Logan-Union-Champaign
regional planning commission

Director: Bradley J. Bodenmiller

Executive Committee Meeting Agenda

Thursday, July 14, 2022, 1:15 pm

Call to Order – Tyler Bumbalough, President

Roll Call – Brad Bodenmiller

Action on Minutes of June 9, 2022 – Executive Committee

Financial Report – Todd Freyhof

ODOT Reports

RTPO Report – Tyler Bumbalough

1. Miami Street Safety Study

New Business:

1. Review of Mills of Watkins Phase 1 Final Plat (Union County) – Staff Report by Brad Bodenmiller
2. Review of VN-9 Final Plat (Union County) – Staff Report by Brad Bodenmiller
3. Review of VN-10 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
4. Review of Harrison Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith
5. Review of Pleasant Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith
6. Review of Rushcreek Township Amendment (Logan County) – Staff Report by Aaron Smith
7. Review of Union Township Zoning Text Amendment (Champaign County) – Staff Report by Aaron Smith

Director's Report

Comments from Individuals

Adjourn

10820 St. Rt. 347, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431 •
• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com

LUC Regional Planning Commission
Treasurer's Report

Beginning Balance on June 1, 2022				**$ 608,555.07**
Receipts				
	Barney Dodson	Mills of Watkins Tabling	$ 300.00	
	Terrain Evolution	VN-9 Final Plat	$ 3,330.00	
	Terrain Evolution	VN-10 added lots	$ 130.00	
	Terrain Evolution	VN-10 tabling fee	$ 300.00	
	Barney Dodson	Mills of Watkins Tabling	$ 300.00	
	Champaign County	Maps	$ 37.50	
	Union County	Interest	$ 128.96	
Total Receipts				**$ 4,526.46**
Total Cash on Hand				**$ 613,081.53**
Expenditures				
	Employee Salaries	2 Pay Periods	$ 14,912.32	
	PERS	2 Pay Periods	$ 2,087.72	
	Medicare	2 Pay Periods	$ 208.67	
	Worker's Compensation	2 Pay Periods	$ 102.19	
	CEBCO	Health Insurance	$ 2,381.98	
	Dental Insurance	Dental Insurance	$ 103.00	
	VSP	Vision Insurance	$ 5.02	
	Life Insurance	Life Insurance	$ 8.42	
	CRI Digital	Copier Maintenance	$ 393.93	
	Staples	Office Supplies; Shelves; Monitor	$ 2,718.66	
	USPS	Postage	$ 505.50	
	TRC	per Lease agreement	$ 2,567.26	
	Wesley Easton	Easton Water - bottled water	$ 13.25	
	Staples	Printers (3)	$ 869.97	
	Aaron Smith	Mileage - May 2022	$ 165.33	
	Brad Bodenmiller	Mileage - May 2022	$ 333.07	
	Richwood Banking Visa	Miscellaneous Expenses	$ 55.88	
	Bellefontaine Examiner	Fair Housing legal ad	$ 26.51	
Total Expenditures				**$ 27,458.68**
Balance on Hand as of June 30, 2022				**$ 585,622.85**

Respectfully Submitted,

Todd Freyhof, Treasurer

Logan-Union-Champaign
regional planning commission

Director: Bradley J. Bodenmiller

2022 Budget Summary

as of June 30, 2022

Revenues

		Estimated	Received	Cash Balance	%
450112	Membership Contributions	$ 221,431.50	$ 234,651.25	$13,219.75	106%
450105	Grants	$ 24,400.00	$ 7,500.00	($16,900.00)	31%
450105.LUC13	ODOT RTPO Grant	$ -	$ -	$0.00	0%
420107	Charges for Services	$ 77,000.00	$ 600.00	($76,400.00)	1%
420121	Subdivision Plats	$ 55,000.00	$ 26,783.85	($28,216.15)	49%
420122	Mapping	$ 150.00	$ 217.50	$67.50	145%
470101	Interest	$ 1,547.63	$ 747.25	($800.38)	48%
480108	Annual Dinner	$ 2,900.00	$ -	($2,900.00)	0%
480111	Refund	$ -	$ -	$0.00	
	Estimated Total Revenue	**$ 382,429.13**	**$ 270,499.85**	**($111,929.28)**	71%

Expenditures:

