbound I-75 Ramps intersection

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.3 Physical Conditions for SR47 (Michigan Street) near the NB I-75 Ramps

The SR47 corridor in the vicinity of the northbound I-75 Ramps has the following existing physical characteristics as documented (see Figure 2.2 – Sheet 1) through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this Safety Study:

- The intersection with the northbound I-75 Ramps is signalized with two (2) lanes along the northbound and westbound approaches, and three (3) lanes along the eastbound approach (the eastbound approach has a left turn lane);
- The intersection features lighting;
- Traffic signals have span wire configurations;
- Lane widths vary from 10 to 13 feet;
- Intersection corner radii are approximately 50 feet or greater (all corners);
- The posted speed limit along SR47 is 35 MPH;
- There are sidewalks for crossing the north and south legs of this intersection, however there are no pedestrian signal heads at the traffic signal;
- Heavy congestion was observed at this intersection during the PM peak period.

The photographs below are several snapshots of the existing conditions of the intersection:



Congestion along eastbound SR47 at the northbound I-75 Ramps



Span wire for westbound SR47 at the northbound I-75 Ramps



Pedestrian travel prohibited across SR47 at the northbound I-75 Ramps



Pedestrian crossing along westbound SR47 at the northbound I-75 Ramps has no pedestrian signal heads

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.4 Physical Conditions for SR47 (Michigan Street) near 6th Avenue

The SR47 corridor in the vicinity of 6th Avenue has the following existing physical characteristics as documented (see Figure 2.2 – Sheet 2) through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this Safety Study:

- The intersection with 6th Avenue has four (4) approaches with the northbound approach being a private drive which is tied into the signalized intersection with the eastbound and westbound approaches having left turn lanes;
- The intersection features lighting;
- Traffic signals have span wire configurations and antiquated signal equipment;
- Lane widths vary from 10 to 11 feet (the inside eastbound through lane has a section where it is a 10' width, which is less than current standards, as shown on photograph below);
- Intersection corner radii are approximately 50 feet or greater (all corners);
- Posted speed limit on SR47 is 35 MPH and the posted speed limit on 6th Avenue is 25 MPH;
- Advance Auto Parts is located on the northwest corner, Walgreens is located on the northeast corner, and an industrial facility is located on the southwest and southeast corners;
- There are pedestrian facilities at this traffic signal (includes pedestrian signal heads, but not countdown signals) for crossing the north, east, and west legs of the intersection;
- There are frequent access points of commercial driveways in the vicinity of this intersection.

The photographs below are several snapshots of the existing conditions of the intersection:



Existing Lane Configurations at SR47 & 6th Avenue



SR47 looking west at 6th Avenue



SR47 looking east at 6th Avenue

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.5 Physical Conditions for SR47 (Court Street) near S. 4th Avenue

Just east of 5th Avenue, the SR47 corridor local street name changes from Michigan Street to Court Street where the sweeping curved section of roadway begins as the mainline SR47 approaches the signalized intersection of 4th Avenue. Approximately 200' east of 5th Avenue, the right-of-way on the SR47 corridor becomes controlled access as the roadway continues eastward to Walnut Avenue in Downtown Sidney. There is not a single private drive access along this controlled access section, however there are four public roadway intersections at 4th Avenue (signalized); Royan Avenue (RI/RO Only); Wilkinson (unsignalized); and Walnut Avenue (signalized). In the vicinity of 4th Avenue the following existing physical characteristics are documented (see Figure 2.2 – Sheet 3) through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this Safety Study:

- The intersection with 4th Avenue is signalized with three (3) lanes for each approach (all approaches feature left turn lanes);
- Traffic signals have span wire configurations; antiquated signal equipment; and street lighting;
- Lane widths vary from 10 to 13 feet;
- Intersection corner radii are approximately 50 feet or greater (all corners);
- The posted speed limit of SR47 is 35 MPH to the west of 4th Avenue and 45 MPH to the east of 4th Avenue; on 4th Avenue, the posted speed limit is 35 MPH to the north of SR47 and 50 MPH to the south of SR47;
- There is an industrial facility on the southwest corner of the intersection and Wilson Memorial Hospital is located on the northeast corner;
- There are pedestrian facilities (pedestrian signals but no countdown heads) at the traffic signal for crossing the east leg of the intersection, however no other crossings are present.

The photographs below are several snapshots of the existing conditions of the intersection:



Crosswalk on east leg of intersection



Spanwire traffic signal at intersection



4th Avenue & SR47 intersection lane configurations

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.6 Physical Conditions for SR47 (Court Street) near Wilkinson Avenue

The SR47 corridor in the vicinity of Wilkinson Avenue has the following existing physical characteristics as documented (see Figure 2.2 – Sheet 5) through field reconnaissance, existing roadway and utility plans, and other data that was collected as part of this Safety Study:

- The intersection with Wilkinson Avenue is unsignalized with four (4) approaches that have full access to SR47. The side street approaches involving Wilkinson Avenue is stop sign control; Wilkinson Avenue has single lane approaches and the eastbound and westbound approaches of SR47 both have three (3) lanes (including left turn lanes); the intersection as street lighting;
- Lane widths vary from 11 to 13 feet;
- Intersection corner radii are approximately 50 feet or greater (all corners);
- The posted speed limit along SR47 is 45 MPH (however it transitions to a 25 MPH zone approximately 600' east of this intersection), and the posted speed along Wilkinson is 25 MPH;
- There are residential properties located in the northwest, southeast, and southwest corners. There is a storage facility located in the northeast corner;
- There are pedestrian facilities (no signals) for crossing the north and south legs of the intersection, however there are no designated crosswalks to traverse mainline SR47 as there is no traffic signal to safely cross pedestrians and bikes at this location;
- Median guardrails and roadside light poles show visible damage from vehicle collisions;

The photographs below are several snapshots of the existing conditions of the intersection:



Damaged light pole along SR47
@ Wilkinson Avenue



Damaged median guardrail along SR47
@ Wilkinson Avenue



Aerial view of unsignalized intersection
of Wilkinson Avenue & SR47



Unsignalized intersection at Wilkinson looking
northward at SR47

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

Discussions with local officials and law enforcement indicate that frequent crashes at this unsignalized intersection occur, however many of the crashes go unreported when the crash involves a vehicle striking the median guardrail and only a single vehicle is involved. According to law enforcement, this is due to drivers not wanting to have a crash on their record which could influence insurance costs and points on their license.

The section of SR47 located just west of Wilkinson Avenue (see graphic below), **contains the Highway Safety Program (HSP) #79 Priority Ranked Crash Section** in the State of Ohio for non-freeway urban roadways. The majority of these crashes involve vehicles striking the median guardrail on this curved section of roadway, as well as apparent pavement conditions issues just before the Highland Avenue overpass where the shadows of the structure may be leading to varying pavement conditions (wet, icy, snow, etc.) whereas the surrounding pavement is dry. The section of roadway is higher speed with a posting of 45 MPH, and travel speeds based on observations and a test run with traffic appears to be more like 50 to 55 MPH. The higher travel speeds appear to be a contributing factor of crashes as evidenced by the damaged sections of the median guardrail as well as fixed objects along the roadside such as utility poles and street light poles.



The highlighted section above shows the #79 priority ranked crash section in the State of Ohio on non-freeway urban roadways as this section experiences excess crashes than what would be anticipated on similar roadways in Ohio

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.7 Physical Conditions for SR47 (Court Street) near Walnut Avenue

The SR47 corridor in the vicinity of Walnut Avenue is where the transition from the 45 MPH speed limit west of Walnut Avenue reduces to a 25 MPH zone at the intersection as the Downtown Sidney Area begins. The following existing physical characteristics were found as documented (see Figure 2.2 – Sheet 5) through field reconnaissance, existing roadway/utility plans, and other data collected as part of this Safety Study:

- The intersection with Walnut Avenue has four (4) approaches (northbound/southbound S. Walnut Avenue and eastbound/westbound SR47) and is signalized. There are three (3) lanes along the eastbound and westbound approaches (including left turn lanes) and two (2) lanes along the northbound and southbound approaches;
- The traffic signal is a span wire design with antiquated signal equipment; street lighting is present;
- Lane widths vary from 10 to 13 feet;
- Intersection corner radii are approximately 50 feet or greater (all corners);
- There are residential properties in the northwest and northeast corners of the intersection, while an industrial facility and an office building occupy the southwest and southeast corners respectively;
- There are pedestrian facilities (traffic signal has pedestrian signal heads, but no countdowns) for crossing all legs of this intersection. As will be discussed in the crash analysis section of this report, this intersection witnessed three bike/pedestrian related crashes.

The photographs below are several snapshots of the existing conditions of the intersection:



SR47 looking west at Walnut Avenue



Existing Lane Configuration at
SR47 & Walnut Avenue



Walnut Avenue looking north of SR47



SR47 looking east of Walnut Avenue where
the Downtown Area begins

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.8 Existing Traffic Operations

For this Safety Study, PM peak hour manual turning movement counts were performed at the six (6) study intersections and existing traffic operations were evaluated with Synchro 8 traffic analysis software. Synchro 8 provides several measures of effectiveness (MOEs) for traffic operations based on roadway geometry, traffic control parameters, and flow characteristics. For this study, the primary measures of effectiveness will be average vehicular delay, Level of Service (LOS), and volume-to-capacity ratio (v/c).

The LOS provides a letter grade for traffic conditions based on the amount of delay (measured in seconds) experienced by vehicles in a lane group at an intersection (e.g. eastbound lefts), along an intersection approach (e.g. eastbound), or at an intersection overall. Values for LOS can range from A to F, with LOS A representing conditions in which vehicles experience the least amount of delay and LOS F representing conditions in which vehicles experience the most delay. The v/c measures the ratio of the roadway's volume to its theoretical capacity, giving an indication of whether or not additional capacity (e.g. signal timing adjustments or lane additions) are needed.

Synchro results for the three signalized intersections along the SR47 corridor, and the overall v/c ratios for the project areas are illustrated in Table 2.1.

Table 2.1 Existing Traffic Operations				
Intersection	Control	Delay	Level of Service	v/c Ratio
SB I-75 Off Ramp	Signal	16.1 s	B	0.64
NB I-75 Off Ramp	Signal	16.5 s	B	0.61
6 th Avenue	Signal	8.1 s	A	0.47
4 th Avenue	Signal	22.2 s	C	0.58
Wilkinson Avenue*	Minor Stop	24.9**s	C**	N/A
Walnut Avenue	Signal	4.8 s	A	0.32
Corridor v/c Ratio				0.54

*Intersection not applicable in overall v/c ratio calculation as it is un-signalized free-flow for the main street traffic.

**Reflects side street stop controlled movement only (main street traffic is free-flow condition)

The analysis indicates that all signalized intersections along the project corridor have LOS C or better. See Appendix B for the intersection capacity analysis output reports.

2.9 Crash History (2012-2014)

A review of the most recent three (3) years of crash data (2012-2014) for the SR47 corridor from I-75 to Walnut Avenue revealed there were a total of 191 crashes, with zero (0) fatal crashes, 42 injury crashes, and 149 property damage only crashes. The Table 2.2 on the following page gives a breakdown of the crash characteristics for the corridor. As shown in the table, rear end crashes make up the most prevalent type at nearly 38 percent of the total, which is nearly 7% higher than the State average of 31% for a similar roadway. The next most prevalent crash type is angle (nearly 18 percent) which is above the State average of 16%; followed by fixed object at nearly 14%, which is similar to the State average; and sideswipe-passing over 9%, which is slightly higher than the State average.

One of the more concerning crash characteristics of the SR47 corridor is the occurrence of Seven (7) bicycle crashes and four (4) pedestrian related crashes on this 1.3 mile section of roadway that occurred from 2012-2014. The bike related crashes accounted for 3.7% of the total corridor crashes, which is over 6 times higher than the State average of 0.6%. The pedestrian crashes accounted for 2.1% of total crashes, which is over 2.5 times higher than the State average of 0.8%. The interchange area included 3 pedestrian crashes and 1 bike crash; the section from just east of the interchange to 5th Avenue included 3 bike

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

crashes and 1 pedestrian crash; and the area in the vicinity of Walnut Avenue contained 2 bike crashes and 1 pedestrian crash. The occurrence of non-motorized crashes throughout the SR47 corridor indicates a need for improving pedestrian/bicycle facilities where feasible, and to enhance the visibility of non-motorized users of the corridor to vehicular traffic.

The Table 2.2 below highlights the crash types; road contour; and road conditions categories that were found to exceed State averages for similar types of roadway facilities. The rear-end; angle; and left turn crashes are indicative of congestion, excessive turning movements into drives, and inefficient signals that can lead to stop and go traffic. The road contour crash data indicates the grades and curvatures on the roadway sections are contributing to crash occurrences as the percentages of crashes on the SR47 corridor exceed typical percentages of State averages. These may be elevated due to the higher 45 MPH speed limits on the curved sections of roadway and support a need for traffic calming on the corridor. The road condition data shows wet and ice conditions account for a higher percentage than those of a similar roadway when compared to State averages. Again, this is likely a result of curved sections of roadway and higher travel speeds on these curved sections. The locations of crashes are shown in Figure 2.4 Collision Diagrams. The prevalence of rear-end crashes may be attributed to observed congestion along the western end of the analysis corridor, while the number of angle collisions may be attributed to a high density of commercial driveways, also along the western end of the analysis corridor. It may be noted that 18 fixed object crashes (including crashes with the median) were observed along the 0.62 mile segment between 4th Avenue and Wilkinson Street, and two (2) fixed object crashes were reported at the SR47 intersection with Wilkinson Avenue. These findings are consistent with damaged guardrails and other roadside equipment that were observed near these locations.

Table 2.2 Existing Crash Data (2012-2014)

TRAFFIC_CRASH_YEAR	Number	%
2012	54	28.3%
2013	68	35.6%
2014	69	36.1%
Grand Total	191	100.0%

CRASH_SEVERITY	Number	%
Injury Crash	42	22.0%
Property Damage Crash	149	78.0%
Grand Total	191	100.0%

TYPE_OF_CRASH	Number	%
Rear End	72	37.7%
Angle	34	17.8%
Fixed Object	26	13.6%
Sideswipe - Passing	18	9.4%
Left Turn	13	6.8%
Pedalcycles	7	3.7%
Parked Vehicle	6	3.1%
Sideswipe - Meeting	4	2.1%
Pedestrian	4	2.1%
Other Non-Collision	3	1.6%
Animal	2	1.0%
Backing	2	1.0%
Grand Total	191	100.0%

State Averages:
Rear-End = 31.1%
Angle = 16.0%
Fixed Object = 14.1%
Sideswipe-Passing = 8.7%
Left Turn = 5.3%
Pedalcycles = 0.6%
Parked Vehicle = 3.0%
Pedestrian = 0.8%

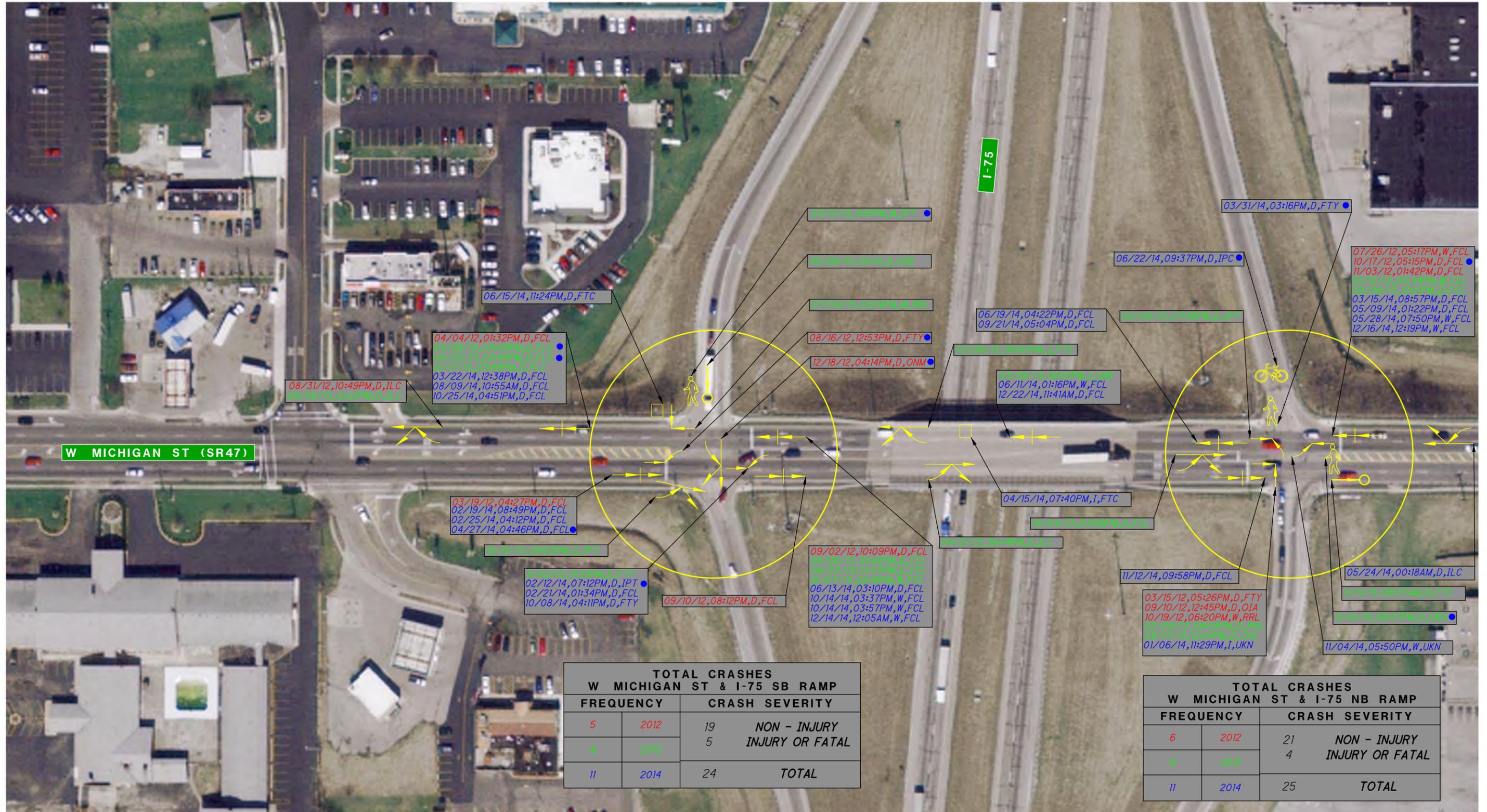
ROAD_CONDITION	Number	%
Road - Dry	123	64.4%
Road - Wet	49	25.7%
Road - Ice	10	5.2%
Road - Snow	8	4.2%
Road Condition Not Stated	1	0.5%
Grand Total	191	100.0%

State Averages:
Road-Wet = 21.2%
Road-Ice = 2.2%

ROAD_CONTOUR	Number	%
Straight - Level	116	60.7%
Straight - Grade	54	28.3%
Curve - Grade	12	6.3%
Curve - Level	9	4.7%
Grand Total	191	100.0%

State Averages:
Straight-Grade = 15.9%
Curve-Grade = 4.4%
Curve-Level = 4.0%

COLLISION DIAGRAM
W MICHIGAN ST (SR47)
(I-75 SB RAMP TO I-75 NB RAMP)
2012-2014



TOTAL CRASHES W MICHIGAN ST & I-75 SB RAMP			
FREQUENCY		CRASH SEVERITY	
5	2012	19	NON - INJURY
8	2013	5	INJURY OR FATAL
11	2014	24	TOTAL

TOTAL CRASHES W MICHIGAN ST & I-75 NB RAMP			
FREQUENCY		CRASH SEVERITY	
6	2012	21	NON - INJURY
8	2013	4	INJURY OR FATAL
11	2014	25	TOTAL

	IMPROPER LANE CHANGE/SIDESWIPE		ANGLE
	HEAD ON		TURNING
	FIXED OBJECT		ANIMAL
	OUT OF CONTROL		OTHER
	REAR-END		

	INJURY	TEXT	DATE/TIME/ROAD CONDITION/CRASH CODE
	FATAL		
	PARKED VEHICLE		
	PEDESTRIAN		
	BICYCLE		

DAR = DARTING
 FCL = FOLLOWED TOO CLOSELY
 FTC = FAILURE TO CONTROL
 FTO = FAILURE TO OBEY SIGNALS
 FTY = FAILURE TO YIELD
 ILC = IMPROPER LANE CHANGE
 IPB = IMPROPER BACKING
 LOC = LEFT OF CENTER
 NOM = OTHER NON-MOTORIST

ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 ONM = OPERATING VEHICLE IN NEGLIGENT MANNER
 RRL = RAN RED LIGHT
 UKN = UNKNOWN
 USS = UNSAFE SPEED

ROAD CONDITION:
 D = DRY
 W = WET
 I = ICE
 S = SNOW

TOTAL CRASHES ON PAGE			
FREQUENCY		CRASH SEVERITY	
13	2012	53	NON - INJURY
23	2013	11	INJURY OR FATAL
28	2014	64	TOTAL

COLLISION DIAGRAM
 MICHIGAN ST (SR47)
 (6TH AVE TO 5TH AVE)
 2012-2014



TOTAL CRASHES MICHIGAN ST (SR47) & 6TH AVE			
FREQUENCY		CRASH SEVERITY	
9	2012	11	NON - INJURY
4	2013	7	INJURY OR FATAL
5	2014	18	TOTAL

TOTAL CRASHES MICHIGAN ST (SR47) & 5TH AVE			
FREQUENCY		CRASH SEVERITY	
1	2012	1	NON - INJURY
0	2013	1	INJURY OR FATAL
1	2014	2	TOTAL

IMPROPER LANE CHANGE/SIDESWIPE
 HEAD ON
 FIXED OBJECT
 OUT OF CONTROL
 REAR-END
 ANGLE
 TURNING
 ANIMAL
 OTHER

INJURY
 FATAL
 PARKED VEHICLE
 PEDESTRIAN
 BICYCLE
 TEXT DATE/TIME/ROAD CONDITION/CRASH CODE

DAR = DARTING
 FCL = FOLLOWED TOO CLOSELY
 FTC = FAILURE TO CONTROL
 FTO = FAILURE TO OBEY SIGNALS
 FTY = FAILURE TO YIELD
 ILC = IMPROPER LANE CHANGE
 IPB = IMPROPER BACKING
 LOC = LEFT OF CENTER
 NOM = OTHER NON-MOTORIST

ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 ONM = OPERATING VEHICLE IN NEGLIGENT MANNER
 RRL = RAN RED LIGHT
 UKN = UNKNOWN
 USS = UNSAFE SPEED
 ROAD CONDITION:
 D = DRY
 W = WET
 I = ICE
 S = SNOW

TOTAL CRASHES ON PAGE			
FREQUENCY		CRASH SEVERITY	
20	2012	37	NON - INJURY
14	2013	14	INJURY OR FATAL
17	2014	51	TOTAL

COLLISION DIAGRAM
MICHIGAN ST (SR47)/ W COURT (SR47)
(4TH AVE)
2012-2014



TOTAL CRASHES MICHIGAN ST (SR47) & 4TH AVE			
FREQUENCY		CRASH SEVERITY	
5	2012	19	NON - INJURY
11	2013	3	INJURY OR FATAL
6	2014	22	TOTAL

	IMPROPER LANE CHANGE/SIDESWIPE		ANGLE
	HEAD ON		TURNING
	FIXED OBJECT		ANIMAL
	OUT OF CONTROL		OTHER
	REAR-END		

	INJURY	TEXT	DATE/TIME/ROAD CONDITION/CRASH CODE
	FATAL		
	PARKED VEHICLE		
	PEDESTRIAN		
	BICYCLE		

DAR = DARTING
 FCL = FOLLOWED TOO CLOSELY
 FTC = FAILURE TO CONTROL
 FTO = FAILURE TO OBEY SIGNALS
 FTY = FAILURE TO YIELD
 ILC = IMPROPER LANE CHANGE
 IPB = IMPROPER BACKING
 LOC = LEFT OF CENTER
 NOM = OTHER NON-MOTORIST

ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 ONM = OPERATING VEHICLE IN NEGLIGENT MANNER
 RRL = RAN RED LIGHT
 UKN = UNKNOWN
 USS = UNSAFE SPEED

ROAD CONDITION:
 D = DRY
 W = WET
 I = ICE
 S = SNOW

TOTAL CRASHES ON PAGE			
FREQUENCY		CRASH SEVERITY	
6	2012	22	NON - INJURY
14	2013	6	INJURY OR FATAL
8	2014	28	TOTAL

COLLISION DIAGRAM
W COURT ST (SR47)
(ROYAN AVE TO HIGHLAND AVE)
2012-2014



TOTAL CRASHES W COURT ST (SR47) & ROYAN AVE			
FREQUENCY		CRASH SEVERITY	
1	2012	6	NON - INJURY
2	2013	1	INJURY OR FATAL
4	2014	7	TOTAL

	IMPROPER LANE CHANGE/SIDESWIPE
	HEAD ON
	FIXED OBJECT
	OUT OF CONTROL
	REAR-END
	ANGLE
	TURNING
	ANIMAL
	OTHER

	INJURY	TEXT	DATE/TIME/ROAD CONDITION/CRASH CODE
	FATAL		
	PARKED VEHICLE		
	PEDESTRIAN		
	BICYCLE		

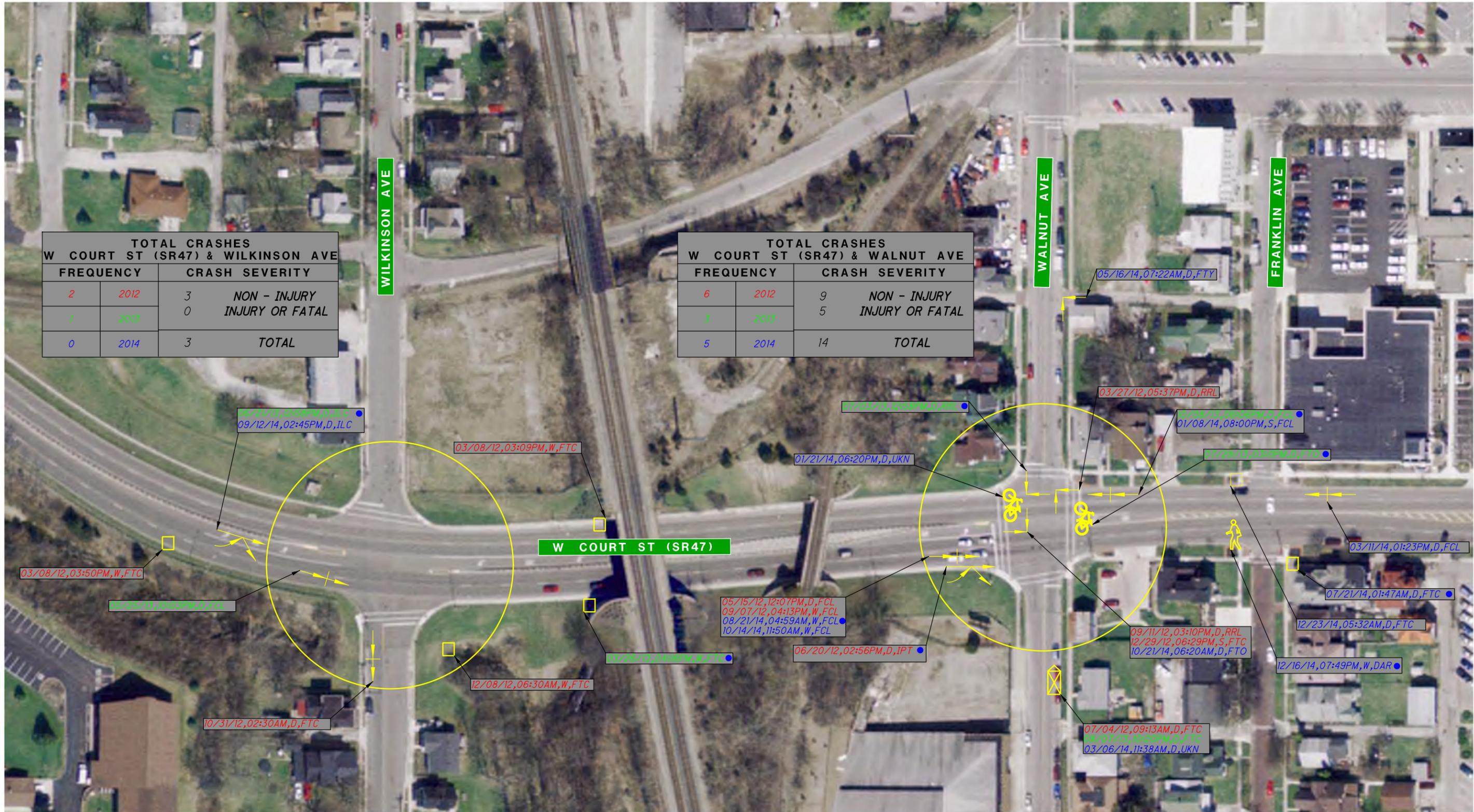
DAR = DARTING
 FCL = FOLLOWED TOO CLOSELY
 FTC = FAILURE TO CONTROL
 FTO = FAILURE TO OBEY SIGNALS
 FTY = FAILURE TO YIELD
 ILC = IMPROPER LANE CHANGE
 IPB = IMPROPER BACKING
 LOC = LEFT OF CENTER
 NOM = OTHER NON-MOTORIST

ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 ONM = OPERATING VEHICLE IN NEGLIGENT MANNER
 RRL = RAN RED LIGHT
 UKN = UNKNOWN
 USS = UNSAFE SPEED

ROAD CONDITION:
 D = DRY
 W = WET
 I = ICE
 S = SNOW

TOTAL CRASHES ON PAGE			
FREQUENCY		CRASH SEVERITY	
4	2012	16	NON - INJURY
9	2013	4	INJURY OR FATAL
7	2014	20	TOTAL

COLLISION DIAGRAM
W COURT ST (SR47)
(WILKSON AVE TO WALNUT AVE)
2012-2014



TOTAL CRASHES W COURT ST (SR47) & WILKINSON AVE			
FREQUENCY		CRASH SEVERITY	
2	2012	3	NON - INJURY
1	2013	0	INJURY OR FATAL
0	2014	3	TOTAL

TOTAL CRASHES W COURT ST (SR47) & WALNUT AVE			
FREQUENCY		CRASH SEVERITY	
6	2012	9	NON - INJURY
3	2013	5	INJURY OR FATAL
5	2014	14	TOTAL

	IMPROPER LANE CHANGE/SIDESWIPE		ANGLE
	HEAD ON		TURNING
	FIXED OBJECT		ANIMAL
	OUT OF CONTROL		OTHER
	REAR-END		

	INJURY	TEXT	DATE/TIME/ROAD CONDITION/CRASH CODE
	FATAL		
	PARKED VEHICLE		
	PEDESTRIAN		
	BICYCLE		

DAR = DARTING
 FCL = FOLLOWED TOO CLOSELY
 FTC = FAILURE TO CONTROL
 FTO = FAILURE TO OBEY SIGNALS
 FTY = FAILURE TO YIELD
 ILC = IMPROPER LANE CHANGE
 IPB = IMPROPER BACKING
 LOC = LEFT OF CENTER
 NOM = OTHER NON-MOTORIST

ODE = OPERATING DEFECTIVE EQUIPMENT
 OIA = OTHER IMPROPER ACTION
 ONM = OPERATING VEHICLE IN NEGLIGENT MANNER
 RRL = RAN RED LIGHT
 UKN = UNKNOWN
 USS = UNSAFE SPEED

ROAD CONDITION:
 D = DRY
 W = WET
 I = ICE
 S = SNOW

TOTAL CRASHES ON PAGE			
FREQUENCY		CRASH SEVERITY	
12	2012	22	NON - INJURY
7	2013	9	INJURY OR FATAL
12	2014	31	TOTAL

**SR47 (Michigan St. / Court St.) Safety Study – City of Sidney
I-75 to Walnut Avenue**

2.10 Crash Analysis

The Table 2.3 below provides information regarding the number of crashes, predicted crash frequency, expected crash frequency, and the potential for safety improvement for several roadway segments and intersections along SR47. The largest number of crashes were observed at the southbound I-75 On-Off Ramp (35 crashes) and the northbound I-75 On-Off Ramp (30 crashes) intersections. For segments between intersections, the largest number of crashes were observed between the northbound I-75 On-Off Ramp and 6th Avenue, as well as between 4th Avenue and Wilkinson Avenue (both with 21 crashes). An intersection is considered a high crash location if it exceeds 14 crashes over a three year period. Given this, five (5) of the six (6) intersections in the study area can be considered a high crash intersection location. The corridor crash rate and density were calculated using the ODOT CAM-Tool. Based on ADT, project length, and crash data, **the SR47 corridor has a crash rate of 8.05 crashes per million vehicle miles traveled, and a crash density of 146.9 crashes per mile.** See Appendix B for CAM-Tool and ECAT outputs.

Predicted crash frequencies and expected crash frequencies for the intersections were calculated using the ODOT Economic Crash Analysis Tool (ECAT). Predicted crash frequencies represent the estimated number of crashes for a generic roadway segment or intersection based on its geometric, traffic control, and environmental characteristics. Alternatively, expected crash frequency represents a more site specific estimate of the number of crashes along a roadway segment or intersection based on its geometric, traffic control, environmental, and crash history characteristics (accounts for influences that are difficult to measure). The predicted crash frequency typically serves as a baseline against which the expected crash frequency can be compared to evaluate the potential need for safety improvements. The difference of these frequencies (expected – predicted) represents the potential for safety improvement (PSI), or the potential for reducing crashes along a roadway segment or at an intersection.

In Table 2.3 below, indications are that the potential for safety improvement for several intersections and roadway segments along the analysis corridor are negative, suggesting that less crashes were reported along the corridor than would typically be expected. In fact, a positive PSI was observed for only two (2) of the six (6) roadway segments and one (1) of the intersections along the analysis corridor. These findings could be attributed to a large number of crashes going unreported given observations of damaged guardrails and roadside objects.

Table 2.3 Intersection Crash Frequency					
Crash Period	SR47 (W. Michigan St./W. Court St.) Location	# of Crashes	Predicted Crash Frequency	Expected Crash Frequency	Potential for Safety Improvement (PSI)
Segments					
2012-2014	SB I-75 Off Ramp to NB I-75 Off Ramp	0	0.48	0.45	-0.03
2012-2014	NB I-75 Off Ramp to 6 th Ave.	21	1.23	1.34	0.11
2012-2014	6 th Ave. to Alley (Undivided)	11	0.76	0.71	-0.05
2012-2014	Alley to S. 4 th Ave.	0	0.50	0.45	-0.05
2012-2014	S. 4 th Ave. to S. Wilkinson Ave.	21	3.16	3.64	0.48
2012-2014	S. Wilkinson Ave. to S. Walnut Ave.	0	0.62	0.54	-0.08
Intersections					
2012-2014	SB I-75 Off Ramp	35	13.88	13.71	-0.17
2012-2014	NB I-75 Off Ramp	30	14.94	12.83	-2.11
2012-2014	6 th Ave.	22	10.78	9.55	-1.23
2012-2014	S. 4 th Ave.	25	11.50	10.23	-1.27
2012-2014	S. Wilkinson Ave.	7	1.19	1.20	0.01
2012-2014	S. Walnut Ave.	19	8.44	7.53	-0.91
2011-2013	Total SR47 Corridor	191	67.48	62.12	-5.30

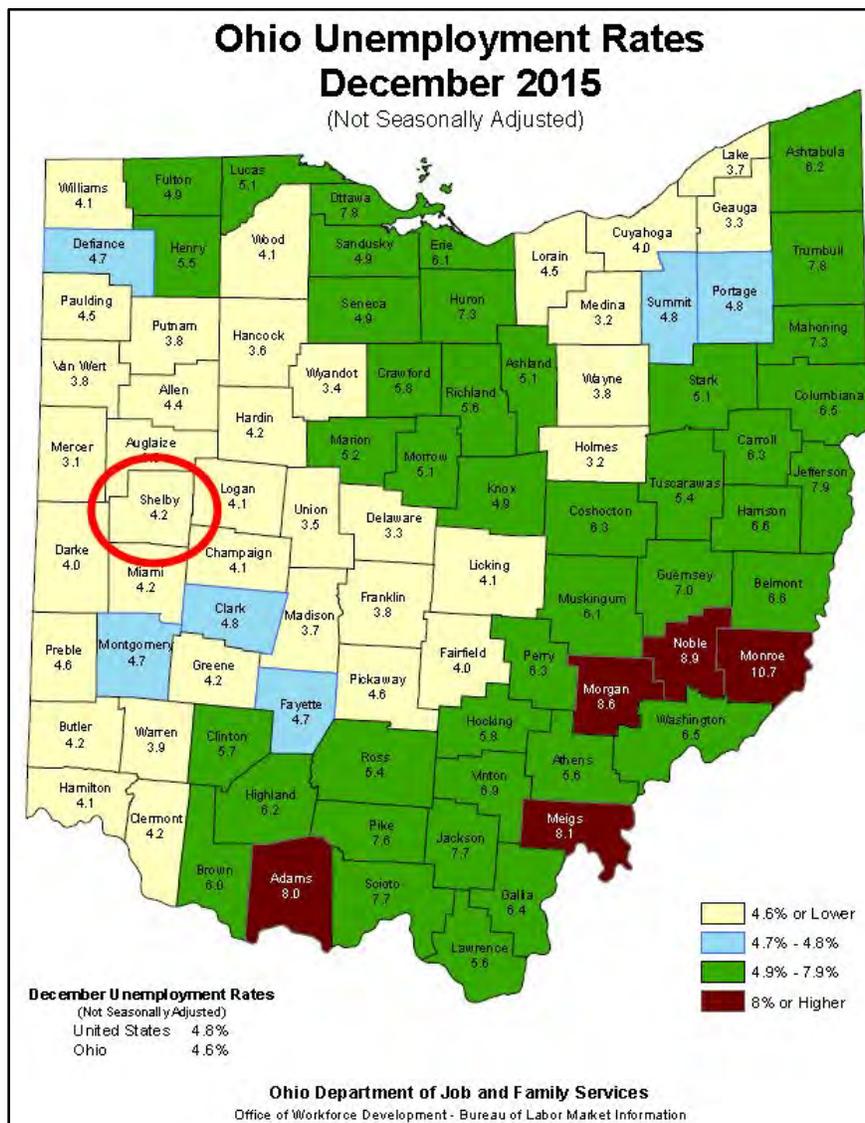
SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

2.11 Crash Severity

Crash severity is measured by the ODOT CAM-Tool and quantified with the Relative Severity Index (RSI) which assigns a cost to each crash based on the crash type and roadway type (rural non-freeway, urban non-freeway, or freeway). The CAM-Tool spreadsheet calculated an RSI of 26,731 for the SR47 corridor. Of the 191 total crashes, the majority (149) were property damage crashes. See Appendix B for the CAM-Tool crash severity output report.

2.12 Economic Health

The unemployment rate was obtained from the Ohio Department of Job and Family Services, and it was found to be 4.2% in Shelby County, whereas the State unemployment rate was 4.6% and the National rate was 4.8%. Given this, the Shelby County unemployment rate is tied for 63rd highest in the State of Ohio and is 0.4% lower than the state average (as of December 2016 – see Appendix A).



SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

3.0 RECOMMENDED IMPROVEMENTS

Data was collected and analyzed in this Safety Study to determine what improvements may be needed to provide countermeasures for the types of crashes and patterns occurring on the section of SR47 from the I-75 interchange eastward to Walnut Avenue. In addition to crash analyses, improvements were developed based on the existing conditions, geometric issues, traffic operations, land use access, and safe travel for non-motorized as well as motorized traffic throughout the corridor.

The detailed analysis conducted in the Safety Study, along with field observations and input from local government officials, ODOT staff, and the local law enforcement agency, it was determined that the 1.3 mile SR47 corridor from the I-75 interchange eastward to Walnut Avenue would be best approached by two separate projects as there was found to be two sections with very different existing conditions. This was further supported by the existence of an upcoming intersection improvement occurring at the intersection of 4th Avenue and SR47, where a safety funded project will upgrade the traffic signal at this location. Given all of this, there are two separate projects being proposed as shown in the graphic above (in addition to the current intersection safety project). A brief description of the two separate projects is provided below.



SR47 from I-75 Interchange to 4th Avenue (Potential Safety Program Project):

This 0.55 mile section of SR47 contains numerous driveway access locations (aside from the interchange area); contains 3 traffic signals (excluding 4th Avenue which is a current safety signal upgrade project); has higher ADT volumes (19,820) than the eastern part of the corridor (13,550); and has a majority of the crashes, including 8 of the 11 non-motorized (pedestrians/bikes) related crashes; and is heavily developed with commercial land uses and industrial businesses. This section of SR47 was thus seen more suited for applying to the ODOT Safety Program for funding countermeasures to enhance safety and operations.

SR47 from 4th Avenue to Walnut Avenue (Potential Small City Program Project):

This 0.75 mile section of SR47 is a controlled access section for roadway and does not contain a single private driveway, and has a higher speed limit of 45 MPH. This section contains one traffic signal (excluding 4th Avenue) at Walnut Avenue at the very eastern terminus of the project which provides a gateway into Downtown Sidney. This section does contain the #79 Priority HSP Crash Section in Ohio, which is associated with the curved section of roadway near Royan Avenue. The entire section contains a median guardrail in the center of the roadway that frequently is struck by vehicles on this 45 MPH section. This section of roadway is desired by the local community to become an image enhance corridor into the City of Sidney (as documented in the *Imagine Sidney 2025* Comprehensive Plan). Thus, this project is more suited for improvements via applying to the Small City Program for potential funding sources. There were a total of three non-motorized related crashes involving 2 bicycles and 1 pedestrian on this section of SR47. In considering results of this safety study and discussions with local officials and the local ODOT District 7 staff, it was recommended that this project section pursue countermeasures that involves traffic calming features; improving non-motorized traffic safety; and to enhance the corridor aesthetically.

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

3.1 Project Descriptions

The proposed improvements of the entire corridor are described in Table 3.1 below. A more detailed summary of the cost estimate for both the potential Safety Program Project and Small City Program Project are provided in Table 3.2. A conceptual layout of the entire corridor is shown in Figure 3.1. The table below shows the separation of the projects on the corridor.

Table 3.1 Recommended Conceptual Improvements

Location	Description of Conceptual Improvements
SR47 from I-75 to 4th Avenue (0.55 mi.) – Potential Safety Program Project (Est. Cost is \$1,631,000)	
Intersection of: SR47 at Southbound I-75 Ramps	<ul style="list-style-type: none"> Enhance visibility of crosswalks and add countdown pedestrian signal heads.
Intersection of: SR47 at Northbound I-75 Ramps	<ul style="list-style-type: none"> Enhance visibility of crosswalks and add countdown pedestrian signal heads.
Segment of: NB I-75 Ramps to 6 th Avenue	<ul style="list-style-type: none"> Close one (1) driveway at Shell Gas (currently abandoned); Convert strip mall exit to right-in/right-out (RIRO) access; and Widen roadway slightly to provide all existing 5 lanes in vicinity of 6th Avenue to be 11'.
Intersection of: SR47 at 6 th Avenue	<ul style="list-style-type: none"> Full upgrade of signals to mast arm design; Signal timing modifications; Install signal backplates; provide countdown pedestrian signal heads, and Enhance visibility of pedestrian crossings.
Segment of: 6 th Avenue to S. 4 th Avenue	<ul style="list-style-type: none"> Install raised median to replace sections of guardrail median; Install "sharrow" pavement markings and necessary for shared bicycle/vehicular use within SR47 roadway; and provide access management where feasible; and Install eastbound overhead lane us sign approaching 4th Avenue intersection.
SR47 & 4th Avenue Signal Upgrade – Programmed Safety Improvement Project	
Intersection of: SR47 at 4 th Avenue	<ul style="list-style-type: none"> Full upgrade of signal to mast arm design and signal timing modifications; Enhance visibility of pedestrian crossings; Install countdown pedestrian signal heads and install backplates on signal heads;
SR47 from 4th Avenue to Walnut Avenue (0.75 mi.) – Potential Small City Program Project (Est. Cost is \$3,712,500)	
Segment of: 4 th Avenue to Wilkinson Avenue	<ul style="list-style-type: none"> Install aesthetic raised median to replace median guardrail; Install 6' bike lanes; and Reduce travel lanes from two (2) to one (1) in each direction.
Intersection of: SR47 at Wilkinson Avenue	<ul style="list-style-type: none"> Construct roundabout and/or other traffic calming features; and Enhance visibility of crosswalks and provide bike lanes
Segment of: Wilkinson Avenue to Walnut Avenue	<ul style="list-style-type: none"> Install aesthetic raised median to replace median guardrail; Install 6' bike lane; and Reduce travel lanes from two (2) to one (1) in each direction.
Intersection of: SR47 at Walnut Avenue	<ul style="list-style-type: none"> Full upgrade of signals to mast arm design; Signal timing modifications; Install countdown pedestrian signal heads; Install signal backplates; and Enhance visibility of pedestrian crossings.

It should be noted that several options were considered along the corridor, including an option to retain the 4-lane section of SR47 between 4th Avenue to Walnut Avenue, however based on the desire to calm traffic, the reducing to a 2-lane facility that provides an aesthetically enhance median treatment to replace the current guardrail, and the desire to provide on-street bike lanes was the concept carried forward. The concept also provides a potential location of a roundabout at Wilkinson Avenue to provide traffic calming as the speed limit begins to transition from the 45 MPH to 25 MPH zones when downtown is reached at Walnut Avenue. The roundabout also provides for safe pedestrian and bike crossing of SR47, which at the present time is prohibited at the unsignalized intersection due to safety concerns with the higher speeds.

NOTE: THE CONCEPTUAL IMPROVEMENTS SHOWN WERE DEVELOPED AS PART OF THIS FEASIBILITY/SAFETY STUDY, AND ARE BASED ON EXISTING CONDITIONS, OPERATIONAL ANALYSES, CRASH PATTERNS, FUTURE DEMANDS, AND LOCAL INPUT ON THE CONCEPTS. THE EVENTUAL TRAFFIC CALMING AND GEOMETRIC IMPROVEMENTS WILL BE DETERMINED DURING THE PRELIMINARY ENGINEERING, ENVIRONMENTAL, AND DETAILED DESIGN PHASES OF THE PROJECT, THUS THE FINAL IMPROVEMENTS MAY VARY FROM THE ORIGINAL CONCEPTS ONCE ACTUAL SURVEY DATA, UTILITY INFORMATION, AND LOCAL PUBLIC INPUT IS GATHERED.