		Estimated Budget	Intra-Fund Transfers	Adjusted Budget	Expended	%
510100	Salaries & Wages	$ 230,000.00		$ 230,000.00	$ 88,805.96	39%
510205	PERS	$ 32,200.00		$ 32,200.00	$ 12,432.78	39%
510215	Medicare	$ 3,335.00		$ 3,335.00	$ 1,242.33	37%
510225	Workers Compensation	$ 2,530.00		$ 2,530.00	$ 608.37	24%
510305	Medical	$ 42,100.00	$ (9,000.00)	$ 33,100.00	$ 14,291.88	43%
510310	Dental Insurance	$ 1,900.00		$ 1,900.00	$ 618.00	33%
510315	Vision Insurance	$ 90.00		$ 90.00	$ 30.12	33%
510320	Life Insurance	$ 130.00		$ 130.00	$ 50.52	39%
520115	Office Supplies	$ 5,000.00	$ 5,000.00	$ 10,000.00	$ 6,044.95	60%
520155	Subscription Fees	$ 5,000.00		$ 5,000.00	$ 2,946.52	59%
530100	Contract Services	$ 12,000.00		$ 13,101.23	$ 4,814.82	37%
530110	Tuition Reimbursement	$ -		$ -	$ -	0%
530171	Professional Development	$ 5,000.00		$ 5,000.00	$ 819.00	16%
530310	Auditing Services	$ 4,000.00		$ 4,000.00	$ -	0%
530650	Maintenance & Repair	$ 15,000.00	$ (5,000.00)	$ 10,000.00	$ -	0%
530702	Annual Dinner	$ 4,000.00		$ 4,000.00	$ -	0%
530800	Building	$ 31,500.00		$ 31,500.00	$ 15,428.71	49%
540100	Equipment	$ 2,500.00	$ 11,500.00	$ 14,000.00	$ 2,445.26	17%
550100	Travel & Expense	$ 7,500.00		$ 7,500.00	$ 1,925.06	26%
550305	Contingencies	$ 10,000.00	$ (2,500.00)	$ 7,500.00	$ 1,409.34	19%
	Estimated Total Expenditures	**$ 413,785.00**		**$ 414,886.23**	**$ 153,913.62**	37%

STATEMENT:

Cash Balance January 1, 2022	$ 469,036.62
Estimated Cash Balance December 31, 2022	$ 410,824.58
Actual Cash On Hand December 31, 2022	
Estimated Total Revenue	$ 382,429.13
Actual 2022 Revenue	$ 270,499.85
Difference (+/Under)	**$ (111,929.28)**
Estimated Adjusted Total Expenditures	$ 414,886.23
Actual 2022 Expenditures	$ 153,913.62
Difference (+/Under)	**$ 260,972.61**