MATCH LINE A

I-75

ODOT OWNED & MAINTAINED SIGNAL

ODOT OWNED & MAINTAINED SIGNAL

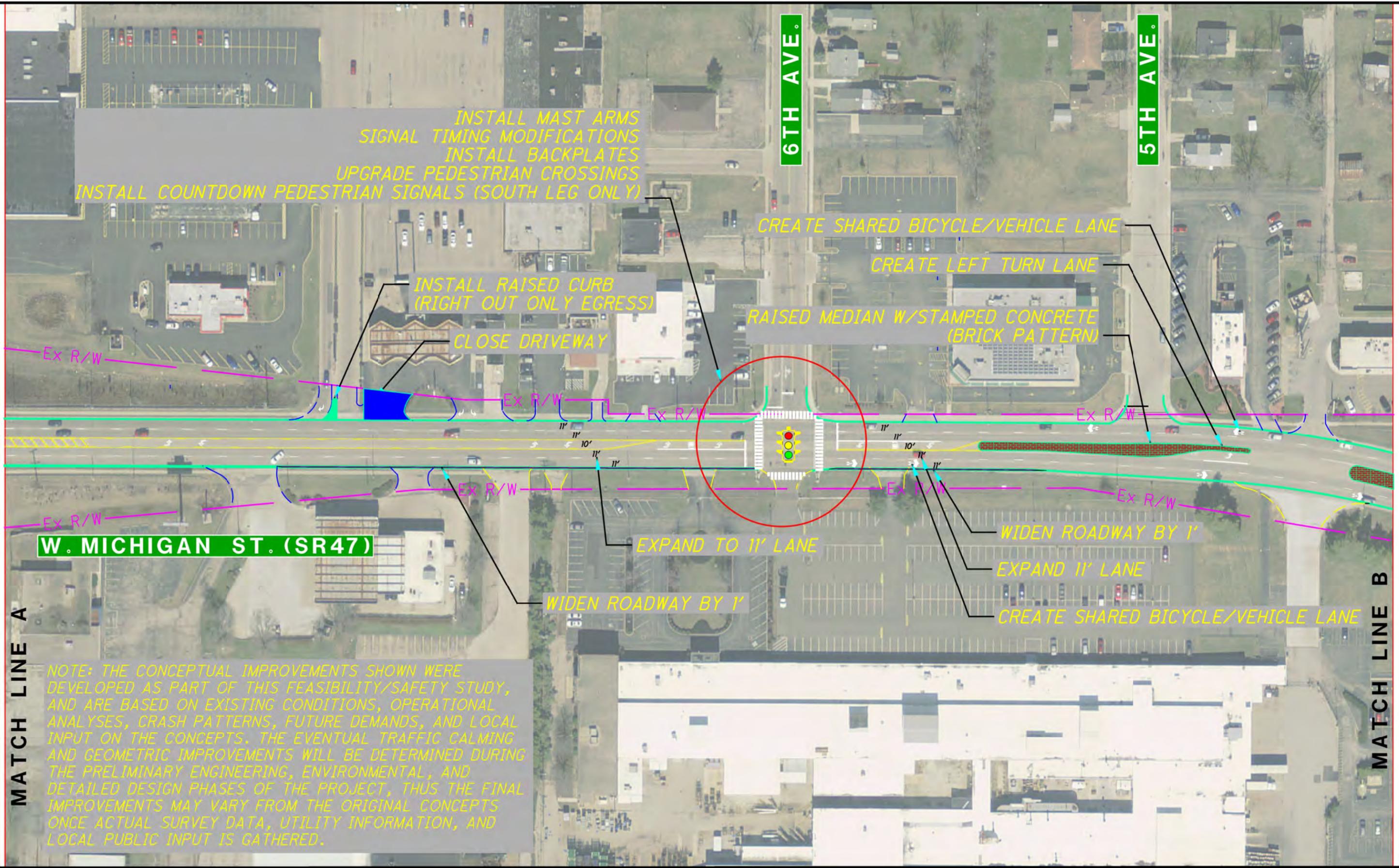
ENHANCE VISIBILITY OF CROSSWALKS
INSTALL COUNTDOWN PEDESTRIAN SIGNALS

ENHANCE VISIBILITY OF CROSSWALKS
INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS

W. MICHIGAN ST. (SR47)

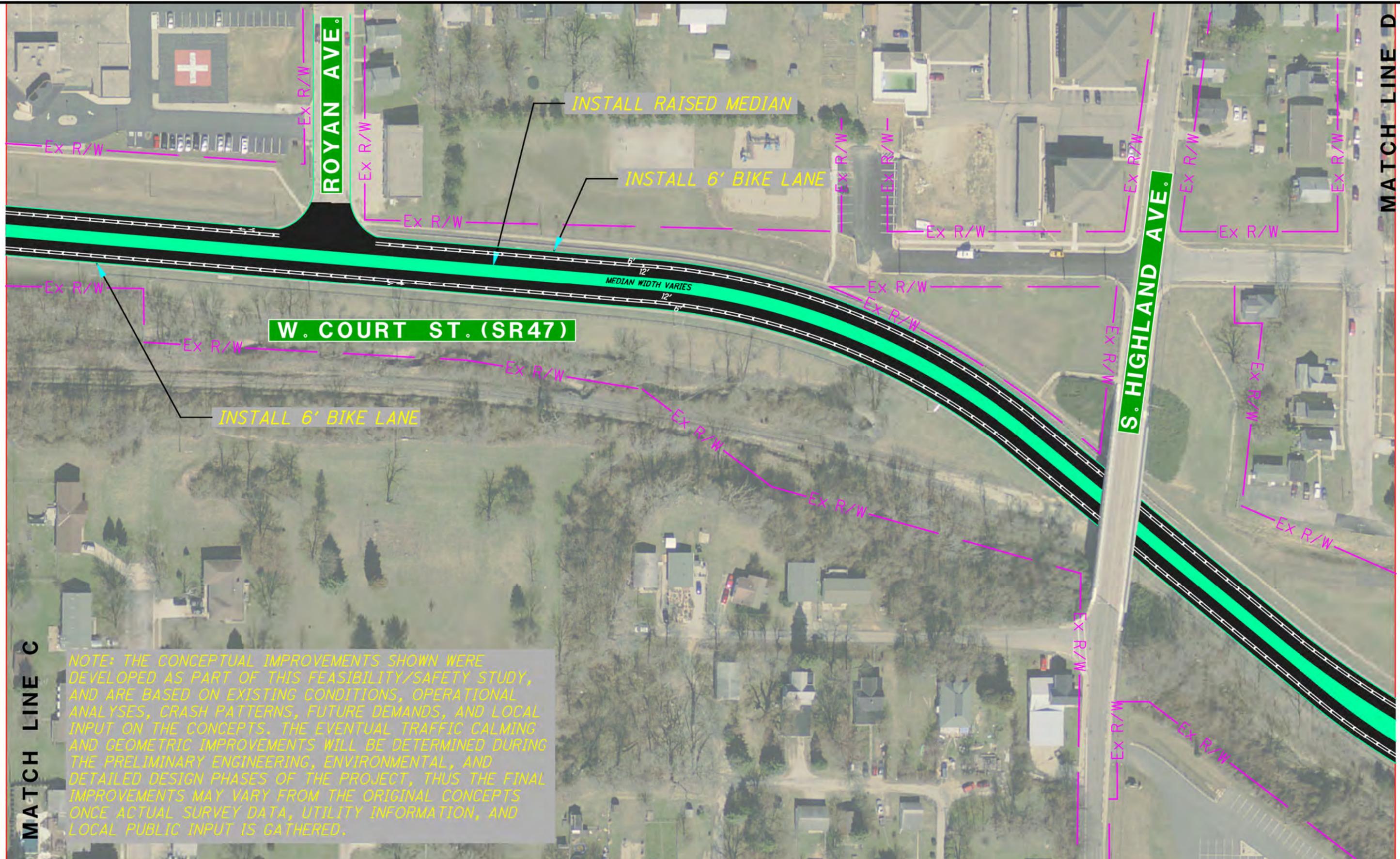
W:\Projects\Projects - P-T\S1110001\CAD\Improvement Figure.dgn 2/29/2016





NOTE: THE CONCEPTUAL IMPROVEMENTS SHOWN WERE DEVELOPED AS PART OF THIS FEASIBILITY/SAFETY STUDY, AND ARE BASED ON EXISTING CONDITIONS, OPERATIONAL ANALYSES, CRASH PATTERNS, FUTURE DEMANDS, AND LOCAL INPUT ON THE CONCEPTS. THE EVENTUAL TRAFFIC CALMING AND GEOMETRIC IMPROVEMENTS WILL BE DETERMINED DURING THE PRELIMINARY ENGINEERING, ENVIRONMENTAL, AND DETAILED DESIGN PHASES OF THE PROJECT, THUS THE FINAL IMPROVEMENTS MAY VARY FROM THE ORIGINAL CONCEPTS ONCE ACTUAL SURVEY DATA, UTILITY INFORMATION, AND LOCAL PUBLIC INPUT IS GATHERED.





NOTE: THE CONCEPTUAL IMPROVEMENTS SHOWN WERE DEVELOPED AS PART OF THIS FEASIBILITY/SAFETY STUDY, AND ARE BASED ON EXISTING CONDITIONS, OPERATIONAL ANALYSES, CRASH PATTERNS, FUTURE DEMANDS, AND LOCAL INPUT ON THE CONCEPTS. THE EVENTUAL TRAFFIC CALMING AND GEOMETRIC IMPROVEMENTS WILL BE DETERMINED DURING THE PRELIMINARY ENGINEERING, ENVIRONMENTAL, AND DETAILED DESIGN PHASES OF THE PROJECT, THUS THE FINAL IMPROVEMENTS MAY VARY FROM THE ORIGINAL CONCEPTS ONCE ACTUAL SURVEY DATA, UTILITY INFORMATION, AND LOCAL PUBLIC INPUT IS GATHERED.



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INSTALL MAST ARMS
 SIGNAL TIMING MODIFICATIONS
 INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEADS
 UPGRADE PEDESTRIAN MARKINGS

POTENTIAL RIGHT-OF-WAY IMPACT

PROPOSED 6' BIKE LANE

W COURT ST (SR47)

S WALNUT AVE

MEDIAN WIDTH VARIES

PROPOSED 6' BIKE LANE

PROPOSED INTERSECTION ENHANCEMENTS

POTENTIAL RIGHT-OF-WAY IMPACT

MATCH LINE D

S WILKINSON AVE

W:\Projects\Projects - T\110001\CAD\Improvement Figure 5\Roundabout\001.dgn



SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

The need for the recommended improvements is based on the condition of the existing infrastructure documented previously in this report, current design criteria, and through input provided by local officials and department of transportation officials. The proposed corridor improvements would accomplish the following objectives on the SR47 corridor:

- Enhance both non-motorized and motorized traffic safety;
- Reduce vehicle delays through signal timing improvements and more efficient traffic signals;
- Improve driver recognition of traffic control equipment through the installation of mast arms and backplates for traffic signals as well as lane use control signs;
- Improve vehicular safety by providing eleven (11) foot lanes for travel near 6th Avenue;
- Provide safer non-motorized facilities by adding pedestrian countdown signals, upgrading marked crossings, and providing dedicated bicycle facilities where feasible;
- Improve access management by restricting vehicle movements (through the installation of a raised median) and closing driveways in areas with a high concentration of driveways;
- Improve vehicular safety through the construction of a roundabout at Wilkinson Avenue that will provide a traffic calming feature to reduce travel speeds as motorists transition from the 45 MPH zone to the 25 MPH zone at Walnut Avenue in the Downtown Area; and
- Provide an aesthetically enhanced image corridor into Downtown Sidney from the I-75 interchange.

In Figure 3.1, the conceptual improvements are shown as an overlay onto the existing roadway with an aerial background. Although Right-of-Way (ROW) impacts are possible with this project (northeast corner of roundabout, see Figure 3.1), verified ROW impacts will not be fully known until detailed design is performed when actually surveying will be conducted to establish right-of-way limits. At that time there may be opportunities to reduce impacts through varying lane and sidewalk widths, all of which will be established in the more detailed engineering phase once the project moves forward. The overall cost of the ODOT Safety Program Project (I-75 to 4th Avenue) is estimated to be \$1,631,000, while the overall cost of the Small Cities Program Project (4th Avenue to Wilkinson Avenue) is estimated to be \$3,712,500. Planning level breakdowns of the costs that make up this preliminary estimate are shown in Tables 3.2 and 3.3.

Table 3.2 Project Planning Level Costs and Potential Funding Sources – ODOT Safety Program Project

Funding Sources	Fiscal Year (ODOT)	Local Contribution	ODOT Safety Funds	Total
Preliminary Engineering / Environmental Studies / NEPA	2018	\$6,330	\$56,970	\$36,300
Detailed Design	2018	\$15,180	\$136,620	\$151,800
Right-of-Way/Utilities	2019	\$5,000	\$45,000	\$50,000
Construction	2019	\$126,500	\$1,138,500	\$1,265,000
Construction Engineering	2019	\$10,120	\$91,080	\$101,200
Total	2019	\$163,130	\$1,467,870	\$1,631,000

**SR47 (Michigan St. / Court St.) Safety Study – City of Sidney
I-75 to Walnut Avenue**

Table 3.3 Project Planning Level Costs and Potential Funding Sources – Small City Program Project

Funding Sources	Fiscal Year (ODOT)	Local Contribution	Small City Request	Turnpike Revenue	Total
Preliminary Engineering / Environmental Studies / NEPA	2017	\$146,500 (100%)	\$0	\$0	\$146,500
Detailed Design	2018	\$351,600 (100%)	\$0	\$0	\$351,600
Right-of-Way/Utilities	2018/2019	\$50,000 (100%)	\$0	\$0	\$50,000
Construction	2019/2020	\$146,500 (5%)	\$2,344,000 (80%)	\$439,500 (15%)	\$2,930,000
Construction Engineering	2019/2020	\$11,720 (5%)	\$187,520 (80%)	\$35,160 (15%)	\$234,400
Total		\$706,320	\$2,531,520	\$474,660	\$3,712,500

SR47 (Michigan St. / Court St.) Safety Study – City of Sidney I-75 to Walnut Avenue

4.0 SUMMARY AND RECOMMENDATIONS

The City of Sidney has conducted this Safety Study to document the need to improve the existing roadway, intersection, and pedestrian infrastructure of the SR47 (Michigan St./Court St.) corridor from I-75 to Walnut Avenue. The report identifies the following need elements for the project:

- The corridor contains the HSP #79 ranked crash section in 2014 at the location of Royan Avenue to the Highland Avenue overpass;
- The study corridor lacks dedicated facilities for bicycle traffic and in the crash period from 2012-2014 there were 7 bicycle crashes which represent 3.7% of the total 191 crashes on the entire corridor. This percentage of bicycle crashes is 6.1 times higher than State average of 0.6%;
- A total of 4 pedestrian related crashes occurred during the 2012-2014 period, which is 2.1% of the total crashes, and this is 2.6 times higher than the State average of 0.8%. The 5 signals along the corridor do not contain countdown pedestrian signals, and crosswalks are not clearly visible due to several factors such as worn pavement markings and/or low visibility marking treatments;
- The existing median guardrail from 4th Avenue eastward to near Walnut Avenue visibly shows frequent strikes from vehicles as well as other fixed objects along the corridor such as street light poles and signs;
- The eastbound inside through lane in the vicinity of 6th Avenue does not meet current design standards as it is current at a width of 10' which may be a contributing factor to the corridor having higher than State average on sideswipe crashes;
- Current traffic signals do not feature mast arm configurations or backplates and may be contributing to crashes due to limited visibility to drivers. A total of nearly 38% of all crashes on the corridor were rear-end crashes, which is higher than the State average of 31%. This crash type can be indicative of poor recognition of traffic control as well as congestion from inefficient signals that are antiquated;
- There is a high density of commercial driveways along the western end of the study corridor that contributes to increased turning movements. The entire corridor from 2012-2014 witnessed 191 crashes, of which 42 involved injury crashes. An 8.05 crashes/MVMT crash rate was calculated for the corridor, which is higher than the 1.82 crashes/MVMT State Average for a similar roadway.

To address the needs listed above, conceptual improvements and cost estimates have been developed for the purpose of applying for various external funding sources. The project, which is anticipated to occur in 2019 if funding can be secured, includes SR47 from I-75 to Walnut Avenue and would include the following:

- Reducing vehicle delays through signal timing improvements;
- Improving driver recognition of traffic control equipment through the installation of mast arms and backplates for traffic signals as well as lane use control signs;
- Improving vehicular safety by providing eleven (11) foot lanes for travel near 6th Avenue;
- Providing safer non-motorized facilities by adding pedestrian countdown signals, upgrading marked crossings, and providing dedicated bicycle facilities;
- Improving access management by restricting vehicle movements (through the installation of a raised median) and closing driveways in areas with a high concentration of driveways;
- Improving vehicular safety through the construction of a roundabout at Wilkinson Avenue;
- Providing an aesthetically enhanced gateway corridor into Downtown Sidney.

The City of Sidney is expected to use the analyses and conclusions presented in this Safety Study to apply for ODOT Small City Grant funds for the Section of 4th Avenue to Walnut Avenue, and for ODOT Safety Program funds for the section of SR47 from I-75 to 4th Avenue. In Table 4.1 below, the common data values used by the Small City Program to assist in evaluating projects is summarized to present the findings/analyses of this Safety Study.

**SR47 (Michigan St. / Court St.) Safety Study – City of Sidney
I-75 to Walnut Avenue**

Table 4.1 Data Summary for SR47 Corridor		
Data Type	Value for SR47 Corridor	Source of Data (see <i>Appendix A</i> for details)
Average Daily Traffic (ADT)	16,670	2013 ODOT Traffic Survey Reports
Volume to Capacity Ratio	0.54	Synchro Model (HCM v/c ratio)
Crash Rate	8.05 per MVMT	Calculated via use of CAM-Tool
Pavement Condition Rating	62.3 PCR	PCR from City of Sidney
Crash Density	146.9 crashes/mile	Calculated via use of CAM-Tool
Relative Severity Index (RSI)	26,731	Calculated via use of CAM-Tool
Economic Health	4.2% (Shelby Co.) 4.6% (State Avg.) 0.4% < State Avg. (63 rd ranking in State)	Ohio Dept. of Job and Family Services (Unemployment Rate December 2015)

The information, data analyses, findings, and recommendations of this Safety Study as stated will be used as supporting documentation to apply for various funding sources. If the City is successful in securing adequate funding to initiate the improvement project, the next phase of the project will be to begin the Project Development Process (PDP) as outlined by the Ohio Department of Transportation (ODOT) for a local let project.

APPENDIX A
COLLECTED DATA



2013 SHELBY COUNTY 1
 AVERAGE 24-HR TRAFFIC VOLUME

SECT. BEGINS	TRAFFIC SECTION	SECT. LENGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
SR-29					
	00.00 AUGLAIZE CO. LINE CO. RD. 3	2.98	2690	190	2880
	02.98 SR 274	.84	5370	560	5930
	03.82 SR 274	3.82	3560	310	3870
	07.64 SR 119	4.31	5200	400	5600
	11.95 SR 705	2.72	6800	480	7280
	14.67 IR 75	1.03	6740	280	7020
U	15.70 SR 29DA (RUSSELL RD.) IN SIDNEY	.72	3350	60	3410
U	16.42 PARK ST.	.16	2380	60	2440
U	16.58 PIKE ST. ENTER OHIO AVE.	.33	4490	90	4580
U	16.91 SR 47DA (NORTH ST.)	.17	6570	280	6850
U	17.08 SR 47 (OHIO AVE.) ENTER COURT ST.	.08	8130	350	8480
U	17.16 SR 29DA (MAIN AVE.)	.33	7410	320	7730
U	17.49 BROOKLYN AVE.	.74	4890	260	5150
	18.23 T-142 (DOORLEY RD.)	1.10	3650	240	3890
	19.33 T-139 (KNOOP JOHNSTON RD.)	.66	3700	290	3990
	19.99 SR 706	3.66	1840	110	1950
	23.65 SR 589	2.58	1870	110	1980
	26.23 EQUALS STA. 0.00 IN CHAMPAIGN CO.	.00			
SR-29 DIRECTIONAL ALTERNATE					
U	00.00 SR 29 IN SIDNEY	.17	5970	140	6110
U	00.17 SR 47 (NORTH ST.)	.43	3630	90	3720
U	00.60 MAIN ST. ENTER WAPAKONETA AVE.	.14	3820	90	3910
U	00.74 OHIO AVE.	.54	7790	180	7970
U	01.28 WAPAKONETA AVE. ENTER RUSSELL RD.	.26	10300	240	10540
	01.54 ROUTE ENDS AT SR 29 IN SIDNEY	.00			
SR-47					
	00.00 DARKE CO. LINE	3.92	1820	240	2060
	03.92 SR 66 / ATR #56 AT 5.60	4.21	2900	770	3670
	08.13 T-86 (WRIGHT-PUTHOFF RD.)	4.56	5700	500	6200
	12.69 T-49 (KUTHER RD.)	1.04	8780	770	9550
U	13.73 VANDEMARK PK. IN SIDNEY	.27	23300	2040	25340
U	14.00 IR 75	.27	19000	820	19820
U	14.27 6TH. AVE.	.24	18660	770	19430
U	14.51 4TH. AVE.	.76	13020	530	13550
U	15.27 WALNUT AVE.	.18	13340	540	13880
U	15.45 SR 29 (OHIO AVE.)	.26	SEE PREFERRED ROUTE		
U	15.71 SR 29DA ENTER NORTH ST.	2.54	6150	280	6430
	18.25 C-17 (SIDNEY-FREYBURG RD.)	3.25	3810	230	4040
	21.50 T-64 (HERRING RD.)	2.06	2830	300	3130

Average ADT
used for study

Section: S. R. 47 / MICHIGAN STREET

Log mile: 14.514 to 15.266

Sta: _____ to _____

LOCAL

Date: 2/19/16

Rated by: GARY CLOUGH

of Utility Cuts 2

PAVEMENT CONDITION RATING FORM

DISTRESS	DISTRESS WEIGHT	SEVERITY WT.*			EXTENT WT.**			DEDUCT POINTS***	
		L	M	H	O	F	E		
RAVELING	10	0.3	0.6	1	0.5	0.8	1		
BLEEDING	5	0.8	0.8	1	0.6	0.9	1	1.5	
PATCHING	5	0.3	0.6	1	0.6	0.8	1	0.9	
SURFACE DISINTEGRATION or DEBONDING	5	0.3	0.6	1	0.6	0.8	1	0.9	
RUTTING	10	0.3	0.7	1	0.6	0.8	1..	1.8	
MAP CRACKING	5	0.2	0.6	1	0.4	0.8	1	0.4	
BASE FAILURE	10	0.6	0.8	1	0.7	0.9	1..	4.2	
SETTLEMENTS	5	0.4	0.7	1	0.6	0.8	1		
TRANSVERSE CRACKS	10	0.4	0.7	1	0.5	0.7	1..	10.0	
WHEEL TRACK CRACKING	15	0.4	0.7	1	0.5	0.7	1..	3.0	
LONGITUDINAL CRACKING	5	0.2	0.6	1	0.4	0.8	1..	4.0	
EDGE CRACKING	5	0.4	0.7	1	0.5	0.7	1..	1.0	
PRESSURE DAMAGE/UPHEAVAL	5	0.4	0.6	1	0.5	0.8	1	5.0	
CRACK SEALING DEFICIENCY	5	1	1	1	0.5	0.8	1	5.0	
								TOTAL DEDUCT =	37.7
								SUM OF STRUCTURAL DEDUCT (•) =	24.0
								100 - TOTAL DEDUCT = PCR =	62.3

*L = LOW

**O = OCCASIONAL

M = MEDIUM

F = FREQUENT

H = HIGH

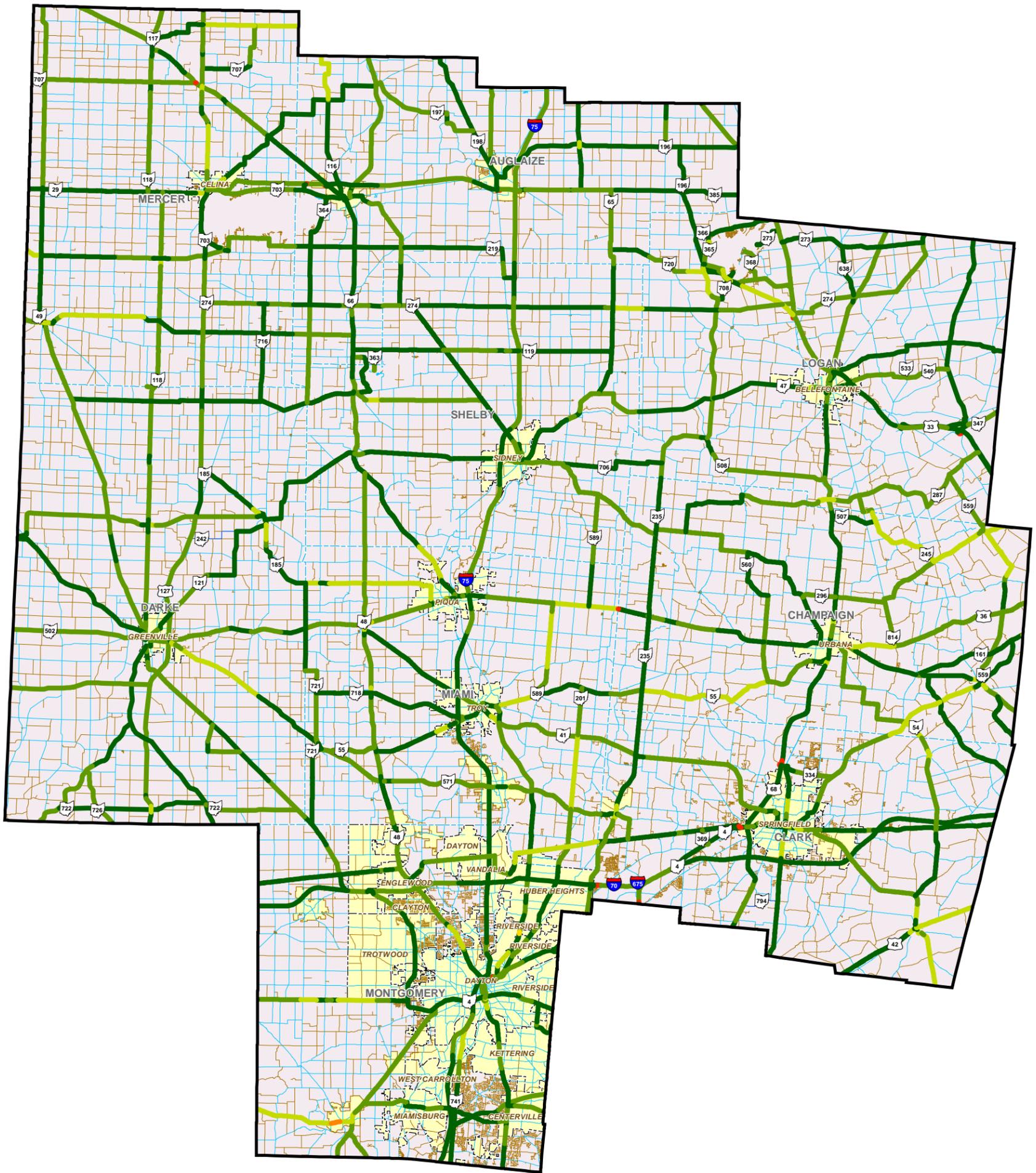
E = EXTENSIVE

*** DEDUCT POINTS = DISTRESS WEIGHT X SEVERITY WT. X EXTENT WT.

REMARKS:

District 7

Pavement Deficiencies and Ratings (2014)



Deficient PCR Segments

✱ — ✱ Deficient Segments

Segment PCR Values

- < 55
- 55 to 59
- 60 to 64
- 65 to 74
- 75 to 85
- > 85



Date: 9/23/2014

Between 4th Avenue and Royan Avenue

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SIDNEY
Street: COURT STREET S.R. 47**

A study of vehicle traffic was conducted with the device having serial number 302488. The study was done in the WB NORTH LANE lane at COURT STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5036 vehicles passed through the location with a peak volume of 129 on Dec/16/2015 at [11:30-11:45] and a minimum volume of 1 on Dec/16/2015 at [02:15-02:30]. The AADT count for this study was 5,036.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 44 MPH with 13.43% vehicles exceeding the posted speed of 45 MPH. 1.51 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 49.73 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	1	3	10	17	148	807	1816	1447	488	97	32	8	13	21					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 2300 which represents 47 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2368 which represents 48 percent of the total classified vehicles. The number of Busses & Trucks in the study was 107 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 133 which represents 3 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
2300	2368	88	19	25	19	25	64												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [11:30-11:45] the average headway between vehicles was 6.923 seconds. During the slowest traffic period, on Dec/16/2015 at [02:15-02:30] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 302488 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5036 AADT Count: 5,036
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	2	2	0	0	0	0	0	0	4
[00:15-00:30]	1	3	0	0	0	0	0	0	4
[00:30-00:45]	1	4	0	0	0	0	0	0	5
[00:45-01:00]	5	6	0	0	0	0	0	0	11
	9	15	0	0	0	0	0	0	24
[01:00-01:15]	1	3	0	0	0	0	0	0	4
[01:15-01:30]	2	2	0	0	0	0	0	0	4
[01:30-01:45]	3	1	0	0	0	0	0	0	4
[01:45-02:00]	1	1	1	0	0	0	0	0	3
	7	7	1	0	0	0	0	0	15
[02:00-02:15]	1	2	0	0	0	0	0	0	3
[02:15-02:30]	1	0	0	0	0	0	0	0	1
[02:30-02:45]	1	5	0	0	0	0	0	0	6
[02:45-03:00]	1	5	0	0	0	0	0	0	6
	4	12	0	0	0	0	0	0	16
[03:00-03:15]	1	2	0	0	0	0	0	1	4
[03:15-03:30]	1	2	0	0	0	0	0	0	3
[03:30-03:45]	1	5	0	0	0	0	0	0	6
[03:45-04:00]	1	2	0	1	0	0	0	1	5
	4	11	0	1	0	0	0	2	18
[04:00-04:15]	2	1	0	0	0	0	0	0	3
[04:15-04:30]	3	2	0	0	0	0	0	0	5
[04:30-04:45]	6	3	0	0	1	0	0	0	10
[04:45-05:00]	3	12	0	0	0	0	0	0	15
	14	18	0	0	1	0	0	0	33
[05:00-05:15]	3	6	0	0	0	0	0	1	10
[05:15-05:30]	9	14	1	0	0	1	1	0	26
[05:30-05:45]	13	23	0	0	0	0	1	1	38
[05:45-06:00]	18	21	0	0	1	0	0	0	40
	43	64	1	0	1	1	2	2	114
[06:00-06:15]	9	11	2	0	0	0	0	1	23
[06:15-06:30]	12	22	0	1	0	0	0	0	35
[06:30-06:45]	18	12	1	1	0	1	0	1	34
[06:45-07:00]	22	19	1	0	0	1	1	1	45
	61	64	4	2	0	2	1	3	137
[07:00-07:15]	13	19	2	0	0	0	1	1	36
[07:15-07:30]	23	24	2	0	0	0	1	0	50
[07:30-07:45]	31	23	1	0	0	0	0	0	55

Time/Class Report

Device ID: 302488 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5036 AADT Count: 5,036
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	26	25	0	0	0	0	0	2	53
	93	91	5	0	0	0	2	3	194
[08:00-08:15]	24	34	2	0	1	0	0	0	61
[08:15-08:30]	24	35	0	0	0	0	0	1	60
[08:30-08:45]	21	32	0	0	0	0	1	1	55
[08:45-09:00]	24	27	2	1	0	0	2	0	56
	93	128	4	1	1	0	3	2	232
[09:00-09:15]	21	33	2	0	2	1	0	1	60
[09:15-09:30]	38	40	2	0	0	0	0	1	81
[09:30-09:45]	36	35	3	1	0	0	1	0	76
[09:45-10:00]	32	32	1	1	0	0	0	0	66
	127	140	8	2	2	1	1	2	283
[10:00-10:15]	25	21	1	1	1	1	0	2	52
[10:15-10:30]	40	49	1	1	1	0	0	1	93
[10:30-10:45]	45	33	2	0	0	1	0	3	84
[10:45-11:00]	43	43	2	1	0	0	0	4	93
	153	146	6	3	2	2	0	10	322
[11:00-11:15]	38	47	0	0	0	0	0	0	85
[11:15-11:30]	50	40	2	0	0	0	0	1	93
[11:30-11:45]	61	61	3	0	1	0	0	3	129
[11:45-12:00]	60	46	0	2	1	0	3	3	115
	209	194	5	2	2	0	3	7	422
[12:00-12:15]	41	62	3	0	0	0	0	1	107
[12:15-12:30]	40	42	1	0	1	0	0	2	86
[12:30-12:45]	40	54	3	0	1	1	1	3	103
[12:45-13:00]	51	45	1	0	0	0	1	0	98
	172	203	8	0	2	1	2	6	394
[13:00-13:15]	41	49	2	1	1	1	0	1	96
[13:15-13:30]	45	41	0	1	3	0	0	1	91
[13:30-13:45]	58	44	2	0	0	0	0	2	106
[13:45-14:00]	36	43	0	2	0	0	1	0	82
	180	177	4	4	4	1	1	4	375
[14:00-14:15]	37	41	1	0	0	0	0	1	80
[14:15-14:30]	43	42	4	0	0	0	1	2	92
[14:30-14:45]	44	38	2	0	0	1	0	2	87
[14:45-15:00]	40	50	1	0	0	0	1	0	92
	164	171	8	0	0	1	2	5	351

Time/Class Report

Device ID: 302488 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5036 AADT Count: 5,036
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	30	53	1	0	1	0	0	2	87
[15:15-15:30]	40	53	2	0	1	3	0	3	102
[15:30-15:45]	59	40	3	0	0	0	1	0	103
[15:45-16:00]	45	45	0	0	0	0	0	1	91
	<u>174</u>	<u>191</u>	<u>6</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>1</u>	<u>6</u>	<u>383</u>
[16:00-16:15]	69	52	1	0	0	0	0	0	122
[16:15-16:30]	36	52	0	0	0	0	0	2	90
[16:30-16:45]	46	45	1	0	1	0	0	2	95
[16:45-17:00]	47	43	0	1	1	1	1	1	95
	<u>198</u>	<u>192</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>5</u>	<u>402</u>
[17:00-17:15]	38	48	0	0	0	1	0	0	87
[17:15-17:30]	46	39	1	0	0	1	1	0	88
[17:30-17:45]	37	38	1	0	1	0	1	0	78
[17:45-18:00]	40	48	2	0	0	0	1	0	91
	<u>161</u>	<u>173</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>344</u>
[18:00-18:15]	39	35	3	0	0	0	0	0	77
[18:15-18:30]	27	21	1	0	0	1	0	0	50
[18:30-18:45]	44	39	0	0	0	0	0	0	83
[18:45-19:00]	35	21	0	0	0	0	0	0	56
	<u>145</u>	<u>116</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>266</u>
[19:00-19:15]	31	26	1	0	0	1	0	0	59
[19:15-19:30]	24	27	3	0	1	0	0	0	55
[19:30-19:45]	22	27	2	0	0	0	0	0	51
[19:45-20:00]	15	17	2	0	0	0	1	0	35
	<u>92</u>	<u>97</u>	<u>8</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>200</u>
[20:00-20:15]	25	15	2	0	0	0	0	0	42
[20:15-20:30]	16	20	2	0	1	0	0	1	40
[20:30-20:45]	16	17	1	0	0	0	0	0	34
[20:45-21:00]	15	14	0	2	0	0	0	1	32
	<u>72</u>	<u>66</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>148</u>
[21:00-21:15]	16	9	0	0	0	0	0	0	25
[21:15-21:30]	15	12	1	0	1	0	0	0	29
[21:30-21:45]	21	7	0	0	1	0	0	0	29
[21:45-22:00]	18	14	1	0	0	0	0	0	33
	<u>70</u>	<u>42</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>116</u>
[22:00-22:15]	7	10	1	0	0	1	0	0	19
[22:15-22:30]	11	9	0	0	0	0	1	1	22
[22:30-22:45]	11	7	1	0	1	0	0	0	20

Time/Class Report

Device ID: 302488		Begin: Dec/16/2015 12:00:00 AM				End: Dec/17/2015 12:00:00 AM				
Street: COURT STREET S.R. 47		Lane: WB NORTH LANE				Hours: 24.00				
State: OH		Operator: CA				Period: 15				
City: SIDNEY		Speed Limit: 45				Raw Count: 5036				
County: SHELBY		AADT Factor: 1				AADT Count: 5,036				
Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total	
Wed, Dec/16/2015										
[22:45-23:00]	7	3	0	0	0	0	0	1	11	
	36	29	2	0	1	1	1	2	72	
[23:00-23:15]	6	5	0	0	0	0	0	1	12	
[23:15-23:30]	6	6	0	0	0	0	0	1	13	
[23:30-23:45]	6	3	1	1	0	0	0	1	12	
[23:45-00:00]	1	7	0	0	0	1	1	0	10	
	19	21	1	1	0	1	1	3	47	
Dec/16/2015 12:00:00 AM										
Dec/17/2015 12:00:00 AM	2300	2368	88	19	25	19	25	64	4908	

Time/Speed Report

Device ID: 302488 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5036 AADT Count: 5,036
--	--	--

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4
[00:15-00:30]	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
[00:30-00:45]	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
[00:45-01:00]	0	0	0	0	1	0	3	2	3	2	0	0	0	0	0	11
	0	0	0	0	1	1	7	8	4	3	0	0	0	0	0	24
[01:00-01:15]	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
[01:15-01:30]	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	4
[01:30-01:45]	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
[01:45-02:00]	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
	0	0	0	0	0	1	2	5	5	2	0	0	0	0	0	15
[02:00-02:15]	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
[02:15-02:30]	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
[02:30-02:45]	0	0	0	0	0	0	0	5	0	1	0	0	0	0	0	6
[02:45-03:00]	0	0	0	0	0	0	2	1	2	0	1	0	0	0	0	6
	0	0	0	0	0	0	3	7	4	1	1	0	0	0	0	16
[03:00-03:15]	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
[03:15-03:30]	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
[03:30-03:45]	0	0	0	0	0	0	0	1	3	2	0	0	0	0	0	6
[03:45-04:00]	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
	0	0	0	0	0	1	6	4	5	2	0	0	0	0	0	18
[04:00-04:15]	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
[04:15-04:30]	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
[04:30-04:45]	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	10
[04:45-05:00]	0	0	0	0	0	0	1	6	6	2	0	0	0	0	0	15
	0	0	0	0	0	0	5	14	10	4	0	0	0	0	0	33
[05:00-05:15]	0	0	0	0	0	2	2	4	1	1	0	0	0	0	0	10
[05:15-05:30]	0	0	0	0	0	1	5	7	10	3	0	0	0	0	0	26
[05:30-05:45]	0	0	0	0	0	1	7	9	17	2	2	0	0	0	0	38
[05:45-06:00]	0	0	0	0	0	0	4	14	15	2	2	2	0	0	1	40
	0	0	0	0	0	4	18	34	43	8	4	2	0	0	1	114
[06:00-06:15]	0	0	0	0	0	1	5	8	7	1	0	1	0	0	0	23
[06:15-06:30]	0	0	0	0	1	1	4	13	11	4	1	0	0	0	0	35
[06:30-06:45]	0	0	0	0	0	3	4	14	5	4	3	0	0	0	1	34
[06:45-07:00]	0	0	0	0	0	1	9	23	10	2	0	0	0	0	0	45
	0	0	0	0	1	6	22	58	33	11	4	1	0	0	1	137

Time/Speed Report

Device ID: 302488	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 5036
County: SHELBY	AADT Factor: 1	AADT Count: 5,036

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	0	0	0	2	8	9	7	8	1	1	0	0	0	36
[07:15-07:30]	0	0	0	1	0	3	4	19	15	6	2	0	0	0	0	50
[07:30-07:45]	0	0	0	0	0	0	10	22	15	5	1	1	1	0	0	55
[07:45-08:00]	0	0	0	0	1	2	7	11	25	6	0	1	0	0	0	53
	0	0	0	1	1	7	29	61	62	25	4	3	1	0	0	194
[08:00-08:15]	0	0	0	0	0	1	6	12	33	5	3	1	0	0	0	61
[08:15-08:30]	0	1	0	0	0	1	9	17	21	10	1	0	0	0	0	60
[08:30-08:45]	0	0	0	0	0	0	4	23	19	4	4	1	0	0	0	55
[08:45-09:00]	0	0	0	0	0	0	9	16	24	4	2	0	0	0	1	56
	0	1	0	0	0	2	28	68	97	23	10	2	0	0	1	232
[09:00-09:15]	0	0	0	1	0	2	9	20	20	6	2	0	0	0	0	60
[09:15-09:30]	0	0	0	0	0	2	8	36	23	8	2	2	0	0	0	81
[09:30-09:45]	0	0	0	0	0	2	10	40	15	5	3	0	0	1	0	76
[09:45-10:00]	0	0	0	0	0	0	9	21	24	10	0	1	1	0	0	66
	0	0	0	1	0	6	36	117	82	29	7	3	1	1	0	283
[10:00-10:15]	0	0	0	1	1	1	5	21	18	3	2	0	0	0	0	52
[10:15-10:30]	0	0	1	0	0	2	14	34	25	15	1	0	0	1	0	93
[10:30-10:45]	0	0	0	1	0	6	12	27	23	12	1	1	0	0	1	84
[10:45-11:00]	0	0	0	0	0	4	11	35	26	14	3	0	0	0	0	93
	0	0	1	2	1	13	42	117	92	44	7	1	0	1	1	322
[11:00-11:15]	0	0	0	1	1	1	16	26	29	11	0	0	0	0	0	85
[11:15-11:30]	0	0	0	0	1	0	14	26	32	17	3	0	0	0	0	93
[11:30-11:45]	0	0	0	0	0	1	19	52	34	16	4	2	1	0	0	129
[11:45-12:00]	0	0	0	0	0	2	14	42	43	10	3	0	0	0	1	115
	0	0	0	1	2	4	63	146	138	54	10	2	1	0	1	422
[12:00-12:15]	0	0	0	0	0	1	17	52	30	4	2	0	0	1	0	107
[12:15-12:30]	0	0	0	0	0	4	13	26	31	10	1	0	1	0	0	86
[12:30-12:45]	0	0	0	0	0	1	17	45	26	10	3	1	0	0	0	103
[12:45-13:00]	0	0	0	0	0	3	16	41	27	9	2	0	0	0	0	98
	0	0	0	0	0	9	63	164	114	33	8	1	1	1	0	394
[13:00-13:15]	0	0	0	0	0	0	5	36	35	14	3	1	0	2	0	96
[13:15-13:30]	0	0	2	4	1	1	13	31	24	11	3	0	0	0	1	91
[13:30-13:45]	0	0	0	0	0	1	14	30	42	14	4	0	0	0	1	106
[13:45-14:00]	0	0	0	0	0	2	14	28	28	8	0	0	2	0	0	82
	0	0	2	4	1	4	46	125	129	47	10	1	2	2	2	375

Time/Speed Report

Device ID: 302488	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 5036
County: SHELBY	AADT Factor: 1	AADT Count: 5,036

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[14:00-14:15]	0	0	0	0	0	3	9	23	32	12	1	0	0	0	0	80
[14:15-14:30]	0	0	0	0	0	1	12	33	27	14	3	1	0	1	0	92
[14:30-14:45]	0	0	0	0	0	4	11	32	26	10	2	1	0	1	0	87
[14:45-15:00]	0	0	0	0	1	4	17	34	27	7	1	1	0	0	0	92
	0	0	0	0	1	12	49	122	112	43	7	3	0	2	0	351
[15:00-15:15]	0	0	0	0	0	1	12	29	30	14	0	0	0	1	0	87
[15:15-15:30]	0	0	0	0	0	0	11	29	44	12	3	0	1	1	1	102
[15:30-15:45]	0	0	0	0	0	6	21	30	32	12	2	0	0	0	0	103
[15:45-16:00]	0	0	0	0	0	5	13	38	18	14	3	0	0	0	0	91
	0	0	0	0	0	12	57	126	124	52	8	0	1	2	1	383
[16:00-16:15]	0	0	0	0	0	2	27	39	36	15	1	2	0	0	0	122
[16:15-16:30]	0	0	0	0	0	0	8	43	31	5	2	1	0	0	0	90
[16:30-16:45]	0	0	0	0	0	2	10	37	34	12	0	0	0	0	0	95
[16:45-17:00]	0	0	0	0	1	5	14	38	30	3	2	0	1	0	1	95
	0	0	0	0	1	9	59	157	131	35	5	3	1	0	1	402
[17:00-17:15]	0	0	0	0	0	7	18	31	23	8	0	0	0	0	0	87
[17:15-17:30]	0	0	0	0	0	5	21	36	20	4	0	2	0	0	0	88
[17:30-17:45]	0	0	0	0	0	6	28	25	13	2	1	0	0	1	2	78
[17:45-18:00]	0	0	0	0	1	3	26	35	21	5	0	0	0	0	0	91
	0	0	0	0	1	21	93	127	77	19	1	2	0	1	2	344
[18:00-18:15]	0	0	0	0	0	2	22	34	10	5	2	1	0	0	1	77
[18:15-18:30]	0	0	0	0	0	5	10	17	14	3	0	1	0	0	0	50
[18:30-18:45]	0	0	0	0	0	0	16	43	17	6	1	0	0	0	0	83
[18:45-19:00]	0	0	0	0	0	3	11	23	14	3	2	0	0	0	0	56
	0	0	0	0	0	10	59	117	55	17	5	2	0	0	1	266
[19:00-19:15]	0	0	0	0	0	3	16	27	7	6	0	0	0	0	0	59
[19:15-19:30]	0	0	0	0	0	3	9	22	17	1	0	1	0	1	1	55
[19:30-19:45]	0	0	0	0	0	3	12	22	8	6	0	0	0	0	0	51
[19:45-20:00]	0	0	0	0	0	0	6	15	8	3	0	2	0	0	1	35
	0	0	0	0	0	9	43	86	40	16	0	3	0	1	2	200
[20:00-20:15]	0	0	0	0	1	0	10	15	13	3	0	0	0	0	0	42
[20:15-20:30]	0	0	0	0	1	1	5	16	14	1	1	0	0	0	1	40
[20:30-20:45]	0	0	0	0	1	2	8	11	8	4	0	0	0	0	0	34
[20:45-21:00]	0	0	0	0	0	1	6	12	10	1	0	1	0	1	0	32
	0	0	0	0	3	4	29	54	45	9	1	1	0	1	1	148

Time/Speed Report

Device ID: 302488	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 5036
County: SHELBY	AADT Factor: 1	AADT Count: 5,036

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	0	0	2	5	12	4	1	1	0	0	0	0	25
[21:15-21:30]	0	0	0	0	0	3	2	14	6	3	0	0	0	1	0	29
[21:30-21:45]	0	0	0	0	1	1	3	16	6	1	0	0	0	0	1	29
[21:45-22:00]	0	0	0	1	0	0	10	14	8	0	0	0	0	0	0	33
	0	0	0	1	1	6	20	56	24	5	1	0	0	1	1	116
[22:00-22:15]	0	0	0	0	0	0	1	11	4	0	2	0	0	0	1	19
[22:15-22:30]	0	0	0	0	1	2	6	4	4	3	1	0	0	0	1	22
[22:30-22:45]	0	0	0	0	1	1	5	8	4	0	0	1	0	0	0	20
[22:45-23:00]	0	0	0	0	0	2	4	3	2	0	0	0	0	0	0	11
	0	0	0	0	2	5	16	26	14	3	3	1	0	0	2	72
[23:00-23:15]	0	0	0	0	0	0	3	5	3	0	0	1	0	0	0	12
[23:15-23:30]	0	0	0	0	0	1	5	4	2	1	0	0	0	0	0	13
[23:30-23:45]	0	0	0	0	0	1	2	3	1	2	0	0	0	0	3	12
[23:45-00:00]	0	0	0	0	1	0	2	5	1	0	1	0	0	0	0	10
	0	0	0	0	1	2	12	17	7	3	1	1	0	0	3	47
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	1	3	10	17	148	807	1816	1447	488	97	32	8	13	21	4908

Between 4th Ave and Royan Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: COURT STREET S.R. 47

A study of vehicle traffic was conducted with the device having serial number 300669. The study was done in the WB SOUTH LANE lane at COURT STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3660 vehicles passed through the location with a peak volume of 81 on Dec/16/2015 at [07:30-07:45] and a minimum volume of 1 on Dec/16/2015 at [01:15-01:30]. The AADT count for this study was 3,660.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 43 MPH with 5.97% vehicles exceeding the posted speed of 45 MPH. 0.93 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 48.22 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	6	15	28	39	104	587	1723	929	166	18	9	7	7	11					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2261 which represents 62 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1087 which represents 30 percent of the total classified vehicles. The number of Busses & Trucks in the study was 78 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 223 which represents 6 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
2261	1087	43	35	33	13	79	98												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [07:30-07:45] the average headway between vehicles was 10.976 seconds. During the slowest traffic period, on Dec/16/2015 at [01:15-01:30] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	2	1	0	0	0	0	0	0	3
[00:15-00:30]	3	1	0	0	0	0	0	0	4
[00:30-00:45]	2	1	0	0	0	0	0	0	3
[00:45-01:00]	4	3	0	0	0	0	0	0	7
	<u>11</u>	<u>6</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>17</u>
[01:00-01:15]	1	1	0	0	0	0	0	0	2
[01:15-01:30]	1	0	0	0	0	0	0	0	1
[01:30-01:45]	3	2	0	0	0	0	1	0	6
[01:45-02:00]	5	1	0	0	0	0	0	0	6
	<u>10</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>15</u>
[02:00-02:15]	1	0	0	0	0	0	0	0	1
[02:15-02:30]	1	0	0	0	0	0	0	1	2
[02:30-02:45]	3	1	0	0	0	0	1	0	5
[02:45-03:00]	1	0	0	0	0	0	0	0	1
	<u>6</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>9</u>
[03:00-03:15]	6	4	0	0	0	0	0	0	10
[03:15-03:30]	0	2	0	0	0	0	0	1	3
[03:30-03:45]	5	4	0	0	0	0	0	3	12
[03:45-04:00]	6	2	0	0	0	0	0	2	10
	<u>17</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>35</u>
[04:00-04:15]	8	2	0	0	1	0	1	0	12
[04:15-04:30]	13	2	1	0	0	0	0	0	16
[04:30-04:45]	24	10	0	0	0	0	1	1	36
[04:45-05:00]	26	6	1	0	0	0	0	1	34
	<u>71</u>	<u>20</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>98</u>
[05:00-05:15]	27	11	0	1	0	0	0	0	39
[05:15-05:30]	38	17	0	0	0	0	1	1	57
[05:30-05:45]	51	23	1	0	0	0	2	1	78
[05:45-06:00]	37	16	1	1	1	0	1	1	58
	<u>153</u>	<u>67</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>4</u>	<u>3</u>	<u>232</u>
[06:00-06:15]	27	16	1	1	0	0	0	0	45
[06:15-06:30]	45	17	0	0	0	0	1	1	64
[06:30-06:45]	49	23	0	2	0	0	1	2	77
[06:45-07:00]	36	21	1	0	0	0	0	3	61
	<u>157</u>	<u>77</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>6</u>	<u>247</u>
[07:00-07:15]	30	18	1	0	0	0	1	2	52
[07:15-07:30]	40	22	0	1	0	1	5	2	71
[07:30-07:45]	47	28	1	0	0	1	3	1	81

Time/Class Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	37	21	3	1	1	1	0	1	65
	154	89	5	2	1	3	9	6	269
[08:00-08:15]	28	10	0	0	0	0	1	0	39
[08:15-08:30]	26	9	0	1	2	0	4	0	42
[08:30-08:45]	20	13	2	1	1	0	3	2	42
[08:45-09:00]	24	11	0	1	1	0	1	2	40
	98	43	2	3	4	0	9	4	163
[09:00-09:15]	19	11	0	0	0	0	3	5	38
[09:15-09:30]	25	12	0	1	0	0	2	2	42
[09:30-09:45]	26	16	1	0	1	0	1	1	46
[09:45-10:00]	23	14	0	0	0	0	1	0	38
	93	53	1	1	1	0	7	8	164
[10:00-10:15]	24	10	2	0	1	0	2	2	41
[10:15-10:30]	25	11	2	1	1	0	0	2	42
[10:30-10:45]	34	14	0	1	0	0	1	5	55
[10:45-11:00]	33	5	0	1	2	0	1	2	44
	116	40	4	3	4	0	4	11	182
[11:00-11:15]	16	15	1	0	0	0	2	2	36
[11:15-11:30]	25	15	0	1	1	0	3	1	46
[11:30-11:45]	36	26	0	2	1	1	2	2	70
[11:45-12:00]	32	18	0	1	1	0	1	5	58
	109	74	1	4	3	1	8	10	210
[12:00-12:15]	39	15	1	2	1	1	0	3	62
[12:15-12:30]	41	16	0	0	0	0	3	2	62
[12:30-12:45]	37	35	2	0	1	0	0	1	76
[12:45-13:00]	38	22	0	0	1	0	2	3	66
	155	88	3	2	3	1	5	9	266
[13:00-13:15]	31	16	0	1	0	0	2	1	51
[13:15-13:30]	38	28	0	0	1	0	3	3	73
[13:30-13:45]	39	20	4	3	0	0	3	1	70
[13:45-14:00]	28	14	0	0	1	1	1	2	47
	136	78	4	4	2	1	9	7	241
[14:00-14:15]	34	12	1	1	2	0	1	1	52
[14:15-14:30]	30	17	0	0	1	0	2	4	54
[14:30-14:45]	32	21	2	0	0	0	0	2	57
[14:45-15:00]	32	22	0	1	1	0	1	1	58
	128	72	3	2	4	0	4	8	221

Time/Class Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	33	13	1	0	1	0	3	2	53
[15:15-15:30]	31	26	1	1	2	2	1	1	65
[15:30-15:45]	31	20	0	1	0	0	2	0	54
[15:45-16:00]	47	20	0	0	1	0	0	1	69
	<u>142</u>	<u>79</u>	<u>2</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>6</u>	<u>4</u>	<u>241</u>
[16:00-16:15]	51	13	0	0	0	0	1	0	65
[16:15-16:30]	50	18	1	1	0	0	0	0	70
[16:30-16:45]	53	22	1	0	1	0	0	2	79
[16:45-17:00]	34	26	1	0	2	0	0	1	64
	<u>188</u>	<u>79</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>278</u>
[17:00-17:15]	48	19	2	0	0	0	2	0	71
[17:15-17:30]	43	18	1	0	0	0	1	2	65
[17:30-17:45]	33	17	0	1	0	0	0	1	52
[17:45-18:00]	36	16	0	1	1	0	0	1	55
	<u>160</u>	<u>70</u>	<u>3</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>4</u>	<u>243</u>
[18:00-18:15]	29	9	1	1	0	0	0	0	40
[18:15-18:30]	20	11	0	1	0	1	0	0	33
[18:30-18:45]	37	9	1	1	0	0	0	0	48
[18:45-19:00]	9	3	1	0	1	2	1	1	18
	<u>95</u>	<u>32</u>	<u>3</u>	<u>3</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>139</u>
[19:00-19:15]	21	8	1	0	0	0	1	1	32
[19:15-19:30]	21	7	1	0	0	0	0	0	29
[19:30-19:45]	19	9	0	0	0	1	0	0	29
[19:45-20:00]	15	7	0	0	0	0	0	0	22
	<u>76</u>	<u>31</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>112</u>
[20:00-20:15]	19	5	0	0	0	0	0	1	25
[20:15-20:30]	24	4	0	0	0	0	0	0	28
[20:30-20:45]	12	7	1	0	0	0	0	1	21
[20:45-21:00]	10	4	0	0	0	0	0	0	14
	<u>65</u>	<u>20</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>88</u>
[21:00-21:15]	16	5	0	0	0	1	1	0	23
[21:15-21:30]	11	5	0	0	0	0	0	0	16
[21:30-21:45]	15	11	0	0	0	0	0	0	26
[21:45-22:00]	14	4	0	1	0	0	0	1	20
	<u>56</u>	<u>25</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>85</u>
[22:00-22:15]	11	5	0	0	0	0	1	0	17
[22:15-22:30]	12	8	0	0	0	0	0	0	20
[22:30-22:45]	5	4	0	0	0	0	0	0	9

Time/Class Report

Device ID:300669		Begin:Dec/16/2015 12:00:00 AM				End: Dec/17/2015 12:00:00 AM			
Street: COURT STREET S.R. 47		Lane:WB SOUTH LANE				Hours: 24.00			
State: OH		Operator:CA				Period: 15			
City:SIDNEY		Speed Limit:45				Raw Count: 3660			
County:SHELBY		AADT Factor:1				AADT Count: 3,660			

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed,Dec/16/2015									
[22:45-23:00]	8	0	0	0	0	0	0	0	8
	36	17	0	0	0	0	1	0	54
[23:00-23:15]	7	0	0	0	0	0	0	0	7
[23:15-23:30]	6	3	0	0	0	0	0	1	10
[23:30-23:45]	10	5	0	0	0	0	0	0	15
[23:45-00:00]	6	2	0	0	0	0	0	0	8
	29	10	0	0	0	0	0	1	40

Dec/16/2015 12:00:00 AM	2261	1087	43	35	33	13	79	98	3649
Dec/17/2015 12:00:00 AM									

Time/Speed Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660
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Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
[00:15-00:30]	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
[00:30-00:45]	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
[00:45-01:00]	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	7
	0	0	0	0	1	1	4	8	3	0	0	0	0	0	0	17
[01:00-01:15]	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
[01:15-01:30]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
[01:30-01:45]	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	6
[01:45-02:00]	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
	0	0	0	0	0	0	2	9	3	1	0	0	0	0	0	15
[02:00-02:15]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
[02:15-02:30]	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
[02:30-02:45]	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
[02:45-03:00]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	9
[03:00-03:15]	0	0	0	0	0	0	2	5	3	0	0	0	0	0	0	10
[03:15-03:30]	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
[03:30-03:45]	0	0	0	0	0	0	3	5	4	0	0	0	0	0	0	12
[03:45-04:00]	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	10
	0	0	0	0	0	0	11	15	9	0	0	0	0	0	0	35
[04:00-04:15]	0	0	0	0	0	0	3	6	3	0	0	0	0	0	0	12
[04:15-04:30]	0	0	0	0	1	0	2	6	4	3	0	0	0	0	0	16
[04:30-04:45]	0	0	0	0	1	1	8	13	12	1	0	0	0	0	0	36
[04:45-05:00]	0	0	0	0	0	1	2	23	7	1	0	0	0	0	0	34
	0	0	0	0	2	2	15	48	26	5	0	0	0	0	0	98
[05:00-05:15]	0	0	0	0	1	1	10	14	12	0	0	1	0	0	0	39
[05:15-05:30]	0	0	0	0	1	2	11	33	8	2	0	0	0	0	0	57
[05:30-05:45]	0	0	0	0	1	1	18	41	16	0	1	0	0	0	0	78
[05:45-06:00]	0	0	0	0	1	1	5	27	16	7	0	0	0	0	1	58
	0	0	0	0	4	5	44	115	52	9	1	1	0	0	1	232
[06:00-06:15]	0	0	0	0	1	1	7	22	12	1	0	0	1	0	0	45
[06:15-06:30]	0	0	0	1	0	3	9	34	16	1	0	0	0	0	0	64
[06:30-06:45]	0	0	0	0	0	5	12	40	15	4	0	0	0	1	0	77
[06:45-07:00]	0	0	0	0	1	0	15	26	18	0	1	0	0	0	0	61
	0	0	0	1	2	9	43	122	61	6	1	0	1	1	0	247

Time/Speed Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660
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Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	0	2	1	3	5	27	8	4	1	0	1	0	0	52
[07:15-07:30]	0	1	0	0	0	6	18	26	17	3	0	0	0	0	0	71
[07:30-07:45]	0	0	0	0	1	1	15	34	24	5	1	0	0	0	0	81
[07:45-08:00]	0	0	0	1	1	0	5	35	17	4	1	0	0	0	1	65
	0	1	0	3	3	10	43	122	66	16	3	0	1	0	1	269
[08:00-08:15]	0	0	0	0	0	2	1	15	18	3	0	0	0	0	0	39
[08:15-08:30]	0	0	0	0	0	2	5	23	11	1	0	0	0	0	0	42
[08:30-08:45]	0	0	0	0	0	3	6	22	9	2	0	0	0	0	0	42
[08:45-09:00]	0	0	0	0	0	2	4	16	16	1	0	0	1	0	0	40
	0	0	0	0	0	9	16	76	54	7	0	0	1	0	0	163
[09:00-09:15]	0	0	0	0	1	2	5	17	8	5	0	0	0	0	0	38
[09:15-09:30]	0	0	0	1	0	1	2	18	16	4	0	0	0	0	0	42
[09:30-09:45]	0	0	0	0	0	1	8	20	12	4	0	0	1	0	0	46
[09:45-10:00]	0	0	0	0	0	0	1	14	19	4	0	0	0	0	0	38
	0	0	0	1	1	4	16	69	55	17	0	0	1	0	0	164
[10:00-10:15]	0	0	0	0	0	0	5	24	10	2	0	0	0	0	0	41
[10:15-10:30]	0	0	0	0	0	1	8	13	13	7	0	0	0	0	0	42
[10:30-10:45]	0	0	0	0	0	0	7	29	16	3	0	0	0	0	0	55
[10:45-11:00]	0	0	0	0	1	0	6	20	16	1	0	0	0	0	0	44
	0	0	0	0	1	1	26	86	55	13	0	0	0	0	0	182
[11:00-11:15]	0	0	0	0	0	1	4	20	9	1	0	0	0	1	0	36
[11:15-11:30]	0	0	0	1	1	4	6	18	11	5	0	0	0	0	0	46
[11:30-11:45]	0	0	0	0	0	3	15	32	18	1	1	0	0	0	0	70
[11:45-12:00]	0	0	0	0	2	0	11	28	14	3	0	0	0	0	0	58
	0	0	0	1	3	8	36	98	52	10	1	0	0	1	0	210
[12:00-12:15]	0	0	0	1	1	3	12	31	11	1	0	2	0	0	0	62
[12:15-12:30]	0	1	0	0	0	5	8	28	20	0	0	0	0	0	0	62
[12:30-12:45]	0	0	0	0	1	0	7	31	28	7	0	0	1	1	0	76
[12:45-13:00]	0	0	0	0	1	1	7	28	25	4	0	0	0	0	0	66
	0	1	0	1	3	9	34	118	84	12	0	2	1	1	0	266
[13:00-13:15]	0	0	0	1	0	0	6	21	20	2	1	0	0	0	0	51
[13:15-13:30]	0	3	10	12	3	4	5	21	13	2	0	0	0	0	0	73
[13:30-13:45]	0	0	1	0	0	2	10	25	24	5	1	1	0	1	0	70
[13:45-14:00]	0	0	0	0	0	1	5	24	14	3	0	0	0	0	0	47
	0	3	11	13	3	7	26	91	71	12	2	1	0	1	0	241

Time/Speed Report

Device ID: 300669	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: WB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3660
County: SHELBY	AADT Factor: 1	AADT Count: 3,660

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[14:00-14:15]	0	0	0	0	0	2	6	25	18	1	0	0	0	0	0	52
[14:15-14:30]	0	0	0	0	0	1	13	25	15	0	0	0	0	0	0	54
[14:30-14:45]	0	0	0	0	0	1	9	31	14	2	0	0	0	0	0	57
[14:45-15:00]	0	0	0	0	0	1	10	27	14	5	0	0	1	0	0	58
	0	0	0	0	0	5	38	108	61	8	0	0	1	0	0	221
[15:00-15:15]	0	0	0	1	1	3	9	18	14	6	1	0	0	0	0	53
[15:15-15:30]	0	0	1	0	0	0	11	32	16	4	0	1	0	0	0	65
[15:30-15:45]	0	0	0	0	0	1	18	18	16	1	0	0	0	0	0	54
[15:45-16:00]	0	0	0	0	0	0	7	41	17	3	1	0	0	0	0	69
	0	0	1	1	1	4	45	109	63	14	2	1	0	0	0	241
[16:00-16:15]	0	0	1	2	3	1	4	29	20	5	0	0	0	0	0	65
[16:15-16:30]	0	0	0	0	0	1	6	43	13	7	0	0	0	0	0	70
[16:30-16:45]	0	0	0	1	0	1	15	41	20	1	0	0	0	0	0	79
[16:45-17:00]	0	0	0	0	1	0	7	33	15	5	0	0	0	0	3	64
	0	0	1	3	4	3	32	146	68	18	0	0	0	0	3	278
[17:00-17:15]	0	0	0	0	1	0	15	34	17	2	1	1	0	0	0	71
[17:15-17:30]	0	1	0	0	1	2	10	40	10	1	0	0	0	0	0	65
[17:30-17:45]	0	0	0	0	1	5	19	19	7	0	1	0	0	0	0	52
[17:45-18:00]	0	0	0	1	1	2	5	28	15	2	0	0	0	0	1	55
	0	1	0	1	4	9	49	121	49	5	2	1	0	0	1	243
[18:00-18:15]	0	0	0	1	1	0	9	16	9	3	1	0	0	0	0	40
[18:15-18:30]	0	0	0	0	0	0	8	12	11	0	1	0	0	1	0	33
[18:30-18:45]	0	0	0	0	1	1	6	26	12	1	1	0	0	0	0	48
[18:45-19:00]	0	0	0	0	1	1	3	8	2	0	0	1	0	0	2	18
	0	0	0	1	3	2	26	62	34	4	3	1	0	1	2	139
[19:00-19:15]	0	0	0	0	0	0	12	17	3	0	0	0	0	0	0	32
[19:15-19:30]	0	0	0	0	0	1	3	17	7	1	0	0	0	0	0	29
[19:30-19:45]	0	0	0	0	0	0	8	12	8	1	0	0	0	0	0	29
[19:45-20:00]	0	0	0	0	0	2	6	7	4	1	1	0	0	1	0	22
	0	0	0	0	0	3	29	53	22	3	1	0	0	1	0	112
[20:00-20:15]	0	0	0	0	0	1	4	16	2	2	0	0	0	0	0	25
[20:15-20:30]	0	0	0	1	1	1	6	17	1	0	0	0	1	0	0	28
[20:30-20:45]	0	0	0	0	0	0	3	10	5	2	0	0	0	1	0	21
[20:45-21:00]	0	0	0	0	0	0	1	10	3	0	0	0	0	0	0	14
	0	0	0	1	1	2	14	53	11	4	0	0	1	1	0	88

Time/Speed Report

Device ID: 300669 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY		Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1					End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3660 AADT Count: 3,660									
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	0	0	4	3	12	1	0	1	2	0	0	0	23
[21:15-21:30]	0	0	0	0	0	0	6	6	4	0	0	0	0	0	0	16
[21:30-21:45]	0	0	0	0	0	0	6	18	2	0	0	0	0	0	0	26
[21:45-22:00]	0	0	1	1	2	3	2	9	1	0	0	0	0	0	1	20
	0	0	1	1	2	7	17	45	8	0	1	2	0	0	1	85
[22:00-22:15]	0	0	0	0	1	1	2	7	3	1	0	0	0	0	2	17
[22:15-22:30]	0	0	0	0	0	0	4	13	3	0	0	0	0	0	0	20
[22:30-22:45]	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	9
[22:45-23:00]	0	0	0	0	0	2	3	1	1	1	0	0	0	0	0	8
	0	0	0	0	1	3	10	27	9	2	0	0	0	0	2	54
[23:00-23:15]	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	7
[23:15-23:30]	0	0	0	0	0	1	1	4	4	0	0	0	0	0	0	10
[23:30-23:45]	0	0	1	0	0	0	4	4	5	0	1	0	0	0	0	15
[23:45-00:00]	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	8
	0	0	1	0	0	1	8	16	13	0	1	0	0	0	0	40
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	6	15	28	39	104	587	1723	929	166	18	9	7	7	11	3649

Between 4th Avenue and Royan Avenue

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SIDNEY
Street: COURT STREET S.R. 47**

A study of vehicle traffic was conducted with the device having serial number 083995. The study was done in the EB NORTH LANE lane at COURT STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3185 vehicles passed through the location with a peak volume of 79 on Dec/16/2015 at [16:00-16:15] and a minimum volume of 1 on Dec/16/2015 at [02:15-02:30]. The AADT count for this study was 3,185.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 45 MPH with 16.16% vehicles exceeding the posted speed of 45 MPH. 1.83 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 50.52 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	0	3	9	30	105	497	1075	937	348	106	24	14	5	15					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2451 which represents 77 percent of the total classified vehicles. The number of Vans & Pickups in the study was 505 which represents 16 percent of the total classified vehicles. The number of Busses & Trucks in the study was 90 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 122 which represents 4 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
2451	505	55	35	32	9	39	42												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [16:00-16:15] the average headway between vehicles was 11.25 seconds. During the slowest traffic period, on Dec/16/2015 at [02:15-02:30] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 67.00 and 85.00 degrees F.

Time/Class Report

Device ID: 083995 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3185 AADT Count: 3,185
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	7	1	1	0	0	0	0	0	9
[00:15-00:30]	4	1	0	0	1	0	0	0	6
[00:30-00:45]	6	0	0	0	0	0	0	1	7
[00:45-01:00]	4	4	0	0	0	0	0	0	8
	21	6	1	0	1	0	0	1	30
[01:00-01:15]	6	2	0	0	0	1	0	0	9
[01:15-01:30]	5	2	0	0	0	0	0	1	8
[01:30-01:45]	5	0	0	0	0	0	0	0	5
[01:45-02:00]	2	0	0	0	0	0	0	0	2
	18	4	0	0	0	1	0	1	24
[02:00-02:15]	5	0	0	0	0	0	0	0	5
[02:15-02:30]	1	0	0	0	0	0	0	0	1
[02:30-02:45]	1	1	0	0	0	0	0	0	2
[02:45-03:00]	1	1	0	0	0	0	0	0	2
	8	2	0	0	0	0	0	0	10
[03:00-03:15]	3	0	0	0	0	0	0	0	3
[03:15-03:30]	6	0	0	0	0	0	1	1	8
[03:30-03:45]	4	1	1	0	0	0	0	0	6
[03:45-04:00]	1	0	0	0	1	0	0	0	2
	14	1	1	0	1	0	1	1	19
[04:00-04:15]	3	1	1	0	0	0	0	1	6
[04:15-04:30]	6	1	0	0	0	0	1	0	8
[04:30-04:45]	6	0	0	0	0	0	1	2	9
[04:45-05:00]	5	2	0	0	0	0	2	0	9
	20	4	1	0	0	0	4	3	32
[05:00-05:15]	4	2	0	0	0	0	0	1	7
[05:15-05:30]	9	2	0	0	0	0	0	0	11
[05:30-05:45]	3	2	0	1	0	0	0	0	6
[05:45-06:00]	14	6	1	0	1	0	0	0	22
	30	12	1	1	1	0	0	1	46
[06:00-06:15]	16	4	0	0	0	0	0	0	20
[06:15-06:30]	16	1	0	0	0	0	0	1	18
[06:30-06:45]	11	6	0	0	0	0	0	0	17
[06:45-07:00]	18	5	1	0	1	0	0	0	25
	61	16	1	0	1	0	0	1	80
[07:00-07:15]	27	4	0	0	0	1	1	1	34
[07:15-07:30]	20	7	0	0	0	0	1	1	29
[07:30-07:45]	21	4	0	1	0	0	0	1	27

Time/Class Report

Device ID: 083995 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3185 AADT Count: 3,185
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	37	7	0	0	0	0	1	2	47
	105	22	0	1	0	1	3	5	137
[08:00-08:15]	36	7	2	0	1	0	1	2	49
[08:15-08:30]	20	7	2	2	1	0	0	2	34
[08:30-08:45]	21	6	1	1	1	0	1	1	32
[08:45-09:00]	24	5	3	2	2	0	0	0	36
	101	25	8	5	5	0	2	5	151
[09:00-09:15]	26	7	1	0	1	1	3	1	40
[09:15-09:30]	26	8	0	3	1	0	0	0	38
[09:30-09:45]	24	11	0	1	0	0	0	0	36
[09:45-10:00]	32	6	0	0	2	1	1	1	43
	108	32	1	4	4	2	4	2	157
[10:00-10:15]	21	5	2	0	1	0	0	0	29
[10:15-10:30]	26	4	2	0	0	0	0	3	35
[10:30-10:45]	39	7	2	2	0	0	0	1	51
[10:45-11:00]	48	9	4	1	0	0	0	0	62
	134	25	10	3	1	0	0	4	177
[11:00-11:15]	40	7	1	0	0	1	0	0	49
[11:15-11:30]	38	5	0	0	1	0	1	2	47
[11:30-11:45]	50	9	0	1	0	0	1	0	61
[11:45-12:00]	39	10	0	1	0	1	4	1	56
	167	31	1	2	1	2	6	3	213
[12:00-12:15]	50	10	4	0	0	0	0	0	64
[12:15-12:30]	40	10	0	3	1	0	1	0	55
[12:30-12:45]	48	10	1	0	1	0	2	0	62
[12:45-13:00]	52	11	2	0	1	1	1	2	70
	190	41	7	3	3	1	4	2	251
[13:00-13:15]	38	11	0	0	0	0	0	0	49
[13:15-13:30]	52	9	1	1	0	0	1	0	64
[13:30-13:45]	46	7	1	0	0	0	0	0	54
[13:45-14:00]	35	12	1	1	1	0	0	1	51
	171	39	3	2	1	0	1	1	218
[14:00-14:15]	58	12	2	0	1	0	0	0	73
[14:15-14:30]	48	13	1	0	0	0	0	0	62
[14:30-14:45]	51	15	1	0	0	0	1	0	68
[14:45-15:00]	44	12	0	0	1	1	2	0	60
	201	52	4	0	2	1	3	0	263

Time/Class Report

Device ID: 083995 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3185 AADT Count: 3,185
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	64	7	2	0	2	0	0	0	75
[15:15-15:30]	39	11	0	3	2	0	0	1	56
[15:30-15:45]	47	9	0	0	1	0	0	2	59
[15:45-16:00]	58	6	0	1	0	0	0	1	66
	<u>208</u>	<u>33</u>	<u>2</u>	<u>4</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>256</u>
[16:00-16:15]	66	11	0	0	0	0	1	1	79
[16:15-16:30]	41	12	3	0	0	0	2	1	59
[16:30-16:45]	56	12	3	0	0	0	0	0	71
[16:45-17:00]	55	5	1	1	0	0	0	0	62
	<u>218</u>	<u>40</u>	<u>7</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>271</u>
[17:00-17:15]	52	11	1	0	0	0	0	0	64
[17:15-17:30]	52	11	0	1	0	0	2	0	66
[17:30-17:45]	59	8	4	0	0	0	0	0	71
[17:45-18:00]	35	6	0	2	0	0	0	1	44
	<u>198</u>	<u>36</u>	<u>5</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>245</u>
[18:00-18:15]	43	7	1	0	2	0	2	0	55
[18:15-18:30]	35	5	0	0	1	0	0	1	42
[18:30-18:45]	28	9	0	1	0	0	0	0	38
[18:45-19:00]	34	3	0	0	0	0	1	0	38
	<u>140</u>	<u>24</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>1</u>	<u>173</u>
[19:00-19:15]	23	3	0	0	0	0	1	0	27
[19:15-19:30]	28	1	1	0	0	0	0	1	31
[19:30-19:45]	25	2	0	0	0	1	0	0	28
[19:45-20:00]	25	7	0	0	0	0	0	0	32
	<u>101</u>	<u>13</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>118</u>
[20:00-20:15]	17	9	0	0	1	0	1	0	28
[20:15-20:30]	22	2	0	1	0	0	0	0	25
[20:30-20:45]	22	1	0	0	0	0	1	1	25
[20:45-21:00]	19	5	0	0	2	0	0	0	26
	<u>80</u>	<u>17</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>104</u>
[21:00-21:15]	24	4	0	1	0	0	0	0	29
[21:15-21:30]	26	4	0	0	0	0	0	0	30
[21:30-21:45]	14	4	0	0	0	0	0	0	18
[21:45-22:00]	10	3	0	1	0	0	0	1	15
	<u>74</u>	<u>15</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>92</u>
[22:00-22:15]	15	6	0	1	0	0	0	0	22
[22:15-22:30]	16	3	0	1	0	0	0	0	20
[22:30-22:45]	17	1	0	0	0	0	0	0	18

Time/Class Report

Device ID: 083995		Begin: Dec/16/2015 12:00:00 AM				End: Dec/17/2015 12:00:00 AM			
Street: COURT STREET S.R. 47		Lane: EB NORTH LANE				Hours: 24.00			
State: OH		Operator: CA				Period: 15			
City: SIDNEY		Speed Limit: 45				Raw Count: 3185			
County: SHELBY		AADT Factor: 1				AADT Count: 3,185			
Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[22:45-23:00]	4	1	0	0	0	0	0	0	5
	52	11	0	2	0	0	0	0	65
[23:00-23:15]	13	0	0	0	0	0	0	1	14
[23:15-23:30]	7	1	0	0	0	0	0	0	8
[23:30-23:45]	7	1	0	0	0	0	0	0	8
[23:45-00:00]	4	2	0	0	0	0	0	0	6
	31	4	0	0	0	0	0	1	36
Dec/16/2015 12:00:00 AM									
Dec/17/2015 12:00:00 AM	2451	505	55	35	32	9	39	42	3168

Time/Speed Report

Device ID: 083995	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3185
County: SHELBY	AADT Factor: 1	AADT Count: 3,185

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	0	1	2	3	2	0	1	0	0	0	0	9
[00:15-00:30]	0	0	0	0	0	2	0	3	0	0	1	0	0	0	0	6
[00:30-00:45]	0	0	0	0	0	2	1	1	2	1	0	0	0	0	0	7
[00:45-01:00]	0	0	0	0	0	0	2	4	1	1	0	0	0	0	0	8
	0	0	0	0	0	5	5	11	5	2	2	0	0	0	0	30
[01:00-01:15]	0	0	0	0	0	1	2	2	3	0	0	0	0	0	1	9
[01:15-01:30]	0	0	0	0	0	0	2	3	2	1	0	0	0	0	0	8
[01:30-01:45]	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
[01:45-02:00]	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	3	7	7	5	1	0	0	0	0	1	24
[02:00-02:15]	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
[02:15-02:30]	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
[02:30-02:45]	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
[02:45-03:00]	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
	0	0	0	0	0	1	2	4	0	3	0	0	0	0	0	10
[03:00-03:15]	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
[03:15-03:30]	0	0	0	0	0	0	3	2	2	1	0	0	0	0	0	8
[03:30-03:45]	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
[03:45-04:00]	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
	0	0	0	0	0	0	4	11	3	1	0	0	0	0	0	19
[04:00-04:15]	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
[04:15-04:30]	0	0	0	0	1	0	1	1	2	1	1	0	0	0	1	8
[04:30-04:45]	0	0	0	1	2	0	0	3	0	3	0	0	0	0	0	9
[04:45-05:00]	0	0	0	0	0	1	3	4	1	0	0	0	0	0	0	9
	0	0	0	1	3	1	5	12	4	4	1	0	0	0	1	32
[05:00-05:15]	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
[05:15-05:30]	0	0	0	0	0	1	1	6	1	1	1	0	0	0	0	11
[05:30-05:45]	0	0	0	0	0	1	0	5	0	0	0	0	0	0	0	6
[05:45-06:00]	0	0	0	0	0	0	1	8	8	4	0	1	0	0	0	22
	0	0	0	0	0	2	4	22	11	5	1	1	0	0	0	46
[06:00-06:15]	0	0	0	0	0	0	3	7	4	5	1	0	0	0	0	20
[06:15-06:30]	0	0	0	0	0	0	4	4	8	2	0	0	0	0	0	18
[06:30-06:45]	0	0	0	0	0	0	7	4	4	1	1	0	0	0	0	17
[06:45-07:00]	0	0	0	0	2	0	4	7	6	4	2	0	0	0	0	25
	0	0	0	0	2	0	18	22	22	12	4	0	0	0	0	80

Time/Speed Report

Device ID: 083995 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3185 AADT Count: 3,185
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Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	0	0	0	3	2	7	19	1	2	0	0	0	0	34
[07:15-07:30]	0	0	0	0	0	0	5	12	6	4	2	0	0	0	0	29
[07:30-07:45]	0	0	0	0	0	3	2	8	10	1	1	1	1	0	0	27
[07:45-08:00]	0	0	0	0	1	1	2	9	22	11	1	0	0	0	0	47
	0	0	0	0	1	7	11	36	57	17	6	1	1	0	0	137
[08:00-08:15]	0	0	0	0	0	4	4	16	14	9	0	0	0	1	1	49
[08:15-08:30]	0	0	0	0	2	0	4	14	6	6	2	0	0	0	0	34
[08:30-08:45]	0	0	1	0	0	4	6	7	10	3	1	0	0	0	0	32
[08:45-09:00]	0	0	0	0	1	2	6	17	8	2	0	0	0	0	0	36
	0	0	1	0	3	10	20	54	38	20	3	0	0	1	1	151
[09:00-09:15]	0	0	0	0	0	3	4	13	12	6	0	1	0	0	1	40
[09:15-09:30]	0	0	0	0	1	0	7	18	9	3	0	0	0	0	0	38
[09:30-09:45]	0	0	0	0	0	1	5	14	12	4	0	0	0	0	0	36
[09:45-10:00]	0	0	0	0	0	2	9	20	7	4	1	0	0	0	0	43
	0	0	0	0	1	6	25	65	40	17	1	1	0	0	1	157
[10:00-10:15]	0	0	0	0	0	1	2	13	9	4	0	0	0	0	0	29
[10:15-10:30]	0	0	0	0	1	1	6	12	10	3	1	0	0	1	0	35
[10:30-10:45]	0	0	0	0	0	2	6	19	14	5	2	2	1	0	0	51
[10:45-11:00]	0	0	0	0	0	1	9	26	20	3	2	0	1	0	0	62
	0	0	0	0	1	5	23	70	53	15	5	2	2	1	0	177
[11:00-11:15]	0	0	0	0	0	0	6	19	17	7	0	0	0	0	0	49
[11:15-11:30]	0	0	0	0	1	1	7	21	10	2	4	1	0	0	0	47
[11:30-11:45]	0	0	0	0	0	4	17	21	9	7	2	0	1	0	0	61
[11:45-12:00]	0	0	0	0	0	3	8	15	16	8	3	1	1	0	1	56
	0	0	0	0	1	8	38	76	52	24	9	2	2	0	1	213
[12:00-12:15]	0	0	0	0	3	0	9	25	18	5	2	0	2	0	0	64
[12:15-12:30]	0	0	0	0	0	6	10	17	12	6	0	3	1	0	0	55
[12:30-12:45]	0	0	0	0	1	3	7	23	21	3	2	1	0	0	1	62
[12:45-13:00]	0	0	0	1	0	2	5	24	30	2	5	0	1	0	0	70
	0	0	0	1	4	11	31	89	81	16	9	4	4	0	1	251
[13:00-13:15]	0	0	0	1	0	0	13	9	19	7	0	0	0	0	0	49
[13:15-13:30]	0	0	0	0	0	2	9	29	17	7	0	0	0	0	0	64
[13:30-13:45]	0	0	0	0	0	1	3	10	27	8	4	0	1	0	0	54
[13:45-14:00]	0	0	0	0	0	0	8	20	17	3	0	2	0	0	1	51
	0	0	0	1	0	3	33	68	80	25	4	2	1	0	1	218

Time/Speed Report

Device ID: 083995 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY		Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1								End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3185 AADT Count: 3,185						
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[14:00-14:15]	0	0	0	0	1	0	12	22	27	7	1	3	0	0	0	73
[14:15-14:30]	0	0	0	0	0	1	4	17	23	8	7	1	1	0	0	62
[14:30-14:45]	0	0	0	0	0	1	18	20	23	3	2	0	1	0	0	68
[14:45-15:00]	0	0	0	0	5	0	10	13	22	7	3	0	0	0	0	60
	0	0	0	0	6	2	44	72	95	25	13	4	2	0	0	263
[15:00-15:15]	0	0	0	0	0	5	15	24	21	6	3	0	0	0	1	75
[15:15-15:30]	0	0	1	0	0	1	8	18	20	4	4	0	0	0	0	56
[15:30-15:45]	0	0	0	0	1	6	10	23	11	8	0	0	0	0	0	59
[15:45-16:00]	0	0	0	0	0	0	10	19	24	9	4	0	0	0	0	66
	0	0	1	0	1	12	43	84	76	27	11	0	0	0	1	256
[16:00-16:15]	0	0	0	1	1	1	4	27	30	13	2	0	0	0	0	79
[16:15-16:30]	0	0	0	0	0	0	9	19	22	7	0	1	0	0	1	59
[16:30-16:45]	0	0	0	0	0	0	10	26	19	11	3	1	0	1	0	71
[16:45-17:00]	0	0	0	0	0	1	9	20	19	8	2	2	0	1	0	62
	0	0	0	1	1	2	32	92	90	39	7	4	0	2	1	271
[17:00-17:15]	0	0	0	0	0	0	8	15	23	14	4	0	0	0	0	64
[17:15-17:30]	0	0	0	0	1	0	10	21	24	7	1	0	0	1	1	66
[17:30-17:45]	0	0	0	0	0	1	10	32	18	9	1	0	0	0	0	71
[17:45-18:00]	0	0	0	0	0	3	5	17	14	3	1	0	0	0	1	44
	0	0	0	0	1	4	33	85	79	33	7	0	0	1	2	245
[18:00-18:15]	0	0	0	2	4	3	8	17	12	6	1	0	0	0	2	55
[18:15-18:30]	0	0	0	0	0	1	5	16	16	4	0	0	0	0	0	42
[18:30-18:45]	0	0	0	0	0	0	7	12	14	2	2	1	0	0	0	38
[18:45-19:00]	0	0	0	0	0	0	10	15	6	3	4	0	0	0	0	38
	0	0	0	2	4	4	30	60	48	15	7	1	0	0	2	173
[19:00-19:15]	0	0	0	0	0	3	3	8	9	3	0	0	1	0	0	27
[19:15-19:30]	0	0	0	0	0	2	6	10	9	2	2	0	0	0	0	31
[19:30-19:45]	0	0	0	0	0	0	8	9	8	2	1	0	0	0	0	28
[19:45-20:00]	0	0	0	0	0	1	5	16	7	1	2	0	0	0	0	32
	0	0	0	0	0	6	22	43	33	8	5	0	1	0	0	118
[20:00-20:15]	0	0	0	0	0	3	5	8	8	2	1	0	0	0	1	28
[20:15-20:30]	0	0	0	0	1	2	8	4	4	6	0	0	0	0	0	25
[20:30-20:45]	0	0	0	0	0	3	8	7	2	4	1	0	0	0	0	25
[20:45-21:00]	0	0	1	0	0	0	6	10	4	4	1	0	0	0	0	26
	0	0	1	0	1	8	27	29	18	16	3	0	0	0	1	104

Time/Speed Report

Device ID: 083995		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: COURT STREET S.R. 47		Lane: EB NORTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 45										Raw Count: 3185				
County: SHELBY		AADT Factor: 1										AADT Count: 3,185				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	Total
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	1	0	1	2	10	11	3	0	1	0	0	0	29
[21:15-21:30]	0	0	0	0	0	0	7	10	7	5	1	0	0	0	0	30
[21:30-21:45]	0	0	0	0	0	1	3	8	2	1	3	0	0	0	0	18
[21:45-22:00]	0	0	0	0	0	2	1	5	6	1	0	0	0	0	0	15
	0	0	0	1	0	4	13	33	26	10	4	1	0	0	0	92
[22:00-22:15]	0	0	0	1	0	0	3	5	4	4	2	1	1	0	1	22
[22:15-22:30]	0	0	0	0	0	0	8	6	5	1	0	0	0	0	0	20
[22:30-22:45]	0	0	0	0	0	0	2	5	6	4	1	0	0	0	0	18
[22:45-23:00]	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
	0	0	0	1	0	1	14	18	16	9	3	1	1	0	1	65
[23:00-23:15]	0	0	0	1	0	0	7	2	1	2	1	0	0	0	0	14
[23:15-23:30]	0	0	0	0	0	0	3	4	0	1	0	0	0	0	0	8
[23:30-23:45]	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	8
[23:45-00:00]	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	6
	0	0	0	1	0	0	13	12	5	4	1	0	0	0	0	36
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	0	3	9	30	105	497	1075	937	348	106	24	14	5	15	3168

Between 4th Avenue and Royan Avenue

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SIDNEY
Street: COURT STREET S.R. 47**

A study of vehicle traffic was conducted with the device having serial number 300671. The study was done in the EB SOUTH LANE lane at COURT STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4325 vehicles passed through the location with a peak volume of 119 on Dec/16/2015 at [16:00-16:15] and a minimum volume of 0 on Dec/16/2015 at [03:45-04:00]. The AADT count for this study was 4,325.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 45 - 50 MPH range or lower. The average speed for all classified vehicles was 48 MPH with 37.53% vehicles exceeding the posted speed of 45 MPH. 5.23 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 45MPH and the 85th percentile was 54.79 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	7	10	10	42	62	338	959	1262	1013	378	106	45	20	54					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 1315 which represents 31 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2478 which represents 58 percent of the total classified vehicles. The number of Busses & Trucks in the study was 289 which represents 7 percent of the total classified vehicles. The number of Tractor Trailers in the study was 224 which represents 5 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
1315	2478	240	49	38	31	58	97												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [16:00-16:15] the average headway between vehicles was 7.5 seconds. During the slowest traffic period, on Dec/16/2015 at [03:45-04:00] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300671 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4325 AADT Count: 4,325
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	7	11	1	1	0	0	0	1	21
[00:15-00:30]	2	3	2	0	0	0	0	1	8
[00:30-00:45]	3	3	1	0	0	0	0	0	7
[00:45-01:00]	1	0	0	0	0	0	0	0	1
	13	17	4	1	0	0	0	2	37
[01:00-01:15]	5	6	1	0	0	0	0	1	13
[01:15-01:30]	0	3	0	0	0	0	0	0	3
[01:30-01:45]	3	3	0	0	1	0	0	0	7
[01:45-02:00]	1	3	0	0	1	0	0	0	5
	9	15	1	0	2	0	0	1	28
[02:00-02:15]	0	5	0	0	0	0	0	1	6
[02:15-02:30]	1	2	1	0	0	0	0	0	4
[02:30-02:45]	3	2	1	0	0	0	1	0	7
[02:45-03:00]	0	1	0	0	0	0	0	0	1
	4	10	2	0	0	0	1	1	18
[03:00-03:15]	0	2	0	0	0	0	0	0	2
[03:15-03:30]	1	3	0	0	0	0	0	1	5
[03:30-03:45]	1	7	1	0	0	0	0	0	9
[03:45-04:00]	0	0	0	0	0	0	0	0	0
	2	12	1	0	0	0	0	1	16
[04:00-04:15]	3	1	0	0	0	0	0	0	4
[04:15-04:30]	1	3	0	0	1	0	0	0	5
[04:30-04:45]	3	1	0	0	0	0	0	0	4
[04:45-05:00]	1	1	1	0	0	0	1	1	5
	8	6	1	0	1	0	1	1	18
[05:00-05:15]	3	1	0	1	0	0	0	0	5
[05:15-05:30]	8	0	1	0	0	0	0	3	12
[05:30-05:45]	6	9	0	0	0	1	0	0	16
[05:45-06:00]	3	6	3	0	0	1	0	1	14
	20	16	4	1	0	2	0	4	47
[06:00-06:15]	12	14	0	0	1	0	2	0	29
[06:15-06:30]	4	10	1	0	0	1	1	0	17
[06:30-06:45]	15	9	3	0	1	0	0	1	29
[06:45-07:00]	15	19	1	1	0	0	0	2	38
	46	52	5	1	2	1	3	3	113
[07:00-07:15]	12	22	5	0	0	1	0	0	40
[07:15-07:30]	13	23	4	0	1	0	4	2	47
[07:30-07:45]	20	29	1	0	1	0	2	1	54

Time/Class Report

Device ID: 300671 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4325 AADT Count: 4,325
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	12	47	2	1	1	2	1	1	67
	57	121	12	1	3	3	7	4	208
[08:00-08:15]	14	24	5	1	1	1	1	2	49
[08:15-08:30]	6	32	3	0	0	1	1	4	47
[08:30-08:45]	12	35	2	0	3	0	1	1	54
[08:45-09:00]	11	20	1	1	0	1	0	0	34
	43	111	11	2	4	3	3	7	184
[09:00-09:15]	7	23	7	2	1	0	2	0	42
[09:15-09:30]	13	22	4	0	1	0	5	0	45
[09:30-09:45]	18	16	0	2	1	0	1	5	43
[09:45-10:00]	13	27	4	2	0	1	0	0	47
	51	88	15	6	3	1	8	5	177
[10:00-10:15]	12	34	2	2	0	2	0	2	54
[10:15-10:30]	12	18	3	1	2	0	2	3	41
[10:30-10:45]	13	30	4	0	0	1	0	1	49
[10:45-11:00]	21	29	4	1	0	0	1	3	59
	58	111	13	4	2	3	3	9	203
[11:00-11:15]	20	42	4	1	1	0	2	0	70
[11:15-11:30]	18	34	3	0	1	0	1	5	62
[11:30-11:45]	21	40	7	2	1	0	0	2	73
[11:45-12:00]	13	37	5	1	1	0	0	2	59
	72	153	19	4	4	0	3	9	264
[12:00-12:15]	24	46	1	2	0	0	2	4	79
[12:15-12:30]	17	46	3	0	1	2	0	3	72
[12:30-12:45]	22	48	6	0	0	1	0	2	79
[12:45-13:00]	18	49	5	1	1	2	1	1	78
	81	189	15	3	2	5	3	10	308
[13:00-13:15]	19	46	4	0	1	1	1	0	72
[13:15-13:30]	23	40	1	1	0	1	0	2	68
[13:30-13:45]	25	42	5	0	0	1	1	3	77
[13:45-14:00]	19	53	6	0	0	0	0	1	79
	86	181	16	1	1	3	2	6	296
[14:00-14:15]	22	55	5	0	0	0	0	0	82
[14:15-14:30]	24	48	2	1	1	0	2	1	79
[14:30-14:45]	30	51	4	1	2	1	2	3	94
[14:45-15:00]	26	54	4	0	1	0	4	0	89
	102	208	15	2	4	1	8	4	344

Time/Class Report

Device ID: 300671 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4325 AADT Count: 4,325
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	26	69	2	0	0	3	1	1	102
[15:15-15:30]	27	47	8	1	1	1	2	3	90
[15:30-15:45]	27	54	4	0	0	0	2	4	91
[15:45-16:00]	32	47	5	1	0	0	1	3	89
	<u>112</u>	<u>217</u>	<u>19</u>	<u>2</u>	<u>1</u>	<u>4</u>	<u>6</u>	<u>11</u>	<u>372</u>
[16:00-16:15]	32	75	5	0	0	2	2	2	118
[16:15-16:30]	28	59	7	1	0	0	0	1	96
[16:30-16:45]	24	56	2	1	2	1	0	0	86
[16:45-17:00]	31	56	7	1	1	0	1	2	99
	<u>115</u>	<u>246</u>	<u>21</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>5</u>	<u>399</u>
[17:00-17:15]	42	51	7	1	0	0	1	1	103
[17:15-17:30]	28	55	3	2	0	0	0	2	90
[17:30-17:45]	42	50	5	1	0	0	1	2	101
[17:45-18:00]	20	44	2	0	0	0	1	0	67
	<u>132</u>	<u>200</u>	<u>17</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>5</u>	<u>361</u>
[18:00-18:15]	24	49	7	2	0	0	0	1	83
[18:15-18:30]	19	43	3	0	0	0	1	0	66
[18:30-18:45]	21	32	9	0	1	0	0	1	64
[18:45-19:00]	28	33	4	1	0	0	2	0	68
	<u>92</u>	<u>157</u>	<u>23</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>281</u>
[19:00-19:15]	16	32	0	0	0	0	0	0	48
[19:15-19:30]	19	32	0	1	0	0	0	2	54
[19:30-19:45]	12	28	1	2	1	0	0	0	44
[19:45-20:00]	13	27	2	1	1	0	0	1	45
	<u>60</u>	<u>119</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>191</u>
[20:00-20:15]	16	29	4	2	0	0	0	0	51
[20:15-20:30]	9	30	1	0	2	0	0	1	43
[20:30-20:45]	13	16	2	0	0	0	0	0	31
[20:45-21:00]	10	14	1	0	0	1	0	0	26
	<u>48</u>	<u>89</u>	<u>8</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>151</u>
[21:00-21:15]	16	21	0	0	0	0	0	0	37
[21:15-21:30]	3	22	2	0	0	0	0	0	27
[21:30-21:45]	12	17	2	2	0	0	0	0	33
[21:45-22:00]	14	9	3	0	0	0	0	0	26
	<u>45</u>	<u>69</u>	<u>7</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>123</u>
[22:00-22:15]	16	17	1	1	0	0	0	0	35
[22:15-22:30]	11	16	1	0	0	1	0	0	29
[22:30-22:45]	8	12	4	1	0	0	0	0	25

Time/Class Report

Device ID: 300671		Begin: Dec/16/2015 12:00:00 AM				End: Dec/17/2015 12:00:00 AM				
Street: COURT STREET S.R. 47		Lane: EB SOUTH LANE				Hours: 24.00				
State: OH		Operator: CA				Period: 15				
City: SIDNEY		Speed Limit: 45				Raw Count: 4325				
County: SHELBY		AADT Factor: 1				AADT Count: 4,325				
Date And Time Range	< to	18 to	24 to	28 to	32 to	38 to	44 to	62 to	Total	
	17	23	27	31	37	43	61	>		
Wed, Dec/16/2015										
[22:45-23:00]	1	10	0	0	1	0	0	0	12	
	36	55	6	2	1	1	0	0	101	
[23:00-23:15]	5	14	2	0	0	0	0	1	22	
[23:15-23:30]	7	10	0	1	0	0	1	1	20	
[23:30-23:45]	2	9	0	0	0	0	0	1	12	
[23:45-00:00]	9	3	0	0	0	0	0	0	12	
	23	36	2	1	0	0	1	3	66	
Dec/16/2015 12:00:00 AM	1315	2478	240	49	38	31	58	97	4306	
Dec/17/2015 12:00:00 AM										

Time/Speed Report

Device ID: 300671 Street: COURT STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4325 AADT Count: 4,325
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Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	0	0	3	7	0	7	3	0	0	1	0	21
[00:15-00:30]	0	0	0	0	0	0	1	0	0	5	1	0	0	0	1	8
[00:30-00:45]	0	0	0	0	0	0	2	3	0	1	0	1	0	0	0	7
[00:45-01:00]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	7	10	0	13	4	1	0	1	1	37
[01:00-01:15]	0	0	0	0	1	0	0	3	4	4	1	0	0	0	0	13
[01:15-01:30]	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
[01:30-01:45]	0	0	0	0	1	0	2	0	2	1	0	0	0	0	1	7
[01:45-02:00]	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	5
	0	0	0	0	3	1	3	4	7	5	3	0	0	0	2	28
[02:00-02:15]	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	6
[02:15-02:30]	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	4
[02:30-02:45]	0	0	0	0	1	0	2	0	1	3	0	0	0	0	0	7
[02:45-03:00]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	0	0	0	0	1	0	2	5	2	7	0	0	1	0	0	18
[03:00-03:15]	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
[03:15-03:30]	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
[03:30-03:45]	0	0	0	0	0	0	1	3	2	1	2	0	0	0	0	9
[03:45-04:00]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	3	4	5	3	0	0	0	0	16
[04:00-04:15]	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4
[04:15-04:30]	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	5
[04:30-04:45]	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
[04:45-05:00]	0	0	0	0	1	0	0	2	1	1	0	0	0	0	0	5
	0	0	0	0	1	1	3	5	2	2	4	0	0	0	0	18
[05:00-05:15]	0	0	0	1	0	0	0	1	0	1	0	0	0	0	2	5
[05:15-05:30]	0	0	0	1	1	2	3	1	0	3	1	0	0	0	0	12
[05:30-05:45]	0	0	1	1	0	1	1	3	4	3	2	0	0	0	0	16
[05:45-06:00]	0	0	0	0	0	0	0	2	4	5	1	0	0	1	1	14
	0	0	1	3	1	3	4	7	8	12	4	0	0	1	3	47
[06:00-06:15]	0	0	0	1	0	0	2	4	7	9	2	1	1	0	2	29
[06:15-06:30]	0	0	1	0	2	0	2	2	4	5	1	0	0	0	0	17
[06:30-06:45]	0	0	0	0	0	0	3	8	7	4	4	2	0	0	1	29
[06:45-07:00]	0	0	0	0	0	1	5	5	7	13	2	4	0	0	1	38
	0	0	1	1	2	1	12	19	25	31	9	7	1	0	4	113

Time/Speed Report

Device ID: 300671	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: COURT STREET S.R. 47	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4325
County: SHELBY	AADT Factor: 1	AADT Count: 4,325