CHP/LOG Projects
Award Dates: FY22 and FY23

PID	COUNTY ROUTE SECTION	PRIMARY WORK CATEGORY	DESCRIPTION	PROJECT TERMINI	SALE DATE	AWARD DATE	BEGIN CONSTRUCTION	END CONSTRUCTION	CONSTRUCTION COSTS	NOTE
Awarded Projects										
105901	LOG-SR540-0.10	Resurfacing	Mill the existing pavement and replace with asphalt concrete, place pavement markings, pavement repair, and RPM's. Urban paving project.	LOG-SR540-0.10-1.59	**SOLD 6/17/2021**	**AWARD 6/24/2021**	**START 8/30/2021**	9/15/2021	**CONTRACT $636,491**	
107462	D07 CHIP FY22	Roadway Minor Rehab	Chip seal	CHP-SR29-2.68-10.08; CHP-SR55-11.65-15.05; CHP-SR56-0.00-5.32; AUG-SR116-1.20-7.20; SHE-SR706-0.00-5.14	**SOLD 12/2/2021**	**AWARD 12/9/2021**	**START 4/18/2022**	9/15/2022	**CONTRACT $1,438,802**	
107442	CHP-161-0.00	Roadway Minor Rehab	AC overly with repairs	CHP-SR161-0.00-7.10	**SOLD 12/16/2021**	**AWARD 12/23/2021**	**START 4/27/2022**	7/31/2022	**CONTRACT $1,337,308**	
109333	CHP ODNR Kiser Lake State Park	Parks	ODNR project in Kiser Lake State Park for Culvert Lining	Kiser Lake State Park	**SOLD 12/16/2021**	**AWARD 12/23/2021**	**START 4/25/2022**	8/30/2022	**CONTRACT $44,802**	Open to traffic 5/13/2022
110591	LOG-Pave-FY2022	Roadway Minor Rehab	Resurface existing roadway with asphalt concrete. Curb ramps in DeGraff	LOG-SR508-0.00-1.29; LOG-SR274-11.02-12.24; LOG-SR235-4.76-6.08	**SOLD 1/13/2022**	**AWARD 1/20/2022**	**START 4/7/2022**	8/31/2022	**CONTRACT $1,349,420**	
109783	CHP-PAVE-FY22	Roadway Minor Rehab	Resurface the existing roadway with asphalt concrete (2.00").	CHP-US36-17.27-19.48; CHP-SR235-6.59-6.76; CHP-SR235-12.59-16.12; CHP-SR560-0.00-2.76	**SOLD 1/27/2022**	**AWARD 2/3/2022**		9/30/2022	**CONTRACT $2,266,000**	
103819	CHP-BH-FY22	Bridge Preservation	Bridge Repair	CHP-SR29-25.62 - SFN 110548; CHP-SR54-04.18 - SFN 1101323; CHP-SR187-2.55 - SFN 1102281	**SOLD 2/17/2022**	**AWARD 2/25/2022**	**START 6/22/2022**	9/30/2022	**CONTRACT $845,182**	30.0% over estimate
105411	CHP/SHE VAR/VAR	Bridge Preservation	Project to overlay various structures using hydrodemolition and various repairs to the substructure	CHP-SR29-2.64 - SFN 1100254; CHP-SR245-4.03 - SFN 1102435; CHP-SR560-5.41 - SFN 1103369; SHE-SR589-1.62 - SFN 7503210	**SOLD 3/10/2022**	**AWARD 3/17/2022**	**START 5/17/2022**	9/30/2022	**CONTRACT $1,241,410**	8.3% over estimate
99855	LOG SR 287/VAR 00.68/VAR	Bridge Preservation	Bridge Repair and Deck Overlays	LOG-SR287-0.69 - SFN 4602730; LOG-SR287-8.86 - SFN 4602889; LOG-SR292-16.26 - SFN 4603249; LOG-SR368-0.75 - SFN 4603486	**SOLD 3/17/2022**	**AWARD 3/24/2022**	**START 6/1/2022**	9/30/2022	**CONTRACT $1,291,159**	30% over estimate
110472	LOG-47/235-5.23/8.18	Safety	Construct a roundabout	Intersection of LOG-SR47 and LOG-SR235	**SOLD 3/31/2022**	**AWARD 4/7/2022**	**START 4/29/2022**	5/31/2023	**CONTRACT $2,624,762**	21.8% over estimate
113295	CHP-ODNR Kiser Lake State Park 2	Resurfacing	ODNR project in Kiser Lake State Park for resurfacing	Kiser Lake State Park	**SOLD 3/31/2022**	**AWARD 4/7/2022**	**START 6/6/2022**	**END 7/7/2022**	**CONTRACT $45,871**	2.1% over estimate. Project complete.
104834	LOG-CR VAR PM FY2022	Safety	Upgrade existing pavement marking.	Various county routes in Logan County	**SOLD 5/3/2022**	**AWARD 5/4/2022**	9/12/2022	10/30/2022	**CONTRACT $219,012**	
115616	CHP-CR67-0.00	Safety	Install centerline raised pavement markers for the entire length of Zimmerman Road and Storms Creek Road in Champaign County	CHP-CR67-0.00-3.70; CHP-CR85-0.00-2.85	**SOLD 4/21/2022**	**AWARD 5/17/2022**	LATE 5/29/2022	LATE 6/30/2022	**CONTRACT $21,989**	
105345	LOG-347-3.63	Roadway Minor Rehab	AC overlay without repairs.	LOG-SR347-3.62-5.71	**SOLD 5/12/2022**	**AWARD 5/20/2022**	**START 6/24/2022**	8/15/2022	**CONTRACT $1,132,004**	4.6% over estimate
107482	CHP-55-0.23	Roadway Minor Rehab	AC Overlay with repairs, curb ramps	CHP-SR55-0.23-11.65	**SOLD 5/26/2022**	**AWARD 6/3/2022**		10/15/2022	**CONTRACT $2,927,800**	4.6% over estimate
101155	LOG 33 25.60	Roadway Minor Rehab	Mill and fill with AC and perform pavement repairs.	LOG-US33-25.60-29.65	**SOLD 6/30/2022**	**AWARD 7/8/2022**		10/31/2022	**CONTRACT $5,045,311**	5.7% under estimate.