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	0	0	0	0	3	9	19	4	4	1	0	0	0	40
[07:15-07:30]	0	0	0	0	1	3	1	6	14	12	5	3	0	0	2	47
[07:30-07:45]	0	1	1	0	1	1	4	7	14	16	6	1	1	0	1	54
[07:45-08:00]	0	0	0	0	0	1	1	6	18	22	14	5	0	0	0	67
	0	1	1	0	2	5	9	28	65	54	29	10	1	0	3	208
[08:00-08:15]	0	0	0	0	2	1	3	9	11	9	8	3	2	1	0	49
[08:15-08:30]	0	1	0	0	0	1	3	6	15	15	4	2	0	0	0	47
[08:30-08:45]	0	0	0	0	1	6	0	12	13	14	4	0	4	0	0	54
[08:45-09:00]	0	0	0	0	0	0	2	7	12	8	2	1	0	0	2	34
	0	1	0	0	3	8	8	34	51	46	18	6	6	1	2	184
[09:00-09:15]	0	0	0	0	0	0	5	4	7	18	4	1	1	1	1	42
[09:15-09:30]	0	1	0	0	2	0	4	16	8	11	1	1	0	0	1	45
[09:30-09:45]	0	0	1	0	0	0	4	12	5	12	8	0	1	0	0	43
[09:45-10:00]	0	0	0	0	0	3	2	7	14	11	8	2	0	0	0	47
	0	1	1	0	2	3	15	39	34	52	21	4	2	1	2	177
[10:00-10:15]	0	0	0	0	0	2	2	17	14	12	3	3	1	0	0	54
[10:15-10:30]	0	0	0	0	2	0	5	9	12	6	2	1	0	2	2	41
[10:30-10:45]	0	1	0	0	1	0	5	7	18	10	3	3	0	0	1	49
[10:45-11:00]	0	0	1	0	0	0	4	16	16	15	4	2	1	0	0	59
	0	1	1	0	3	2	16	49	60	43	12	9	2	2	3	203
[11:00-11:15]	0	0	0	0	0	0	7	16	31	9	6	1	0	0	0	70
[11:15-11:30]	0	0	0	1	1	1	10	13	19	11	5	0	1	0	0	62
[11:30-11:45]	0	0	0	0	0	0	2	20	25	17	6	1	0	0	2	73
[11:45-12:00]	0	0	0	0	0	1	6	17	17	11	4	1	0	0	2	59
	0	0	0	1	1	2	25	66	92	48	21	3	1	0	4	264
[12:00-12:15]	0	0	0	0	1	5	10	18	29	12	1	2	0	0	1	79
[12:15-12:30]	0	0	0	1	0	1	9	17	15	20	7	1	1	0	0	72
[12:30-12:45]	0	0	0	0	0	0	6	14	23	27	5	2	2	0	0	79
[12:45-13:00]	0	0	0	0	0	1	12	16	22	18	5	2	1	0	1	78
	0	0	0	1	1	7	37	65	89	77	18	7	4	0	2	308
[13:00-13:15]	0	0	0	0	0	0	4	12	21	20	10	2	1	1	1	72
[13:15-13:30]	0	0	1	0	1	0	1	17	20	17	8	1	2	0	0	68
[13:30-13:45]	0	0	0	0	2	2	6	15	29	14	9	0	0	0	0	77
[13:45-14:00]	0	0	0	0	0	1	9	17	24	19	7	2	0	0	0	79
	0	0	1	0	3	3	20	61	94	70	34	5	3	1	1	296

Time/Speed Report

Device ID: 300671		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: COURT STREET S.R. 47		Lane: EB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 45										Raw Count: 4325				
County: SHELBY		AADT Factor: 1										AADT Count: 4,325				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[14:00-14:15]	0	0	0	0	0	0	2	15	20	32	13	0	0	0	0	82
[14:15-14:30]	0	0	0	0	0	0	9	12	29	18	9	0	1	1	0	79
[14:30-14:45]	0	0	0	0	0	4	8	25	28	18	7	3	0	0	1	94
[14:45-15:00]	0	0	0	0	0	3	12	12	21	24	14	1	0	0	2	89
	0	0	0	0	0	7	31	64	98	92	43	4	1	1	3	344
[15:00-15:15]	0	0	0	1	1	4	18	21	35	12	7	0	1	1	1	102
[15:15-15:30]	0	0	0	0	2	2	5	21	22	21	11	3	2	0	1	90
[15:30-15:45]	0	0	0	0	0	0	8	21	31	19	7	3	2	0	0	91
[15:45-16:00]	0	0	0	0	0	1	5	17	31	18	9	4	2	1	1	89
	0	0	0	1	3	7	36	80	119	70	34	10	7	2	3	372
[16:00-16:15]	0	0	1	0	1	0	4	26	38	34	8	5	1	0	0	118
[16:15-16:30]	0	0	0	0	0	1	3	24	24	33	7	3	0	0	1	96
[16:30-16:45]	0	0	0	0	0	0	2	18	30	25	8	2	0	0	1	86
[16:45-17:00]	0	0	0	0	1	1	7	20	36	25	6	0	0	0	3	99
	0	0	1	0	2	2	16	88	128	117	29	10	1	0	5	399
[17:00-17:15]	0	0	0	1	0	0	10	37	30	13	8	3	0	0	1	103
[17:15-17:30]	0	1	1	0	0	3	4	34	26	17	3	0	0	0	1	90
[17:30-17:45]	0	0	0	0	3	1	9	47	21	10	5	2	0	2	1	101
[17:45-18:00]	0	0	1	0	1	0	4	9	20	22	7	2	0	1	0	67
	0	1	2	1	4	4	27	127	97	62	23	7	0	3	3	361
[18:00-18:15]	0	0	0	0	0	2	6	19	27	22	1	3	2	0	1	83
[18:15-18:30]	0	0	0	0	0	0	4	11	25	19	2	1	2	0	2	66
[18:30-18:45]	0	0	0	0	0	0	2	11	26	19	2	2	0	0	2	64
[18:45-19:00]	0	0	0	0	2	0	2	18	26	10	7	2	1	0	0	68
	0	0	0	0	2	2	14	59	104	70	12	8	5	0	5	281
[19:00-19:15]	0	0	0	0	0	0	4	6	19	7	6	4	2	0	0	48
[19:15-19:30]	0	0	0	0	1	0	1	14	25	8	5	0	0	0	0	54
[19:30-19:45]	0	0	0	0	2	0	3	13	15	8	1	1	0	1	0	44
[19:45-20:00]	0	0	0	0	0	0	2	11	9	17	4	0	2	0	0	45
	0	0	0	0	3	0	10	44	68	40	16	5	4	1	0	191
[20:00-20:15]	0	0	0	0	0	0	3	10	15	18	5	0	0	0	0	51
[20:15-20:30]	0	0	0	0	0	0	4	8	14	11	2	2	1	0	1	43
[20:30-20:45]	0	1	0	1	0	0	6	8	9	4	2	0	0	0	0	31
[20:45-21:00]	0	0	0	0	1	0	2	4	5	8	3	1	1	0	1	26
	0	1	0	1	1	0	15	30	43	41	12	3	2	0	2	151

Time/Speed Report

Device ID: 300671		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: COURT STREET S.R. 47		Lane: EB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 45										Raw Count: 4325				
County: SHELBY		AADT Factor: 1										AADT Count: 4,325				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	Total
Wed, Dec/16/2015																
[21:00-21:15]	0	0	1	0	1	0	3	12	12	5	1	1	0	1	0	37
[21:15-21:30]	0	0	0	0	0	0	1	7	5	7	6	1	0	0	0	27
[21:30-21:45]	0	0	0	0	0	0	1	12	9	5	2	2	0	1	1	33
[21:45-22:00]	0	0	0	0	0	0	5	7	8	4	1	1	0	0	0	26
	0	0	1	0	1	0	10	38	34	21	10	5	0	2	1	123
[22:00-22:15]	0	0	0	0	1	1	1	9	8	5	6	1	0	2	1	35
[22:15-22:30]	0	0	0	1	0	0	6	6	7	5	2	1	1	0	0	29
[22:30-22:45]	0	0	0	0	1	0	1	2	4	12	3	0	0	1	1	25
[22:45-23:00]	0	0	0	0	0	0	2	3	4	2	0	0	0	0	1	12
	0	0	0	1	2	1	10	20	23	24	11	2	1	3	3	101
[23:00-23:15]	0	1	0	0	0	1	1	1	6	6	4	0	1	0	1	22
[23:15-23:30]	0	0	0	0	0	1	2	4	6	3	1	0	1	1	1	20
[23:30-23:45]	0	0	0	0	0	1	0	5	2	2	1	0	1	0	0	12
[23:45-00:00]	0	0	0	0	1	0	4	4	1	0	2	0	0	0	0	12
	0	1	0	0	1	3	7	14	15	11	8	0	3	1	2	66
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM	0	7	10	10	42	62	338	959	1262	1013	378	106	45	20	54	4306

Between I-75 NB Ramps and 6th Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: MICHIGAN STREET S.R. 47

A study of vehicle traffic was conducted with the device having serial number 300668. The study was done in the WB NORTH LANE lane at MICHIGAN STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6542 vehicles passed through the location with a peak volume of 154 on Dec/16/2015 at [16:30-16:45] and a minimum volume of 3 on Dec/16/2015 at [02:15-02:30]. The AADT count for this study was 6,542.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 21.77% vehicles exceeding the posted speed of 35 MPH. 1.62 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 42.61 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	253	500	754	969	1071	1340	807	299	112	41	21	14	5	61					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2838 which represents 45 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2825 which represents 45 percent of the total classified vehicles. The number of Busses & Trucks in the study was 313 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 271 which represents 4 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
2838	2825	239	74	53	47	52	119												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [16:30-16:45] the average headway between vehicles was 5.806 seconds. During the slowest traffic period, on Dec/16/2015 at [02:15-02:30] the average headway between vehicles was 225 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300668
 Street: MICHIGAN STREET S.R. 47
 State: OH
 City: SIDNEY
 County: SHELBY

Begin: Dec/16/2015 12:00:00 AM
 Lane: WB NORTH LANE
 Operator: CA
 Speed Limit: 35
 AADT Factor: 1

End: Dec/17/2015 12:00:00 AM
 Hours: 24.00
 Period: 15
 Raw Count: 6542
 AADT Count: 6,542

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	4	6	0	0	0	0	0	0	10
[00:15-00:30]	3	4	0	0	0	0	0	0	7
[00:30-00:45]	7	11	0	0	0	0	0	0	18
[00:45-01:00]	7	7	0	0	0	0	0	0	14
	<u>21</u>	<u>28</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>49</u>
[01:00-01:15]	2	2	0	0	0	0	0	0	4
[01:15-01:30]	2	3	0	1	0	0	0	0	6
[01:30-01:45]	2	5	0	0	0	0	0	0	7
[01:45-02:00]	2	4	0	0	0	0	0	0	6
	<u>8</u>	<u>14</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>23</u>
[02:00-02:15]	2	4	0	0	0	0	0	0	6
[02:15-02:30]	1	1	1	0	0	0	0	0	3
[02:30-02:45]	3	3	2	0	0	0	0	0	8
[02:45-03:00]	2	3	1	0	0	0	0	1	7
	<u>8</u>	<u>11</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>24</u>
[03:00-03:15]	4	2	0	0	0	0	0	1	7
[03:15-03:30]	2	3	0	0	1	0	0	0	6
[03:30-03:45]	3	3	1	0	1	0	0	1	9
[03:45-04:00]	3	1	1	1	1	0	0	1	8
	<u>12</u>	<u>9</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>30</u>
[04:00-04:15]	5	1	0	0	0	0	0	0	6
[04:15-04:30]	5	2	0	0	0	0	0	0	7
[04:30-04:45]	8	10	2	0	0	1	0	0	21
[04:45-05:00]	4	11	1	0	0	0	0	0	16
	<u>22</u>	<u>24</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>50</u>
[05:00-05:15]	5	10	0	0	0	0	0	2	17
[05:15-05:30]	13	15	4	0	0	1	2	0	35
[05:30-05:45]	15	25	5	1	1	0	0	2	49
[05:45-06:00]	13	27	1	1	0	0	1	0	43
	<u>46</u>	<u>77</u>	<u>10</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>3</u>	<u>4</u>	<u>144</u>
[06:00-06:15]	12	21	3	1	0	1	0	1	39
[06:15-06:30]	16	17	2	0	0	0	0	0	35
[06:30-06:45]	21	19	5	1	2	0	0	2	50
[06:45-07:00]	21	21	0	2	0	1	0	2	47
	<u>70</u>	<u>78</u>	<u>10</u>	<u>4</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>5</u>	<u>171</u>
[07:00-07:15]	14	23	1	0	0	1	3	3	45
[07:15-07:30]	27	23	3	2	1	0	1	3	60
[07:30-07:45]	20	38	2	1	0	0	0	0	61

Time/Class Report

Device ID: 300668 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6542 AADT Count: 6,542
---	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	25	31	2	1	0	3	0	2	64
	86	115	8	4	1	4	4	8	230
[08:00-08:15]	23	29	2	1	1	1	0	0	57
[08:15-08:30]	19	30	1	0	0	0	0	1	51
[08:30-08:45]	23	33	2	0	0	0	1	2	61
[08:45-09:00]	32	36	3	0	0	1	3	1	76
	97	128	8	1	1	2	4	4	245
[09:00-09:15]	34	47	5	1	0	1	2	3	93
[09:15-09:30]	41	33	6	2	0	2	1	3	88
[09:30-09:45]	34	55	4	1	2	1	0	1	98
[09:45-10:00]	30	43	3	0	0	0	1	0	77
	139	178	18	4	2	4	4	7	356
[10:00-10:15]	40	41	3	4	0	3	1	4	96
[10:15-10:30]	42	53	6	1	0	1	0	2	105
[10:30-10:45]	49	39	3	0	2	0	0	3	96
[10:45-11:00]	65	55	1	1	1	1	1	1	126
	196	188	13	6	3	5	2	10	423
[11:00-11:15]	47	55	3	1	0	0	0	3	109
[11:15-11:30]	54	44	9	3	1	0	1	1	113
[11:30-11:45]	67	65	6	2	1	0	0	2	143
[11:45-12:00]	68	59	2	4	3	2	1	2	141
	236	223	20	10	5	2	2	8	506
[12:00-12:15]	61	62	3	0	2	1	0	4	133
[12:15-12:30]	48	63	6	0	2	0	2	2	123
[12:30-12:45]	61	53	3	2	2	0	1	1	123
[12:45-13:00]	54	48	9	0	1	1	0	3	116
	224	226	21	2	7	2	3	10	495
[13:00-13:15]	49	46	2	1	3	1	0	1	103
[13:15-13:30]	47	44	5	1	0	1	1	3	102
[13:30-13:45]	67	49	4	1	1	0	1	1	124
[13:45-14:00]	43	45	5	1	1	1	2	1	99
	206	184	16	4	5	3	4	6	428
[14:00-14:15]	52	49	4	1	0	0	3	0	109
[14:15-14:30]	43	62	6	1	1	0	1	0	114
[14:30-14:45]	45	56	3	0	0	1	0	3	108
[14:45-15:00]	45	54	2	2	1	1	2	1	108
	185	221	15	4	2	2	6	4	439

Time/Class Report

Device ID: 300668 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6542 AADT Count: 6,542
---	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	46	44	2	1	1	1	0	5	100
[15:15-15:30]	65	57	0	2	2	1	0	0	127
[15:30-15:45]	63	55	3	0	0	0	1	4	126
[15:45-16:00]	64	52	2	0	1	1	3	2	125
	238	208	7	3	4	3	4	11	478
[16:00-16:15]	70	60	4	2	1	0	2	3	142
[16:15-16:30]	56	63	5	1	0	0	1	3	129
[16:30-16:45]	77	45	4	1	2	1	2	5	137
[16:45-17:00]	77	44	2	2	1	2	1	3	132
	280	212	15	6	4	3	6	14	540
[17:00-17:15]	65	40	3	0	0	1	1	5	115
[17:15-17:30]	39	47	7	1	1	1	2	1	99
[17:30-17:45]	55	37	2	1	1	0	0	2	98
[17:45-18:00]	51	40	7	4	1	2	0	1	106
	210	164	19	6	3	4	3	9	418
[18:00-18:15]	49	37	1	1	1	1	0	3	93
[18:15-18:30]	51	25	3	2	1	2	0	0	84
[18:30-18:45]	43	39	7	2	1	1	0	0	93
[18:45-19:00]	38	43	4	4	1	0	1	0	91
	181	144	15	9	4	4	1	3	361
[19:00-19:15]	34	35	4	0	1	0	3	0	77
[19:15-19:30]	32	37	4	2	0	2	0	0	77
[19:30-19:45]	39	35	2	2	1	1	0	0	80
[19:45-20:00]	28	32	2	0	0	0	0	2	64
	133	139	12	4	2	3	3	2	298
[20:00-20:15]	25	30	1	0	1	0	1	0	58
[20:15-20:30]	19	31	4	1	1	0	0	1	57
[20:30-20:45]	20	17	3	0	0	0	0	0	40
[20:45-21:00]	20	17	3	0	1	0	1	2	44
	84	95	11	1	3	0	2	3	199
[21:00-21:15]	18	22	3	0	0	0	0	1	44
[21:15-21:30]	17	22	2	0	0	1	0	1	43
[21:30-21:45]	14	17	2	0	0	1	0	0	34
[21:45-22:00]	16	14	0	0	0	0	0	0	30
	65	75	7	0	0	2	0	2	151
[22:00-22:15]	18	11	2	0	0	0	0	0	31
[22:15-22:30]	13	12	1	1	1	0	0	2	30
[22:30-22:45]	14	15	0	0	0	0	0	0	29

Time/Class Report

Device ID: 300668		Begin: Dec/16/2015 12:00:00 AM				End: Dec/17/2015 12:00:00 AM			
Street: MICHIGAN STREET S.R. 47		Lane: WB NORTH LANE				Hours: 24.00			
State: OH		Operator: CA				Period: 15			
City: SIDNEY		Speed Limit: 35				Raw Count: 6542			
County: SHELBY		AADT Factor: 1				AADT Count: 6,542			

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[22:45-23:00]	14	9	1	1	0	0	1	1	27
	59	47	4	2	1	0	1	3	117
[23:00-23:15]	8	11	0	0	0	0	0	1	20
[23:15-23:30]	10	7	1	0	0	0	0	0	18
[23:30-23:45]	8	10	0	0	0	0	0	0	18
[23:45-00:00]	6	9	0	0	0	0	0	1	16
	32	37	1	0	0	0	0	2	72

Dec/16/2015 12:00:00 AM	2838	2825	239	74	53	47	52	119	6247
Dec/17/2015 12:00:00 AM									

Time/Speed Report

Device ID: 300668	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 6542
County: SHELBY	AADT Factor: 1	AADT Count: 6,542

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	0	2	5	2	1	0	0	0	0	0	0	10
[00:15-00:30]	0	0	1	0	1	1	2	1	0	0	0	1	0	0	0	7
[00:30-00:45]	0	0	0	2	1	4	4	4	3	0	0	0	0	0	0	18
[00:45-01:00]	0	0	0	1	2	3	2	4	2	0	0	0	0	0	0	14
	0	0	1	3	4	10	13	11	6	0	0	1	0	0	0	49
[01:00-01:15]	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
[01:15-01:30]	0	0	0	0	1	0	3	1	0	0	0	1	0	0	0	6
[01:30-01:45]	0	0	0	0	3	1	2	0	1	0	0	0	0	0	0	7
[01:45-02:00]	0	0	0	0	1	0	2	2	0	1	0	0	0	0	0	6
	0	0	0	0	5	2	8	5	1	1	0	1	0	0	0	23
[02:00-02:15]	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	6
[02:15-02:30]	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	3
[02:30-02:45]	0	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8
[02:45-03:00]	0	0	1	1	0	1	1	2	0	1	0	0	0	0	0	7
	0	0	1	2	2	3	7	4	3	1	0	0	0	0	1	24
[03:00-03:15]	0	1	0	0	1	2	2	1	0	0	0	0	0	0	0	7
[03:15-03:30]	0	0	0	0	1	0	1	1	3	0	0	0	0	0	0	6
[03:30-03:45]	0	0	1	0	1	0	1	3	3	0	0	0	0	0	0	9
[03:45-04:00]	0	1	0	2	1	0	3	0	1	0	0	0	0	0	0	8
	0	2	1	2	4	2	7	5	7	0	0	0	0	0	0	30
[04:00-04:15]	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	6
[04:15-04:30]	0	1	0	1	2	0	2	0	0	0	1	0	0	0	0	7
[04:30-04:45]	0	0	0	1	2	4	8	3	1	1	0	1	0	0	0	21
[04:45-05:00]	0	0	0	0	1	2	6	3	4	0	0	0	0	0	0	16
	0	2	0	2	6	7	16	7	5	3	1	1	0	0	0	50
[05:00-05:15]	0	0	0	1	0	0	6	6	3	1	0	0	0	0	0	17
[05:15-05:30]	0	0	0	0	6	2	14	5	3	1	0	1	1	0	2	35
[05:30-05:45]	0	0	0	2	8	5	11	13	5	2	1	0	1	0	1	49
[05:45-06:00]	0	0	0	0	6	7	13	13	3	0	0	0	0	0	1	43
	0	0	0	3	20	14	44	37	14	4	1	1	2	0	4	144
[06:00-06:15]	0	0	0	1	5	6	11	9	3	2	2	0	0	0	0	39
[06:15-06:30]	0	0	0	0	6	6	10	6	5	2	0	0	0	0	0	35
[06:30-06:45]	0	0	1	1	7	8	11	13	8	0	0	0	0	0	1	50
[06:45-07:00]	0	0	3	1	1	8	15	8	6	2	1	1	1	0	0	47
	0	0	4	3	19	28	47	36	22	6	3	1	1	0	1	171

Time/Speed Report

Device ID: 300668	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 6542
County: SHELBY	ADT Factor: 1	ADT Count: 6,542

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	1	4	4	6	10	11	5	2	1	0	0	0	1	45
[07:15-07:30]	0	1	1	4	6	10	12	17	4	1	1	0	0	0	3	60
[07:30-07:45]	0	0	2	2	5	6	28	13	2	3	0	0	0	0	0	61
[07:45-08:00]	0	0	0	2	9	14	12	18	5	2	0	0	0	0	2	64
	0	1	4	12	24	36	62	59	16	8	2	0	0	0	6	230
[08:00-08:15]	0	0	0	2	11	9	8	14	7	5	0	1	0	0	0	57
[08:15-08:30]	0	0	0	2	5	12	10	11	9	1	0	0	0	0	1	51
[08:30-08:45]	0	0	1	7	8	10	13	8	10	3	0	0	0	0	1	61
[08:45-09:00]	0	2	1	8	9	10	16	16	12	2	0	0	0	0	0	76
	0	2	2	19	33	41	47	49	38	11	0	1	0	0	2	245
[09:00-09:15]	0	0	4	7	18	23	18	14	4	3	0	0	0	0	2	93
[09:15-09:30]	0	0	2	3	15	16	26	20	2	0	1	1	0	0	2	88
[09:30-09:45]	0	1	3	5	16	17	26	16	8	0	2	1	2	0	1	98
[09:45-10:00]	0	0	6	5	11	14	19	17	4	0	1	0	0	0	0	77
	0	1	15	20	60	70	89	67	18	3	4	2	2	0	5	356
[10:00-10:15]	0	1	3	5	18	18	28	11	4	3	3	1	0	0	1	96
[10:15-10:30]	0	2	2	9	8	33	29	13	7	1	1	0	0	0	0	105
[10:30-10:45]	0	5	7	14	14	15	21	13	4	1	1	0	0	0	1	96
[10:45-11:00]	0	4	5	17	21	22	33	14	6	0	1	0	1	1	1	126
	0	12	17	45	61	88	111	51	21	5	6	1	1	1	3	423
[11:00-11:15]	0	6	17	14	18	17	26	9	1	1	0	0	0	0	0	109
[11:15-11:30]	0	5	13	17	16	14	24	14	4	3	1	0	0	1	1	113
[11:30-11:45]	0	7	14	22	24	14	42	11	4	1	1	1	1	0	1	143
[11:45-12:00]	0	5	13	24	24	35	21	11	6	0	1	0	0	0	1	141
	0	23	57	77	82	80	113	45	15	5	3	1	1	1	3	506
[12:00-12:15]	0	8	8	27	18	27	18	17	5	3	0	0	0	1	1	133
[12:15-12:30]	0	6	14	30	21	25	17	7	1	0	1	0	0	0	1	123
[12:30-12:45]	0	7	13	26	22	20	18	12	3	1	0	0	0	0	1	123
[12:45-13:00]	0	2	10	17	18	21	28	13	2	1	3	0	0	0	1	116
	0	23	45	100	79	93	81	49	11	5	4	0	0	1	4	495
[13:00-13:15]	0	3	11	9	18	13	28	12	4	1	0	0	1	0	3	103
[13:15-13:30]	0	10	14	21	11	17	14	3	6	1	0	1	1	0	3	102
[13:30-13:45]	0	10	16	22	21	19	26	5	1	3	0	1	0	0	0	124
[13:45-14:00]	0	6	6	15	18	24	16	10	2	1	0	0	0	0	1	99
	0	29	47	67	68	73	84	30	13	6	0	2	2	0	7	428

Time/Speed Report

Device ID: 300668	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 6542
County: SHELBY	ADT Factor: 1	ADT Count: 6,542

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[14:00-14:15]	0	10	12	15	17	13	21	15	5	0	0	0	0	0	1	109
[14:15-14:30]	0	6	11	14	25	19	17	15	3	3	0	1	0	0	0	114
[14:30-14:45]	0	13	19	13	16	16	16	11	1	3	0	0	0	0	0	108
[14:45-15:00]	0	4	6	7	22	22	22	17	3	2	0	0	1	0	2	108
	0	33	48	49	80	70	76	58	12	8	0	1	1	0	3	439
[15:00-15:15]	0	9	15	18	17	15	13	7	4	1	0	0	1	0	0	100
[15:15-15:30]	0	11	12	24	26	22	19	13	0	0	0	0	0	0	0	127
[15:30-15:45]	0	7	28	27	22	12	15	12	2	1	0	0	0	0	0	126
[15:45-16:00]	0	9	13	25	23	22	13	14	1	2	0	0	0	0	3	125
	0	36	68	94	88	71	60	46	7	4	0	0	1	0	3	478
[16:00-16:15]	0	15	23	19	19	19	18	14	8	3	1	1	1	0	1	142
[16:15-16:30]	0	8	22	20	23	13	23	15	4	0	1	0	0	0	0	129
[16:30-16:45]	0	14	27	23	26	14	19	11	0	3	0	0	0	0	0	137
[16:45-17:00]	0	18	28	23	25	18	15	3	0	0	1	0	1	0	0	132
	0	55	100	85	93	64	75	43	12	6	3	1	2	0	1	540
[17:00-17:15]	0	10	18	27	29	13	14	1	1	0	0	0	0	0	2	115
[17:15-17:30]	0	3	21	19	12	21	11	9	3	0	0	0	0	0	0	99
[17:30-17:45]	0	4	9	22	24	15	11	9	1	2	1	0	0	0	0	98
[17:45-18:00]	0	7	9	18	25	12	17	5	5	4	2	1	0	0	1	106
	0	24	57	86	90	61	53	24	10	6	3	1	0	0	3	418
[18:00-18:15]	0	1	6	12	15	22	23	6	4	1	1	0	0	0	2	93
[18:15-18:30]	0	1	4	7	17	16	23	9	4	0	2	0	0	0	1	84
[18:30-18:45]	0	1	3	11	11	15	28	16	5	0	0	0	1	0	2	93
[18:45-19:00]	0	2	4	9	10	28	23	7	5	1	0	0	0	1	1	91
	0	5	17	39	53	81	97	38	18	2	3	0	1	1	6	361
[19:00-19:15]	0	0	1	5	5	18	19	19	4	3	0	0	0	0	3	77
[19:15-19:30]	0	1	3	7	6	9	29	14	4	2	2	0	0	0	0	77
[19:30-19:45]	0	2	6	10	12	19	20	7	0	0	1	2	0	0	1	80
[19:45-20:00]	0	0	0	2	12	15	19	11	3	1	0	1	0	0	0	64
	0	3	10	24	35	61	87	51	11	6	3	3	0	0	4	298
[20:00-20:15]	0	0	2	0	6	10	20	13	4	2	0	0	0	0	1	58
[20:15-20:30]	0	0	0	1	6	8	19	11	7	3	0	1	0	0	1	57
[20:30-20:45]	0	1	0	1	6	9	11	3	5	2	1	0	0	0	1	40
[20:45-21:00]	0	0	1	2	8	7	12	8	1	4	0	0	0	1	0	44
	0	1	3	4	26	34	62	35	17	11	1	1	0	1	3	199

Time/Speed Report

Device ID: 300668	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 6542
County: SHELBY	AADT Factor: 1	AADT Count: 6,542

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	3	2	12	14	6	4	0	2	1	0	0	0	44
[21:15-21:30]	0	0	1	5	7	10	9	4	5	1	0	0	0	0	1	43
[21:30-21:45]	0	0	1	4	0	9	12	5	2	1	0	0	0	0	0	34
[21:45-22:00]	0	1	0	0	7	9	8	3	2	0	0	0	0	0	0	30
	0	1	2	12	16	40	43	18	13	2	2	1	0	0	1	151
[22:00-22:15]	0	0	0	2	3	6	15	1	2	2	0	0	0	0	0	31
[22:15-22:30]	0	0	0	1	4	6	11	6	0	0	1	1	0	0	0	30
[22:30-22:45]	0	0	0	1	3	7	10	5	1	2	0	0	0	0	0	29
[22:45-23:00]	0	0	0	1	1	7	3	9	2	3	0	0	0	0	1	27
	0	0	0	5	11	26	39	21	5	7	1	1	0	0	1	117
[23:00-23:15]	0	0	0	0	4	7	3	4	2	0	0	0	0	0	0	20
[23:15-23:30]	0	0	1	1	3	3	6	3	1	0	0	0	0	0	0	18
[23:30-23:45]	0	0	0	0	2	1	5	6	1	2	1	0	0	0	0	18
[23:45-00:00]	0	0	0	0	1	5	5	5	0	0	0	0	0	0	0	16
	0	0	1	1	10	16	19	18	4	2	1	0	0	0	0	72
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	253	500	754	969	1071	1340	807	299	112	41	21	14	5	61	6247

Between I-75 NB Ramps and 6th Avenue

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SIDNEY
Street: MICHIGAN STREET S.R. 47**

A study of vehicle traffic was conducted with the device having serial number 300672. The study was done in the WB SOUTH LANE lane at MICHIGAN STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5382 vehicles passed through the location with a peak volume of 148 on Dec/16/2015 at [17:00-17:15] and a minimum volume of 4 on Dec/16/2015 at [02:45-03:00]. The AADT count for this study was 5,382.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 17.31% vehicles exceeding the posted speed of 35 MPH. 0.28 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 40.84 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	130	272	603	924	1144	1297	724	150	19	7	5	1	1	8					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3168 which represents 60 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1785 which represents 34 percent of the total classified vehicles. The number of Busses & Trucks in the study was 113 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 219 which represents 4 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
3168	1785	74	39	48	31	43	97												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [17:00-17:15] the average headway between vehicles was 6.04 seconds. During the slowest traffic period, on Dec/16/2015 at [02:45-03:00] the average headway between vehicles was 180 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300672 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5382 AADT Count: 5,382
---	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	6	3	0	0	0	0	0	0	9
[00:15-00:30]	5	1	0	0	0	0	0	0	6
[00:30-00:45]	1	4	0	0	0	0	0	0	5
[00:45-01:00]	7	3	0	0	0	0	0	0	10
	19	11	0	0	0	0	0	0	30
[01:00-01:15]	5	4	0	0	0	0	0	0	9
[01:15-01:30]	4	1	0	0	0	0	0	0	5
[01:30-01:45]	5	2	0	0	0	0	0	0	7
[01:45-02:00]	6	2	0	0	0	0	0	0	8
	20	9	0	0	0	0	0	0	29
[02:00-02:15]	10	0	0	0	0	0	0	0	10
[02:15-02:30]	4	1	1	0	0	0	0	1	7
[02:30-02:45]	2	3	0	0	0	0	0	1	6
[02:45-03:00]	3	1	0	0	0	0	0	0	4
	19	5	1	0	0	0	0	2	27
[03:00-03:15]	3	6	0	0	0	0	0	0	9
[03:15-03:30]	4	2	0	0	0	0	0	0	6
[03:30-03:45]	4	1	0	1	0	0	0	1	7
[03:45-04:00]	4	1	0	0	0	0	0	3	8
	15	10	0	1	0	0	0	4	30
[04:00-04:15]	7	7	0	0	1	0	0	0	15
[04:15-04:30]	10	5	0	0	0	0	0	0	15
[04:30-04:45]	15	16	0	0	0	0	0	1	32
[04:45-05:00]	15	9	0	0	0	0	0	1	25
	47	37	0	0	1	0	0	2	87
[05:00-05:15]	24	14	0	0	0	1	0	0	39
[05:15-05:30]	29	15	0	0	0	0	1	1	46
[05:30-05:45]	43	36	1	0	0	0	0	0	80
[05:45-06:00]	35	22	2	0	1	0	0	0	60
	131	87	3	0	1	1	1	1	225
[06:00-06:15]	34	15	2	0	1	0	0	1	53
[06:15-06:30]	30	17	1	0	0	0	0	0	48
[06:30-06:45]	45	22	1	2	1	0	1	1	73
[06:45-07:00]	33	27	1	1	1	0	1	1	65
	142	81	5	3	3	0	2	3	239
[07:00-07:15]	29	20	5	1	0	0	0	4	59
[07:15-07:30]	38	20	0	0	0	0	0	2	60
[07:30-07:45]	49	32	0	0	0	0	2	0	83

Time/Class Report

Device ID: 300672 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5382 AADT Count: 5,382
---	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	40	20	0	1	0	1	0	0	62
	156	92	5	2	0	1	2	6	264
[08:00-08:15]	32	19	1	0	0	0	0	1	53
[08:15-08:30]	41	16	2	2	1	0	1	2	65
[08:30-08:45]	27	18	4	1	1	2	0	2	55
[08:45-09:00]	37	17	1	0	0	0	2	0	57
	137	70	8	3	2	2	3	5	230
[09:00-09:15]	24	16	1	0	1	2	1	4	49
[09:15-09:30]	29	19	0	1	1	0	1	3	54
[09:30-09:45]	31	24	3	0	1	1	1	0	61
[09:45-10:00]	38	26	0	0	0	0	0	4	68
	122	85	4	1	3	3	3	11	232
[10:00-10:15]	30	16	0	0	2	1	1	4	54
[10:15-10:30]	36	26	1	2	1	0	0	2	68
[10:30-10:45]	54	26	2	1	0	1	0	4	88
[10:45-11:00]	55	23	0	0	1	4	2	1	86
	175	91	3	3	4	6	3	11	296
[11:00-11:15]	50	30	1	0	1	1	1	1	85
[11:15-11:30]	47	40	2	0	1	0	0	1	91
[11:30-11:45]	67	35	1	1	3	0	3	2	112
[11:45-12:00]	59	35	3	0	0	1	0	3	101
	223	140	7	1	5	2	4	7	389
[12:00-12:15]	67	49	0	1	3	1	0	2	123
[12:15-12:30]	63	38	1	1	1	0	2	1	107
[12:30-12:45]	48	33	3	0	3	1	0	1	89
[12:45-13:00]	48	32	1	1	0	2	2	3	89
	226	152	5	3	7	4	4	7	408
[13:00-13:15]	49	24	0	1	1	0	0	5	80
[13:15-13:30]	52	36	3	0	1	1	1	1	95
[13:30-13:45]	61	26	4	1	2	0	2	2	98
[13:45-14:00]	49	28	0	1	1	2	1	2	84
	211	114	7	3	5	3	4	10	357
[14:00-14:15]	49	33	0	1	1	1	0	0	85
[14:15-14:30]	42	30	3	0	1	0	1	7	84
[14:30-14:45]	62	30	2	1	0	1	0	1	97
[14:45-15:00]	53	28	0	2	0	2	3	1	89
	206	121	5	4	2	4	4	9	355

Time/Class Report

Device ID: 300672 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5382 AADT Count: 5,382
---	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	59	37	1	1	2	0	0	3	103
[15:15-15:30]	59	40	4	2	0	0	0	2	107
[15:30-15:45]	74	22	0	1	2	0	0	0	99
[15:45-16:00]	63	34	1	0	1	0	4	1	104
	255	133	6	4	5	0	4	6	413
[16:00-16:15]	87	26	2	0	0	0	2	0	117
[16:15-16:30]	60	28	1	0	0	1	0	1	91
[16:30-16:45]	84	34	0	2	1	1	0	1	123
[16:45-17:00]	52	39	3	0	0	0	1	2	97
	283	127	6	2	1	2	3	4	428
[17:00-17:15]	83	47	1	1	0	0	3	0	135
[17:15-17:30]	64	19	1	0	1	0	0	2	87
[17:30-17:45]	40	34	0	0	1	0	0	1	76
[17:45-18:00]	56	31	0	2	1	0	0	0	90
	243	131	2	3	3	0	3	3	388
[18:00-18:15]	45	25	1	0	1	0	0	0	72
[18:15-18:30]	33	24	0	1	0	1	1	0	60
[18:30-18:45]	41	19	1	0	0	0	0	0	61
[18:45-19:00]	29	13	0	1	1	0	0	1	45
	148	81	2	2	2	1	1	1	238
[19:00-19:15]	35	17	0	1	0	0	0	1	54
[19:15-19:30]	24	16	0	0	0	0	0	0	40
[19:30-19:45]	28	19	0	0	0	0	1	0	48
[19:45-20:00]	27	10	0	1	0	0	0	0	38
	114	62	0	2	0	0	1	1	180
[20:00-20:15]	36	17	0	0	0	0	0	1	54
[20:15-20:30]	26	13	2	0	0	0	0	0	41
[20:30-20:45]	19	8	1	0	0	0	0	1	29
[20:45-21:00]	22	9	0	0	0	0	0	0	31
	103	47	3	0	0	0	0	2	155
[21:00-21:15]	13	5	1	0	0	1	0	0	20
[21:15-21:30]	19	10	1	0	0	0	0	0	30
[21:30-21:45]	14	10	0	0	1	0	0	0	25
[21:45-22:00]	15	13	0	0	1	0	0	0	29
	61	38	2	0	2	1	0	0	104
[22:00-22:15]	27	13	0	0	0	0	1	1	42
[22:15-22:30]	21	12	0	0	0	0	0	0	33
[22:30-22:45]	15	9	0	0	0	0	0	0	24

Time/Class Report

Device ID: 300672	Begin: Dec/16/2015 12:00:00 AM			End: Dec/17/2015 12:00:00 AM		
Street: MICHIGAN STREET S.R. 47	Lane: WB SOUTH LANE			Hours: 24.00		
State: OH	Operator: CA			Period: 15		
City: SIDNEY	Speed Limit: 35			Raw Count: 5382		
County: SHELBY	AADT Factor: 1			AADT Count: 5,382		

Date And Time Range	< to	18 to	24 to	28 to	32 to	38 to	44 to	62 to		Total
Wed, Dec/16/2015										
[22:45-23:00]	12	4	0	0	1	0	0	0		17
	75	38	0	0	1	0	1	1		116
[23:00-23:15]	7	6	0	1	0	0	0	0		14
[23:15-23:30]	11	4	0	1	1	0	0	1		18
[23:30-23:45]	14	6	0	0	0	0	0	0		20
[23:45-00:00]	5	7	0	0	0	1	0	0		13
	37	23	0	2	1	1	0	1		65
Dec/16/2015 12:00:00 AM										
Dec/17/2015 12:00:00 AM	3168	1785	74	39	48	31	43	97		5285

Time/Speed Report

Device ID: 300672 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5382 AADT Count: 5,382
---	--	--

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	1	2	5	0	1	0	0	0	0	0	0	9
[00:15-00:30]	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	6
[00:30-00:45]	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5
[00:45-01:00]	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	10
	0	0	0	2	6	5	14	2	1	0	0	0	0	0	0	30
[01:00-01:15]	0	0	0	1	2	3	1	2	0	0	0	0	0	0	0	9
[01:15-01:30]	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
[01:30-01:45]	0	0	0	0	1	1	1	3	1	0	0	0	0	0	0	7
[01:45-02:00]	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	8
	0	0	0	1	3	7	6	9	3	0	0	0	0	0	0	29
[02:00-02:15]	0	0	0	0	2	2	4	1	0	0	1	0	0	0	0	10
[02:15-02:30]	0	0	2	0	1	0	1	2	1	0	0	0	0	0	0	7
[02:30-02:45]	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	6
[02:45-03:00]	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4
	0	0	2	0	3	5	11	4	1	0	1	0	0	0	0	27
[03:00-03:15]	0	0	0	1	2	0	2	3	1	0	0	0	0	0	0	9
[03:15-03:30]	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
[03:30-03:45]	0	0	1	1	0	0	2	3	0	0	0	0	0	0	0	7
[03:45-04:00]	0	0	0	1	1	1	1	4	0	0	0	0	0	0	0	8
	0	0	1	3	4	4	6	11	1	0	0	0	0	0	0	30
[04:00-04:15]	0	0	0	0	0	3	7	5	0	0	0	0	0	0	0	15
[04:15-04:30]	0	0	0	1	1	7	2	3	1	0	0	0	0	0	0	15
[04:30-04:45]	0	0	1	0	4	6	11	7	2	0	0	0	0	0	1	32
[04:45-05:00]	0	0	0	2	3	6	9	3	1	1	0	0	0	0	0	25
	0	0	1	3	8	22	29	18	4	1	0	0	0	0	1	87
[05:00-05:15]	0	0	1	0	5	4	15	11	2	1	0	0	0	0	0	39
[05:15-05:30]	0	0	0	0	3	10	21	11	1	0	0	0	0	0	0	46
[05:30-05:45]	0	0	0	1	9	26	26	16	2	0	0	0	0	0	0	80
[05:45-06:00]	0	0	0	3	8	22	20	6	1	0	0	0	0	0	0	60
	0	0	1	4	25	62	82	44	6	1	0	0	0	0	0	225
[06:00-06:15]	0	0	1	3	3	14	13	14	5	0	0	0	0	0	0	53
[06:15-06:30]	0	1	0	3	3	11	14	13	2	0	1	0	0	0	0	48
[06:30-06:45]	0	1	0	3	9	18	28	10	3	1	0	0	0	0	0	73
[06:45-07:00]	0	0	1	5	10	19	12	15	2	1	0	0	0	0	0	65
	0	2	2	14	25	62	67	52	12	2	1	0	0	0	0	239

Time/Speed Report

Device ID: 300672		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: MICHIGAN STREET S.R. 47		Lane: WB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 35										Raw Count: 5382				
County: SHELBY		AADT Factor: 1										AADT Count: 5,382				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[07:00-07:15]	0	0	3	6	6	6	21	8	6	0	1	1	0	0	1	59
[07:15-07:30]	0	1	1	4	9	10	26	7	2	0	0	0	0	0	0	60
[07:30-07:45]	0	0	0	3	13	19	30	15	2	1	0	0	0	0	0	83
[07:45-08:00]	0	0	3	2	5	14	13	20	5	0	0	0	0	0	0	62
	0	1	7	15	33	49	90	50	15	1	1	1	0	0	1	264
[08:00-08:15]	0	0	1	3	7	2	17	14	9	0	0	0	0	0	0	53
[08:15-08:30]	0	0	2	4	6	13	22	11	5	1	0	1	0	0	0	65
[08:30-08:45]	0	0	1	5	10	14	6	16	3	0	0	0	0	0	0	55
[08:45-09:00]	0	0	2	2	12	8	12	15	5	1	0	0	0	0	0	57
	0	0	6	14	35	37	57	56	22	2	0	1	0	0	0	230
[09:00-09:15]	0	0	1	1	7	8	18	10	4	0	0	0	0	0	0	49
[09:15-09:30]	0	0	0	3	10	9	16	15	1	0	0	0	0	0	0	54
[09:30-09:45]	0	0	0	5	17	15	18	5	1	0	0	0	0	0	0	61
[09:45-10:00]	0	0	2	9	9	11	21	13	3	0	0	0	0	0	0	68
	0	0	3	18	43	43	73	43	9	0	0	0	0	0	0	232
[10:00-10:15]	0	0	0	3	8	13	17	7	4	2	0	0	0	0	0	54
[10:15-10:30]	0	0	0	4	13	20	17	12	2	0	0	0	0	0	0	68
[10:30-10:45]	0	2	2	17	15	21	15	13	3	0	0	0	0	0	0	88
[10:45-11:00]	0	1	2	2	9	26	28	16	2	0	0	0	0	0	0	86
	0	3	4	26	45	80	77	48	11	2	0	0	0	0	0	296
[11:00-11:15]	0	5	4	15	21	19	12	8	1	0	0	0	0	0	0	85
[11:15-11:30]	0	2	7	17	13	16	22	10	3	1	0	0	0	0	0	91
[11:30-11:45]	0	5	12	20	23	29	7	12	3	0	0	0	0	0	1	112
[11:45-12:00]	0	3	7	16	24	14	22	14	1	0	0	0	0	0	0	101
	0	15	30	68	81	78	63	44	8	1	0	0	0	0	1	389
[12:00-12:15]	0	5	9	15	17	29	29	17	1	0	1	0	0	0	0	123
[12:15-12:30]	0	5	17	20	17	24	16	7	1	0	0	0	0	0	0	107
[12:30-12:45]	0	3	4	10	27	15	25	4	0	0	0	0	1	0	0	89
[12:45-13:00]	0	3	8	15	15	10	22	11	4	1	0	0	0	0	0	89
	0	16	38	60	76	78	92	39	6	1	1	0	1	0	0	408
[13:00-13:15]	0	1	5	11	15	13	19	11	5	0	0	0	0	0	0	80
[13:15-13:30]	0	2	3	24	30	20	11	5	0	0	0	0	0	0	0	95
[13:30-13:45]	0	3	6	12	24	20	18	13	0	0	0	0	0	0	2	98
[13:45-14:00]	0	3	6	9	11	20	25	8	0	1	0	0	0	0	1	84
	0	9	20	56	80	73	73	37	5	1	0	0	0	0	3	357

Time/Speed Report

Device ID: 300672		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: MICHIGAN STREET S.R. 47		Lane: WB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 35										Raw Count: 5382				
County: SHELBY		AADT Factor: 1										AADT Count: 5,382				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[14:00-14:15]	0	1	4	14	18	21	16	9	1	1	0	0	0	0	0	85
[14:15-14:30]	0	1	5	10	15	15	27	9	0	1	0	0	0	0	1	84
[14:30-14:45]	0	4	8	12	15	16	28	14	0	0	0	0	0	0	0	97
[14:45-15:00]	0	1	2	9	16	25	18	13	3	1	1	0	0	0	0	89
	0	7	19	45	64	77	89	45	4	3	1	0	0	0	1	355
[15:00-15:15]	0	7	11	19	17	23	19	7	0	0	0	0	0	0	0	103
[15:15-15:30]	0	1	5	17	22	33	22	4	3	0	0	0	0	0	0	107
[15:30-15:45]	0	9	12	17	15	26	15	4	0	1	0	0	0	0	0	99
[15:45-16:00]	0	4	13	16	26	17	20	6	1	0	0	0	0	1	0	104
	0	21	41	69	80	99	76	21	4	1	0	0	0	1	0	413
[16:00-16:15]	0	7	11	17	16	25	29	7	5	0	0	0	0	0	0	117
[16:15-16:30]	0	3	5	13	17	23	18	10	1	0	1	0	0	0	0	91
[16:30-16:45]	0	7	14	26	33	26	9	5	2	0	1	0	0	0	0	123
[16:45-17:00]	0	1	8	14	23	23	17	9	2	0	0	0	0	0	0	97
	0	18	38	70	89	97	73	31	10	0	2	0	0	0	0	428
[17:00-17:15]	0	11	19	41	31	17	15	0	1	0	0	0	0	0	0	135
[17:15-17:30]	0	4	12	18	17	8	20	6	2	0	0	0	0	0	0	87
[17:30-17:45]	0	5	6	10	29	6	14	4	2	0	0	0	0	0	0	76
[17:45-18:00]	0	1	4	15	24	14	14	17	1	0	0	0	0	0	0	90
	0	21	41	84	101	45	63	27	6	0	0	0	0	0	0	388
[18:00-18:15]	0	3	1	8	15	14	23	8	0	0	0	0	0	0	0	72
[18:15-18:30]	0	4	6	7	8	17	8	8	1	1	0	0	0	0	0	60
[18:30-18:45]	0	1	1	1	9	14	18	16	1	0	0	0	0	0	0	61
[18:45-19:00]	0	0	4	5	4	9	13	8	2	0	0	0	0	0	0	45
	0	8	12	21	36	54	62	40	4	1	0	0	0	0	0	238
[19:00-19:15]	0	0	0	1	9	13	19	10	1	1	0	0	0	0	0	54
[19:15-19:30]	0	0	0	1	5	7	13	11	3	0	0	0	0	0	0	40
[19:30-19:45]	0	0	0	2	5	9	16	14	2	0	0	0	0	0	0	48
[19:45-20:00]	0	0	0	1	5	10	14	7	1	0	0	0	0	0	0	38
	0	0	0	5	24	39	62	42	7	1	0	0	0	0	0	180
[20:00-20:15]	0	0	0	2	7	13	22	7	2	1	0	0	0	0	0	54
[20:15-20:30]	0	3	1	4	4	12	13	4	0	0	0	0	0	0	0	41
[20:30-20:45]	0	1	2	1	5	2	12	5	1	0	0	0	0	0	0	29
[20:45-21:00]	0	0	0	1	2	7	10	9	2	0	0	0	0	0	0	31
	0	4	3	8	18	34	57	25	5	1	0	0	0	0	0	155

Time/Speed Report

Device ID: 300672		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: MICHIGAN STREET S.R. 47		Lane: WB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 35										Raw Count: 5382				
County: SHELBY		AADT Factor: 1										AADT Count: 5,382				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	4	1	5	4	4	2	0	0	0	0	0	0	20
[21:15-21:30]	0	1	0	3	5	11	9	1	0	0	0	0	0	0	0	30
[21:30-21:45]	0	0	1	0	3	8	7	5	0	0	0	1	0	0	0	25
[21:45-22:00]	0	1	0	0	6	12	8	2	0	0	0	0	0	0	0	29
	0	2	1	7	15	36	28	12	2	0	0	1	0	0	0	104
[22:00-22:15]	0	0	0	2	8	19	10	2	0	0	0	1	0	0	0	42
[22:15-22:30]	0	0	0	2	8	12	8	3	0	0	0	0	0	0	0	33
[22:30-22:45]	0	1	0	0	2	6	7	6	2	0	0	0	0	0	0	24
[22:45-23:00]	0	0	0	2	2	5	3	4	1	0	0	0	0	0	0	17
	0	1	0	6	20	42	28	15	3	0	0	1	0	0	0	116
[23:00-23:15]	0	0	0	0	1	5	3	3	0	0	0	1	0	0	1	14
[23:15-23:30]	0	0	0	2	7	2	5	2	0	0	0	0	0	0	0	18
[23:30-23:45]	0	2	1	1	1	3	9	2	1	0	0	0	0	0	0	20
[23:45-00:00]	0	0	1	1	1	6	2	2	0	0	0	0	0	0	0	13
	0	2	2	4	10	16	19	9	1	0	0	1	0	0	1	65
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	130	272	603	924	1144	1297	724	150	19	7	5	1	1	8	5285

Between I-75 NB Ramps and 6th Avenue

**MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: SIDNEY
Street: MICHIGAN STREET S.R. 47**

A study of vehicle traffic was conducted with the device having serial number 300670. The study was done in the EB NORTH LANE lane at MICHIGAN STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 6424 vehicles passed through the location with a peak volume of 145 on Dec/16/2015 at [12:45-13:00] and a minimum volume of 3 on Dec/16/2015 at [02:15-02:30]. The AADT count for this study was 6,424.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 36 MPH with 17.41% vehicles exceeding the posted speed of 35 MPH. 0.56 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 40.89 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	17	36	148	713	2074	2310	861	169	33	18	5	5	5	21					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3715 which represents 58 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2369 which represents 37 percent of the total classified vehicles. The number of Busses & Trucks in the study was 137 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 194 which represents 3 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
3715	2369	106	31	31	25	45	93												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [12:45-13:00] the average headway between vehicles was 6.164 seconds. During the slowest traffic period, on Dec/16/2015 at [02:15-02:30] the average headway between vehicles was 225 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300670 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6424 AADT Count: 6,424
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	12	7	0	0	0	0	0	0	19
[00:15-00:30]	5	1	0	0	0	0	0	1	7
[00:30-00:45]	2	2	0	0	0	0	0	1	5
[00:45-01:00]	9	4	0	0	0	0	0	0	13
	28	14	0	0	0	0	0	2	44
[01:00-01:15]	9	3	0	0	0	0	0	0	12
[01:15-01:30]	9	2	0	0	0	0	0	1	12
[01:30-01:45]	8	4	0	0	0	0	0	0	12
[01:45-02:00]	3	6	1	0	0	0	0	0	10
	29	15	1	0	0	0	0	1	46
[02:00-02:15]	5	4	0	0	0	0	0	0	9
[02:15-02:30]	3	0	0	0	0	0	0	0	3
[02:30-02:45]	5	1	0	0	0	0	0	1	7
[02:45-03:00]	2	3	0	0	0	0	0	0	5
	15	8	0	0	0	0	0	1	24
[03:00-03:15]	3	2	0	0	0	0	0	0	5
[03:15-03:30]	6	2	0	0	0	0	1	1	10
[03:30-03:45]	3	5	0	0	0	0	1	0	9
[03:45-04:00]	2	4	0	1	0	0	0	0	7
	14	13	0	1	0	0	2	1	31
[04:00-04:15]	4	3	0	0	0	0	0	1	8
[04:15-04:30]	4	4	0	0	1	0	0	0	9
[04:30-04:45]	5	4	1	0	0	0	0	2	12
[04:45-05:00]	8	2	0	0	0	0	2	1	13
	21	13	1	0	1	0	2	4	42
[05:00-05:15]	5	7	0	0	0	0	0	0	12
[05:15-05:30]	11	11	0	0	0	0	0	0	22
[05:30-05:45]	13	2	0	1	1	0	0	0	17
[05:45-06:00]	23	23	1	0	1	0	0	0	48
	52	43	1	1	2	0	0	0	99
[06:00-06:15]	23	13	0	0	1	1	0	0	38
[06:15-06:30]	32	18	1	0	0	0	0	1	52
[06:30-06:45]	27	21	0	0	0	0	1	1	50
[06:45-07:00]	45	19	4	0	0	0	1	0	69
	127	71	5	0	1	1	2	2	209
[07:00-07:15]	40	23	1	0	0	1	0	2	67
[07:15-07:30]	48	24	1	1	0	0	0	2	76
[07:30-07:45]	55	32	3	0	0	1	1	2	94

Time/Class Report

Device ID: 300670 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6424 AADT Count: 6,424
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	79	48	2	1	1	0	0	1	132
	222	127	7	2	1	2	1	7	369
[08:00-08:15]	53	33	2	1	0	0	0	1	90
[08:15-08:30]	43	27	0	0	1	2	0	4	77
[08:30-08:45]	37	21	1	0	1	0	1	0	61
[08:45-09:00]	37	32	1	1	1	0	2	1	75
	170	113	4	2	3	2	3	6	303
[09:00-09:15]	42	30	4	2	0	0	2	2	82
[09:15-09:30]	34	37	4	2	0	1	0	2	80
[09:30-09:45]	41	31	5	0	0	0	0	2	79
[09:45-10:00]	52	27	1	1	3	1	2	1	88
	169	125	14	5	3	2	4	7	329
[10:00-10:15]	45	21	3	1	0	0	0	0	70
[10:15-10:30]	43	28	2	0	0	0	0	4	77
[10:30-10:45]	52	25	2	2	2	1	1	2	87
[10:45-11:00]	51	40	0	1	1	0	0	5	98
	191	114	7	4	3	1	1	11	332
[11:00-11:15]	54	34	2	0	1	0	2	3	96
[11:15-11:30]	52	40	0	0	0	0	1	1	94
[11:30-11:45]	51	41	0	0	0	1	0	0	93
[11:45-12:00]	77	42	0	0	1	1	3	3	127
	234	157	2	0	2	2	6	7	410
[12:00-12:15]	67	50	3	1	0	0	1	3	125
[12:15-12:30]	65	42	1	1	0	0	2	3	114
[12:30-12:45]	73	56	1	1	0	1	0	1	133
[12:45-13:00]	82	55	3	0	2	0	2	1	145
	287	203	8	3	2	1	5	8	517
[13:00-13:15]	77	44	1	0	0	0	0	1	123
[13:15-13:30]	72	37	1	1	0	1	1	1	114
[13:30-13:45]	57	44	3	0	1	0	0	1	106
[13:45-14:00]	86	39	1	1	0	0	0	2	129
	292	164	6	2	1	1	1	5	472
[14:00-14:15]	72	51	1	0	1	0	1	1	127
[14:15-14:30]	72	43	5	0	0	0	0	0	120
[14:30-14:45]	78	37	2	0	1	1	1	2	122
[14:45-15:00]	70	54	3	0	0	1	3	0	131
	292	185	11	0	2	2	5	3	500

Time/Class Report

Device ID: 300670 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6424 AADT Count: 6,424
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	54	46	1	1	2	2	0	1	107
[15:15-15:30]	67	42	2	1	3	0	0	2	117
[15:30-15:45]	65	36	0	0	0	2	0	3	106
[15:45-16:00]	77	47	0	1	2	1	0	3	131
	263	171	3	3	7	5	0	9	461
[16:00-16:15]	79	43	4	0	0	0	0	1	127
[16:15-16:30]	77	46	4	0	0	1	1	1	130
[16:30-16:45]	57	36	3	0	0	0	1	1	98
[16:45-17:00]	84	44	2	2	0	0	1	1	134
	297	169	13	2	0	1	3	4	489
[17:00-17:15]	78	51	3	1	1	0	2	0	136
[17:15-17:30]	72	42	1	0	0	0	0	1	116
[17:30-17:45]	59	51	3	1	0	0	1	0	115
[17:45-18:00]	51	44	1	1	0	1	0	1	99
	260	188	8	3	1	1	3	2	466
[18:00-18:15]	56	39	0	1	2	0	1	0	99
[18:15-18:30]	68	33	2	0	0	0	1	1	105
[18:30-18:45]	55	30	1	0	0	0	1	1	88
[18:45-19:00]	63	33	3	0	0	0	0	0	99
	242	135	6	1	2	0	3	2	391
[19:00-19:15]	53	30	0	0	0	0	1	0	84
[19:15-19:30]	43	27	1	0	0	0	0	2	73
[19:30-19:45]	40	29	0	0	0	1	0	1	71
[19:45-20:00]	35	33	3	0	0	0	0	0	71
	171	119	4	0	0	1	1	3	299
[20:00-20:15]	34	28	0	2	0	0	1	0	65
[20:15-20:30]	33	15	1	0	0	0	0	0	49
[20:30-20:45]	30	34	0	0	0	0	0	0	64
[20:45-21:00]	28	20	1	0	0	0	1	1	51
	125	97	2	2	0	0	2	1	229
[21:00-21:15]	25	16	1	0	0	0	0	0	42
[21:15-21:30]	29	14	0	0	0	0	0	1	44
[21:30-21:45]	21	14	0	0	0	0	0	0	35
[21:45-22:00]	24	13	2	0	0	1	1	3	44
	99	57	3	0	0	1	1	4	165
[22:00-22:15]	20	12	0	0	0	0	0	0	32
[22:15-22:30]	22	12	0	0	0	0	0	1	35
[22:30-22:45]	18	11	0	0	0	1	0	0	30

Time/Class Report

Device ID: 300670		Begin: Dec/16/2015 12:00:00 AM			End: Dec/17/2015 12:00:00 AM		
Street: MICHIGAN STREET S.R. 47		Lane: EB NORTH LANE			Hours: 24.00		
State: OH		Operator: CA			Period: 15		
City: SIDNEY		Speed Limit: 35			Raw Count: 6424		
County: SHELBY		AADT Factor: 1			AADT Count: 6,424		

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[22:45-23:00]	11	9	0	0	0	0	0	0	20
	71	44	0	0	0	1	0	1	117
[23:00-23:15]	14	11	0	0	0	0	0	1	26
[23:15-23:30]	13	7	0	0	0	1	0	1	22
[23:30-23:45]	9	4	0	0	0	0	0	0	13
[23:45-00:00]	8	2	0	0	0	0	0	0	10
	44	24	0	0	0	1	0	2	71

Dec/16/2015 12:00:00 AM	3715	2369	106	31	31	25	45	93	6415
Dec/17/2015 12:00:00 AM									

Time/Speed Report

Device ID: 300670 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY		Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1					End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6424 AADT Count: 6,424									
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	0	1	5	9	3	0	1	0	0	0	0	0	19
[00:15-00:30]	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	7
[00:30-00:45]	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
[00:45-01:00]	0	0	0	0	0	4	4	4	1	0	0	0	0	0	0	13
	0	0	0	0	3	12	20	7	1	1	0	0	0	0	0	44
[01:00-01:15]	0	0	0	0	1	2	7	2	0	0	0	0	0	0	0	12
[01:15-01:30]	0	0	0	0	1	2	5	3	0	1	0	0	0	0	0	12
[01:30-01:45]	0	0	0	0	0	4	5	3	0	0	0	0	0	0	0	12
[01:45-02:00]	0	0	0	0	0	4	5	0	1	0	0	0	0	0	0	10
	0	0	0	0	2	12	22	8	1	1	0	0	0	0	0	46
[02:00-02:15]	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	9
[02:15-02:30]	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
[02:30-02:45]	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
[02:45-03:00]	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
	0	0	0	0	1	3	11	9	0	0	0	0	0	0	0	24
[03:00-03:15]	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
[03:15-03:30]	0	0	0	1	1	5	0	2	1	0	0	0	0	0	0	10
[03:30-03:45]	0	0	0	0	1	4	2	1	1	0	0	0	0	0	0	9
[03:45-04:00]	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	7
	0	0	0	1	2	9	12	4	3	0	0	0	0	0	0	31
[04:00-04:15]	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	8
[04:15-04:30]	0	0	0	0	1	1	4	2	1	0	0	0	0	0	0	9
[04:30-04:45]	0	0	1	0	4	2	3	1	0	1	0	0	0	0	0	12
[04:45-05:00]	0	0	1	1	3	5	3	0	0	0	0	0	0	0	0	13
	0	0	2	1	8	10	16	3	1	1	0	0	0	0	0	42
[05:00-05:15]	0	0	0	0	1	4	3	4	0	0	0	0	0	0	0	12
[05:15-05:30]	0	0	0	0	0	4	10	7	1	0	0	0	0	0	0	22
[05:30-05:45]	0	0	0	0	2	5	8	2	0	0	0	0	0	0	0	17
[05:45-06:00]	0	0	1	1	3	14	17	10	2	0	0	0	0	0	0	48
	0	0	1	1	6	27	38	23	3	0	0	0	0	0	0	99
[06:00-06:15]	0	0	0	0	1	10	17	6	3	0	0	0	0	0	1	38
[06:15-06:30]	0	0	0	0	1	10	25	12	4	0	0	0	0	0	0	52
[06:30-06:45]	0	0	0	0	2	10	26	9	2	0	1	0	0	0	0	50
[06:45-07:00]	0	0	1	0	1	18	30	13	6	0	0	0	0	0	0	69
	0	0	1	0	5	48	98	40	15	0	1	0	0	0	1	209

Time/Speed Report

Device ID: 300670 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY		Begin: Dec/16/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1					End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 6424 AADT Count: 6,424									
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[07:00-07:15]	0	0	0	0	7	14	28	16	2	0	0	0	0	0	0	67
[07:15-07:30]	0	0	0	2	4	22	30	12	3	1	0	0	0	1	1	76
[07:30-07:45]	0	0	0	0	4	29	38	18	5	0	0	0	0	0	0	94
[07:45-08:00]	0	0	0	0	9	43	52	23	2	1	1	0	1	0	0	132
	0	0	0	2	24	108	148	69	12	2	1	0	1	1	1	369
[08:00-08:15]	0	0	0	1	4	9	46	24	3	3	0	0	0	0	0	90
[08:15-08:30]	0	0	0	1	9	15	24	20	8	0	0	0	0	0	0	77
[08:30-08:45]	0	2	1	2	2	7	27	14	4	2	0	0	0	0	0	61
[08:45-09:00]	0	0	0	1	3	24	29	12	4	1	1	0	0	0	0	75
	0	2	1	5	18	55	126	70	19	6	1	0	0	0	0	303
[09:00-09:15]	0	0	0	0	5	20	34	20	2	0	0	0	0	0	1	82
[09:15-09:30]	0	0	0	1	2	26	28	20	2	1	0	0	0	0	0	80
[09:30-09:45]	0	0	0	0	8	25	24	13	6	1	2	0	0	0	0	79
[09:45-10:00]	0	0	0	1	6	28	29	19	2	2	0	0	1	0	0	88
	0	0	0	2	21	99	115	72	12	4	2	0	1	0	1	329
[10:00-10:15]	0	0	0	1	3	11	35	13	7	0	0	0	0	0	0	70
[10:15-10:30]	0	0	0	0	6	27	30	11	3	0	0	0	0	0	0	77
[10:30-10:45]	0	0	4	5	8	27	30	13	0	0	0	0	0	0	0	87
[10:45-11:00]	0	0	0	3	12	33	30	14	5	0	0	0	0	1	0	98
	0	0	4	9	29	98	125	51	15	0	0	0	0	1	0	332
[11:00-11:15]	0	0	3	7	8	51	15	7	4	0	1	0	0	0	0	96
[11:15-11:30]	0	0	0	7	6	26	39	14	1	0	0	1	0	0	0	94
[11:30-11:45]	0	1	1	4	8	38	33	7	1	0	0	0	0	0	0	93
[11:45-12:00]	0	0	4	9	34	33	35	7	3	0	1	0	0	0	1	127
	0	1	8	27	56	148	122	35	9	0	2	1	0	0	1	410
[12:00-12:15]	0	7	2	5	24	45	32	8	1	1	0	0	0	0	0	125
[12:15-12:30]	0	0	0	2	21	44	35	8	2	1	0	0	1	0	0	114
[12:30-12:45]	0	0	0	2	22	59	43	5	1	0	0	0	0	0	1	133
[12:45-13:00]	0	0	1	5	24	50	52	8	2	0	1	0	0	0	2	145
	0	7	3	14	91	198	162	29	6	2	1	0	1	0	3	517
[13:00-13:15]	0	0	0	1	13	41	51	14	2	0	1	0	0	0	0	123
[13:15-13:30]	0	0	2	8	11	48	34	8	1	0	0	0	1	1	0	114
[13:30-13:45]	0	0	0	2	11	30	41	18	3	0	1	0	0	0	0	106
[13:45-14:00]	0	0	1	5	21	41	44	15	0	0	0	0	0	0	2	129
	0	0	3	16	56	160	170	55	6	0	2	0	1	1	2	472

Time/Speed Report

Device ID: 300670	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 6424
County: SHELBY	AADT Factor: 1	AADT Count: 6,424

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[14:00-14:15]	0	0	0	3	11	47	48	14	4	0	0	0	0	0	0	127
[14:15-14:30]	0	0	0	5	6	44	41	19	2	3	0	0	0	0	0	120
[14:30-14:45]	0	0	0	1	27	39	42	9	2	0	1	0	0	0	1	122
[14:45-15:00]	0	0	1	1	18	49	42	15	4	0	1	0	0	0	0	131
	0	0	1	10	62	179	173	57	12	3	2	0	0	0	1	500
[15:00-15:15]	0	1	0	1	20	32	37	13	1	0	2	0	0	0	0	107
[15:15-15:30]	0	1	0	5	28	35	34	10	3	0	0	0	0	0	1	117
[15:30-15:45]	0	1	0	2	16	43	32	10	0	1	0	0	0	1	0	106
[15:45-16:00]	0	0	0	1	11	52	58	8	0	1	0	0	0	0	0	131
	0	3	0	9	75	162	161	41	4	2	2	0	0	1	1	461
[16:00-16:15]	0	3	4	6	12	51	38	10	1	1	1	0	0	0	0	127
[16:15-16:30]	0	0	0	3	19	49	45	11	0	1	1	0	0	1	0	130
[16:30-16:45]	0	0	0	4	12	31	41	8	1	0	0	0	0	0	1	98
[16:45-17:00]	0	0	0	3	25	55	34	12	3	0	0	0	0	0	2	134
	0	3	4	16	68	186	158	41	5	2	2	0	0	1	3	489
[17:00-17:15]	0	0	0	8	19	60	38	8	2	0	0	0	0	0	1	136
[17:15-17:30]	0	0	2	4	18	31	39	19	2	1	0	0	0	0	0	116
[17:30-17:45]	0	0	0	5	20	48	33	6	0	2	0	0	0	0	1	115
[17:45-18:00]	0	0	0	2	20	33	33	7	3	1	0	0	0	0	0	99
	0	0	2	19	77	172	143	40	7	4	0	0	0	0	2	466
[18:00-18:15]	0	0	0	0	9	44	30	13	2	1	0	0	0	0	0	99
[18:15-18:30]	0	0	1	1	9	37	33	22	1	0	0	0	0	0	1	105
[18:30-18:45]	0	0	2	1	5	29	38	12	1	0	0	0	0	0	0	88
[18:45-19:00]	0	0	1	0	8	26	45	15	3	0	0	1	0	0	0	99
	0	0	4	2	31	136	146	62	7	1	0	1	0	0	1	391
[19:00-19:15]	0	0	0	3	19	22	29	9	1	1	0	0	0	0	0	84
[19:15-19:30]	0	0	1	2	11	26	22	11	0	0	0	0	0	0	0	73
[19:30-19:45]	0	0	0	1	9	22	28	8	2	0	0	0	0	0	1	71
[19:45-20:00]	0	1	1	0	10	19	29	8	3	0	0	0	0	0	0	71
	0	1	2	6	49	89	108	36	6	1	0	0	0	0	1	299
[20:00-20:15]	0	0	0	0	2	19	25	16	3	0	0	0	0	0	0	65
[20:15-20:30]	0	0	0	1	3	11	22	8	3	0	1	0	0	0	0	49
[20:30-20:45]	0	0	0	1	1	20	28	11	3	0	0	0	0	0	0	64
[20:45-21:00]	0	0	0	0	3	14	22	8	2	0	0	0	1	0	1	51
	0	0	0	2	9	64	97	43	11	0	1	0	1	0	1	229

Time/Speed Report

Device ID: 300670		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: MICHIGAN STREET S.R. 47		Lane: EB NORTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 35										Raw Count: 6424				
County: SHELBY		AADT Factor: 1										AADT Count: 6,424				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	0	2	11	20	5	3	0	0	1	0	0	0	42
[21:15-21:30]	0	0	0	1	0	12	17	13	1	0	0	0	0	0	0	44
[21:30-21:45]	0	0	0	1	1	11	15	3	3	0	0	1	0	0	0	35
[21:45-22:00]	0	0	0	3	6	11	14	5	2	2	0	0	0	0	1	44
	0	0	0	5	9	45	66	26	9	2	0	2	0	0	1	165
[22:00-22:15]	0	0	0	0	2	7	13	8	1	0	0	1	0	0	0	32
[22:15-22:30]	0	0	0	0	2	12	14	6	0	1	0	0	0	0	0	35
[22:30-22:45]	0	0	0	1	1	6	12	9	0	0	0	0	0	0	1	30
[22:45-23:00]	0	0	0	0	0	3	8	7	2	0	0	0	0	0	0	20
	0	0	0	1	5	28	47	30	3	1	0	1	0	0	1	117
[23:00-23:15]	0	0	0	0	2	11	10	3	0	0	0	0	0	0	0	26
[23:15-23:30]	0	0	0	0	2	11	6	2	0	0	1	0	0	0	0	22
[23:30-23:45]	0	0	0	0	0	3	7	2	1	0	0	0	0	0	0	13
[23:45-00:00]	0	0	0	0	2	1	3	3	1	0	0	0	0	0	0	10
	0	0	0	0	6	26	26	10	2	0	1	0	0	0	0	71
Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM																
	0	17	36	148	713	2074	2310	861	169	33	18	5	5	5	21	6415

Between I-75 NB Ramps and 6th Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: MICHIGAN STREET S.R. 47

A study of vehicle traffic was conducted with the device having serial number 302489. The study was done in the EB SOUTH LANE lane at MICHIGAN STREET S.R. 47 in SIDNEY, OH in SHELBY county. The study began on Dec/16/2015 at 12:00:00 AM and concluded on Dec/17/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5209 vehicles passed through the location with a peak volume of 113 on Dec/16/2015 at [16:00-16:15] and a minimum volume of 3 on Dec/16/2015 at [00:30-00:45]. The AADT count for this study was 5,209.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 11.66% vehicles exceeding the posted speed of 35 MPH. 0.38 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.39 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >					
0	20	87	401	1080	1573	1431	494	72	15	5	6	2	1	11					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2927 which represents 56 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1922 which represents 37 percent of the total classified vehicles. The number of Busses & Trucks in the study was 97 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 252 which represents 5 percent of the total classified vehicles.

< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >												
2927	1922	70	27	54	31	65	102												

CHART 2

HEADWAY

During the peak traffic period, on Dec/16/2015 at [16:00-16:15] the average headway between vehicles was 7.895 seconds. During the slowest traffic period, on Dec/16/2015 at [00:30-00:45] the average headway between vehicles was 225 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 302489 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5209 AADT Count: 5,209
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[00:00-00:15]	16	7	0	0	0	0	0	1	24
[00:15-00:30]	5	5	0	0	0	0	0	1	11
[00:30-00:45]	2	1	0	0	0	0	0	0	3
[00:45-01:00]	5	7	0	0	0	0	0	0	12
	28	20	0	0	0	0	0	2	50
[01:00-01:15]	8	3	0	0	0	0	0	1	12
[01:15-01:30]	3	2	0	0	0	0	0	0	5
[01:30-01:45]	9	2	1	0	1	0	0	0	13
[01:45-02:00]	5	6	0	0	0	0	0	0	11
	25	13	1	0	1	0	0	1	41
[02:00-02:15]	7	2	1	0	0	0	0	1	11
[02:15-02:30]	5	1	0	1	0	0	0	0	7
[02:30-02:45]	4	3	0	0	0	0	0	0	7
[02:45-03:00]	3	3	0	0	0	0	0	0	6
	19	9	1	1	0	0	0	1	31
[03:00-03:15]	3	5	0	0	0	0	0	0	8
[03:15-03:30]	7	4	1	0	1	0	0	0	13
[03:30-03:45]	12	4	0	0	2	0	0	0	18
[03:45-04:00]	8	1	0	0	0	0	0	0	9
	30	14	1	0	3	0	0	0	48
[04:00-04:15]	9	2	0	1	0	0	0	0	12
[04:15-04:30]	11	8	1	0	0	0	0	0	20
[04:30-04:45]	6	5	0	0	0	0	0	0	11
[04:45-05:00]	15	11	1	0	0	0	2	0	29
	41	26	2	1	0	0	2	0	72
[05:00-05:15]	10	5	1	1	0	0	0	0	17
[05:15-05:30]	20	9	2	0	0	0	1	3	35
[05:30-05:45]	29	11	0	0	1	0	0	0	41
[05:45-06:00]	29	25	1	0	0	1	0	1	57
	88	50	4	1	1	1	1	4	150
[06:00-06:15]	37	19	0	0	1	0	0	0	57
[06:15-06:30]	19	12	3	0	1	0	0	0	35
[06:30-06:45]	24	12	2	0	1	0	0	0	39
[06:45-07:00]	36	19	0	0	0	0	2	2	59
	116	62	5	0	3	0	2	2	190
[07:00-07:15]	32	26	3	0	1	0	1	1	64
[07:15-07:30]	49	22	0	0	1	0	1	2	75
[07:30-07:45]	39	34	1	0	2	0	2	3	81

Time/Class Report

Device ID: 302489 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5209 AADT Count: 5,209
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[07:45-08:00]	50	45	0	0	1	1	2	5	104
	170	127	4	0	5	1	6	11	324
[08:00-08:15]	43	22	2	1	1	4	3	2	78
[08:15-08:30]	26	20	1	1	0	2	2	4	56
[08:30-08:45]	28	19	0	1	0	0	0	1	49
[08:45-09:00]	25	27	1	0	0	1	1	0	55
	122	88	4	3	1	7	6	7	238
[09:00-09:15]	25	18	1	1	1	0	1	1	48
[09:15-09:30]	25	19	0	1	0	1	4	0	50
[09:30-09:45]	28	19	2	1	1	2	2	1	56
[09:45-10:00]	33	27	0	1	2	0	0	0	63
	111	83	3	4	4	3	7	2	217
[10:00-10:15]	35	16	0	0	0	1	0	3	55
[10:15-10:30]	25	24	2	1	1	0	0	1	54
[10:30-10:45]	33	31	1	0	2	1	0	2	70
[10:45-11:00]	42	30	1	0	0	0	0	4	77
	135	101	4	1	3	2	0	10	256
[11:00-11:15]	44	24	3	0	0	2	1	2	76
[11:15-11:30]	32	36	0	0	2	0	1	6	77
[11:30-11:45]	42	33	1	2	1	0	0	0	79
[11:45-12:00]	47	28	2	0	2	0	0	1	80
	165	121	6	2	5	2	2	9	312
[12:00-12:15]	52	32	1	1	0	1	1	5	93
[12:15-12:30]	39	40	3	0	2	0	1	2	87
[12:30-12:45]	50	35	1	0	1	0	3	4	94
[12:45-13:00]	61	33	2	0	2	0	1	1	100
	202	140	7	1	5	1	6	12	374
[13:00-13:15]	47	37	0	0	3	0	0	1	88
[13:15-13:30]	54	39	1	1	0	1	1	3	100
[13:30-13:45]	47	30	1	0	1	1	3	1	84
[13:45-14:00]	47	32	1	2	0	0	1	2	85
	195	138	3	3	4	2	5	7	357
[14:00-14:15]	49	40	2	0	0	0	1	2	94
[14:15-14:30]	51	39	0	0	0	0	3	2	95
[14:30-14:45]	49	34	1	1	2	1	0	3	91
[14:45-15:00]	54	26	1	0	2	0	1	0	84
	203	139	4	1	4	1	5	7	364

Time/Class Report

Device ID: 302489 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY	Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1	End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5209 AADT Count: 5,209
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Wed, Dec/16/2015									
[15:00-15:15]	47	36	1	1	1	0	2	3	91
[15:15-15:30]	46	35	3	2	0	0	4	2	92
[15:30-15:45]	51	25	0	0	0	0	2	4	82
[15:45-16:00]	54	35	0	1	1	1	1	1	94
	198	131	4	4	2	1	9	10	359
[16:00-16:15]	68	39	0	0	3	1	1	1	113
[16:15-16:30]	61	32	2	0	2	0	0	1	98
[16:30-16:45]	49	35	3	1	1	0	1	1	91
[16:45-17:00]	60	45	0	0	0	0	2	1	108
	238	151	5	1	6	1	4	4	410
[17:00-17:15]	61	36	1	0	0	0	2	0	100
[17:15-17:30]	57	42	0	0	0	1	0	2	102
[17:30-17:45]	75	35	0	1	0	0	1	0	112
[17:45-18:00]	37	29	0	1	0	1	0	0	68
	230	142	1	2	0	2	3	2	382
[18:00-18:15]	44	31	0	0	0	0	1	1	77
[18:15-18:30]	50	25	0	0	1	0	0	0	76
[18:30-18:45]	43	26	0	0	1	1	1	0	72
[18:45-19:00]	48	23	1	0	0	1	1	1	75
	185	105	1	0	2	2	3	2	300
[19:00-19:15]	34	22	0	1	0	0	0	0	57
[19:15-19:30]	30	25	1	0	0	1	0	1	58
[19:30-19:45]	33	18	0	0	2	0	0	0	53
[19:45-20:00]	21	22	1	0	0	0	1	0	45
	118	87	2	1	2	1	1	1	213
[20:00-20:15]	31	15	3	0	0	0	0	1	50
[20:15-20:30]	27	16	1	0	1	0	0	3	48
[20:30-20:45]	12	19	0	0	0	0	1	0	32
[20:45-21:00]	19	2	1	0	0	1	0	1	24
	89	52	5	0	1	1	1	5	154
[21:00-21:15]	37	16	2	0	0	0	0	0	55
[21:15-21:30]	21	17	0	0	1	1	1	1	42
[21:30-21:45]	22	17	0	0	0	0	0	0	39
[21:45-22:00]	26	10	0	0	0	0	0	0	36
	106	60	2	0	1	1	1	1	172
[22:00-22:15]	18	11	0	1	0	0	0	0	30
[22:15-22:30]	27	10	0	0	0	1	0	0	38
[22:30-22:45]	15	13	0	0	0	0	0	0	28

Time/Class Report

Device ID:302489 Street: MICHIGAN STREET S.R. 47 State: OH City: SIDNEY County: SHELBY		Begin: Dec/16/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 35 AADT Factor: 1					End: Dec/17/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 5209 AADT Count: 5,209			
Date And Time Range	< to	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total	
Wed, Dec/16/2015										
[22:45-23:00]	9	9	0	0	1	0	0	0	19	
	69	43	0	1	1	1	0	0	115	
[23:00-23:15]	12	4	0	0	0	1	0	1	18	
[23:15-23:30]	10	5	1	0	0	0	1	0	17	
[23:30-23:45]	15	9	0	0	0	0	0	1	25	
[23:45-00:00]	7	2	0	0	0	0	0	0	9	
	44	20	1	0	0	1	1	2	69	
Dec/16/2015 12:00:00 AM										
Dec/17/2015 12:00:00 AM	2927	1922	70	27	54	31	65	102	5198	

Time/Speed Report

Device ID: 302489	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 5209
County: SHELBY	ADT Factor: 1	ADT Count: 5,209

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[00:00-00:15]	0	0	0	1	3	7	7	6	0	0	0	0	0	0	0	24
[00:15-00:30]	0	0	0	1	3	2	3	2	0	0	0	0	0	0	0	11
[00:30-00:45]	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
[00:45-01:00]	0	0	0	2	6	2	1	0	0	1	0	0	0	0	0	12
	0	0	0	4	12	13	11	9	0	1	0	0	0	0	0	50
[01:00-01:15]	0	0	1	0	3	3	4	1	0	0	0	0	0	0	0	12
[01:15-01:30]	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5
[01:30-01:45]	0	1	1	0	2	6	2	1	0	0	0	0	0	0	0	13
[01:45-02:00]	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11
	0	1	2	2	9	14	10	3	0	0	0	0	0	0	0	41
[02:00-02:15]	0	0	1	3	3	3	0	1	0	0	0	0	0	0	0	11
[02:15-02:30]	0	0	0	2	2	1	0	2	0	0	0	0	0	0	0	7
[02:30-02:45]	0	0	0	0	1	1	4	1	0	0	0	0	0	0	0	7
[02:45-03:00]	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	6
	0	0	1	5	9	6	6	4	0	0	0	0	0	0	0	31
[03:00-03:15]	0	0	0	3	1	1	3	0	0	0	0	0	0	0	0	8
[03:15-03:30]	0	0	1	1	0	3	5	3	0	0	0	0	0	0	0	13
[03:30-03:45]	0	0	1	4	1	5	3	3	1	0	0	0	0	0	0	18
[03:45-04:00]	0	0	0	1	3	2	3	0	0	0	0	0	0	0	0	9
	0	0	2	9	5	11	14	6	1	0	0	0	0	0	0	48
[04:00-04:15]	0	0	0	0	5	2	2	3	0	0	0	0	0	0	0	12
[04:15-04:30]	0	0	0	3	7	4	4	2	0	0	0	0	0	0	0	20
[04:30-04:45]	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0	11
[04:45-05:00]	0	1	0	8	9	5	5	1	0	0	0	0	0	0	0	29
	0	1	0	13	26	15	11	6	0	0	0	0	0	0	0	72
[05:00-05:15]	0	0	0	1	7	2	5	1	0	0	1	0	0	0	0	17
[05:15-05:30]	0	0	0	4	9	8	11	3	0	0	0	0	0	0	0	35
[05:30-05:45]	0	0	1	7	8	14	5	5	0	0	1	0	0	0	0	41
[05:45-06:00]	0	0	0	3	18	19	11	5	0	1	0	0	0	0	0	57
	0	0	1	15	42	43	32	14	0	1	2	0	0	0	0	150
[06:00-06:15]	0	0	0	4	12	12	17	9	2	0	1	0	0	0	0	57
[06:15-06:30]	0	0	0	3	7	6	11	7	1	0	0	0	0	0	0	35
[06:30-06:45]	0	1	1	4	6	15	9	2	0	0	0	1	0	0	0	39
[06:45-07:00]	0	1	2	4	9	20	19	4	0	0	0	0	0	0	0	59
	0	2	3	15	34	53	56	22	3	0	1	1	0	0	0	190

Time/Speed Report

Device ID: 302489	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 5209
County: SHELBY	AADT Factor: 1	AADT Count: 5,209

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
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Wed, Dec/16/2015

[07:00-07:15]	0	0	2	5	17	18	15	5	2	0	0	0	0	0	0	64
[07:15-07:30]	0	0	0	6	19	22	21	6	1	0	0	0	0	0	0	75
[07:30-07:45]	0	0	0	6	16	23	23	9	3	0	0	0	0	1	0	81
[07:45-08:00]	0	0	0	7	17	26	36	15	3	0	0	0	0	0	0	104
	0	0	2	24	69	89	95	35	9	0	0	0	0	1	0	324
[08:00-08:15]	0	0	5	9	10	12	28	8	4	2	0	0	0	0	0	78
[08:15-08:30]	0	0	2	4	11	15	16	6	1	1	0	0	0	0	0	56
[08:30-08:45]	0	1	1	2	9	11	13	9	1	1	0	0	0	0	1	49
[08:45-09:00]	0	0	2	3	6	17	17	8	1	0	0	1	0	0	0	55
	0	1	10	18	36	55	74	31	7	4	0	1	0	0	1	238
[09:00-09:15]	0	2	1	7	5	11	13	8	1	0	0	0	0	0	0	48
[09:15-09:30]	0	0	0	8	8	17	12	4	0	1	0	0	0	0	0	50
[09:30-09:45]	0	0	1	5	17	16	9	7	0	1	0	0	0	0	0	56
[09:45-10:00]	0	1	0	5	12	17	20	6	1	0	1	0	0	0	0	63
	0	3	2	25	42	61	54	25	2	2	1	0	0	0	0	217
[10:00-10:15]	0	0	0	5	14	5	20	9	2	0	0	0	0	0	0	55
[10:15-10:30]	0	0	1	5	6	14	16	10	0	1	0	0	1	0	0	54
[10:30-10:45]	0	0	3	6	12	16	18	12	3	0	0	0	0	0	0	70
[10:45-11:00]	0	0	0	0	18	34	17	8	0	0	0	0	0	0	0	77
	0	0	4	16	50	69	71	39	5	1	0	0	1	0	0	256
[11:00-11:15]	0	0	3	8	14	26	16	5	3	1	0	0	0	0	0	76
[11:15-11:30]	0	0	0	2	15	26	23	9	1	0	0	0	0	0	1	77
[11:30-11:45]	0	0	1	1	13	29	29	4	2	0	0	0	0	0	0	79
[11:45-12:00]	0	0	0	5	12	26	30	7	0	0	0	0	0	0	0	80
	0	0	4	16	54	107	98	25	6	1	0	0	0	0	1	312
[12:00-12:15]	0	1	4	12	18	32	19	7	0	0	0	0	0	0	0	93
[12:15-12:30]	0	0	1	5	24	28	26	3	0	0	0	0	0	0	0	87
[12:30-12:45]	0	2	5	8	24	27	22	5	0	0	0	0	0	0	1	94
[12:45-13:00]	0	0	0	2	24	33	33	7	1	0	0	0	0	0	0	100
	0	3	10	27	90	120	100	22	1	0	0	0	0	0	1	374
[13:00-13:15]	0	0	0	3	22	28	25	8	1	0	0	0	0	0	1	88
[13:15-13:30]	0	0	1	15	28	23	29	4	0	0	0	0	0	0	0	100
[13:30-13:45]	0	0	0	4	17	25	27	9	1	0	0	1	0	0	0	84
[13:45-14:00]	0	0	2	7	22	29	21	3	0	1	0	0	0	0	0	85
	0	0	3	29	89	105	102	24	2	1	0	1	0	0	1	357

Time/Speed Report

Device ID: 302489		Begin: Dec/16/2015 12:00:00 AM										End: Dec/17/2015 12:00:00 AM				
Street: MICHIGAN STREET S.R. 47		Lane: EB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 35										Raw Count: 5209				
County: SHELBY		AADT Factor: 1										AADT Count: 5,209				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Wed, Dec/16/2015																
[14:00-14:15]	0	0	2	8	19	22	39	4	0	0	0	0	0	0	0	94
[14:15-14:30]	0	0	0	3	15	27	31	13	4	1	0	1	0	0	0	95
[14:30-14:45]	0	0	0	4	26	23	26	9	1	0	0	1	0	0	1	91
[14:45-15:00]	0	0	0	5	19	23	25	8	3	0	0	0	1	0	0	84
	0	0	2	20	79	95	121	34	8	1	0	2	1	0	1	364
[15:00-15:15]	0	1	1	12	16	29	20	10	1	0	0	0	0	0	1	91
[15:15-15:30]	0	1	4	9	18	27	26	4	2	0	0	1	0	0	0	92
[15:30-15:45]	0	1	0	6	23	26	20	5	1	0	0	0	0	0	0	82
[15:45-16:00]	0	1	4	5	20	32	23	7	2	0	0	0	0	0	0	94
	0	4	9	32	77	114	89	26	6	0	0	1	0	0	1	359
[16:00-16:15]	0	0	0	12	28	32	32	9	0	0	0	0	0	0	0	113
[16:15-16:30]	0	0	2	5	17	26	33	12	2	0	0	0	0	0	1	98
[16:30-16:45]	0	1	2	3	15	36	24	10	0	0	0	0	0	0	0	91
[16:45-17:00]	0	0	6	12	25	37	24	4	0	0	0	0	0	0	0	108
	0	1	10	32	85	131	113	35	2	0	0	0	0	0	1	410
[17:00-17:15]	0	0	2	1	23	37	34	3	0	0	0	0	0	0	0	100
[17:15-17:30]	0	0	3	8	22	37	23	7	0	0	1	0	0	0	1	102
[17:30-17:45]	0	0	2	13	34	39	17	5	2	0	0	0	0	0	0	112
[17:45-18:00]	0	0	1	4	13	24	21	5	0	0	0	0	0	0	0	68
	0	0	8	26	92	137	95	20	2	0	1	0	0	0	1	382
[18:00-18:15]	0	0	3	8	14	27	17	7	0	0	0	0	0	0	1	77
[18:15-18:30]	0	0	0	2	11	25	29	8	1	0	0	0	0	0	0	76
[18:30-18:45]	0	1	0	5	11	21	27	7	0	0	0	0	0	0	0	72
[18:45-19:00]	0	0	2	3	8	37	15	10	0	0	0	0	0	0	0	75
	0	1	5	18	44	110	88	32	1	0	0	0	0	0	1	300
[19:00-19:15]	0	0	2	1	6	23	18	7	0	0	0	0	0	0	0	57
[19:15-19:30]	0	0	0	8	10	19	17	4	0	0	0	0	0	0	0	58
[19:30-19:45]	0	0	0	3	8	16	17	8	1	0	0	0	0	0	0	53
[19:45-20:00]	0	0	0	3	6	13	13	9	1	0	0	0	0	0	0	45
	0	0	2	15	30	71	65	28	2	0	0	0	0	0	0	213
[20:00-20:15]	0	0	1	3	7	17	12	8	2	0	0	0	0	0	0	50
[20:15-20:30]	0	0	2	1	6	16	16	4	3	0	0	0	0	0	0	48
[20:30-20:45]	0	0	0	0	4	11	10	5	1	0	0	0	0	0	1	32
[20:45-21:00]	0	0	1	3	7	4	7	1	1	0	0	0	0	0	0	24
	0	0	4	7	24	48	45	18	7	0	0	0	0	0	1	154

Time/Speed Report

Device ID: 302489	Begin: Dec/16/2015 12:00:00 AM	End: Dec/17/2015 12:00:00 AM
Street: MICHIGAN STREET S.R. 47	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 35	Raw Count: 5209
County: SHELBY	AADT Factor: 1	AADT Count: 5,209

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Wed, Dec/16/2015																
[21:00-21:15]	0	0	0	4	11	26	10	3	1	0	0	0	0	0	0	55
[21:15-21:30]	0	0	1	4	9	16	5	4	2	0	0	0	0	0	1	42
[21:30-21:45]	0	0	0	4	9	13	9	2	2	0	0	0	0	0	0	39
[21:45-22:00]	0	0	0	2	8	10	15	1	0	0	0	0	0	0	0	36
	0	0	1	14	37	65	39	10	5	0	0	0	0	0	1	172
[22:00-22:15]	0	0	0	1	10	3	6	7	0	3	0	0	0	0	0	30
[22:15-22:30]	0	0	0	5	7	10	10	6	0	0	0	0	0	0	0	38
[22:30-22:45]	0	0	0	2	5	7	7	5	2	0	0	0	0	0	0	28
[22:45-23:00]	0	0	0	1	7	7	3	1	0	0	0	0	0	0	0	19
	0	0	0	9	29	27	26	19	2	3	0	0	0	0	0	115
[23:00-23:15]	0	2	1	3	5	2	3	2	0	0	0	0	0	0	0	18
[23:15-23:30]	0	1	1	4	3	4	3	1	0	0	0	0	0	0	0	17
[23:30-23:45]	0	0	0	2	6	8	6	2	1	0	0	0	0	0	0	25
[23:45-00:00]	0	0	0	1	2	0	4	2	0	0	0	0	0	0	0	9
	0	3	2	10	16	14	16	7	1	0	0	0	0	0	0	69

Dec/16/2015 12:00:00 AM																
Dec/17/2015 12:00:00 AM	0	20	87	401	1080	1573	1431	494	72	15	5	6	2	1	11	5198

Between Wilkinson Avenue and Walnut Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: COURT STREET

A study of vehicle traffic was conducted with the device having serial number 300672. The study was done in the WB SOUTH LANE lane at COURT STREET in SIDNEY, OH in SHELBY county. The study began on Dec/22/2015 at 12:00:00 AM and concluded on Dec/23/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3463 vehicles passed through the location with a peak volume of 71 on Dec/22/2015 at [16:00-16:15] and a minimum volume of 1 on Dec/22/2015 at [01:15-01:30]. The AADT count for this study was 3,463.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 41 MPH with 6.72% vehicles exceeding the posted speed of 45 MPH. 1.74 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 47.31 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	7	15	30	115	450	992	1080	533	130	42	17	9	5	29					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1844 which represents 53 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1253 which represents 36 percent of the total classified vehicles. The number of Busses & Trucks in the study was 113 which represents 3 percent of the total classified vehicles. The number of Tractor Trailers in the study was 244 which represents 7 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
1844	1253	82	31	40	16	68	120												

CHART 2

HEADWAY

During the peak traffic period, on Dec/22/2015 at [16:00-16:15] the average headway between vehicles was 12.5 seconds. During the slowest traffic period, on Dec/22/2015 at [01:15-01:30] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300672 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3463 AADT Count: 3,463
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[00:00-00:15]	4	1	0	0	0	0	0	0	5
[00:15-00:30]	4	1	0	0	0	0	0	0	5
[00:30-00:45]	3	4	0	0	0	0	0	0	7
[00:45-01:00]	1	1	0	0	0	0	0	0	2
	12	7	0	0	0	0	0	0	19
[01:00-01:15]	1	3	0	0	0	0	0	0	4
[01:15-01:30]	1	0	0	0	0	0	0	0	1
[01:30-01:45]	4	2	1	0	0	0	0	0	7
[01:45-02:00]	3	1	0	0	0	1	0	0	5
	9	6	1	0	0	1	0	0	17
[02:00-02:15]	1	1	0	0	0	0	0	1	3
[02:15-02:30]	2	0	0	0	0	0	0	0	2
[02:30-02:45]	4	2	0	0	0	0	0	1	7
[02:45-03:00]	1	1	0	0	0	0	0	1	3
	8	4	0	0	0	0	0	3	15
[03:00-03:15]	7	2	0	0	0	0	0	2	11
[03:15-03:30]	0	2	0	0	0	0	0	1	3
[03:30-03:45]	2	1	0	0	0	0	0	0	3
[03:45-04:00]	2	2	0	0	0	0	0	2	6
	11	7	0	0	0	0	0	5	23
[04:00-04:15]	6	1	0	0	1	0	0	1	9
[04:15-04:30]	5	4	0	1	0	0	1	0	11
[04:30-04:45]	15	16	0	0	0	1	1	1	34
[04:45-05:00]	9	11	1	0	0	0	1	0	22
	35	32	1	1	1	1	3	2	76
[05:00-05:15]	18	6	2	0	0	0	0	1	27
[05:15-05:30]	31	18	0	1	1	0	0	2	53
[05:30-05:45]	40	18	0	0	0	0	0	1	59
[05:45-06:00]	30	14	0	0	0	0	0	1	45
	119	56	2	1	1	0	0	5	184
[06:00-06:15]	24	21	1	0	0	0	0	2	48
[06:15-06:30]	21	22	3	1	1	0	1	2	51
[06:30-06:45]	23	21	2	1	0	0	1	3	51
[06:45-07:00]	19	13	0	0	0	0	4	0	36
	87	77	6	2	1	0	6	7	186
[07:00-07:15]	21	14	1	0	0	0	3	0	39
[07:15-07:30]	26	16	1	1	1	0	0	1	46
[07:30-07:45]	29	22	3	0	0	0	0	2	56

Time/Class Report

Device ID: 300672 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3463 AADT Count: 3,463
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[07:45-08:00]	25	28	0	0	0	0	0	0	53
	101	80	5	1	1	0	3	3	194
[08:00-08:15]	22	15	1	1	1	0	3	3	46
[08:15-08:30]	18	12	0	1	0	0	2	2	35
[08:30-08:45]	20	13	1	0	3	0	1	4	42
[08:45-09:00]	20	17	0	1	1	0	0	2	41
	80	57	2	3	5	0	6	11	164
[09:00-09:15]	14	20	0	1	1	0	2	1	39
[09:15-09:30]	17	12	1	1	0	1	0	3	35
[09:30-09:45]	22	24	2	1	0	2	4	0	55
[09:45-10:00]	20	22	2	0	2	0	5	1	52
	73	78	5	3	3	3	11	5	181
[10:00-10:15]	15	24	2	0	2	0	0	3	46
[10:15-10:30]	27	16	3	3	1	0	1	1	52
[10:30-10:45]	26	20	2	0	3	0	2	2	55
[10:45-11:00]	28	19	1	1	0	0	1	5	55
	96	79	8	4	6	0	4	11	208
[11:00-11:15]	27	21	4	1	0	1	2	5	61
[11:15-11:30]	21	13	1	0	1	0	1	4	41
[11:30-11:45]	33	22	1	0	0	0	2	4	62
[11:45-12:00]	31	18	4	0	1	1	3	1	59
	112	74	10	1	2	2	8	14	223
[12:00-12:15]	36	26	1	0	0	0	4	2	69
[12:15-12:30]	34	17	2	0	3	1	2	3	62
[12:30-12:45]	30	21	3	1	4	0	1	3	63
[12:45-13:00]	34	22	0	1	1	0	2	3	63
	134	86	6	2	8	1	9	11	257
[13:00-13:15]	25	18	4	0	0	2	0	5	54
[13:15-13:30]	32	26	2	0	1	1	3	3	68
[13:30-13:45]	29	22	0	1	0	0	0	4	56
[13:45-14:00]	36	24	0	0	0	0	1	4	65
	122	90	6	1	1	3	4	16	243
[14:00-14:15]	29	17	2	1	2	0	0	1	52
[14:15-14:30]	29	25	3	1	0	1	1	4	64
[14:30-14:45]	30	22	0	0	1	0	2	1	56
[14:45-15:00]	30	22	2	3	0	0	1	1	59
	118	86	7	5	3	1	4	7	231