CHP/LOG Projects
Award Dates: FY22 and FY23

PID	COUNTY ROUTE SECTION	PRIMARY WORK CATEGORY	DESCRIPTION	PROJECT TERMINI	SALE DATE	AWARD DATE	BEGIN CONSTRUCTION	END CONSTRUCTION	CONSTRUCTION COSTS	NOTE
Projects in Development										
113074	D07-PAVE-FY22	Pavement Maintenance	Concrete repair on various roadways and concrete patching of 4 structures	CHP-US68-0.00-1.27; CHP-US68-15.04-15.18; LOG-US33-21.50-25.58; CHP-US68-0.65R - SFN 1101803; CHP-US68-0.66L - SFN 1101773; CHP-US68-1.18R - SFN 1101846; CHP-US68-1.20L - SFN 1101838	NO BID 6/30/2022	NO BID 7/11/2022		11/1/2022	$1,064,870	No bids 3/17/22 letting. No bids 6/30/22 letting.
108377	LOG US 68 7.22	Roadway Minor Rehab	Mill and Fill with AC in the City of Bellefontaine. Urban Paving Program	Pine Street (SLM 7.22) to Auburn Road (SLM 8.10)	7/14/2022	7/25/2022		10/15/2022	$638,340	
108874	CHP US 68 5.36	Roadway Minor Rehab	Mill and fill with superpave asphalt in City of Urbana. Urban Paving Program	0.07 mile S of Pearce Pl (SLM 5.36 to Washington Ave (SLM 6.93) The roundabout at USR 36/68 will be omitted (SLM 6.57-6.70)	7/28/2022	8/8/2022		10/15/2022	$797,392	
108096	D07-BH-FY23	Bridge Preservation	Seal joint seams on various culvert type bridges	CHP-SR559-6.603 - SFN 1102893; CHP-SR559-10.514 - SFN 1103040; CHP-SR559-11.024 - SFN 1103067; LOG-SR235-23.565 - SFN 4602156; other various in MER, MIA SHE	8/25/2022	9/5/2022		12/31/2022	$364,709	
113608	LOG-68-0.52	Pedestrian Facilities	Installation of new pedestrian crosswalks - radar speed sign at two locations within the Village of West Liberty.	LOG-US-68-0.520-0.979	11/3/2022	11/14/2022		5/31/2023	$92,698	
105229	D07 CHIP FY23 (A)	Pavement Maintenance	Chip Seal	CHP-SR560-2.76-9.94; CHP-SR245-10.74-17.06; CHP-SR559-7.89-11.38; LOG-SR47-16.72-19.81; LOG-SR245-5.13-5.83; LOG-SR720-0.00-5.34; various AUG	11/17/2022	11/28/2022		9/30/2023	$1,660,500	
102999	LOG-US33/SR47/SR235-VAR	Roadway Minor Rehab	Resurfacing	LOG-US33-0.00-1.97; LOG-SR47-5.31-11.69; LOG-SR235-6.17-8.10; LOG-SR235-13.89-17.48	1/12/2023	1/23/2023		9/30/2023	$3,410,000	
105403	D07 BP FY23	Bridge / Culvert Maintenance	Paint the structural steel on various bridges throughout the district.	LOG-US68-0.40 - SFN 4601440; various AUG and SHE	1/12/2023	1/23/2023	5/15/2023	9/30/2023	$723,560.00	
113894	LOG-SR287/SR347-11.00/0.00	Roadway Minor Rehab	Resurfacing	LOG-SR287-11.00-12.63; LOG-SR 347-0.00-2.37	2/23/2023	3/6/2023		9/30/2023	$975,000	
115979	LOG-CR18 Profile Improvements	Safety	Improve roadway safety by performing profile improvements to increase the line of sight for mainline and approaching vehicles	LOG-CR18 at TR216, TR200, and CR200	2/23/2023	3/23/2023	4/1/2023	8/1/2023	$121,653	
115980	LOG-TR179-0.85	Safety	Widen TR179 in Logan County, Jefferson Township by 2' to improve roadway safety	LOG-TR179-0.85-1.80	2/23/2023	3/23/2023	4/1/2023	8/1/2023	$106,020	
114562	LOG-SR235/SR706-0.00/0.00	Roadway Minor Rehab	Resurfacing	LOG-SR235-0.00-4.73; LOG-SR706-0.00-2.29	3/9/2023	3/20/2023	4/1/2023	7/1/2023	$2,575,000	
115985	CHP-Upper Valley Pike Widening	Safety	Widen Upper Valley Pike 2' on each side of the road with plans to pave 22' minimum width	CHP-CR14-2.51-5.80	4/1/2023	4/15/2023		12/1/2023	$103,167	
108875	CHP US 36 14.04	Roadway Minor Rehab	Mill and fill with AC. Urban Paving Program	West corp limit (SLM 14.04) to Walnut St. (SLM 14.88)	4/13/2023	4/24/2023		7/31/2023	$360,000	
112019	CHP-S. High Street	Roadway Improvement (Safety)	Improvement to the existing street via roadway, drainage, pedestrian and bicycle infrastructure additions or alterations. Traffic calming elements are also proposed.	South High Street in City of Urbana	5/1/2023	5/31/2023		10/31/2024	$5,245,558	