Time/Class Report

Device ID: 300672 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: WB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3463 AADT Count: 3,463
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Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[15:00-15:15]	25	18	3	2	1	0	1	3	53
[15:15-15:30]	25	19	2	0	1	0	0	2	49
[15:30-15:45]	28	20	1	0	2	0	0	2	53
[15:45-16:00]	37	18	2	0	0	0	2	3	62
	115	75	8	2	4	0	3	10	217
[16:00-16:15]	43	26	0	0	1	0	0	1	71
[16:15-16:30]	34	31	3	1	0	0	0	0	69
[16:30-16:45]	33	20	2	0	0	0	0	1	56
[16:45-17:00]	41	16	0	0	1	0	1	0	59
	151	93	5	1	2	0	1	2	255
[17:00-17:15]	40	21	0	0	0	0	0	0	61
[17:15-17:30]	41	26	0	0	0	0	1	1	69
[17:30-17:45]	28	17	1	1	0	0	1	1	49
[17:45-18:00]	32	18	2	0	0	0	1	2	55
	141	82	3	1	0	0	3	4	234
[18:00-18:15]	23	17	2	0	0	0	0	1	43
[18:15-18:30]	24	13	0	1	0	0	0	1	39
[18:30-18:45]	20	12	0	0	0	1	0	0	33
[18:45-19:00]	20	16	0	1	0	1	0	0	38
	87	58	2	2	0	2	0	2	153
[19:00-19:15]	13	8	0	0	0	0	0	0	21
[19:15-19:30]	20	9	0	0	0	1	1	0	31
[19:30-19:45]	13	9	1	0	0	0	0	0	23
[19:45-20:00]	18	7	0	0	1	0	0	0	26
	64	33	1	0	1	1	1	0	101
[20:00-20:15]	11	9	0	0	0	0	0	0	20
[20:15-20:30]	16	9	1	0	1	0	0	0	27
[20:30-20:45]	14	6	0	0	0	0	0	1	21
[20:45-21:00]	10	5	0	0	0	0	1	1	17
	51	29	1	0	1	0	1	2	85
[21:00-21:15]	10	7	0	0	0	0	0	0	17
[21:15-21:30]	12	9	0	0	0	0	0	0	21
[21:30-21:45]	21	7	0	0	0	0	0	0	28
[21:45-22:00]	14	8	0	0	0	0	0	0	22
	57	31	0	0	0	0	0	0	88
[22:00-22:15]	10	8	0	0	0	0	0	0	18
[22:15-22:30]	9	3	2	0	0	1	0	0	15
[22:30-22:45]	7	3	0	1	0	0	0	0	11

Time/Class Report

Device ID: 300672		Begin: Dec/22/2015 12:00:00 AM				End: Dec/23/2015 12:00:00 AM			
Street: COURT STREET		Lane: WB SOUTH LANE				Hours: 24.00			
State: OH		Operator: CA				Period: 15			
City: SIDNEY		Speed Limit: 45				Raw Count: 3463			
County: SHELBY		AADT Factor: 1				AADT Count: 3,463			

Date And Time Range	< to	18 to	24 to	28 to	32 to	38 to	44 to	62 to	Total
Tue, Dec/22/2015									
[22:45-23:00]	12	4	0	0	0	0	0	0	16
	38	18	2	1	0	1	0	0	60
[23:00-23:15]	6	8	0	0	0	0	0	0	14
[23:15-23:30]	3	0	0	0	0	0	0	0	3
[23:30-23:45]	7	2	1	0	0	0	1	0	11
[23:45-00:00]	7	5	0	0	0	0	0	0	12
	23	15	1	0	0	0	1	0	40

Dec/22/2015 12:00:00 AM	1844	1253	82	31	40	16	68	120	3454
Dec/23/2015 12:00:00 AM									

Time/Speed Report

Device ID: 300672	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: WB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3463
County: SHELBY	AADT Factor: 1	AADT Count: 3,463

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[00:00-00:15]	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	5
[00:15-00:30]	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
[00:30-00:45]	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	7
[00:45-01:00]	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
	0	0	0	0	0	6	7	3	3	0	0	0	0	0	0	19
[01:00-01:15]	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4
[01:15-01:30]	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
[01:30-01:45]	0	0	0	0	0	2	0	4	0	0	0	1	0	0	0	7
[01:45-02:00]	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	5
	0	0	0	0	1	6	2	6	1	0	0	1	0	0	0	17
[02:00-02:15]	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
[02:15-02:30]	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
[02:30-02:45]	0	0	0	0	1	0	1	4	1	0	0	0	0	0	0	7
[02:45-03:00]	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	3
	0	0	0	0	1	1	3	6	2	1	0	0	0	0	1	15
[03:00-03:15]	0	0	0	0	0	3	4	3	1	0	0	0	0	0	0	11
[03:15-03:30]	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
[03:30-03:45]	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
[03:45-04:00]	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6
	0	0	0	0	0	3	7	7	5	1	0	0	0	0	0	23
[04:00-04:15]	0	0	0	0	0	1	2	3	2	0	0	0	1	0	0	9
[04:15-04:30]	0	0	0	0	0	2	2	4	2	0	1	0	0	0	0	11
[04:30-04:45]	0	0	0	1	0	3	11	11	5	1	0	0	0	0	2	34
[04:45-05:00]	0	0	0	0	0	6	5	5	2	2	0	0	0	1	1	22
	0	0	0	1	0	12	20	23	11	3	1	0	1	1	3	76
[05:00-05:15]	0	0	0	1	0	1	12	7	3	3	0	0	0	0	0	27
[05:15-05:30]	0	0	0	0	0	7	18	18	9	0	0	0	1	0	0	53
[05:30-05:45]	0	0	0	0	0	5	20	24	7	2	1	0	0	0	0	59
[05:45-06:00]	0	0	0	2	1	4	12	14	11	1	0	0	0	0	0	45
	0	0	0	3	1	17	62	63	30	6	1	0	1	0	0	184
[06:00-06:15]	0	0	0	0	1	6	13	19	7	0	1	0	1	0	0	48
[06:15-06:30]	0	0	0	2	0	5	11	14	14	2	3	0	0	0	0	51
[06:30-06:45]	0	0	0	0	2	4	6	21	11	4	1	2	0	0	0	51
[06:45-07:00]	0	0	0	1	1	1	8	16	6	1	1	0	0	0	1	36
	0	0	0	3	4	16	38	70	38	7	6	2	1	0	1	186

Time/Speed Report

Device ID: 300672	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: WB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3463
County: SHELBY	AADT Factor: 1	AADT Count: 3,463

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[07:00-07:15]	0	0	1	0	0	2	17	14	5	0	0	0	0	0	0	39
[07:15-07:30]	0	1	0	0	1	5	9	24	5	0	0	1	0	0	0	46
[07:30-07:45]	0	0	0	0	2	6	12	24	6	4	1	0	1	0	0	56
[07:45-08:00]	0	0	1	2	3	4	12	13	14	2	2	0	0	0	0	53
	0	1	2	2	6	17	50	75	30	6	3	1	1	0	0	194
[08:00-08:15]	0	0	0	0	2	4	8	19	7	5	1	0	0	0	0	46
[08:15-08:30]	0	0	1	0	1	3	15	4	5	5	0	0	0	0	1	35
[08:30-08:45]	0	0	0	0	2	1	11	17	10	0	0	0	0	0	1	42
[08:45-09:00]	0	0	0	0	1	4	14	16	5	1	0	0	0	0	0	41
	0	0	1	0	6	12	48	56	27	11	1	0	0	0	2	164
[09:00-09:15]	0	0	0	0	2	6	12	9	9	0	0	1	0	0	0	39
[09:15-09:30]	0	0	0	0	0	2	8	12	11	1	0	1	0	0	0	35
[09:30-09:45]	0	0	1	3	6	11	14	13	6	0	0	0	0	1	0	55
[09:45-10:00]	0	0	1	0	2	6	17	17	7	0	1	0	1	0	0	52
	0	0	2	3	10	25	51	51	33	1	1	2	1	1	0	181
[10:00-10:15]	0	0	0	0	3	14	12	12	3	1	0	0	0	0	1	46
[10:15-10:30]	0	0	0	0	2	10	16	14	7	1	0	1	0	0	1	52
[10:30-10:45]	0	0	0	0	3	12	17	16	5	2	0	0	0	0	0	55
[10:45-11:00]	0	0	0	0	2	12	9	19	9	2	1	0	0	0	1	55
	0	0	0	0	10	48	54	61	24	6	1	1	0	0	3	208
[11:00-11:15]	0	0	0	0	1	15	18	16	7	2	1	1	0	0	0	61
[11:15-11:30]	0	0	1	0	2	6	15	8	5	3	0	1	0	0	0	41
[11:30-11:45]	0	1	0	1	4	13	19	12	11	0	1	0	0	0	0	62
[11:45-12:00]	0	0	0	1	2	8	18	15	9	3	0	0	0	0	3	59
	0	1	1	2	9	42	70	51	32	8	2	2	0	0	3	223
[12:00-12:15]	0	0	0	0	4	10	19	23	6	6	0	0	0	0	1	69
[12:15-12:30]	0	0	0	1	1	16	17	18	7	1	0	0	0	0	1	62
[12:30-12:45]	0	1	0	0	1	11	15	19	9	6	1	0	0	0	0	63
[12:45-13:00]	0	0	0	1	5	8	18	15	14	2	0	0	0	0	0	63
	0	1	0	2	11	45	69	75	36	15	1	0	0	0	2	257
[13:00-13:15]	0	0	1	1	1	8	16	16	8	2	0	0	0	0	1	54
[13:15-13:30]	0	0	0	1	3	9	22	21	10	1	0	0	0	0	1	68
[13:30-13:45]	0	0	0	0	1	6	12	29	6	1	0	0	0	0	1	56
[13:45-14:00]	0	1	0	2	2	8	24	17	7	3	1	0	0	0	0	65
	0	1	1	4	7	31	74	83	31	7	1	0	0	0	3	243

Time/Speed Report

Device ID: 300672	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: WB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3463
County: SHELBY	AADT Factor: 1	AADT Count: 3,463

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[14:00-14:15]	0	0	0	0	0	8	18	15	7	1	2	0	0	1	0	52
[14:15-14:30]	0	0	1	0	3	6	27	16	9	1	1	0	0	0	0	64
[14:30-14:45]	0	0	0	0	3	8	14	11	13	4	1	0	0	0	2	56
[14:45-15:00]	0	0	0	1	1	10	8	20	13	3	3	0	0	0	0	59
	0	0	1	1	7	32	67	62	42	9	7	0	0	1	2	231
[15:00-15:15]	0	0	0	0	6	7	12	15	11	0	1	0	0	0	1	53
[15:15-15:30]	0	0	0	0	1	7	10	19	8	1	2	0	0	0	1	49
[15:30-15:45]	0	0	0	0	2	5	19	21	4	1	1	0	0	0	0	53
[15:45-16:00]	0	0	1	0	2	4	16	21	8	4	2	1	1	0	2	62
	0	0	1	0	11	23	57	76	31	6	6	1	1	0	4	217
[16:00-16:15]	0	0	0	0	1	10	23	15	15	5	1	0	1	0	0	71
[16:15-16:30]	0	1	1	0	0	7	22	24	13	0	0	1	0	0	0	69
[16:30-16:45]	0	0	0	0	1	4	14	28	6	1	1	1	0	0	0	56
[16:45-17:00]	0	0	0	0	6	7	22	14	8	2	0	0	0	0	0	59
	0	1	1	0	8	28	81	81	42	8	2	2	1	0	0	255
[17:00-17:15]	0	0	0	0	1	6	14	25	9	4	1	0	1	0	0	61
[17:15-17:30]	0	0	0	0	0	8	24	24	12	1	0	0	0	0	0	69
[17:30-17:45]	0	0	0	0	1	5	12	17	11	2	1	0	0	0	0	49
[17:45-18:00]	0	0	0	3	0	7	17	18	6	2	2	0	0	0	0	55
	0	0	0	3	2	26	67	84	38	9	4	0	1	0	0	234
[18:00-18:15]	0	0	1	2	2	2	20	9	2	4	1	0	0	0	0	43
[18:15-18:30]	0	1	0	0	3	3	13	11	8	0	0	0	0	0	0	39
[18:30-18:45]	0	0	0	1	2	3	6	14	5	2	0	0	0	0	0	33
[18:45-19:00]	0	0	0	0	1	8	5	12	9	0	1	0	1	1	0	38
	0	1	1	3	8	16	44	46	24	6	2	0	1	1	0	153
[19:00-19:15]	0	0	0	1	0	5	4	5	2	4	0	0	0	0	0	21
[19:15-19:30]	0	0	0	0	3	5	14	5	2	0	0	0	0	0	2	31
[19:30-19:45]	0	0	0	0	1	3	8	5	5	0	0	1	0	0	0	23
[19:45-20:00]	0	0	1	0	1	4	7	5	4	3	0	0	0	0	1	26
	0	0	1	1	5	17	33	20	13	7	0	1	0	0	3	101
[20:00-20:15]	0	0	0	0	0	1	7	7	3	0	1	1	0	0	0	20
[20:15-20:30]	0	0	0	0	2	0	9	10	2	1	2	1	0	0	0	27
[20:30-20:45]	0	0	1	0	0	4	6	5	5	0	0	0	0	0	0	21
[20:45-21:00]	0	0	0	0	0	0	7	8	1	0	0	0	0	0	1	17
	0	0	1	0	2	5	29	30	11	1	3	2	0	0	1	85

Time/Speed Report

Device ID: 300672
 Street: COURT STREET
 State: OH
 City: SIDNEY
 County: SHELBY

Begin: Dec/22/2015 12:00:00 AM
 Lane: WB SOUTH LANE
 Operator: CA
 Speed Limit: 45
 AADT Factor: 1

End: Dec/23/2015 12:00:00 AM
 Hours: 24.00
 Period: 15
 Raw Count: 3463
 AADT Count: 3,463

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[21:00-21:15]	0	0	0	0	0	1	2	6	5	3	0	0	0	0	0	17
[21:15-21:30]	0	0	0	0	1	5	5	5	4	1	0	0	0	0	0	21
[21:30-21:45]	0	0	0	0	0	3	8	10	4	3	0	0	0	0	0	28
[21:45-22:00]	0	0	0	0	1	2	7	7	4	1	0	0	0	0	0	22
	0	0	0	0	2	11	22	28	17	8	0	0	0	0	0	88
[22:00-22:15]	0	0	0	0	1	2	6	4	4	1	0	0	0	0	0	18
[22:15-22:30]	0	0	0	1	0	0	6	4	0	1	0	1	0	1	1	15
[22:30-22:45]	0	0	0	1	1	2	4	1	1	1	0	0	0	0	0	11
[22:45-23:00]	0	0	1	0	0	2	4	5	4	0	0	0	0	0	0	16
	0	0	1	2	2	6	20	14	9	3	0	1	0	1	1	60
[23:00-23:15]	0	0	1	0	0	0	8	2	2	1	0	0	0	0	0	14
[23:15-23:30]	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3
[23:30-23:45]	0	0	0	0	2	1	4	3	0	0	0	1	0	0	0	11
[23:45-00:00]	0	1	0	0	0	2	5	3	1	0	0	0	0	0	0	12
	0	1	1	0	2	5	17	9	3	1	0	1	0	0	0	40
Dec/22/2015 12:00:00 AM																
Dec/23/2015 12:00:00 AM	0	7	15	30	115	450	992	1080	533	130	42	17	9	5	29	3454

Between Wilkinson Avenue and Walnut Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: COURT STREET

A study of vehicle traffic was conducted with the device having serial number 300670. The study was done in the WB NORTH LANE lane at COURT STREET in SIDNEY, OH in SHELBY county. The study began on Dec/22/2015 at 12:00:00 AM and concluded on Dec/23/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4691 vehicles passed through the location with a peak volume of 129 on Dec/22/2015 at [11:00-11:15] and a minimum volume of 1 on Dec/22/2015 at [02:15-02:30]. The AADT count for this study was 4,691.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 3.99% vehicles exceeding the posted speed of 45 MPH. 1.35 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 44.54 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	3	11	26	189	929	1733	1197	406	81	43	14	10	9	30					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2678 which represents 57 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1789 which represents 38 percent of the total classified vehicles. The number of Busses & Trucks in the study was 111 which represents 2 percent of the total classified vehicles. The number of Tractor Trailers in the study was 103 which represents 2 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
2678	1789	82	29	25	19	26	33												

CHART 2

HEADWAY

During the peak traffic period, on Dec/22/2015 at [11:00-11:15] the average headway between vehicles was 6.923 seconds. During the slowest traffic period, on Dec/22/2015 at [02:15-02:30] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID:300670 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin:Dec/22/2015 12:00:00 AM Lane:WB NORTH LANE Operator:CA Speed Limit:45 AADT Factor:1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4691 AADT Count: 4,691
---	---	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[00:00-00:15]	6	3	1	0	0	0	0	0	10
[00:15-00:30]	2	3	1	0	1	0	0	1	8
[00:30-00:45]	2	1	0	0	0	0	0	0	3
[00:45-01:00]	2	3	0	0	0	1	0	0	6
	12	10	2	0	1	1	0	1	27
[01:00-01:15]	1	4	0	0	0	0	0	0	5
[01:15-01:30]	2	2	0	0	0	0	0	0	4
[01:30-01:45]	2	4	0	0	0	0	0	0	6
[01:45-02:00]	2	1	0	0	0	0	0	0	3
	7	11	0	0	0	0	0	0	18
[02:00-02:15]	3	2	0	0	0	0	0	0	5
[02:15-02:30]	0	1	0	0	0	0	0	0	1
[02:30-02:45]	1	1	0	0	0	0	0	0	2
[02:45-03:00]	3	4	0	0	0	0	0	0	7
	7	8	0	0	0	0	0	0	15
[03:00-03:15]	2	0	0	0	0	0	0	0	2
[03:15-03:30]	3	0	0	0	0	0	0	0	3
[03:30-03:45]	2	2	0	0	0	0	0	0	4
[03:45-04:00]	0	2	0	0	0	0	0	0	2
	7	4	0	0	0	0	0	0	11
[04:00-04:15]	0	2	1	0	0	0	0	0	3
[04:15-04:30]	5	2	0	0	0	0	0	0	7
[04:30-04:45]	5	5	0	0	0	0	0	0	10
[04:45-05:00]	7	5	0	0	0	0	0	0	12
	17	14	1	0	0	0	0	0	32
[05:00-05:15]	4	8	0	0	0	0	0	0	12
[05:15-05:30]	11	3	0	0	0	0	0	1	15
[05:30-05:45]	22	17	0	0	1	0	0	0	40
[05:45-06:00]	16	22	0	1	0	0	0	1	40
	53	50	0	1	1	0	0	2	107
[06:00-06:15]	12	9	1	0	0	0	1	1	24
[06:15-06:30]	21	14	1	0	0	1	0	0	37
[06:30-06:45]	19	12	1	3	0	0	0	0	35
[06:45-07:00]	19	11	1	0	1	1	0	0	33
	71	46	4	3	1	2	1	1	129
[07:00-07:15]	23	12	0	0	0	1	1	0	37
[07:15-07:30]	22	12	0	1	0	2	0	0	37
[07:30-07:45]	32	24	2	0	0	0	2	1	61

Time/Class Report

Device ID: 300670 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4691 AADT Count: 4,691
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Date And Time Range	< 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[07:45-08:00]	31	17	1	0	1	0	0	1	51
	108	65	3	1	1	3	3	2	186
[08:00-08:15]	27	18	0	0	0	0	1	0	46
[08:15-08:30]	31	26	2	0	0	0	0	1	60
[08:30-08:45]	33	29	2	2	1	0	1	1	69
[08:45-09:00]	27	21	0	0	1	2	0	0	51
	118	94	4	2	2	2	2	2	226
[09:00-09:15]	23	19	2	0	1	0	1	1	47
[09:15-09:30]	32	25	1	0	1	0	0	0	59
[09:30-09:45]	43	26	0	0	0	1	1	0	71
[09:45-10:00]	41	29	1	1	0	0	0	0	72
	139	99	4	1	2	1	2	1	249
[10:00-10:15]	46	26	1	0	1	0	1	0	75
[10:15-10:30]	42	34	2	1	0	0	0	1	80
[10:30-10:45]	42	38	3	1	0	1	1	0	86
[10:45-11:00]	48	24	3	1	1	0	0	1	78
	178	122	9	3	2	1	2	2	319
[11:00-11:15]	78	46	1	1	1	1	0	1	129
[11:15-11:30]	59	38	2	0	1	0	0	0	100
[11:30-11:45]	49	31	2	1	1	0	1	0	85
[11:45-12:00]	37	35	4	0	0	0	0	0	76
	223	150	9	2	3	1	1	1	390
[12:00-12:15]	58	44	1	1	0	0	0	1	105
[12:15-12:30]	66	33	1	0	0	0	1	1	102
[12:30-12:45]	55	28	1	0	0	1	0	0	85
[12:45-13:00]	60	34	0	1	0	0	0	0	95
	239	139	3	2	0	1	1	2	387
[13:00-13:15]	52	40	2	1	0	0	1	0	96
[13:15-13:30]	53	39	3	1	1	2	1	0	100
[13:30-13:45]	54	37	3	0	1	0	0	0	95
[13:45-14:00]	48	39	2	0	1	0	0	1	91
	207	155	10	2	3	2	2	1	382
[14:00-14:15]	52	34	1	1	1	0	0	1	90
[14:15-14:30]	42	29	4	0	0	0	1	0	76
[14:30-14:45]	49	35	1	0	2	0	0	1	88
[14:45-15:00]	41	38	4	0	0	0	0	1	84
	184	136	10	1	3	0	1	3	338

Time/Class Report

Device ID: 300670 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4691 AADT Count: 4,691
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[15:00-15:15]	52	33	1	0	1	0	1	0	88
[15:15-15:30]	50	36	0	0	0	0	2	1	89
[15:30-15:45]	50	31	2	0	0	1	0	1	85
[15:45-16:00]	49	31	2	1	0	0	2	0	85
	201	131	5	1	1	1	5	2	347
[16:00-16:15]	68	41	0	0	0	0	0	3	112
[16:15-16:30]	60	40	2	1	0	0	0	2	105
[16:30-16:45]	41	39	1	0	0	0	0	0	81
[16:45-17:00]	54	31	1	1	1	0	1	0	89
	223	151	4	2	1	0	1	5	387
[17:00-17:15]	65	29	0	0	0	1	0	0	95
[17:15-17:30]	58	24	1	0	0	1	1	0	85
[17:30-17:45]	56	36	0	0	0	0	0	2	94
[17:45-18:00]	51	35	1	2	1	0	0	1	91
	230	124	2	2	1	2	1	3	365
[18:00-18:15]	43	22	1	2	1	0	0	0	69
[18:15-18:30]	31	24	0	0	0	1	0	0	56
[18:30-18:45]	32	19	1	1	0	0	1	0	54
[18:45-19:00]	39	20	2	0	0	0	1	1	63
	145	85	4	3	1	1	2	1	242
[19:00-19:15]	22	20	0	0	0	0	0	0	42
[19:15-19:30]	27	17	0	0	0	0	1	0	45
[19:30-19:45]	25	19	1	0	0	0	0	0	45
[19:45-20:00]	24	18	0	0	0	0	0	1	43
	98	74	1	0	0	0	1	1	175
[20:00-20:15]	25	7	1	0	0	0	0	1	34
[20:15-20:30]	14	16	0	0	0	0	0	0	30
[20:30-20:45]	17	11	1	0	0	0	0	0	29
[20:45-21:00]	19	12	0	0	0	0	1	0	32
	75	46	2	0	0	0	1	1	125
[21:00-21:15]	11	9	0	0	1	0	0	0	21
[21:15-21:30]	14	11	0	0	0	0	0	0	25
[21:30-21:45]	13	10	0	1	0	0	0	0	24
[21:45-22:00]	26	2	2	0	0	0	0	0	30
	64	32	2	1	1	0	0	0	100
[22:00-22:15]	17	9	1	0	0	1	0	1	29
[22:15-22:30]	10	13	0	0	1	0	0	1	25
[22:30-22:45]	9	3	1	1	0	0	0	0	14

Time/Class Report

Device ID: 300670		Begin: Dec/22/2015 12:00:00 AM				End: Dec/23/2015 12:00:00 AM				
Street: COURT STREET		Lane: WB NORTH LANE				Hours: 24.00				
State: OH		Operator: CA				Period: 15				
City: SIDNEY		Speed Limit: 45				Raw Count: 4691				
County: SHELBY		AADT Factor: 1				AADT Count: 4,691				
Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total	
Tue, Dec/22/2015										
[22:45-23:00]	9	3	0	1	0	0	0	0	13	
	45	28	2	2	1	1	0	2	81	
[23:00-23:15]	11	2	1	0	0	0	0	0	14	
[23:15-23:30]	6	4	0	0	0	0	0	0	10	
[23:30-23:45]	8	4	0	0	0	0	0	0	12	
[23:45-00:00]	2	5	0	0	0	0	0	0	7	
	27	15	1	0	0	0	0	0	43	
Dec/22/2015 12:00:00 AM	2678	1789	82	29	25	19	26	33	4681	
Dec/23/2015 12:00:00 AM										

Time/Speed Report

Device ID: 300670	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4691
County: SHELBY	ADT Factor: 1	ADT Count: 4,691

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[00:00-00:15]	0	0	1	0	0	1	3	2	2	0	1	0	0	0	0	10
[00:15-00:30]	0	0	0	0	1	5	1	0	0	0	0	0	0	0	1	8
[00:30-00:45]	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
[00:45-01:00]	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1	6
	0	0	1	0	1	7	8	5	2	0	1	0	0	0	2	27
[01:00-01:15]	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
[01:15-01:30]	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	4
[01:30-01:45]	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
[01:45-02:00]	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3
	0	0	1	1	1	3	6	5	1	0	0	0	0	0	0	18
[02:00-02:15]	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
[02:15-02:30]	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
[02:30-02:45]	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
[02:45-03:00]	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	7
	0	0	0	0	1	4	6	4	0	0	0	0	0	0	0	15
[03:00-03:15]	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
[03:15-03:30]	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	3
[03:30-03:45]	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
[03:45-04:00]	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	0	0	0	0	4	1	2	2	0	1	1	0	0	0	0	11
[04:00-04:15]	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
[04:15-04:30]	0	0	0	0	0	2	2	1	1	0	0	0	1	0	0	7
[04:30-04:45]	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	10
[04:45-05:00]	0	0	0	0	2	4	3	2	0	1	0	0	0	0	0	12
	0	0	0	0	2	7	10	7	4	1	0	0	1	0	0	32
[05:00-05:15]	0	0	0	0	0	3	3	4	1	1	0	0	0	0	0	12
[05:15-05:30]	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	15
[05:30-05:45]	0	0	0	0	2	5	14	10	8	0	0	1	0	0	0	40
[05:45-06:00]	0	0	0	0	2	1	12	16	7	1	0	0	1	0	0	40
	0	0	0	0	4	9	36	38	16	2	0	1	1	0	0	107
[06:00-06:15]	0	0	0	0	2	1	11	5	4	0	1	0	0	0	0	24
[06:15-06:30]	0	0	0	0	2	4	11	11	5	3	0	0	1	0	0	37
[06:30-06:45]	0	0	0	0	0	6	11	11	3	1	1	0	0	0	2	35
[06:45-07:00]	0	0	0	0	0	6	12	6	3	4	1	0	1	0	0	33
	0	0	0	0	4	17	45	33	15	8	3	0	2	0	2	129

Time/Speed Report

Device ID: 300670	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: WB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4691
County: SHELBY	AADT Factor: 1	AADT Count: 4,691

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[07:00-07:15]	0	0	0	1	1	4	12	14	5	0	0	0	0	0	0	37
[07:15-07:30]	0	0	0	0	0	4	15	12	3	0	1	1	0	0	1	37
[07:30-07:45]	0	0	0	0	1	15	20	13	9	3	0	0	0	0	0	61
[07:45-08:00]	0	0	0	0	3	4	21	12	10	0	0	0	0	1	0	51
	0	0	0	1	5	27	68	51	27	3	1	1	0	1	1	186
[08:00-08:15]	0	1	0	0	0	4	10	12	12	4	2	1	0	0	0	46
[08:15-08:30]	0	0	0	0	2	11	17	23	5	1	1	0	0	0	0	60
[08:30-08:45]	0	1	0	2	4	9	18	24	6	2	1	0	1	0	1	69
[08:45-09:00]	0	0	0	0	2	8	18	15	5	1	1	0	0	0	1	51
	0	2	0	2	8	32	63	74	28	8	5	1	1	0	2	226
[09:00-09:15]	0	0	1	0	3	5	16	11	9	0	2	0	0	0	0	47
[09:15-09:30]	0	0	0	0	0	9	21	20	8	1	0	0	0	0	0	59
[09:30-09:45]	0	0	0	0	7	19	24	16	3	1	0	0	0	0	1	71
[09:45-10:00]	0	0	0	4	3	19	26	13	5	2	0	0	0	0	0	72
	0	0	1	4	13	52	87	60	25	4	2	0	0	0	1	249
[10:00-10:15]	0	0	0	0	3	19	31	14	5	1	2	0	0	0	0	75
[10:15-10:30]	0	0	2	0	6	17	27	17	10	1	0	0	0	0	0	80
[10:30-10:45]	0	0	0	0	6	18	32	20	7	1	1	0	0	0	1	86
[10:45-11:00]	0	0	1	0	2	13	34	19	7	2	0	0	0	0	0	78
	0	0	3	0	17	67	124	70	29	5	3	0	0	0	1	319
[11:00-11:15]	0	0	0	0	2	38	47	33	7	2	0	0	0	0	0	129
[11:15-11:30]	0	0	0	0	3	19	42	27	7	1	0	0	0	0	1	100
[11:30-11:45]	0	0	0	1	6	18	29	20	5	3	2	0	1	0	0	85
[11:45-12:00]	0	0	0	0	5	22	25	19	4	1	0	0	0	0	0	76
	0	0	0	1	16	97	143	99	23	7	2	0	1	0	1	390
[12:00-12:15]	0	0	0	0	2	22	52	21	5	1	0	1	1	0	0	105
[12:15-12:30]	0	0	0	2	7	28	27	31	5	0	1	0	0	0	1	102
[12:30-12:45]	0	0	0	0	0	18	39	21	5	0	2	0	0	0	0	85
[12:45-13:00]	0	0	0	0	3	22	41	22	6	1	0	0	0	0	0	95
	0	0	0	2	12	90	159	95	21	2	3	1	1	0	1	387
[13:00-13:15]	0	1	2	0	5	20	33	24	8	0	1	1	0	1	0	96
[13:15-13:30]	0	0	0	0	8	17	35	32	6	0	0	0	0	1	1	100
[13:30-13:45]	0	0	0	0	2	18	36	33	5	0	0	1	0	0	0	95
[13:45-14:00]	0	0	0	0	3	28	30	19	10	1	0	0	0	0	0	91
	0	1	2	0	18	83	134	108	29	1	1	2	0	2	1	382

Time/Speed Report

Device ID: 300670		Begin: Dec/22/2015 12:00:00 AM										End: Dec/23/2015 12:00:00 AM				
Street: COURT STREET		Lane: WB NORTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 45										Raw Count: 4691				
County: SHELBY		AADT Factor: 1										AADT Count: 4,691				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Tue, Dec/22/2015																
[14:00-14:15]	0	0	0	3	5	29	35	14	2	1	1	0	0	0	0	90
[14:15-14:30]	0	0	0	0	2	18	27	23	3	1	2	0	0	0	0	76
[14:30-14:45]	0	0	0	0	4	16	38	21	4	2	0	0	1	2	0	88
[14:45-15:00]	0	0	0	0	2	21	30	17	10	3	1	0	0	0	0	84
	0	0	0	3	13	84	130	75	19	7	4	0	1	2	0	338
[15:00-15:15]	0	0	1	0	5	18	31	22	7	3	0	0	0	0	1	88
[15:15-15:30]	0	0	0	1	0	22	32	22	8	2	0	1	0	0	1	89
[15:30-15:45]	0	0	0	0	3	17	28	24	6	5	0	1	0	0	1	85
[15:45-16:00]	0	0	0	0	1	12	34	23	11	3	0	0	0	0	1	85
	0	0	1	1	9	69	125	91	32	13	0	2	0	0	4	347
[16:00-16:15]	0	0	0	1	8	20	46	30	6	1	0	0	0	0	0	112
[16:15-16:30]	0	0	1	0	5	23	39	28	7	0	1	0	0	0	1	105
[16:30-16:45]	0	0	0	0	2	17	34	15	10	2	0	1	0	0	0	81
[16:45-17:00]	0	0	0	0	2	25	36	16	8	0	0	1	0	0	1	89
	0	0	1	1	17	85	155	89	31	3	1	2	0	0	2	387
[17:00-17:15]	0	0	0	0	3	16	36	30	10	0	0	0	0	0	0	95
[17:15-17:30]	0	0	0	1	3	12	38	23	4	2	2	0	0	0	0	85
[17:30-17:45]	0	0	0	0	2	26	48	15	3	0	0	0	0	0	0	94
[17:45-18:00]	0	0	0	0	5	18	37	18	7	2	1	0	0	1	2	91
	0	0	0	1	13	72	159	86	24	4	3	0	0	1	2	365
[18:00-18:15]	0	0	0	0	2	13	32	15	5	0	1	0	0	0	1	69
[18:15-18:30]	0	0	0	1	4	9	19	16	3	1	2	0	0	0	1	56
[18:30-18:45]	0	0	0	1	2	7	26	11	2	1	2	0	1	0	1	54
[18:45-19:00]	0	0	0	4	2	7	24	19	6	1	0	0	0	0	0	63
	0	0	0	6	10	36	101	61	16	3	5	0	1	0	3	242
[19:00-19:15]	0	0	0	0	1	11	14	12	2	1	0	0	0	1	0	42
[19:15-19:30]	0	0	0	1	3	8	15	9	8	0	1	0	0	0	0	45
[19:30-19:45]	0	0	0	1	1	10	21	6	3	1	1	1	0	0	0	45
[19:45-20:00]	0	0	0	0	4	7	12	12	6	1	1	0	0	0	0	43
	0	0	0	2	9	36	62	39	19	3	3	1	0	1	0	175
[20:00-20:15]	0	0	0	0	1	2	16	10	3	0	0	0	0	0	2	34
[20:15-20:30]	0	0	0	0	0	6	14	6	4	0	0	0	0	0	0	30
[20:30-20:45]	0	0	0	0	1	7	3	9	5	1	1	1	0	0	1	29
[20:45-21:00]	0	0	0	1	2	2	15	9	1	0	0	0	1	0	1	32
	0	0	0	1	4	17	48	34	13	1	1	1	1	0	4	125

Time/Speed Report

Device ID: 300670 Street: COURT STREET State: OH City: SIDNEY County: SHELBY		Begin: Dec/22/2015 12:00:00 AM Lane: WB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1										End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4691 AADT Count: 4,691				
Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[21:00-21:15]	0	0	0	0	0	4	5	6	5	0	0	1	0	0	0	21
[21:15-21:30]	0	0	0	0	1	4	6	10	3	0	1	0	0	0	0	25
[21:30-21:45]	0	0	0	0	3	0	5	9	6	1	0	0	0	0	0	24
[21:45-22:00]	0	0	1	0	2	8	8	6	3	0	0	1	0	1	0	30
	0	0	1	0	6	16	24	31	17	1	1	2	0	1	0	100
[22:00-22:15]	0	0	0	0	0	6	8	7	6	1	0	0	0	0	1	29
[22:15-22:30]	0	0	0	0	0	4	10	8	2	0	1	0	0	0	0	25
[22:30-22:45]	0	0	0	0	1	1	3	4	1	2	0	0	0	0	2	14
[22:45-23:00]	0	0	0	0	0	3	3	4	2	0	1	0	0	0	0	13
	0	0	0	0	1	14	24	23	11	3	2	0	0	0	3	81
[23:00-23:15]	0	0	0	0	0	1	6	4	1	1	0	0	0	1	0	14
[23:15-23:30]	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	10
[23:30-23:45]	0	0	0	0	1	2	2	6	1	0	0	0	0	0	0	12
[23:45-00:00]	0	0	0	0	0	0	3	3	0	0	1	0	0	0	0	7
	0	0	0	0	1	4	14	17	4	1	1	0	0	1	0	43
Dec/22/2015 12:00:00 AM																
Dec/23/2015 12:00:00 AM																
	0	3	11	26	189	929	1733	1197	406	81	43	14	10	9	30	4681

Between Wilkinson Avenue and Walnut Avenue

MH Corbin Traffic Analyzer Study Computer Generated Summary Report City: SIDNEY Street: COURT STREET

A study of vehicle traffic was conducted with the device having serial number 300668. The study was done in the EB NORTH LANE lane at COURT STREET in SIDNEY, OH in SHELBY county. The study began on Dec/22/2015 at 12:00:00 AM and concluded on Dec/23/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 3041 vehicles passed through the location with a peak volume of 80 on Dec/22/2015 at [16:30-16:45] and a minimum volume of 1 on Dec/22/2015 at [01:30-01:45]. The AADT count for this study was 3,041.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 44 MPH with 21.73% vehicles exceeding the posted speed of 45 MPH. 2.35 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 52.27 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	2	8	24	86	198	545	776	728	448	138	31	10	5	25					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 978 which represents 32 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1702 which represents 56 percent of the total classified vehicles. The number of Busses & Trucks in the study was 178 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 166 which represents 5 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
978	1702	150	28	31	22	31	82												

CHART 2

HEADWAY

During the peak traffic period, on Dec/22/2015 at [16:30-16:45] the average headway between vehicles was 11.111 seconds. During the slowest traffic period, on Dec/22/2015 at [01:30-01:45] the average headway between vehicles was 450 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300668 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3041 AADT Count: 3,041
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[00:00-00:15]	2	8	0	0	0	0	0	0	10
[00:15-00:30]	3	1	0	0	0	0	0	0	4
[00:30-00:45]	1	3	2	0	0	0	0	1	7
[00:45-01:00]	2	1	0	0	0	0	0	1	4
	8	13	2	0	0	0	0	2	25
[01:00-01:15]	0	5	0	0	0	0	0	0	5
[01:15-01:30]	0	3	0	0	0	0	0	0	3
[01:30-01:45]	0	0	1	0	0	0	0	0	1
[01:45-02:00]	0	2	0	0	0	0	0	0	2
	0	10	1	0	0	0	0	0	11
[02:00-02:15]	0	2	0	0	0	1	0	0	3
[02:15-02:30]	0	2	0	0	0	1	0	0	3
[02:30-02:45]	1	3	0	0	0	0	0	0	4
[02:45-03:00]	2	2	0	0	0	0	0	0	4
	3	9	0	0	0	2	0	0	14
[03:00-03:15]	3	2	0	0	0	0	1	0	6
[03:15-03:30]	0	2	0	0	0	0	0	0	2
[03:30-03:45]	1	1	0	0	0	0	0	0	2
[03:45-04:00]	2	0	1	0	0	0	1	0	4
	6	5	1	0	0	0	2	0	14
[04:00-04:15]	1	4	0	0	0	0	0	2	7
[04:15-04:30]	0	1	0	0	0	0	0	3	4
[04:30-04:45]	4	2	0	0	0	1	0	0	7
[04:45-05:00]	3	2	0	0	0	0	0	1	6
	8	9	0	0	0	1	0	6	24
[05:00-05:15]	0	4	0	0	0	1	0	0	5
[05:15-05:30]	4	4	0	0	0	0	1	0	9
[05:30-05:45]	5	2	1	0	0	0	1	1	10
[05:45-06:00]	5	12	1	0	1	0	0	0	19
	14	22	2	0	1	1	2	1	43
[06:00-06:15]	7	10	3	0	0	0	2	2	24
[06:15-06:30]	4	9	1	0	2	0	0	0	16
[06:30-06:45]	5	11	1	0	1	0	0	0	18
[06:45-07:00]	4	10	1	0	0	0	0	1	16
	20	40	6	0	3	0	2	3	74
[07:00-07:15]	12	8	0	2	0	0	2	2	26
[07:15-07:30]	6	9	3	0	1	1	0	3	23
[07:30-07:45]	9	5	2	1	0	1	0	1	19

Time/Class Report

Device ID: 300668	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3041
County: SHELBY	AADT Factor: 1	AADT Count: 3,041

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[07:45-08:00]	16	19	2	1	1	0	1	4	44
	43	41	7	4	2	2	3	10	112
[08:00-08:15]	9	18	4	1	2	1	0	1	36
[08:15-08:30]	10	21	1	0	0	0	0	2	34
[08:30-08:45]	11	18	1	1	0	0	0	5	36
[08:45-09:00]	7	23	4	0	1	1	1	1	38
	37	80	10	2	3	2	1	9	144
[09:00-09:15]	13	23	1	2	0	1	1	0	41
[09:15-09:30]	10	19	3	0	0	0	0	0	32
[09:30-09:45]	9	20	3	0	1	0	1	2	36
[09:45-10:00]	12	14	1	1	0	1	1	2	32
	44	76	8	3	1	2	3	4	141
[10:00-10:15]	9	28	2	1	0	1	2	1	44
[10:15-10:30]	9	25	3	0	1	2	0	1	41
[10:30-10:45]	16	19	4	0	1	0	1	2	43
[10:45-11:00]	16	25	2	1	0	0	1	2	47
	50	97	11	2	2	3	4	6	175
[11:00-11:15]	13	23	4	1	0	0	0	2	43
[11:15-11:30]	14	27	6	0	0	0	0	2	49
[11:30-11:45]	17	31	2	1	1	1	1	0	54
[11:45-12:00]	19	37	1	0	2	0	0	3	62
	63	118	13	2	3	1	1	7	208
[12:00-12:15]	14	30	2	1	0	1	3	0	51
[12:15-12:30]	16	30	1	0	2	1	0	1	51
[12:30-12:45]	22	34	1	0	2	1	0	3	63
[12:45-13:00]	24	39	3	0	1	0	1	3	71
	76	133	7	1	5	3	4	7	236
[13:00-13:15]	22	42	5	0	1	1	0	0	71
[13:15-13:30]	21	34	5	2	0	1	0	2	65
[13:30-13:45]	22	28	2	0	0	0	1	1	54
[13:45-14:00]	18	34	2	1	1	0	2	2	60
	83	138	14	3	2	2	3	5	250
[14:00-14:15]	23	45	4	0	0	0	0	2	74
[14:15-14:30]	23	36	4	0	0	0	0	1	64
[14:30-14:45]	19	35	6	0	1	0	0	1	62
[14:45-15:00]	20	31	2	2	1	0	0	1	57
	85	147	16	2	2	0	0	5	257

Time/Class Report

Device ID: 300668 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB NORTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 3041 AADT Count: 3,041
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[15:00-15:15]	28	31	1	0	0	0	0	1	61
[15:15-15:30]	16	36	7	0	1	0	1	0	61
[15:30-15:45]	15	39	3	2	0	0	2	0	61
[15:45-16:00]	22	33	2	0	0	0	0	1	58
	81	139	13	2	1	0	3	2	241
[16:00-16:15]	20	44	2	1	2	0	0	1	70
[16:15-16:30]	15	52	6	0	1	0	0	1	75
[16:30-16:45]	24	48	7	0	0	0	0	1	80
[16:45-17:00]	23	33	0	0	0	0	1	0	57
	82	177	15	1	3	0	1	3	282
[17:00-17:15]	25	41	2	0	0	0	0	0	68
[17:15-17:30]	16	29	4	1	0	0	0	2	52
[17:30-17:45]	19	29	1	0	0	0	0	0	49
[17:45-18:00]	12	23	4	2	0	1	1	0	43
	72	122	11	3	0	1	1	2	212
[18:00-18:15]	13	33	0	0	0	1	0	1	48
[18:15-18:30]	14	17	1	0	0	0	0	0	32
[18:30-18:45]	13	17	2	1	0	0	0	0	33
[18:45-19:00]	20	19	1	0	1	0	0	2	43
	60	86	4	1	1	1	0	3	156
[19:00-19:15]	10	23	1	0	0	0	0	0	34
[19:15-19:30]	14	16	0	0	0	1	0	0	31
[19:30-19:45]	8	16	0	1	0	0	0	0	25
[19:45-20:00]	17	20	0	0	0	0	0	1	38
	49	75	1	1	0	1	0	1	128
[20:00-20:15]	13	16	0	0	0	0	1	0	30
[20:15-20:30]	5	13	3	0	0	0	0	1	22
[20:30-20:45]	6	8	0	1	0	0	0	0	15
[20:45-21:00]	6	20	1	0	0	0	0	1	28
	30	57	4	1	0	0	1	2	95
[21:00-21:15]	4	14	0	0	0	0	0	1	19
[21:15-21:30]	9	16	0	0	0	0	0	0	25
[21:30-21:45]	9	12	1	0	0	0	0	1	23
[21:45-22:00]	5	12	0	0	0	0	0	0	17
	27	54	1	0	0	0	0	2	84
[22:00-22:15]	2	12	2	0	1	0	0	1	18
[22:15-22:30]	3	8	0	0	0	0	0	0	11
[22:30-22:45]	8	10	0	0	0	0	0	0	18

Time/Class Report

Device ID: 300668		Begin: Dec/22/2015 12:00:00 AM				End: Dec/23/2015 12:00:00 AM			
Street: COURT STREET		Lane: EB NORTH LANE				Hours: 24.00			
State: OH		Operator: CA				Period: 15			
City: SIDNEY		Speed Limit: 45				Raw Count: 3041			
County: SHELBY		AADT Factor: 1				AADT Count: 3,041			

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[22:45-23:00]	0	8	1	0	0	0	0	0	9
	13	38	3	0	1	0	0	1	56
[23:00-23:15]	7	6	0	0	1	0	0	0	14
[23:15-23:30]	5	6	0	0	0	0	0	0	11
[23:30-23:45]	5	3	0	0	0	0	0	1	9
[23:45-00:00]	7	1	0	0	0	0	0	0	8
	24	16	0	0	1	0	0	1	42

Dec/22/2015 12:00:00 AM	978	1702	150	28	31	22	31	82	3024
Dec/23/2015 12:00:00 AM									

Time/Speed Report

Device ID: 300668	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3041
County: SHELBY	AADT Factor: 1	AADT Count: 3,041

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[00:00-00:15]	0	0	0	0	0	0	3	4	3	0	0	0	0	0	0	10
[00:15-00:30]	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	4
[00:30-00:45]	0	0	0	0	0	1	1	1	1	2	1	0	0	0	0	7
[00:45-01:00]	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
	0	0	0	1	0	1	5	8	6	3	1	0	0	0	0	25
[01:00-01:15]	0	0	0	0	0	0	1	1	1	2	0	0	0	0	0	5
[01:15-01:30]	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
[01:30-01:45]	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
[01:45-02:00]	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
	0	0	0	0	0	0	2	1	3	3	2	0	0	0	0	11
[02:00-02:15]	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
[02:15-02:30]	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	3
[02:30-02:45]	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
[02:45-03:00]	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
	0	0	0	0	0	1	2	3	5	2	0	0	0	0	1	14
[03:00-03:15]	0	0	0	0	1	0	0	1	1	1	1	0	1	0	0	6
[03:15-03:30]	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
[03:30-03:45]	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
[03:45-04:00]	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	4
	0	0	0	0	1	0	3	3	1	2	1	0	2	0	1	14
[04:00-04:15]	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
[04:15-04:30]	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
[04:30-04:45]	0	0	0	0	1	0	0	0	3	2	0	0	0	0	1	7
[04:45-05:00]	0	0	0	1	0	0	4	1	0	0	0	0	0	0	0	6
	0	0	0	1	1	0	6	6	6	3	0	0	0	0	1	24
[05:00-05:15]	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
[05:15-05:30]	0	0	0	0	0	0	1	4	2	2	0	0	0	0	0	9
[05:30-05:45]	0	0	0	0	0	1	2	3	2	2	0	0	0	0	0	10
[05:45-06:00]	0	0	0	0	0	0	5	5	4	2	1	1	1	0	0	19
	0	0	0	0	0	1	9	13	10	7	1	1	1	0	0	43
[06:00-06:15]	0	0	0	0	1	1	4	9	4	3	1	0	0	0	1	24
[06:15-06:30]	0	0	0	0	0	1	2	4	5	2	1	0	0	0	1	16
[06:30-06:45]	0	0	1	1	0	0	3	5	4	3	0	1	0	0	0	18
[06:45-07:00]	0	0	0	1	1	1	3	4	4	2	0	0	0	0	0	16
	0	0	1	2	2	3	12	22	17	10	2	1	0	0	2	74

Time/Speed Report

Device ID: 300668	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3041
County: SHELBY	AADT Factor: 1	AADT Count: 3,041

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[07:00-07:15]	0	0	0	0	1	1	10	3	3	4	3	0	0	0	1	26
[07:15-07:30]	0	0	0	0	0	3	3	6	6	2	3	0	0	0	0	23
[07:30-07:45]	0	0	0	0	1	3	5	2	3	4	0	0	0	0	1	19
[07:45-08:00]	0	0	1	0	1	2	9	10	11	7	2	1	0	0	0	44
	0	0	1	0	3	9	27	21	23	17	8	1	0	0	2	112
[08:00-08:15]	0	0	0	0	0	2	5	10	8	5	4	1	0	1	0	36
[08:15-08:30]	0	0	0	0	0	1	2	13	12	5	1	0	0	0	0	34
[08:30-08:45]	0	0	0	0	2	1	6	11	8	6	1	1	0	0	0	36
[08:45-09:00]	0	0	1	1	2	3	7	10	7	6	1	0	0	0	0	38
	0	0	1	1	4	7	20	44	35	22	7	2	0	1	0	144
[09:00-09:15]	0	0	0	0	2	3	7	9	11	6	1	1	0	0	1	41
[09:15-09:30]	0	0	0	0	0	2	8	9	4	6	3	0	0	0	0	32
[09:30-09:45]	0	0	0	1	1	3	8	10	9	3	1	0	0	0	0	36
[09:45-10:00]	0	0	0	0	2	2	6	10	5	6	0	0	0	0	1	32
	0	0	0	1	5	10	29	38	29	21	5	1	0	0	2	141
[10:00-10:15]	0	0	0	1	0	5	7	9	9	7	4	2	0	0	0	44
[10:15-10:30]	0	0	0	0	1	3	12	10	5	8	0	2	0	0	0	41
[10:30-10:45]	0	0	0	0	1	7	6	7	11	7	4	0	0	0	0	43
[10:45-11:00]	0	0	1	0	1	3	9	13	9	9	2	0	0	0	0	47
	0	0	1	1	3	18	34	39	34	31	10	4	0	0	0	175
[11:00-11:15]	0	0	0	0	1	4	8	13	10	5	1	1	0	0	0	43
[11:15-11:30]	0	0	0	0	1	2	3	16	14	10	1	1	0	0	1	49
[11:30-11:45]	0	0	0	0	2	5	5	13	20	3	4	0	0	0	2	54
[11:45-12:00]	0	0	0	1	2	11	8	19	10	7	3	0	0	0	1	62
	0	0	0	1	6	22	24	61	54	25	9	2	0	0	4	208
[12:00-12:15]	0	0	0	0	1	2	10	13	12	9	3	1	0	0	0	51
[12:15-12:30]	0	0	0	0	1	4	6	18	12	6	4	0	0	0	0	51
[12:30-12:45]	0	0	0	0	1	2	12	19	19	9	1	0	0	0	0	63
[12:45-13:00]	0	0	0	0	0	11	11	22	16	6	2	1	1	0	1	71
	0	0	0	0	3	19	39	72	59	30	10	2	1	0	1	236
[13:00-13:15]	0	0	0	0	1	5	18	18	13	11	2	2	1	0	0	71
[13:15-13:30]	0	0	0	0	3	3	12	16	18	8	3	0	2	0	0	65
[13:30-13:45]	0	0	0	1	1	3	8	12	15	9	4	1	0	0	0	54
[13:45-14:00]	0	1	2	2	5	1	12	9	16	7	3	0	0	1	1	60
	0	1	2	3	10	12	50	55	62	35	12	3	3	1	1	250

Time/Speed Report

Device ID: 300668	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3041
County: SHELBY	AADT Factor: 1	AADT Count: 3,041

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[14:00-14:15]	0	0	0	2	4	10	16	18	10	12	1	1	0	0	0	74
[14:15-14:30]	0	0	0	0	0	1	13	21	16	10	2	1	0	0	0	64
[14:30-14:45]	0	0	0	0	4	2	11	11	15	12	3	2	0	1	1	62
[14:45-15:00]	0	0	0	1	4	7	7	11	18	7	1	0	1	0	0	57
	0	0	0	3	12	20	47	61	59	41	7	4	1	1	1	257
[15:00-15:15]	0	0	0	2	4	4	16	14	11	8	2	0	0	0	0	61
[15:15-15:30]	0	0	0	0	3	2	11	14	15	8	6	2	0	0	0	61
[15:30-15:45]	0	0	0	0	0	5	9	12	15	13	3	2	0	0	2	61
[15:45-16:00]	0	0	0	2	1	5	6	9	16	15	3	1	0	0	0	58
	0	0	0	4	8	16	42	49	57	44	14	5	0	0	2	241
[16:00-16:15]	0	0	0	0	2	3	11	14	26	9	3	1	0	0	1	70
[16:15-16:30]	0	0	0	0	1	5	14	18	21	10	5	0	0	0	1	75
[16:30-16:45]	0	0	1	3	4	11	12	10	18	16	4	0	1	0	0	80
[16:45-17:00]	0	0	0	0	1	3	19	11	13	8	2	0	0	0	0	57
	0	0	1	3	8	22	56	53	78	43	14	1	1	0	2	282
[17:00-17:15]	0	0	0	0	0	6	7	22	19	12	2	0	0	0	0	68
[17:15-17:30]	0	0	0	0	0	3	11	14	17	4	3	0	0	0	0	52
[17:30-17:45]	0	0	0	0	0	2	13	20	9	4	1	0	0	0	0	49
[17:45-18:00]	0	0	0	0	0	1	7	12	13	5	3	1	0	0	1	43
	0	0	0	0	0	12	38	68	58	25	9	1	0	0	1	212
[18:00-18:15]	0	1	0	0	1	3	5	18	13	6	1	0	0	0	0	48
[18:15-18:30]	0	0	0	0	0	1	5	13	7	4	2	0	0	0	0	32
[18:30-18:45]	0	0	0	0	0	2	6	8	9	4	2	2	0	0	0	33
[18:45-19:00]	0	0	0	0	4	3	7	8	8	9	3	0	0	0	1	43
	0	1	0	0	5	9	23	47	37	23	8	2	0	0	1	156
[19:00-19:15]	0	0	0	0	1	3	9	10	5	5	1	0	0	0	0	34
[19:15-19:30]	0	0	0	0	1	1	8	9	4	6	1	0	1	0	0	31
[19:30-19:45]	0	0	0	0	3	3	6	6	4	2	1	0	0	0	0	25
[19:45-20:00]	0	0	0	0	1	1	8	13	5	7	2	0	0	0	1	38
	0	0	0	0	6	8	31	38	18	20	5	0	1	0	1	128
[20:00-20:15]	0	0	0	1	4	3	8	6	3	3	1	0	0	0	1	30
[20:15-20:30]	0	0	0	0	0	0	2	9	10	1	0	0	0	0	0	22
[20:30-20:45]	0	0	1	1	0	0	2	7	1	2	0	1	0	0	0	15
[20:45-21:00]	0	0	0	0	0	0	5	11	7	3	1	0	0	1	0	28
	0	0	1	2	4	3	17	33	21	9	2	1	0	1	1	95

Time/Speed Report

Device ID: 300668	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB NORTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 3041
County: SHELBY	ADT Factor: 1	ADT Count: 3,041

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[21:00-21:15]	0	0	0	0	0	1	5	7	2	4	0	0	0	0	0	19
[21:15-21:30]	0	0	0	0	0	1	3	4	12	3	2	0	0	0	0	25
[21:30-21:45]	0	0	0	0	0	2	5	6	6	4	0	0	0	0	0	23
[21:45-22:00]	0	0	0	0	0	1	0	2	6	3	5	0	0	0	0	17
	0	0	0	0	0	5	13	19	26	14	7	0	0	0	0	84
[22:00-22:15]	0	0	0	0	0	0	2	7	4	4	1	0	0	0	0	18
[22:15-22:30]	0	0	0	0	1	0	1	1	2	3	2	0	0	0	1	11
[22:30-22:45]	0	0	0	0	3	0	3	4	6	2	0	0	0	0	0	18
[22:45-23:00]	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
	0	0	0	0	4	0	6	12	20	10	3	0	0	0	1	56
[23:00-23:15]	0	0	0	0	0	0	3	4	2	3	1	0	0	1	0	14
[23:15-23:30]	0	0	0	0	1	0	3	3	2	2	0	0	0	0	0	11
[23:30-23:45]	0	0	0	0	0	0	1	2	4	2	0	0	0	0	0	9
[23:45-00:00]	0	0	0	1	0	0	3	1	2	1	0	0	0	0	0	8
	0	0	0	1	1	0	10	10	10	8	1	0	0	1	0	42
Dec/22/2015 12:00:00 AM																
Dec/23/2015 12:00:00 AM	0	2	8	24	86	198	545	776	728	448	138	31	10	5	25	3024

Between Wilkinson Avenue and Walnut Avenue

MH Corbin Traffic Analyzer Study
 Computer Generated Summary Report
 City: SIDNEY
 Street: COURT STREET

A study of vehicle traffic was conducted with the device having serial number 300671. The study was done in the EB SOUTH LANE lane at COURT STREET in SIDNEY, OH in SHELBY county. The study began on Dec/22/2015 at 12:00:00 AM and concluded on Dec/23/2015 at 12:00:00 AM, lasting a total of 24.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4239 vehicles passed through the location with a peak volume of 105 on Dec/22/2015 at [16:00-16:15] and a minimum volume of 3 on Dec/22/2015 at [04:00-04:15]. The AADT count for this study was 4,239.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 40 - 45 MPH range or lower. The average speed for all classified vehicles was 43 MPH with 17.81% vehicles exceeding the posted speed of 45 MPH. 1.63 percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 40MPH and the 85th percentile was 51.10 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75					
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to					
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>					
0	8	26	60	150	366	809	1130	925	537	147	30	13	7	19					

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin. Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 1375 which represents 33 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2441 which represents 58 percent of the total classified vehicles. The number of Busses & Trucks in the study was 246 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 165 which represents 4 percent of the total classified vehicles.

<	18	24	28	32	38	44	62												
to	to	to	to	to	to	to	to												
17	23	27	31	37	43	61	>												
1375	2441	209	37	27	15	39	84												

CHART 2

HEADWAY

During the peak traffic period, on Dec/22/2015 at [16:00-16:15] the average headway between vehicles was 8.491 seconds. During the slowest traffic period, on Dec/22/2015 at [04:00-04:15] the average headway between vehicles was 225 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 32.00 degrees F.

Time/Class Report

Device ID: 300671 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4239 AADT Count: 4,239
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[00:00-00:15]	4	6	0	0	0	0	0	0	10
[00:15-00:30]	4	6	0	1	0	0	0	0	11
[00:30-00:45]	0	11	0	0	0	0	0	1	12
[00:45-01:00]	4	7	1	0	0	0	0	0	12
	12	30	1	1	0	0	0	1	45
[01:00-01:15]	3	3	0	0	0	0	0	1	7
[01:15-01:30]	4	0	0	0	0	0	0	0	4
[01:30-01:45]	1	5	0	0	0	0	0	0	6
[01:45-02:00]	2	5	0	0	0	0	0	0	7
	10	13	0	0	0	0	0	1	24
[02:00-02:15]	2	4	0	0	0	0	0	0	6
[02:15-02:30]	0	5	0	0	0	0	0	0	5
[02:30-02:45]	1	3	1	0	0	0	0	0	5
[02:45-03:00]	1	3	1	0	0	0	0	0	5
	4	15	2	0	0	0	0	0	21
[03:00-03:15]	4	4	0	0	0	0	0	0	8
[03:15-03:30]	1	4	1	0	0	0	0	0	6
[03:30-03:45]	1	2	1	0	0	0	0	0	4
[03:45-04:00]	1	3	0	0	0	0	0	0	4
	7	13	2	0	0	0	0	0	22
[04:00-04:15]	2	1	0	0	0	0	0	0	3
[04:15-04:30]	1	1	1	0	0	0	0	0	3
[04:30-04:45]	1	3	1	0	0	0	0	0	5
[04:45-05:00]	0	4	1	0	0	0	0	0	5
	4	9	3	0	0	0	0	0	16
[05:00-05:15]	2	2	0	0	0	0	0	0	4
[05:15-05:30]	3	7	1	2	0	0	0	0	13
[05:30-05:45]	3	8	0	1	0	0	0	1	13
[05:45-06:00]	4	9	1	0	1	0	0	1	16
	12	26	2	3	1	0	0	2	46
[06:00-06:15]	9	15	2	0	1	0	0	1	28
[06:15-06:30]	6	8	1	0	0	0	1	0	16
[06:30-06:45]	13	17	2	0	1	0	0	2	35
[06:45-07:00]	9	22	0	0	1	0	0	2	34
	37	62	5	0	3	0	1	5	113
[07:00-07:15]	8	19	1	0	0	0	2	0	30
[07:15-07:30]	17	20	3	0	2	0	0	1	43
[07:30-07:45]	13	25	1	0	0	0	2	2	43

Time/Class Report

Device ID: 300671 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4239 AADT Count: 4,239
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[07:45-08:00]	10	26	3	1	0	0	2	1	43
	48	90	8	1	2	0	6	4	159
[08:00-08:15]	6	25	3	0	1	1	0	1	37
[08:15-08:30]	13	24	3	0	1	0	0	4	45
[08:30-08:45]	12	15	6	1	1	1	1	1	38
[08:45-09:00]	13	27	4	1	2	0	1	0	48
	44	91	16	2	5	2	2	6	168
[09:00-09:15]	11	23	3	0	0	0	4	2	43
[09:15-09:30]	9	18	4	0	0	0	1	4	36
[09:30-09:45]	12	30	4	1	1	0	3	2	53
[09:45-10:00]	7	28	1	1	0	0	0	0	37
	39	99	12	2	1	0	8	8	169
[10:00-10:15]	15	36	2	0	0	2	1	4	60
[10:15-10:30]	16	25	6	0	0	0	2	0	49
[10:30-10:45]	13	26	4	1	1	0	0	0	45
[10:45-11:00]	11	23	7	1	0	1	1	1	45
	55	110	19	2	1	3	4	5	199
[11:00-11:15]	15	37	3	2	0	0	0	2	59
[11:15-11:30]	12	43	0	0	1	0	0	2	58
[11:30-11:45]	28	50	5	1	1	0	0	4	89
[11:45-12:00]	18	42	2	1	1	1	1	2	68
	73	172	10	4	3	1	1	10	274
[12:00-12:15]	16	36	7	0	0	1	2	2	64
[12:15-12:30]	26	38	6	0	1	0	0	1	72
[12:30-12:45]	26	33	6	0	0	0	1	2	68
[12:45-13:00]	37	39	5	1	1	1	1	5	90
	105	146	24	1	2	2	4	10	294
[13:00-13:15]	19	53	7	0	0	0	0	1	80
[13:15-13:30]	16	37	5	0	0	0	2	2	62
[13:30-13:45]	22	46	5	1	0	0	2	0	76
[13:45-14:00]	36	45	4	2	1	0	2	1	91
	93	181	21	3	1	0	6	4	309
[14:00-14:15]	41	49	3	1	1	1	0	1	97
[14:15-14:30]	22	53	3	3	0	0	0	4	85
[14:30-14:45]	30	53	5	1	0	0	0	0	89
[14:45-15:00]	23	59	2	0	2	0	0	1	87
	116	214	13	5	3	1	0	6	358

Time/Class Report

Device ID: 300671 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4239 AADT Count: 4,239
--	--	--

Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[15:00-15:15]	27	53	4	1	1	1	1	2	90
[15:15-15:30]	26	33	3	1	0	0	0	2	65
[15:30-15:45]	23	61	5	0	0	0	0	1	90
[15:45-16:00]	24	52	4	1	1	0	0	1	83
	100	199	16	3	2	1	1	6	328
[16:00-16:15]	37	60	3	0	1	1	1	2	105
[16:15-16:30]	30	50	3	0	0	1	0	1	85
[16:30-16:45]	38	43	3	1	0	0	0	2	87
[16:45-17:00]	45	43	3	0	1	0	2	0	94
	150	196	12	1	2	2	3	5	371
[17:00-17:15]	34	50	5	2	0	0	0	0	91
[17:15-17:30]	37	51	3	0	0	1	0	1	93
[17:30-17:45]	28	39	4	1	0	0	0	1	73
[17:45-18:00]	21	33	3	0	0	0	0	0	57
	120	173	15	3	0	1	0	2	314
[18:00-18:15]	29	39	1	2	0	0	1	0	72
[18:15-18:30]	20	38	1	1	0	0	1	2	63
[18:30-18:45]	17	39	3	0	0	1	0	0	60
[18:45-19:00]	19	34	2	0	0	0	0	1	56
	85	150	7	3	0	1	2	3	251
[19:00-19:15]	18	42	1	0	0	0	0	0	61
[19:15-19:30]	21	32	3	1	0	0	0	1	58
[19:30-19:45]	16	29	3	0	0	0	0	0	48
[19:45-20:00]	15	34	1	0	0	0	0	1	51
	70	137	8	1	0	0	0	2	218
[20:00-20:15]	19	42	2	0	0	0	1	0	64
[20:15-20:30]	14	23	0	0	0	0	0	2	39
[20:30-20:45]	15	31	2	1	0	0	0	0	49
[20:45-21:00]	18	23	0	0	1	0	0	0	42
	66	119	4	1	1	0	1	2	194
[21:00-21:15]	11	17	1	0	0	0	0	0	29
[21:15-21:30]	17	24	1	0	0	0	0	1	43
[21:30-21:45]	8	23	1	0	0	1	0	0	33
[21:45-22:00]	12	9	0	0	0	0	0	0	21
	48	73	3	0	0	1	0	1	126
[22:00-22:15]	10	21	0	0	0	0	0	0	31
[22:15-22:30]	17	13	0	0	0	0	0	0	30
[22:30-22:45]	10	15	1	0	0	0	0	0	26

Time/Class Report

Device ID: 300671 Street: COURT STREET State: OH City: SIDNEY County: SHELBY	Begin: Dec/22/2015 12:00:00 AM Lane: EB SOUTH LANE Operator: CA Speed Limit: 45 AADT Factor: 1	End: Dec/23/2015 12:00:00 AM Hours: 24.00 Period: 15 Raw Count: 4239 AADT Count: 4,239							
Date And Time Range	< to 17	18 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to 61	62 to >	Total
Tue, Dec/22/2015									
[22:45-23:00]	9	25	0	0	0	0	0	0	34
	46	74	1	0	0	0	0	0	121
[23:00-23:15]	6	14	3	0	0	0	0	0	23
[23:15-23:30]	9	15	0	1	0	0	0	1	26
[23:30-23:45]	12	10	1	0	0	0	0	0	23
[23:45-00:00]	4	10	1	0	0	0	0	0	15
	31	49	5	1	0	0	0	1	87
Dec/22/2015 12:00:00 AM									
Dec/23/2015 12:00:00 AM	1375	2441	209	37	27	15	39	84	4227

Time/Speed Report

Device ID: 300671	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4239
County: SHELBY	ADT Factor: 1	ADT Count: 4,239

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[00:00-00:15]	0	0	0	0	1	0	1	6	1	1	0	0	0	0	0	10
[00:15-00:30]	0	0	0	0	0	0	3	4	2	1	1	0	0	0	0	11
[00:30-00:45]	0	0	0	0	0	1	1	4	2	3	1	0	0	0	0	12
[00:45-01:00]	0	0	0	0	1	0	3	4	3	0	1	0	0	0	0	12
	0	0	0	0	2	1	8	18	8	5	3	0	0	0	0	45
[01:00-01:15]	0	0	0	0	0	1	1	4	0	1	0	0	0	0	0	7
[01:15-01:30]	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
[01:30-01:45]	0	0	0	0	0	0	1	2	2	1	0	0	0	0	0	6
[01:45-02:00]	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	7
	0	0	0	0	1	1	4	9	5	4	0	0	0	0	0	24
[02:00-02:15]	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
[02:15-02:30]	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
[02:30-02:45]	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5
[02:45-03:00]	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5
	0	0	0	0	0	0	1	6	8	5	1	0	0	0	0	21
[03:00-03:15]	0	0	0	0	0	0	2	2	3	0	1	0	0	0	0	8
[03:15-03:30]	0	0	0	0	0	1	2	1	1	1	0	0	0	0	0	6
[03:30-03:45]	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
[03:45-04:00]	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	4
	0	0	0	0	0	1	6	4	8	2	1	0	0	0	0	22
[04:00-04:15]	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
[04:15-04:30]	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
[04:30-04:45]	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	5
[04:45-05:00]	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5
	0	0	0	0	0	2	2	6	1	5	0	0	0	0	0	16
[05:00-05:15]	0	0	0	0	0	0	0	3	0	0	1	0	0	0	0	4
[05:15-05:30]	0	0	0	1	0	1	0	5	4	1	0	0	0	0	1	13
[05:30-05:45]	0	0	0	0	1	0	0	3	3	3	2	1	0	0	0	13
[05:45-06:00]	0	0	0	0	0	0	3	8	4	1	0	0	0	0	0	16
	0	0	0	1	1	1	3	19	11	5	3	1	0	0	1	46
[06:00-06:15]	0	0	0	0	0	1	4	8	5	7	2	1	0	0	0	28
[06:15-06:30]	0	0	0	0	0	0	2	8	4	2	0	0	0	0	0	16
[06:30-06:45]	0	0	0	0	0	0	9	11	12	1	0	1	0	0	1	35
[06:45-07:00]	0	0	0	0	2	5	7	9	8	3	0	0	0	0	0	34
	0	0	0	0	2	6	22	36	29	13	2	2	0	0	1	113

Time/Speed Report

Device ID: 300671	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4239
County: SHELBY	AADT Factor: 1	AADT Count: 4,239

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[07:00-07:15]	0	0	0	1	1	0	4	9	7	4	2	0	1	0	1	30
[07:15-07:30]	0	0	1	0	0	1	7	15	11	6	2	0	0	0	0	43
[07:30-07:45]	0	0	0	1	0	2	7	13	10	8	2	0	0	0	0	43
[07:45-08:00]	0	0	2	0	0	7	5	8	10	8	3	0	0	0	0	43
	0	0	3	2	1	10	23	45	38	26	9	0	1	0	1	159
[08:00-08:15]	0	0	0	0	1	2	6	8	9	6	4	1	0	0	0	37
[08:15-08:30]	0	0	0	0	1	1	13	9	10	9	2	0	0	0	0	45
[08:30-08:45]	0	0	0	0	0	2	4	14	7	10	0	0	0	1	0	38
[08:45-09:00]	0	0	0	0	1	6	12	14	8	4	3	0	0	0	0	48
	0	0	0	0	3	11	35	45	34	29	9	1	0	1	0	168
[09:00-09:15]	0	0	1	1	3	0	9	11	10	7	0	1	0	0	0	43
[09:15-09:30]	0	0	0	0	1	1	6	12	6	7	1	0	0	0	2	36
[09:30-09:45]	0	0	1	0	1	4	13	10	17	6	1	0	0	0	0	53
[09:45-10:00]	0	0	0	0	0	2	6	12	7	5	2	1	0	1	1	37
	0	0	2	1	5	7	34	45	40	25	4	2	0	1	3	169
[10:00-10:15]	0	0	0	0	1	8	15	20	10	4	1	0	1	0	0	60
[10:15-10:30]	0	0	0	0	1	7	9	9	12	7	3	0	0	0	1	49
[10:30-10:45]	0	0	1	0	0	1	8	10	13	9	2	1	0	0	0	45
[10:45-11:00]	0	0	0	0	0	4	9	14	9	6	2	1	0	0	0	45
	0	0	1	0	2	20	41	53	44	26	8	2	1	0	1	199
[11:00-11:15]	0	0	0	2	2	6	10	22	10	5	1	0	0	1	0	59
[11:15-11:30]	0	0	0	0	1	6	13	18	13	5	2	0	0	0	0	58
[11:30-11:45]	0	0	0	2	1	7	21	21	30	5	1	0	0	1	0	89
[11:45-12:00]	0	0	0	4	8	10	10	16	10	6	4	0	0	0	0	68
	0	0	0	8	12	29	54	77	63	21	8	0	0	2	0	274
[12:00-12:15]	0	0	1	3	4	4	9	16	15	9	2	1	0	0	0	64
[12:15-12:30]	0	0	0	2	2	9	14	22	16	5	2	0	0	0	0	72
[12:30-12:45]	0	0	0	0	1	7	23	21	8	6	2	0	0	0	0	68
[12:45-13:00]	0	0	0	3	4	9	22	24	17	7	3	0	0	0	1	90
	0	0	1	8	11	29	68	83	56	27	9	1	0	0	1	294
[13:00-13:15]	0	0	0	2	3	5	19	19	17	13	2	0	0	0	0	80
[13:15-13:30]	0	0	0	1	2	6	14	13	14	5	7	0	0	0	0	62
[13:30-13:45]	0	0	0	2	2	6	11	26	12	16	0	1	0	0	0	76
[13:45-14:00]	0	0	2	1	2	13	25	22	16	7	1	2	0	0	0	91
	0	0	2	6	9	30	69	80	59	41	10	3	0	0	0	309

Time/Speed Report

Device ID: 300671	Begin: Dec/22/2015 12:00:00 AM	End: Dec/23/2015 12:00:00 AM
Street: COURT STREET	Lane: EB SOUTH LANE	Hours: 24.00
State: OH	Operator: CA	Period: 15
City: SIDNEY	Speed Limit: 45	Raw Count: 4239
County: SHELBY	ADT Factor: 1	ADT Count: 4,239

Date And Time Range	< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >	Total
Tue, Dec/22/2015																
[14:00-14:15]	0	0	2	4	8	22	21	18	10	11	1	0	0	0	0	97
[14:15-14:30]	0	0	1	0	9	8	21	13	22	9	2	0	0	0	0	85
[14:30-14:45]	0	0	0	2	2	11	14	23	20	13	2	1	0	0	1	89
[14:45-15:00]	0	0	1	2	3	4	14	26	19	12	2	4	0	0	0	87
	0	0	4	8	22	45	70	80	71	45	7	5	0	0	1	358
[15:00-15:15]	0	2	3	1	1	11	20	21	22	7	1	1	0	0	0	90
[15:15-15:30]	0	0	0	1	0	3	9	19	22	8	2	0	1	0	0	65
[15:30-15:45]	0	0	0	0	6	12	19	21	16	12	3	1	0	0	0	90
[15:45-16:00]	0	0	0	1	4	6	16	20	20	10	4	0	1	1	0	83
	0	2	3	3	11	32	64	81	80	37	10	2	2	1	0	328
[16:00-16:15]	0	1	3	3	11	18	19	11	19	12	6	1	1	0	0	105
[16:15-16:30]	0	0	2	5	2	7	18	22	13	13	2	1	0	0	0	85
[16:30-16:45]	0	1	0	5	12	12	15	14	14	10	3	1	0	0	0	87
[16:45-17:00]	0	1	4	5	6	8	24	21	11	9	3	1	0	0	1	94
	0	3	9	18	31	45	76	68	57	44	14	4	1	0	1	371
[17:00-17:15]	0	0	0	2	6	7	14	19	20	18	4	1	0	0	0	91
[17:15-17:30]	0	0	0	1	1	8	22	23	20	11	5	1	1	0	0	93
[17:30-17:45]	0	1	0	0	4	9	17	23	8	7	3	1	0	0	0	73
[17:45-18:00]	0	0	0	0	3	4	10	22	11	3	3	0	1	0	0	57
	0	1	0	3	14	28	63	87	59	39	15	3	2	0	0	314
[18:00-18:15]	0	0	0	0	0	8	16	22	15	5	1	1	3	0	1	72
[18:15-18:30]	0	0	1	0	3	4	11	20	10	10	3	0	0	0	1	63
[18:30-18:45]	0	1	0	0	1	3	9	26	12	6	1	0	0	0	1	60
[18:45-19:00]	0	0	0	1	1	7	14	11	14	7	0	0	0	0	1	56
	0	1	1	1	5	22	50	79	51	28	5	1	3	0	4	251
[19:00-19:15]	0	0	0	0	1	5	11	13	18	11	2	0	0	0	0	61
[19:15-19:30]	0	0	0	0	2	1	11	20	12	10	2	0	0	0	0	58
[19:30-19:45]	0	0	0	0	3	2	6	15	12	4	3	1	1	0	1	48
[19:45-20:00]	0	0	0	0	2	5	11	8	10	11	3	0	0	0	1	51
	0	0	0	0	8	13	39	56	52	36	10	1	1	0	2	218
[20:00-20:15]	0	0	0	0	3	6	18	18	9	8	2	0	0	0	0	64
[20:15-20:30]	0	0	0	0	0	3	4	9	15	6	2	0	0	0	0	39
[20:30-20:45]	0	0	0	0	1	7	11	10	15	5	0	0	0	0	0	49
[20:45-21:00]	0	0	0	0	2	3	4	7	15	5	5	0	0	0	1	42
	0	0	0	0	6	19	37	44	54	24	9	0	0	0	1	194

Time/Speed Report

Device ID: 300671		Begin: Dec/22/2015 12:00:00 AM										End: Dec/23/2015 12:00:00 AM				
Street: COURT STREET		Lane: EB SOUTH LANE										Hours: 24.00				
State: OH		Operator: CA										Period: 15				
City: SIDNEY		Speed Limit: 45										Raw Count: 4239				
County: SHELBY		AADT Factor: 1										AADT Count: 4,239				
Date	<	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
And	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
Time Range	9	14	19	24	29	34	39	44	49	54	59	64	69	74	>	
Tue, Dec/22/2015																
[21:00-21:15]	0	0	0	0	0	1	6	10	7	5	0	0	0	0	0	29
[21:15-21:30]	0	0	0	0	3	7	5	13	9	3	2	0	0	0	1	43
[21:30-21:45]	0	0	0	0	0	2	6	8	6	6	2	2	1	0	0	33
[21:45-22:00]	0	0	0	0	1	0	3	7	8	2	0	0	0	0	0	21
	0	0	0	0	4	10	20	38	30	16	4	2	1	0	1	126
[22:00-22:15]	0	0	0	0	0	0	1	11	12	4	3	0	0	0	0	31
[22:15-22:30]	0	0	0	0	0	2	6	8	10	3	1	0	0	0	0	30
[22:30-22:45]	0	0	0	0	0	1	1	11	6	5	1	0	0	1	0	26
[22:45-23:00]	0	1	0	1	0	0	2	10	10	9	1	0	0	0	0	34
	0	1	0	1	0	3	10	40	38	21	6	0	0	1	0	121
[23:00-23:15]	0	0	0	0	0	0	3	11	4	4	0	0	0	0	1	23
[23:15-23:30]	0	0	0	0	0	1	3	10	8	2	0	0	1	1	0	26
[23:30-23:45]	0	0	0	0	0	0	1	8	13	1	0	0	0	0	0	23
[23:45-00:00]	0	0	0	0	0	0	3	2	4	6	0	0	0	0	0	15
	0	0	0	0	0	1	10	31	29	13	0	0	1	1	1	87
Dec/22/2015 12:00:00 AM																
Dec/23/2015 12:00:00 AM	0	8	26	60	150	366	809	1130	925	537	147	30	13	7	19	4227

Click to Clear Data

County:	Shelby
Route:	SR0047R
BLog:	13.97
ELog:	15.27
Crash Year Data:	2012-2014

Enter Number of Crashes on Section:

191

Enter Number of Years for Crash Data:

3

Enter Average Daily Traffic on Section (ADT):

16,670

Enter Length of Section in Miles

1.30

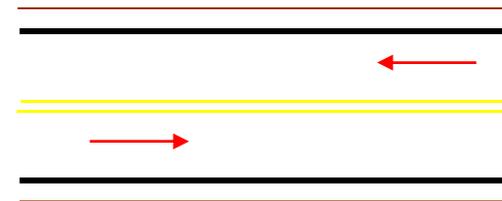
Number of Days in Year:

365

Crash Rate per Million Vehicle Miles Traveled (MVMT):

8.05

Section Crash Rate Analysis Tool



Average Daily Traffic (ADT)

**Click [HERE](#) to
compare Statewide
Averages**

**Statewide crash rates are only
available for sections.
Intersections are excluded.*

Select Location Type:

Urban Non-Freeway

Show RSI Formula

RSI Value = 26,731

2014 Relative Severity Index

User Override	Auto Fill	Crash Type Severity Calc	Crash Type #	Crash Type	Rural Non-Freeway	Urban Non-Freeway	Freeway
	0	\$0	0	Not stated	\$35,645	\$37,787	\$16,432
	0	\$0	1	Head on	\$189,865	\$71,901	\$223,381
	72	\$1,396,601	2	Rear end	\$28,510	\$19,397	\$22,570
	2	\$22,351	3	Backing	\$14,054	\$11,176	\$13,980
	4	\$156,348	4	Sideswipe - meeting	\$74,344	\$39,087	\$101,955
	18	\$273,972	5	Sideswipe - passing	\$31,832	\$15,221	\$20,635
	34	\$868,976	6	Angle	\$55,418	\$25,558	\$32,012
	6	\$94,804	7	Parked Vehicle	\$32,653	\$15,801	\$32,121
	4	\$449,577	8	Pedestrian	\$230,269	\$112,394	\$326,779
	2	\$21,803	9	Animal	\$11,803	\$10,901	\$11,403
	0	\$0	10	Train	\$268,328	\$121,938	\$24,250
	7	\$434,097	11	Pedalcycles	\$127,819	\$62,014	\$60,872
	0	\$0	12	Other non-vehicle	\$53,092	\$19,621	\$14,697
	26	\$907,812	13	Fixed object	\$44,711	\$34,916	\$30,733
	0	\$0	14	Other object	\$26,564	\$21,157	\$12,628
	0	\$0	15	Falling from or in vehicle	\$0	\$0	\$0
	0	\$0	16	Overturning	\$84,209	\$87,933	\$75,227
	3	\$70,243	17	Other non-collision	\$18,399	\$23,414	\$16,532
	13	\$409,081	18	Left Turn	\$54,771	\$31,468	\$33,587
0	191	\$5,105,664					

Select Appropriate "Location Type" and Modify the "User Override" Cells in Yellow if Necessary

**APPENDIX B
ANALYSES DATA & REPORTS**



HCM Signalized Intersection Capacity Analysis

1: SB I-75 On Ramp/SB I-75 Off Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↘	↑↑						↗	↑
Volume (vph)	0	1009	182	179	876	0	0	0	0	85	1	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Fllp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3414		1671	3574						1662	1455
Flt Permitted		1.00		0.15	1.00						0.95	1.00
Satd. Flow (perm)		3414		262	3574						1662	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1097	198	195	952	0	0	0	0	92	1	309
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	180
Lane Group Flow (vph)	0	1284	0	195	952	0	0	0	0	0	93	129
Confl. Peds. (#/hr)	5		1	1		5						
Heavy Vehicles (%)	2%	1%	14%	8%	1%	2%	2%	2%	2%	9%	0%	11%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		71.9		86.1	86.1						13.9	13.9
Effective Green, g (s)		71.9		86.1	86.1						13.9	13.9
Actuated g/C Ratio		0.65		0.78	0.78						0.13	0.13
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2231		322	2797						210	183
v/s Ratio Prot		0.38		c0.05	0.27							
v/s Ratio Perm				c0.42							0.06	c0.09
v/c Ratio		0.58		0.61	0.34						0.44	0.71
Uniform Delay, d1		10.6		8.0	3.5						44.5	46.1
Progression Factor		1.00		1.62	1.52						1.00	1.00
Incremental Delay, d2		1.1		2.6	0.3						1.5	11.7
Delay (s)		11.7		15.7	5.6						46.0	57.8
Level of Service		B		B	A						D	E
Approach Delay (s)		11.7			7.3		0.0				55.0	
Approach LOS		B			A		A				E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

2: NB I-75 Off Ramp/NB I-75 On Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑						↗	↑
Volume (vph)	183	911	0	0	903	254	152	2	141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0				5.0	5.0		
Lane Util. Factor	1.00	0.95			0.95				1.00	1.00		
Frbp, ped/bikes	1.00	1.00			0.99				1.00	1.00		
Fllp, ped/bikes	1.00	1.00			1.00				1.00	1.00		
Frt	1.00	1.00			0.97				1.00	0.85		
Flt Protected	0.95	1.00			1.00				0.95	1.00		
Satd. Flow (prot)	1735	3610			3370				1693	1583		
Flt Permitted	0.15	1.00			1.00				0.95	1.00		
Satd. Flow (perm)	273	3610			3370				1693	1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	990	0	0	982	276	165	2	153	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	132	0	0	0
Lane Group Flow (vph)	199	990	0	0	1242	0	0	167	21	0	0	0
Confl. Peds. (#/hr)	9		3	3		9						
Heavy Vehicles (%)	4%	0%	0%	2%	1%	10%	7%	0%	2%	2%	2%	2%
Turn Type		pm+pt			NA				Perm	NA		Perm
Protected Phases		7			8				2			
Permitted Phases		4						2			2	
Actuated Green, G (s)		84.9			68.8				15.1		15.1	
Effective Green, g (s)		84.9			68.8				15.1		15.1	
Actuated g/C Ratio		0.77			0.63				0.14		0.14	
Clearance Time (s)		5.0			5.0				5.0		5.0	
Vehicle Extension (s)		3.0			3.0				3.0		3.0	
Lane Grp Cap (vph)		358			2786				232		217	
v/s Ratio Prot		c0.06			0.27				c0.37			
v/s Ratio Perm		0.37							0.10		0.01	
v/c Ratio		0.56			0.36				0.72		0.10	
Uniform Delay, d1		8.4			3.9				12.2		45.4	41.5
Progression Factor		1.96			2.50				0.98		1.00	1.00
Incremental Delay, d2		1.6			0.3				1.1		10.2	0.2
Delay (s)		18.0			10.2				13.1		55.6	41.7
Level of Service		B			B				E		D	
Approach Delay (s)		11.5			13.1				49.0			0.0
Approach LOS		B			B				D			A

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

3: W. Michigan St. (SR 47) & 6th Ave.

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕		↔	↕	↔
Volume (vph)	87	870	1	10	1110	30	34	3	0	57	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Frlp, ped/bikes	1.00	1.00		1.00	1.00			1.00		0.99	1.00	
Frt	1.00	1.00		1.00	1.00			1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96		0.95	1.00	
Satd. Flow (prot)	1787	3539		1805	3558			1761		1784	1543	
Flt Permitted	0.18	1.00		0.30	1.00			0.70		0.81	1.00	
Satd. Flow (perm)	348	3539		573	3558			1284		1523	1543	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	946	1	11	1207	33	37	3	0	62	0	95
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	88
Lane Group Flow (vph)	95	947	0	11	1238	0	0	40	0	62	7	
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	3%	0%	0%	0%	0%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Effective Green, g (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Actuated g/C Ratio	0.83	0.78		0.75	0.74			0.07		0.07	0.07	0.07
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	361	2753		446	2632			93		110	112	
v/s Ratio Prot	c0.01	c0.27		0.00	c0.35							
v/s Ratio Perm	0.20			0.02				0.03		c0.04	0.00	
v/c Ratio	0.26	0.34		0.02	0.47			0.43		0.56	0.06	
Uniform Delay, d1	3.1	3.7		3.4	5.7			48.8		49.3	47.5	
Progression Factor	1.57	0.95		0.59	0.76			1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.3		0.0	0.5			3.2		6.5	0.2	
Delay (s)	5.2	3.8		2.0	4.9			52.0		55.8	47.7	
Level of Service	A	A		A	A			D		E	D	
Approach Delay (s)		4.0			4.9			52.0		50.9		
Approach LOS		A			A			D		D		

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

4: S. 4th Ave. & W. Court St. (SR 47)

2/25/2016

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↔	↕		↔	↕	↔	↔	↕	↕	↕	↔	↕
Volume (vph)	113	158	115	57	76	361	219	604	55	32	690	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frlp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3349		1805	1900	1615	1769	3525		1751	3532	
Flt Permitted	0.63	1.00		0.45	1.00	1.00	0.27	1.00		0.38	1.00	
Satd. Flow (perm)	1181	3349		857	1900	1615	496	3525		694	3532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	172	125	62	83	392	238	657	60	35	750	49
RTOR Reduction (vph)	0	109	0	0	0	148	0	5	0	0	4	0
Lane Group Flow (vph)	123	188	0	62	83	244	238	712	0	35	795	0
Confl. Peds. (#/hr)							5		5	5		5
Heavy Vehicles (%)	2%	1%	1%	0%	0%	0%	2%	1%	0%	3%	1%	4%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Actuated Green, G (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Effective Green, g (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Actuated g/C Ratio	0.19	0.13		0.17	0.12	0.21	0.68	0.60		0.58	0.54	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	435		192	222	416	460	2111		442	1913	
v/s Ratio Prot	c0.03	0.06		0.02	0.04	c0.06	c0.05	0.20		0.00	0.23	
v/s Ratio Perm	0.06			0.04		0.10	c0.30			0.04		
v/c Ratio	0.46	0.43		0.32	0.37	0.59	0.52	0.34		0.08	0.42	
Uniform Delay, d1	38.4	44.1		39.4	44.8	38.9	8.1	11.1		9.9	14.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	2.00	0.39		1.00	1.00	
Incremental Delay, d2	1.3	0.7		1.0	1.1	2.1	0.9	0.4		0.1	0.7	
Delay (s)	39.7	44.8		40.4	45.9	41.1	17.1	4.7		10.0	15.6	
Level of Service	D	D		D	D	D	B	A		A	B	
Approach Delay (s)		43.3			41.7		7.8				15.3	
Approach LOS		D			D		A				B	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

6: S. Walnut Ave. & W. Court St. (SR 47)

2/25/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕			↕	
Volume (vph)	40	728	3	12	713	14	30	20	35	4	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1803	3572		1805	3529			1752			1736	
Flt Permitted	0.35	1.00		0.35	1.00			0.86			0.98	
Satd. Flow (perm)	670	3572		668	3529			1530			1699	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	791	3	13	775	15	33	22	38	4	22	34
RTOR Reduction (vph)	0	0	0	0	1	0	0	34	0	0	31	0
Lane Group Flow (vph)	43	794	0	13	789	0	0	59	0	0	29	0
Confl. Peds. (#/hr)	2					2	1		4	4		1
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Effective Green, g (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Actuated g/C Ratio	0.71	0.71		0.71	0.71			0.10			0.10	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	476	2542		475	2512			148			165	
v/s Ratio Prot		0.22			c0.22							
v/s Ratio Perm	0.06			0.02				c0.04			0.02	
v/c Ratio	0.09	0.31		0.03	0.31			0.40			0.18	
Uniform Delay, d1	2.3	2.8		2.2	2.8			22.2			21.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.3		0.1	0.3			1.7			0.5	
Delay (s)	2.7	3.1		2.3	3.1			24.0			22.2	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)	3.1	3.1		3.1	3.1			24.0			22.2	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Unsignalized Intersection Capacity Analysis

5: S. Wilkinson Ave. & W. Court St. (SR 47)

2/25/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗		↘	↗			↖	↗		↘	↗
Volume (veh/h)	16	735	25	34	731	9	5	0	30	6	1	10
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	799	27	37	795	10	5	0	33	7	1	11
Pedestrians				3								
Lane Width (ft)				12.0								
Walking Speed (ft/s)				4.0								
Percent Blockage				0								
Right turn flare (veh)							5					
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)				681								
pX, platoon unblocked												
vC, conflicting volume	804			826			1330	1726	416	1311	1734	402
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	804			826			1330	1726	416	1311	1734	402
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			95			95	100	94	94	99	98
cM capacity (veh/h)	829			813			106	84	590	106	83	603
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	17	533	293	37	530	275	38	18				
Volume Left	17	0	0	37	0	0	5	7				
Volume Right	0	0	27	0	0	10	33	11				
cSH	829	1700	1700	813	1700	1700	688	200				
Volume to Capacity	0.02	0.31	0.17	0.05	0.31	0.16	0.06	0.09				
Queue Length 95th (ft)	2	0	0	4	0	0	4	8				
Control Delay (s)	9.4	0.0	0.0	9.6	0.0	0.0	15.7	24.9				
Lane LOS	A			A			C	C				
Approach Delay (s)	0.2			0.4			15.7	24.9				
Approach LOS							C	C				
Intersection Summary												
Average Delay	0.9											
Intersection Capacity Utilization	40.9%		ICU Level of Service					A				
Analysis Period (min)	15											

No v/c ratio available for calculation

Volume to Capacity Ratio (v/c)						
SR 47						
Intersection	SB I-75 Ramps	NB I-75 Ramps	6th Avenue	4th Avenue	Walnut	Total*
Entering Volume	2616	2544	2289	2525	1650	11624
v/c Ratio	0.64	0.61	0.47	0.58	0.32	0.54

*Weighted by volume

APPENDIX C
COST ESTIMATES & SUPPORTING INFORMATION



**City of Sidney Safety Study (SB I-75 Off Ramp to S. 4th Avenue)
 S1110001**

ESTIMATED COST

* Extended Costs rounded to nearest \$100.

Major Cost Drivers

Description	Est. Quantity	Unit	Unit Cost	Extended Cost *	Group Total
Major Items					\$124,000
Traffic Island	27	SY	\$70	\$2,000	
Stamped Concrete Island	927	SY	\$55	\$51,000	
Full Depth Widening	56	SY	\$60	\$3,000	
Decorative Crosswalks	2960	SF	\$17	\$50,000	
Sign Support	1	EA	\$10,000	\$10,000	
Pavement Removal	185	SY	\$25	\$5,000	
Curb	55	LF	\$12	\$1,000	
Soil	95	CY	\$20	\$2,000	
<i>Full Signalization (Per Intersection)</i>	1	@	\$240,000		\$240,000
<i>Traffic Control (Pavement Marking & Signing)</i>	LUMP				\$250,000
Subtotal Major Items					\$614,000
Miscellaneous Costs					
<i>MOT</i>	LUMP				\$150,000
<i>80/20 Rule - Minor Items</i>					\$154,000
Subtotal Miscellaneous Costs					\$304,000
Total Construction Cost Before Contingency & Inflationary Factor					\$918,000
<i>PDP Design Risk Contingency (25%-35%)</i>			25%		\$229,500
<i>Inflation per ODOT Business Plan Inflation Calculator (June 2019)</i>			12.8%		\$117,500
Total Preliminary Roadway Construction Cost Estimate					\$1,265,000
<i>Right-of-Way Budgetary Estimate</i>					\$50,000
<i>Preliminary Engineering/Environmental (5%)</i>			5%		\$63,300
<i>Engineering Design (12%)</i>			12%		\$151,800
<i>Construction Inspection (8%)</i>			8%		\$101,200
Total Project Cost Estimate					\$1,631,300

Assumptions:

1. No widening will be required, except for 500' area on Figure 2, adjustments will be made with pavement markings.
2. Mid-construction date is June 2019.
3. Stamped concrete island is brick pattern. Traffic island is for a raised island.

**City of Sidney Safety Study - Roundabout (S. 4th Avenue to S. Walnut Avenue)
 S1110001**

ESTIMATED COST

* Extended Costs rounded to nearest \$100.

Major Cost Drivers

Description	Est. Quantity	Unit	Unit Cost	Extended Cost *	Group Total
Major Items					\$1,225,000
Traffic Islands	5560	SY	\$70	\$389,000	
Stamped Concrete Island	1515	SY	\$55	\$83,000	
Resurfacing	29160	SY	\$13	\$379,000	
Full Depth Pavement	5840	SY	\$45	\$263,000	
Sidewalk	7057	SF	\$5	\$35,000	
Decorative Crosswalks	4470	SF	\$17	\$76,000	
Full Signalization (Per Intersection)	1	@	\$240,000		\$240,000
Traffic Control (Pavement Marking & Signing)	LUMP				\$250,000
Subtotal Major Items					\$1,715,000
Miscellaneous Costs					
MOT	LUMP				\$200,000
80/20 Rule - Minor Items					\$429,000
Subtotal Miscellaneous Costs					\$629,000
Total Construction Cost Before Contingency & Inflationary Factor					\$2,344,000
PDP Design Risk Contingency (25%-35%)			25%		\$586,000
Inflation per ODOT Business Plan Inflation Calculator (June 2019)			12.8%		\$300,000
Total Preliminary Roadway Construction Cost Estimate					\$2,930,000
Right-of-Way Budgetary Estimate					\$50,000
Preliminary Engineering/Environmental (5%)			5%		\$146,500
Engineering Design (12%)			12%		\$351,600
Construction Inspection (8%)			8%		\$234,400
Total Project Cost Estimate					\$3,712,500

Assumptions:

1. Resurfacing entire length of roadway where islands being installed (approx. starting east of S. 4th Ave. to S. Walnut Ave.)
2. No widening will be required, except for roundabout, adjustments will be made with pavement markings.
3. Mid-construction date is June 2019
4. Stamped concrete island is brick pattern. Traffic island is for a raised island.

2013 SHELBY COUNTY 1
 AVERAGE 24-HR TRAFFIC VOLUME

SECT. BEGINS	TRAFFIC SECTION	SECT. LENGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
SR-29					
	00.00 AUGLAIZE CO. LINE CO. RD. 3	2.98	2690	190	2880
	02.98 SR 274	.84	5370	560	5930
	03.82 SR 274	3.82	3560	310	3870
	07.64 SR 119	4.31	5200	400	5600
	11.95 SR 705	2.72	6800	480	7280
	14.67 IR 75	1.03	6740	280	7020
U	15.70 SR 29DA (RUSSELL RD.) IN SIDNEY	.72	3350	60	3410
U	16.42 PARK ST.	.16	2380	60	2440
U	16.58 PIKE ST. ENTER OHIO AVE.	.33	4490	90	4580
U	16.91 SR 47DA (NORTH ST.)	.17	6570	280	6850
U	17.08 SR 47 (OHIO AVE.) ENTER COURT ST.	.08	8130	350	8480
U	17.16 SR 29DA (MAIN AVE.)	.33	7410	320	7730
U	17.49 BROOKLYN AVE.	.74	4890	260	5150
	18.23 T-142 (DOORLEY RD.)	1.10	3650	240	3890
	19.33 T-139 (KNOOP JOHNSTON RD.)	.66	3700	290	3990
	19.99 SR 706	3.66	1840	110	1950
	23.65 SR 589	2.58	1870	110	1980
	26.23 EQUALS STA. 0.00 IN CHAMPAIGN CO.	.00			
SR-29 DIRECTIONAL ALTERNATE					
U	00.00 SR 29 IN SIDNEY	.17	5970	140	6110
U	00.17 SR 47 (NORTH ST.)	.43	3630	90	3720
U	00.60 MAIN ST. ENTER WAPAKONETA AVE.	.14	3820	90	3910
U	00.74 OHIO AVE.	.54	7790	180	7970
U	01.28 WAPAKONETA AVE. ENTER RUSSELL RD.	.26	10300	240	10540
	01.54 ROUTE ENDS AT SR 29 IN SIDNEY	.00			
SR-47					
	00.00 DARKE CO. LINE	3.92	1820	240	2060
	03.92 SR 66 / ATR #56 AT 5.60	4.21	2900	770	3670
	08.13 T-86 (WRIGHT-PUTHOFF RD.)	4.56	5700	500	6200
	12.69 T-49 (KUTHER RD.)	1.04	8780	770	9550
U	13.73 VANDEMARK PK. IN SIDNEY	.27	23300	2040	25340
U	14.00 IR 75	.27	19000	820	19820
U	14.27 6TH. AVE.	.24	18660	770	19430
U	14.51 4TH. AVE.	.76	13020	530	13550
U	15.27 WALNUT AVE.	.18	13340	540	13880
U	15.45 SR 29 (OHIO AVE.)	.26	SEE PREFERRED ROUTE		
U	15.71 SR 29DA ENTER NORTH ST.	2.54	6150	280	6430
	18.25 C-17 (SIDNEY-FREYBURG RD.)	3.25	3810	230	4040
	21.50 T-64 (HERRING RD.)	2.06	2830	300	3130

Average ADT
used for study

2012-2014 Three Year Base Rates

by Number of Lanes

*** Use caution when the total mileage (sample size) is small ***

Functional Class	Tot Miles	Rate	Density
1 - Interstate	1274.31	0.92	19.46
2 - Prin Arterial Frway/Xway	870.67	0.88	7.62
3 - Prin Arterial Other	3298.33	1.78	7.49
4 - Minor Arterial	3826.46	1.82	3.94
5 - Major Collector	7901.83	1.92	1.61
6 - Minor Collector	1039.81	2.64	0.70
7 - Local	3.97	0.92	2.27

-Rate: Number of Crashes per MVMT

-Density: Number of Crashes/Mile/Year

-Only State Roadways (IR, US, SR) are Included in the Analysis (excludes Turnpike)

-Intersection and Related Crash Data are Excluded

Crash Percentage Analysis (2010-2014)

Crash Severity

	Fatal Crash	Injury Crash	Property Damage Only Crash
State System (IR, US, SR)	0.4%	25.5%	74.1%
Freeway (IR, US, SR)	0.3%	24.1%	75.6%
Non-Freeway (US, SR)	0.4%	26.1%	73.5%
Non-State System	0.3%	23.5%	76.2%
All Crashes Statewide	0.3%	24.5%	75.2%

Crash Type

	Rear End	Fixed Object	Angle	Sideswipe - Passing	Animal	Parked Vehicle	Left Turn	Backing	Sideswipe - Meeting	Head On	Pedestrian	Pedalcycles	Overturning	Other Type
State System (IR, US, SR)	30.8%	17.3%	12.4%	11.3%	11.1%	2.7%	4.1%	2.1%	1.9%	0.5%	0.6%	0.4%	1.0%	3.6%
Freeway (IR, US, SR)	29.9%	26.1%	2.4%	18.6%	9.1%	1.9%	0.9%	0.8%	0.5%	0.1%	0.2%	0.1%	1.5%	7.8%
Non-Freeway (US, SR)	31.1%	14.1%	16.0%	8.7%	11.8%	3.0%	5.3%	2.6%	2.4%	0.7%	0.8%	0.6%	0.9%	2.0%
Non-State System	20.7%	18.6%	17.6%	6.9%	6.4%	10.6%	3.9%	6.7%	3.1%	0.7%	1.2%	0.8%	0.9%	1.7%
All Crashes Statewide	25.7%	18.0%	15.0%	9.1%	8.7%	6.7%	4.0%	4.5%	2.5%	0.6%	0.9%	0.6%	1.0%	2.6%

Road Condition

	Dry	Wet	Snow	Ice	Other Road Condition
State System (IR, US, SR)	68.2%	22.0%	5.8%	2.8%	1.2%
Freeway (IR, US, SR)	62.0%	24.3%	7.9%	4.3%	1.5%
Non-Freeway (US, SR)	70.4%	21.2%	5.0%	2.2%	1.2%
Non-State System	69.4%	19.4%	6.1%	3.1%	2.0%
All Crashes Statewide	68.8%	20.7%	5.9%	2.9%	1.6%

Light Condition

	Day	Dark	Dawn	Dusk	Other
State System (IR, US, SR)	65.3%	28.8%	2.3%	2.3%	1.2%
Freeway (IR, US, SR)	62.2%	31.7%	2.7%	2.3%	1.1%
Non-Freeway (US, SR)	66.4%	27.8%	2.2%	2.4%	1.3%
Non-State System	64.1%	29.1%	1.9%	2.5%	2.3%
All Crashes Statewide	64.7%	29.0%	2.1%	2.4%	1.8%

Location Type

	Non-Intersection	Intersection / Intersection Related	Driveway Access	Other Location
State System (IR, US, SR)	60.1%	34.5%	4.2%	1.2%
Freeway (IR, US, SR)	84.2%	13.5%	0.2%	2.1%
Non-Freeway (US, SR)	51.3%	42.1%	5.6%	0.9%
Non-State System	52.7%	39.2%	6.7%	1.3%
All Crashes Statewide	56.4%	36.9%	5.5%	1.3%

Road Contour

	Straight - Level	Straight - Grade	Curve - Grade	Curve - Level	Contour Not Stated
State System (IR, US, SR)	72.2%	16.9%	6.0%	4.5%	0.4%
Freeway (IR, US, SR)	63.3%	19.8%	10.6%	5.9%	0.4%
Non-Freeway (US, SR)	75.4%	15.9%	4.4%	4.0%	0.4%
Non-State System	73.0%	16.1%	5.0%	5.3%	0.6%
All Crashes Statewide	72.6%	16.5%	5.5%	4.9%	0.5%

Click to Clear Data

County:	Shelby
Route:	SR0047R
BLog:	13.97
ELog:	15.27
Crash Year Data:	2012-2014

Enter Number of Crashes on Section:

191

Enter Number of Years for Crash Data:

3

Enter Average Daily Traffic on Section (ADT):

16,670

Enter Length of Section in Miles

1.30

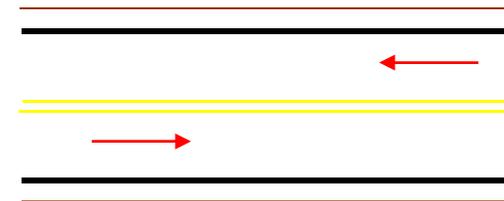
Number of Days in Year:

365

Crash Rate per Million Vehicle Miles Traveled (MVMT):

8.05

Section Crash Rate Analysis Tool



Average Daily Traffic (ADT)

**Click [HERE](#) to
compare Statewide
Averages**

**Statewide crash rates are only
available for sections.
Intersections are excluded.*

Select Location Type:

Urban Non-Freeway

Show RSI Formula

RSI Value = 26,731

2014 Relative Severity Index

User Override	Auto Fill	Crash Type Severity Calc	Crash Type #	Crash Type	Rural Non-Freeway	Urban Non-Freeway	Freeway
	0	\$0	0	Not stated	\$35,645	\$37,787	\$16,432
	0	\$0	1	Head on	\$189,865	\$71,901	\$223,381
	72	\$1,396,601	2	Rear end	\$28,510	\$19,397	\$22,570
	2	\$22,351	3	Backing	\$14,054	\$11,176	\$13,980
	4	\$156,348	4	Sideswipe - meeting	\$74,344	\$39,087	\$101,955
	18	\$273,972	5	Sideswipe - passing	\$31,832	\$15,221	\$20,635
	34	\$868,976	6	Angle	\$55,418	\$25,558	\$32,012
	6	\$94,804	7	Parked Vehicle	\$32,653	\$15,801	\$32,121
	4	\$449,577	8	Pedestrian	\$230,269	\$112,394	\$326,779
	2	\$21,803	9	Animal	\$11,803	\$10,901	\$11,403
	0	\$0	10	Train	\$268,328	\$121,938	\$24,250
	7	\$434,097	11	Pedalcycles	\$127,819	\$62,014	\$60,872
	0	\$0	12	Other non-vehicle	\$53,092	\$19,621	\$14,697
	26	\$907,812	13	Fixed object	\$44,711	\$34,916	\$30,733
	0	\$0	14	Other object	\$26,564	\$21,157	\$12,628
	0	\$0	15	Falling from or in vehicle	\$0	\$0	\$0
	0	\$0	16	Overturning	\$84,209	\$87,933	\$75,227
	3	\$70,243	17	Other non-collision	\$18,399	\$23,414	\$16,532
	13	\$409,081	18	Left Turn	\$54,771	\$31,468	\$33,587
0	191	\$5,105,664					

Select Appropriate "Location Type" and Modify the "User Override" Cells in Yellow if Necessary

HCM Signalized Intersection Capacity Analysis

1: SB I-75 On Ramp/SB I-75 Off Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↘	↑↑						↗	↑
Volume (vph)	0	1009	182	179	876	0	0	0	0	85	1	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frlp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3414		1671	3574						1662	1455
Flt Permitted		1.00		0.15	1.00						0.95	1.00
Satd. Flow (perm)		3414		262	3574						1662	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1097	198	195	952	0	0	0	0	92	1	309
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	180
Lane Group Flow (vph)	0	1284	0	195	952	0	0	0	0	0	93	129
Confl. Peds. (#/hr)	5		1	1		5						
Heavy Vehicles (%)	2%	1%	14%	8%	1%	2%	2%	2%	2%	2%	9%	0%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		71.9		86.1	86.1						13.9	13.9
Effective Green, g (s)		71.9		86.1	86.1						13.9	13.9
Actuated g/C Ratio		0.65		0.78	0.78						0.13	0.13
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2231		322	2797						210	183
v/s Ratio Prot		0.38		c0.05	0.27							
v/s Ratio Perm				c0.42							0.06	c0.09
v/c Ratio		0.58		0.61	0.34						0.44	0.71
Uniform Delay, d1		10.6		8.0	3.5						44.5	46.1
Progression Factor		1.00		1.62	1.52						1.00	1.00
Incremental Delay, d2		1.1		2.6	0.3						1.5	11.7
Delay (s)		11.7		15.7	5.6						46.0	57.8
Level of Service		B		B	A						D	E
Approach Delay (s)		11.7			7.3		0.0				55.0	
Approach LOS		B			A		A				E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

2: NB I-75 Off Ramp/NB I-75 On Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑						↗	↑
Volume (vph)	183	911	0	0	903	254	152	2	141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0				5.0	5.0		
Lane Util. Factor	1.00	0.95			0.95				1.00	1.00		
Frbp, ped/bikes	1.00	1.00			0.99				1.00	1.00		
Frlp, ped/bikes	1.00	1.00			1.00				1.00	1.00		
Frt	1.00	1.00			0.97				1.00	0.85		
Flt Protected	0.95	1.00			1.00				0.95	1.00		
Satd. Flow (prot)	1735	3610			3370				1693	1583		
Flt Permitted	0.15	1.00			1.00				0.95	1.00		
Satd. Flow (perm)	273	3610			3370				1693	1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	990	0	0	982	276	165	2	153	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	132	0	0	0
Lane Group Flow (vph)	199	990	0	0	1242	0	0	167	21	0	0	0
Confl. Peds. (#/hr)	9		3	3		9						
Heavy Vehicles (%)	4%	0%	0%	2%	1%	10%	7%	0%	2%	2%	2%	2%
Turn Type		pm+pt			NA				Perm	NA		Perm
Protected Phases		7			8					2		
Permitted Phases		4						2			2	
Actuated Green, G (s)		84.9			68.8				15.1		15.1	
Effective Green, g (s)		84.9			68.8				15.1		15.1	
Actuated g/C Ratio		0.77			0.63				0.14		0.14	
Clearance Time (s)		5.0			5.0				5.0		5.0	
Vehicle Extension (s)		3.0			3.0				3.0		3.0	
Lane Grp Cap (vph)		358			2786				232		217	
v/s Ratio Prot		c0.06			0.27				c0.37			
v/s Ratio Perm		0.37							0.10		0.01	
v/c Ratio		0.56			0.36				0.72		0.10	
Uniform Delay, d1		8.4			3.9				12.2		45.4	41.5
Progression Factor		1.96			2.50				0.98		1.00	1.00
Incremental Delay, d2		1.6			0.3				1.1		10.2	0.2
Delay (s)		18.0			10.2				13.1		55.6	41.7
Level of Service		B			B				B		E	D
Approach Delay (s)		11.5			13.1				49.0			0.0
Approach LOS		B			B				D			A

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

3: W. Michigan St. (SR 47) & 6th Ave.

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕		↔	↕	↔
Volume (vph)	87	870	1	10	1110	30	34	3	0	57	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Frlp, ped/bikes	1.00	1.00		1.00	1.00			1.00		0.99	1.00	
Frt	1.00	1.00		1.00	1.00			1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96		0.95	1.00	
Satd. Flow (prot)	1787	3539		1805	3558			1761		1784	1543	
Flt Permitted	0.18	1.00		0.30	1.00			0.70		0.81	1.00	
Satd. Flow (perm)	348	3539		573	3558			1284		1523	1543	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	946	1	11	1207	33	37	3	0	62	0	95
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	88
Lane Group Flow (vph)	95	947	0	11	1238	0	0	40	0	62	7	
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	3%	0%	0%	0%	0%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Effective Green, g (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Actuated g/C Ratio	0.83	0.78		0.75	0.74			0.07		0.07	0.07	0.07
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	361	2753		446	2632			93		110	112	
v/s Ratio Prot	c0.01	c0.27		0.00	c0.35							
v/s Ratio Perm	0.20			0.02				0.03		c0.04	0.00	
v/c Ratio	0.26	0.34		0.02	0.47			0.43		0.56	0.06	
Uniform Delay, d1	3.1	3.7		3.4	5.7			48.8		49.3	47.5	
Progression Factor	1.57	0.95		0.59	0.76			1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.3		0.0	0.5			3.2		6.5	0.2	
Delay (s)	5.2	3.8		2.0	4.9			52.0		55.8	47.7	
Level of Service	A	A		A	A			D		E	D	
Approach Delay (s)		4.0			4.9			52.0		50.9		
Approach LOS		A			A			D		D		

Intersection Summary				
HCM 2000 Control Delay		8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.47		
Actuated Cycle Length (s)	110.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%		ICU Level of Service	B
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

4: S. 4th Ave. & W. Court St. (SR 47)

2/25/2016

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↔	↕		↔	↕	↔	↔	↕	↕	↕	↕	↕
Volume (vph)	113	158	115	57	76	361	219	604	55	32	690	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frlp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3349		1805	1900	1615	1769	3525		1751	3532	
Flt Permitted	0.63	1.00		0.45	1.00	1.00	0.27	1.00		0.38	1.00	
Satd. Flow (perm)	1181	3349		857	1900	1615	496	3525		694	3532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	172	125	62	83	392	238	657	60	35	750	49
RTOR Reduction (vph)	0	109	0	0	0	148	0	5	0	0	4	0
Lane Group Flow (vph)	123	188	0	62	83	244	238	712	0	35	795	0
Confl. Peds. (#/hr)							5		5	5		5
Heavy Vehicles (%)	2%	1%	1%	0%	0%	0%	2%	1%	0%	3%	1%	4%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Actuated Green, G (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Effective Green, g (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Actuated g/C Ratio	0.19	0.13		0.17	0.12	0.21	0.68	0.60		0.58	0.54	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	435		192	222	416	460	2111		442	1913	
v/s Ratio Prot	c0.03	0.06		0.02	0.04	c0.06	c0.05	0.20		0.00	0.23	
v/s Ratio Perm	0.06			0.04		0.10	c0.30			0.04		
v/c Ratio	0.46	0.43		0.32	0.37	0.59	0.52	0.34		0.08	0.42	
Uniform Delay, d1	38.4	44.1		39.4	44.8	38.9	8.1	11.1		9.9	14.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	2.00	0.39		1.00	1.00	
Incremental Delay, d2	1.3	0.7		1.0	1.1	2.1	0.9	0.4		0.1	0.7	
Delay (s)	39.7	44.8		40.4	45.9	41.1	17.1	4.7		10.0	15.6	
Level of Service	D	D		D	D	D	B	A		A	B	
Approach Delay (s)		43.3			41.7		7.8				15.3	
Approach LOS		D			D		A				B	

Intersection Summary				
HCM 2000 Control Delay		22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio		0.58		
Actuated Cycle Length (s)	110.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.9%		ICU Level of Service	B
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

6: S. Walnut Ave. & W. Court St. (SR 47)

2/25/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕				↕
Volume (vph)	40	728	3	12	713	14	30	20	35	4	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1803	3572		1805	3529			1752			1736	
Flt Permitted	0.35	1.00		0.35	1.00			0.86			0.98	
Satd. Flow (perm)	670	3572		668	3529			1530			1699	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	791	3	13	775	15	33	22	38	4	22	34
RTOR Reduction (vph)	0	0	0	0	1	0	0	34	0	0	31	0
Lane Group Flow (vph)	43	794	0	13	789	0	0	59	0	0	29	0
Confl. Peds. (#/hr)	2					2	1		4	4		1
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Effective Green, g (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Actuated g/C Ratio	0.71	0.71		0.71	0.71			0.10			0.10	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	476	2542		475	2512			148			165	
v/s Ratio Prot		0.22			c0.22							
v/s Ratio Perm	0.06			0.02				c0.04			0.02	
v/c Ratio	0.09	0.31		0.03	0.31			0.40			0.18	
Uniform Delay, d1	2.3	2.8		2.2	2.8			22.2			21.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.3		0.1	0.3			1.7			0.5	
Delay (s)	2.7	3.1		2.3	3.1			24.0			22.2	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		3.1			3.1			24.0			22.2	
Approach LOS		A			A			C			C	

Intersection Summary				
HCM 2000 Control Delay		4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.32		
Actuated Cycle Length (s)	52.4		Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.0%		ICU Level of Service	A
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

PROJECT SPONSOR
CITY OF SIDNEY, OHIO



ODOT DISTRICT 7



SECTION 5

PRELIMINARY COST ESTIMATE AND SUPPORTING DATA



**City of Sidney Safety Study (SB I-75 Off Ramp to S. 4th Avenue)
 S1110001**

ESTIMATED COST

* Extended Costs rounded to nearest \$100.

Major Cost Drivers

Description	Est. Quantity	Unit	Unit Cost	Extended Cost *	Group Total
Major Items					\$124,000
Traffic Island	27	SY	\$70	\$2,000	
Stamped Concrete Island	927	SY	\$55	\$51,000	
Full Depth Widening	56	SY	\$60	\$3,000	
Decorative Crosswalks	2960	SF	\$17	\$50,000	
Sign Support	1	EA	\$10,000	\$10,000	
Pavement Removal	185	SY	\$25	\$5,000	
Curb	55	LF	\$12	\$1,000	
Soil	95	CY	\$20	\$2,000	
<i>Full Signalization (Per Intersection)</i>	1	@	\$240,000		\$240,000
<i>Traffic Control (Pavement Marking & Signing)</i>	LUMP				\$250,000
Subtotal Major Items					\$614,000
Miscellaneous Costs					
<i>MOT</i>	LUMP				\$150,000
<i>80/20 Rule - Minor Items</i>					\$154,000
Subtotal Miscellaneous Costs					\$304,000
Total Construction Cost Before Contingency & Inflationary Factor					\$918,000
<i>PDP Design Risk Contingency (25%-35%)</i>			25%		\$229,500
<i>Inflation per ODOT Business Plan Inflation Calculator (June 2019)</i>			12.8%		\$117,500
Total Preliminary Roadway Construction Cost Estimate					\$1,265,000
<i>Right-of-Way Budgetary Estimate</i>					\$50,000
<i>Preliminary Engineering/Environmental (5%)</i>			5%		\$63,300
<i>Engineering Design (12%)</i>			12%		\$151,800
<i>Construction Inspection (8%)</i>			8%		\$101,200
Total Project Cost Estimate					\$1,631,300

Assumptions:

1. No widening will be required, except for 500' area on Figure 2, adjustments will be made with pavement markings.
2. Mid-construction date is June 2019.
3. Stamped concrete island is brick pattern. Traffic island is for a raised island.

**City of Sidney Safety Study - Roundabout (S. 4th Avenue to S. Walnut Avenue)
 S1110001**

ESTIMATED COST

* Extended Costs rounded to nearest \$100.

Major Cost Drivers

Description	Est. Quantity	Unit	Unit Cost	Extended Cost *	Group Total
Major Items					\$1,225,000
Traffic Islands	5560	SY	\$70	\$389,000	
Stamped Concrete Island	1515	SY	\$55	\$83,000	
Resurfacing	29160	SY	\$13	\$379,000	
Full Depth Pavement	5840	SY	\$45	\$263,000	
Sidewalk	7057	SF	\$5	\$35,000	
Decorative Crosswalks	4470	SF	\$17	\$76,000	
Full Signalization (Per Intersection)	1	@	\$240,000		\$240,000
Traffic Control (Pavement Marking & Signing)	LUMP				\$250,000
Subtotal Major Items					\$1,715,000
Miscellaneous Costs					
MOT	LUMP				\$200,000
80/20 Rule - Minor Items					\$429,000
Subtotal Miscellaneous Costs					\$629,000
Total Construction Cost Before Contingency & Inflationary Factor					\$2,344,000
PDP Design Risk Contingency (25%-35%)			25%		\$586,000
Inflation per ODOT Business Plan Inflation Calculator (June 2019)			12.8%		\$300,000
Total Preliminary Roadway Construction Cost Estimate					\$2,930,000
Right-of-Way Budgetary Estimate					\$50,000
Preliminary Engineering/Environmental (5%)			5%		\$146,500
Engineering Design (12%)			12%		\$351,600
Construction Inspection (8%)			8%		\$234,400
Total Project Cost Estimate					\$3,712,500

Assumptions:

1. Resurfacing entire length of roadway where islands being installed (approx. starting east of S. 4th Ave. to S. Walnut Ave.)
2. No widening will be required, except for roundabout, adjustments will be made with pavement markings.
3. Mid-construction date is June 2019
4. Stamped concrete island is brick pattern. Traffic island is for a raised island.

2013 SHELBY COUNTY 1
 AVERAGE 24-HR TRAFFIC VOLUME

SECT. BEGINS	TRAFFIC SECTION	SECT. LENGTH	PASS & A COM'L	B & C COM'L	TOTAL VEH.
SR-29					
	00.00 AUGLAIZE CO. LINE CO. RD. 3	2.98	2690	190	2880
	02.98 SR 274	.84	5370	560	5930
	03.82 SR 274	3.82	3560	310	3870
	07.64 SR 119	4.31	5200	400	5600
	11.95 SR 705	2.72	6800	480	7280
	14.67 IR 75	1.03	6740	280	7020
U	15.70 SR 29DA (RUSSELL RD.) IN SIDNEY	.72	3350	60	3410
U	16.42 PARK ST.	.16	2380	60	2440
U	16.58 PIKE ST. ENTER OHIO AVE.	.33	4490	90	4580
U	16.91 SR 47DA (NORTH ST.)	.17	6570	280	6850
U	17.08 SR 47 (OHIO AVE.) ENTER COURT ST.	.08	8130	350	8480
U	17.16 SR 29DA (MAIN AVE.)	.33	7410	320	7730
U	17.49 BROOKLYN AVE.	.74	4890	260	5150
	18.23 T-142 (DOORLEY RD.)	1.10	3650	240	3890
	19.33 T-139 (KNOOP JOHNSTON RD.)	.66	3700	290	3990
	19.99 SR 706	3.66	1840	110	1950
	23.65 SR 589	2.58	1870	110	1980
	26.23 EQUALS STA. 0.00 IN CHAMPAIGN CO.	.00			
SR-29 DIRECTIONAL ALTERNATE					
U	00.00 SR 29 IN SIDNEY	.17	5970	140	6110
U	00.17 SR 47 (NORTH ST.)	.43	3630	90	3720
U	00.60 MAIN ST. ENTER WAPAKONETA AVE.	.14	3820	90	3910
U	00.74 OHIO AVE.	.54	7790	180	7970
U	01.28 WAPAKONETA AVE. ENTER RUSSELL RD.	.26	10300	240	10540
	01.54 ROUTE ENDS AT SR 29 IN SIDNEY	.00			
SR-47					
	00.00 DARKE CO. LINE	3.92	1820	240	2060
	03.92 SR 66 / ATR #56 AT 5.60	4.21	2900	770	3670
	08.13 T-86 (WRIGHT-PUTHOFF RD.)	4.56	5700	500	6200
	12.69 T-49 (KUTHER RD.)	1.04	8780	770	9550
U	13.73 VANDEMARK PK. IN SIDNEY	.27	23300	2040	25340
U	14.00 IR 75	.27	19000	820	19820
U	14.27 6TH. AVE.	.24	18660	770	19430
U	14.51 4TH. AVE.	.76	13020	530	13550
U	15.27 WALNUT AVE.	.18	13340	540	13880
U	15.45 SR 29 (OHIO AVE.)	.26	SEE PREFERRED ROUTE		
U	15.71 SR 29DA ENTER NORTH ST.	2.54	6150	280	6430
	18.25 C-17 (SIDNEY-FREYBURG RD.)	3.25	3810	230	4040
	21.50 T-64 (HERRING RD.)	2.06	2830	300	3130

Average ADT
used for study

2012-2014 Three Year Base Rates

by Number of Lanes

*** Use caution when the total mileage (sample size) is small ***

Functional Class	Tot Miles	Rate	Density
1 - Interstate	1274.31	0.92	19.46
2 - Prin Arterial Frwy/Xway	870.67	0.88	7.62
3 - Prin Arterial Other	3298.33	1.78	7.49
4 - Minor Arterial	3826.46	1.82	3.94
5 - Major Collector	7901.83	1.92	1.61
6 - Minor Collector	1039.81	2.64	0.70
7 - Local	3.97	0.92	2.27

-Rate: Number of Crashes per MVMT

-Density: Number of Crashes/Mile/Year

-Only State Roadways (IR, US, SR) are Included in the Analysis (excludes Turnpike)

-Intersection and Related Crash Data are Excluded

Crash Percentage Analysis (2010-2014)

Crash Severity

	Fatal Crash	Injury Crash	Property Damage Only Crash
State System (IR, US, SR)	0.4%	25.5%	74.1%
Freeway (IR, US, SR)	0.3%	24.1%	75.6%
Non-Freeway (US, SR)	0.4%	26.1%	73.5%
Non-State System	0.3%	23.5%	76.2%
All Crashes Statewide	0.3%	24.5%	75.2%

Crash Type

	Rear End	Fixed Object	Angle	Sideswipe - Passing	Animal	Parked Vehicle	Left Turn	Backing	Sideswipe - Meeting	Head On	Pedestrian	Pedalcycles	Overturning	Other Type
State System (IR, US, SR)	30.8%	17.3%	12.4%	11.3%	11.1%	2.7%	4.1%	2.1%	1.9%	0.5%	0.6%	0.4%	1.0%	3.6%
Freeway (IR, US, SR)	29.9%	26.1%	2.4%	18.6%	9.1%	1.9%	0.9%	0.8%	0.5%	0.1%	0.2%	0.1%	1.5%	7.8%
Non-Freeway (US, SR)	31.1%	14.1%	16.0%	8.7%	11.8%	3.0%	5.3%	2.6%	2.4%	0.7%	0.8%	0.6%	0.9%	2.0%
Non-State System	20.7%	18.6%	17.6%	6.9%	6.4%	10.6%	3.9%	6.7%	3.1%	0.7%	1.2%	0.8%	0.9%	1.7%
All Crashes Statewide	25.7%	18.0%	15.0%	9.1%	8.7%	6.7%	4.0%	4.5%	2.5%	0.6%	0.9%	0.6%	1.0%	2.6%

Road Condition

	Dry	Wet	Snow	Ice	Other Road Condition
State System (IR, US, SR)	68.2%	22.0%	5.8%	2.8%	1.2%
Freeway (IR, US, SR)	62.0%	24.3%	7.9%	4.3%	1.5%
Non-Freeway (US, SR)	70.4%	21.2%	5.0%	2.2%	1.2%
Non-State System	69.4%	19.4%	6.1%	3.1%	2.0%
All Crashes Statewide	68.8%	20.7%	5.9%	2.9%	1.6%

Light Condition

	Day	Dark	Dawn	Dusk	Other
State System (IR, US, SR)	65.3%	28.8%	2.3%	2.3%	1.2%
Freeway (IR, US, SR)	62.2%	31.7%	2.7%	2.3%	1.1%
Non-Freeway (US, SR)	66.4%	27.8%	2.2%	2.4%	1.3%
Non-State System	64.1%	29.1%	1.9%	2.5%	2.3%
All Crashes Statewide	64.7%	29.0%	2.1%	2.4%	1.8%

Location Type

	Non-Intersection	Intersection / Intersection Related	Driveway Access	Other Location
State System (IR, US, SR)	60.1%	34.5%	4.2%	1.2%
Freeway (IR, US, SR)	84.2%	13.5%	0.2%	2.1%
Non-Freeway (US, SR)	51.3%	42.1%	5.6%	0.9%
Non-State System	52.7%	39.2%	6.7%	1.3%
All Crashes Statewide	56.4%	36.9%	5.5%	1.3%

Road Contour

	Straight - Level	Straight - Grade	Curve - Grade	Curve - Level	Contour Not Stated
State System (IR, US, SR)	72.2%	16.9%	6.0%	4.5%	0.4%
Freeway (IR, US, SR)	63.3%	19.8%	10.6%	5.9%	0.4%
Non-Freeway (US, SR)	75.4%	15.9%	4.4%	4.0%	0.4%
Non-State System	73.0%	16.1%	5.0%	5.3%	0.6%
All Crashes Statewide	72.6%	16.5%	5.5%	4.9%	0.5%

Click to Clear Data

County:	Shelby
Route:	SR0047R
BLog:	13.97
ELog:	15.27
Crash Year Data:	2012-2014

Enter Number of Crashes on Section:

191

Enter Number of Years for Crash Data:

3

Enter Average Daily Traffic on Section (ADT):

16,670

Enter Length of Section in Miles

1.30

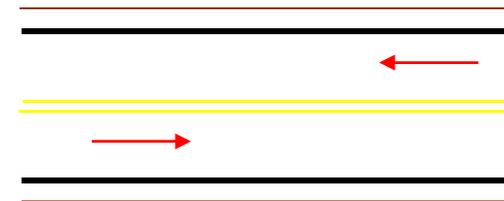
Number of Days in Year:

365

Crash Rate per Million Vehicle Miles Traveled (MVMT):

8.05

Section Crash Rate Analysis Tool



Average Daily Traffic (ADT)

[Click HERE to compare Statewide Averages](#)

*Statewide crash rates are only available for sections. Intersections are excluded.

Select Location Type:

Urban Non-Freeway

Show RSI Formula

RSI Value = 26,731

2014 Relative Severity Index

User Override	Auto Fill	Crash Type Severity Calc	Crash Type #	Crash Type	Rural Non-Freeway	Urban Non-Freeway	Freeway
	0	\$0	0	Not stated	\$35,645	\$37,787	\$16,432
	0	\$0	1	Head on	\$189,865	\$71,901	\$223,381
	72	\$1,396,601	2	Rear end	\$28,510	\$19,397	\$22,570
	2	\$22,351	3	Backing	\$14,054	\$11,176	\$13,980
	4	\$156,348	4	Sideswipe - meeting	\$74,344	\$39,087	\$101,955
	18	\$273,972	5	Sideswipe - passing	\$31,832	\$15,221	\$20,635
	34	\$868,976	6	Angle	\$55,418	\$25,558	\$32,012
	6	\$94,804	7	Parked Vehicle	\$32,653	\$15,801	\$32,121
	4	\$449,577	8	Pedestrian	\$230,269	\$112,394	\$326,779
	2	\$21,803	9	Animal	\$11,803	\$10,901	\$11,403
	0	\$0	10	Train	\$268,328	\$121,938	\$24,250
	7	\$434,097	11	Pedalcycles	\$127,819	\$62,014	\$60,872
	0	\$0	12	Other non-vehicle	\$53,092	\$19,621	\$14,697
	26	\$907,812	13	Fixed object	\$44,711	\$34,916	\$30,733
	0	\$0	14	Other object	\$26,564	\$21,157	\$12,628
	0	\$0	15	Falling from or in vehicle	\$0	\$0	\$0
	0	\$0	16	Overturning	\$84,209	\$87,933	\$75,227
	3	\$70,243	17	Other non-collision	\$18,399	\$23,414	\$16,532
	13	\$409,081	18	Left Turn	\$54,771	\$31,468	\$33,587
0	191	\$5,105,664					

Select Appropriate "Location Type" and Modify the "User Override" Cells in Yellow if Necessary

HCM Signalized Intersection Capacity Analysis

1: SB I-75 On Ramp/SB I-75 Off Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↘	↑↑						↗	↑
Volume (vph)	0	1009	182	179	876	0	0	0	0	85	1	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	5.0
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frbp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Fllp, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.98		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3414		1671	3574						1662	1455
Flt Permitted		1.00		0.15	1.00						0.95	1.00
Satd. Flow (perm)		3414		262	3574						1662	1455
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1097	198	195	952	0	0	0	0	92	1	309
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	180
Lane Group Flow (vph)	0	1284	0	195	952	0	0	0	0	0	93	129
Confl. Peds. (#/hr)	5		1	1		5						
Heavy Vehicles (%)	2%	1%	14%	8%	1%	2%	2%	2%	2%	9%	0%	11%
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		4		3	8						6	
Permitted Phases				8						6		6
Actuated Green, G (s)		71.9		86.1	86.1						13.9	13.9
Effective Green, g (s)		71.9		86.1	86.1						13.9	13.9
Actuated g/C Ratio		0.65		0.78	0.78						0.13	0.13
Clearance Time (s)		5.0		5.0	5.0						5.0	5.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2231		322	2797						210	183
v/s Ratio Prot		0.38		c0.05	0.27							
v/s Ratio Perm				c0.42							0.06	c0.09
v/c Ratio		0.58		0.61	0.34						0.44	0.71
Uniform Delay, d1		10.6		8.0	3.5						44.5	46.1
Progression Factor		1.00		1.62	1.52						1.00	1.00
Incremental Delay, d2		1.1		2.6	0.3						1.5	11.7
Delay (s)		11.7		15.7	5.6						46.0	57.8
Level of Service		B		B	A						D	E
Approach Delay (s)		11.7			7.3		0.0				55.0	
Approach LOS		B			A		A				E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

2: NB I-75 Off Ramp/NB I-75 On Ramp & W. Michigan St. (SR 47)

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑						↗	↑
Volume (vph)	183	911	0	0	903	254	152	2	141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0				5.0	5.0		
Lane Util. Factor	1.00	0.95			0.95				1.00	1.00		
Frbp, ped/bikes	1.00	1.00			0.99				1.00	1.00		
Fllp, ped/bikes	1.00	1.00			1.00				1.00	1.00		
Frt	1.00	1.00			0.97				1.00	0.85		
Flt Protected	0.95	1.00			1.00				0.95	1.00		
Satd. Flow (prot)	1735	3610			3370				1693	1583		
Flt Permitted	0.15	1.00			1.00				0.95	1.00		
Satd. Flow (perm)	273	3610			3370				1693	1583		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	199	990	0	0	982	276	165	2	153	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	132	0	0	0
Lane Group Flow (vph)	199	990	0	0	1242	0	0	167	21	0	0	0
Confl. Peds. (#/hr)	9		3	3		9						
Heavy Vehicles (%)	4%	0%	0%	2%	1%	10%	7%	0%	2%	2%	2%	2%
Turn Type		pm+pt			NA				Perm	NA		Perm
Protected Phases		7			8					2		
Permitted Phases		4						2			2	
Actuated Green, G (s)		84.9			68.8				15.1		15.1	
Effective Green, g (s)		84.9			68.8				15.1		15.1	
Actuated g/C Ratio		0.77			0.63				0.14		0.14	
Clearance Time (s)		5.0			5.0				5.0		5.0	
Vehicle Extension (s)		3.0			3.0				3.0		3.0	
Lane Grp Cap (vph)		358			2786				232		217	
v/s Ratio Prot		c0.06			0.27				c0.37			
v/s Ratio Perm		0.37							0.10		0.01	
v/c Ratio		0.56			0.36				0.72		0.10	
Uniform Delay, d1		8.4			3.9				12.2		45.4	41.5
Progression Factor		1.96			2.50				0.98		1.00	1.00
Incremental Delay, d2		1.6			0.3				1.1		10.2	0.2
Delay (s)		18.0			10.2				13.1		55.6	41.7
Level of Service		B			B				B		E	D
Approach Delay (s)		11.5			13.1				49.0			0.0
Approach LOS		B			B				D			A

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

3: W. Michigan St. (SR 47) & 6th Ave.

2/25/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕		↔	↕	↔
Volume (vph)	87	870	1	10	1110	30	34	3	0	57	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	0.98	
Frlp, ped/bikes	1.00	1.00		1.00	1.00			1.00		0.99	1.00	
Frt	1.00	1.00		1.00	1.00			1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96		0.95	1.00	
Satd. Flow (prot)	1787	3539		1805	3558			1761		1784	1543	
Flt Permitted	0.18	1.00		0.30	1.00			0.70		0.81	1.00	
Satd. Flow (perm)	348	3539		573	3558			1284		1523	1543	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	946	1	11	1207	33	37	3	0	62	0	95
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	88
Lane Group Flow (vph)	95	947	0	11	1238	0	0	40	0	62	7	
Confl. Peds. (#/hr)							1		3	3		1
Heavy Vehicles (%)	1%	2%	0%	0%	1%	3%	3%	0%	0%	0%	0%	3%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Effective Green, g (s)	91.2	85.6		82.8	81.4			8.0		8.0	8.0	8.0
Actuated g/C Ratio	0.83	0.78		0.75	0.74			0.07		0.07	0.07	0.07
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	361	2753		446	2632			93		110	112	
v/s Ratio Prot	c0.01	c0.27		0.00	c0.35							
v/s Ratio Perm	0.20			0.02				0.03		c0.04	0.00	
v/c Ratio	0.26	0.34		0.02	0.47			0.43		0.56	0.06	
Uniform Delay, d1	3.1	3.7		3.4	5.7			48.8		49.3	47.5	
Progression Factor	1.57	0.95		0.59	0.76			1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.3		0.0	0.5			3.2		6.5	0.2	
Delay (s)	5.2	3.8		2.0	4.9			52.0		55.8	47.7	
Level of Service	A	A		A	A			D		E	D	
Approach Delay (s)		4.0			4.9			52.0		50.9		
Approach LOS		A			A			D		D		

Intersection Summary				
HCM 2000 Control Delay		8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.47		
Actuated Cycle Length (s)	110.0		Sum of lost time (s)	15.0
Intersection Capacity Utilization	58.7%		ICU Level of Service	B
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

4: S. 4th Ave. & W. Court St. (SR 47)

2/25/2016

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↔	↕		↔	↕	↔	↔	↕	↕	↕	↔	↕
Volume (vph)	113	158	115	57	76	361	219	604	55	32	690	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frlp, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3349		1805	1900	1615	1769	3525		1751	3532	
Flt Permitted	0.63	1.00		0.45	1.00	1.00	0.27	1.00		0.38	1.00	
Satd. Flow (perm)	1181	3349		857	1900	1615	496	3525		694	3532	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	172	125	62	83	392	238	657	60	35	750	49
RTOR Reduction (vph)	0	109	0	0	0	148	0	5	0	0	4	0
Lane Group Flow (vph)	123	188	0	62	83	244	238	712	0	35	795	0
Confl. Peds. (#/hr)							5		5	5		5
Heavy Vehicles (%)	2%	1%	1%	0%	0%	0%	2%	1%	0%	3%	1%	4%
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6	7	7	4		3	8	
Permitted Phases	2			6		6	4			8		
Actuated Green, G (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Effective Green, g (s)	21.3	14.3		18.5	12.9	23.4	75.1	65.9		63.8	59.6	
Actuated g/C Ratio	0.19	0.13		0.17	0.12	0.21	0.68	0.60		0.58	0.54	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	435		192	222	416	460	2111		442	1913	
v/s Ratio Prot	c0.03	0.06		0.02	0.04	c0.06	c0.05	0.20		0.00	0.23	
v/s Ratio Perm	0.06			0.04		0.10	c0.30			0.04		
v/c Ratio	0.46	0.43		0.32	0.37	0.59	0.52	0.34		0.08	0.42	
Uniform Delay, d1	38.4	44.1		39.4	44.8	38.9	8.1	11.1		9.9	14.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	2.00	0.39		1.00	1.00	
Incremental Delay, d2	1.3	0.7		1.0	1.1	2.1	0.9	0.4		0.1	0.7	
Delay (s)	39.7	44.8		40.4	45.9	41.1	17.1	4.7		10.0	15.6	
Level of Service	D	D		D	D	D	B	A		A	B	
Approach Delay (s)		43.3			41.7		7.8				15.3	
Approach LOS		D			D		A				B	

Intersection Summary				
HCM 2000 Control Delay		22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio		0.58		
Actuated Cycle Length (s)	110.0		Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.9%		ICU Level of Service	B
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

HCM Signalized Intersection Capacity Analysis

6: S. Walnut Ave. & W. Court St. (SR 47)

2/25/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕			↕	
Volume (vph)	40	728	3	12	713	14	30	20	35	4	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.94			0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1803	3572		1805	3529			1752			1736	
Flt Permitted	0.35	1.00		0.35	1.00			0.86			0.98	
Satd. Flow (perm)	670	3572		668	3529			1530			1699	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	791	3	13	775	15	33	22	38	4	22	34
RTOR Reduction (vph)	0	0	0	0	1	0	0	34	0	0	31	0
Lane Group Flow (vph)	43	794	0	13	789	0	0	59	0	0	29	0
Confl. Peds. (#/hr)	2					2	1		4	4		1
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Effective Green, g (s)	37.3	37.3		37.3	37.3			5.1			5.1	
Actuated g/C Ratio	0.71	0.71		0.71	0.71			0.10			0.10	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	476	2542		475	2512			148			165	
v/s Ratio Prot		0.22			c0.22							
v/s Ratio Perm	0.06			0.02				c0.04			0.02	
v/c Ratio	0.09	0.31		0.03	0.31			0.40			0.18	
Uniform Delay, d1	2.3	2.8		2.2	2.8			22.2			21.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.3		0.1	0.3			1.7			0.5	
Delay (s)	2.7	3.1		2.3	3.1			24.0			22.2	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)	3.1	3.1		3.1	3.1			24.0			22.2	
Approach LOS		A			A			C			C	

Intersection Summary				
HCM 2000 Control Delay		4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio		0.32		
Actuated Cycle Length (s)	52.4		Sum of lost time (s)	10.0
Intersection Capacity Utilization	48.0%		ICU Level of Service	A
Analysis Period (min)	15			
c Critical Lane Group				

v/c ratio used for project

SMALL CITY PROGRAM APPLICATION (2016) – SAFETY PROJECT CATEGORY

SHE – SR47 – 14.51/15.26 (4th Avenue to Walnut Avenue)

SR47 (Michigan St./Court St.) Traffic Calming and Safety Project

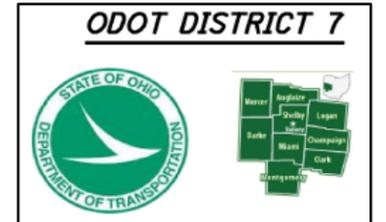
City of Sidney in Shelby County, Ohio



Project Importance – The SR47 Corridor in Sidney, Ohio is a key gateway into the community as it is a direct connection from the interchange at I-75 to Downtown Sidney. This 1.30 mile section of roadway has been a desired image enhancement corridor and is listed as a priority in the *Imagine Sidney 2025* Comprehensive Plan. In the 2014 Highway Safety Program (HSP) listings, this corridor **contained the HSP Priority Ranking #79 Section in Ohio**. Given the importance of this corridor and the crash history concerns on this 1.30 mile section that contained 191 crashes from 2012-2014, the City of Sidney funded a detailed Safety Study of the corridor that was completed in 2016. The study revealed key safety and traffic calming improvements needed along the corridor, as well as gateway enhancements. The Safety Study also identified a key concern regarding pedestrian and bike related crashes on the corridor, which witnessed 7 bike and 4 pedestrian crashes along the corridor for the period of 2012-2014. **These percentages of crashes are over 6 times higher than the State Average for bike crashes and over 2 times higher than pedestrian crashes.** The corridor also contains crash types above State averages for rear-end; fixed object; angle; sideswipe; angle, and left turn. **This funding application for the Small City Program will focus on the 0.75 mile section from 4th Avenue to Walnut Avenue.** The City also intends to apply for a Safety Program project for the section from the I-75 interchange to 4th Avenue. The intersection of 4th Avenue & SR47 is already a programmed intersection signal improvement. The graphic to the left shows the limits of the projects and potential funding sources. The green section on the graphic to the left is the safety and traffic calming image enhancement corridor that the Small City Program is being applied for to assist the City in funding.

2012-2014 Crash Period

TYPE OF CRASH	Number	%
Rear End	72	37.7%
Angle	34	17.8%
Fixed Object	26	13.6%
Sideswipe - Passing	18	9.4%
Left Turn	13	6.8%
Pedalcyclists	7	3.7%
Parked Vehicle	6	3.1%
Sideswipe - Meeting	4	2.1%
Pedestrian	4	2.1%
Other Non-Collision	3	1.6%
Animal	2	1.0%
Backing	2	1.0%
Grand Total	191	100.0%



Anticipated Schedule	Anticipated Start & Completion Dates	FY (ODOT)
Preliminary Engineering / Environmental Studies / NEPA	Feb 2017 – Jun 2017	2017
Detailed Design	Jul 2017 – Dec 2017	2018
R/W & Utilities	Jan 2018 – Dec 2018	2018/2019
Construction & Construction Engineering	Feb 2019 – Sep 2019	2019/2020



Proposed Safety Project for Small City Program Application

2014 HSP Priority Ranking #79 Section on Urban Non-Freeways in State of Ohio

This roadway safety traffic calming project will reduce a 4-lane roadway to a 2-lane facility with on-street bike lanes and a raised decorative median treatment and potential roundabout to calm traffic heading into downtown Sidney as traffic speeds transition from 45 MPH to 25 MPH.

Funding Sources	Fiscal Year (ODOT)	Local Contribution	Small City Request	Turnpike Revenue	Total
Preliminary Engineering / Environmental Studies / NEPA	2017	\$146,500 (100%)	\$0	\$0	\$146,500
Detailed Design	2018	\$351,600 (100%)	\$0	\$0	\$351,600
Right-of-Way/Utilities	2018/2019	\$50,000 (100%)	\$0	\$0	\$50,000
Construction	2019/2020	\$146,500 (5%)	\$2,344,000 (80%)	\$439,500 (15%)	\$2,930,000
Construction Engineering	2019/2020	\$11,720 (5%)	\$187,520 (80%)	\$35,160 (15%)	\$234,400
Total		\$706,320	\$2,531,520	\$474,660	\$3,712,500

Project Description – The project involves transforming the section of SR47 from the 4th Avenue intersection to Walnut Avenue from a 4-lane roadway to a 2-lane roadway with on-street bike lanes and replacing the center median dual sided guardrail (see photo below) with a raised median treatment with aesthetic features to provide an improved gateway into the Downtown Area of Sidney. A possible roundabout is proposed at the at-grade unsignalized intersection of Wilkinson Avenue which is a location where the speed limit begins to transition from 45MPH to 25MPH. A signal upgrade at Walnut Avenue will provide mast arms and pedestrian countdown signals, and at 4th Avenue there is already a programmed safety improvement for a new signal. This corridor has percentages of bike crashes over 6 times the State average.



Recent 2016 crash on the #79 HSP ranked section where a light pole was struck, as well as median guardrail in center

Existing Conditions

Data Type	Value for SR 47 (W. Court St.)
Average Daily Traffic (ADT)	16,670
Volume to Capacity Ratio	0.54
Crash Rate	8.05 per MVMT
Pavement Condition Rating	62.3 PCR
Crash Density	146.9 crashes/mile
Relative Severity Index (RSI)	26,731
Economic Health	4.2% (Shelby Co.) 4.6% (State Avg.) 0.4% < State Avg. (63 rd ranking in State)