Memorandum

To: LUC Executive Committee

From: Louis Agresta
Acting TCC Transportation Director
Phone 937-521-2134
lagresta@clarkcountyohio.gov

Re: RTPO Planning Report

Date: July 1, 2022

The following are items for discussion at the July 14, 2022 LUC Executive Committee Meeting.

Miami Street Safety Study- City of Urbana

The Miami Street Safety Study has been completed. The study has been passed along to ODOT for environmental review in advance of the urban paving job.

The final version of the study can be found on the LUC website. Staff requests that the LUC Executive Committee accept the document by approving the attached resolution.

Gwynne Street Bridge Analysis- City of Urbana

The Gwynne Street Bridge Study has been authorized. A kick off meeting was held in June. Field work for the study will take place in July.

Other

TCC Staff is working on a scope of services document for a study to analyze the feasibility of extending the Simon Kenton Trail between E. Lawn Avenue and Melvin Miller Park. Updates will be provided to the LUC Executive Committee as they become available.

LUC TAC meeting dates are as follows

- August 29th, 2022
- December 5th, 2022

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

FY 2022 Budget Status (as of May 31, 2022)

Work Elements	Total Budget	Balance	Expended	Expense	Expenses
625.1 RTPO Planning	$ 98,392.00	$ 25,928.53	74%	$ 11,493.85	$ 72,463.47
625.11 RTPO Planning (fy21)	$ 50,000.00	$ 14,489.47	71%		$ 35,510.53

A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ACCEPTING
THE MIAMI STREET SAFETY STUDY IN ITS FINAL FORM

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

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

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

WHEREAS, LUC deemed the Miami Street Safety Study as an important transportation planning initiative to identify minor safety improvements in advance of a planned paving project along the corridor in 2023; and

WHEREAS, LUC has reviewed the Final Miami Street Safety Study dated June 30, 2022 and its associated attachments and finds the completed study to be satisfactorily complete.

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby accept the Miami Street Safety Study

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

_____
Tyler Bumbalough
President, LUC Executive Committee

_____
Bradley Bodenmiller
Secretary, LUC Executive Committee

_____
Date

10820 SR 347, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431
• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com

BURGESS & NIPLE

Memorandum

5085 Reed Rd. | Columbus, OH 43220 | 614.459.2050

To: Louis Agresta **June 30, 2022**
Clark County-Springfield Transportation Coordinating Committee

From: Kendra Schenk, PE, PTOE, RSP2I
Brandon Totman, PE
Katie Coon, EI
Burgess & Niple, Inc.

Subject: Miami Street Safety Study

The goal of this study was to assess the existing conditions and crash data along Miami Street (US 36) from Walnut Street to Edgewood Avenue in Urbana, Ohio. ODOT is resurfacing this segment of Miami Street as part of the ODOT Urban Resurfacing Program. Resurfacing will take place in 2023. The striping changes from this study will be included in the paving plans with the goal of mitigating crashes along Miami Street. Any additional signage will be purchased and installed by the City of Urbana in coordination with the resurfacing project.

Roadway Conditions

Miami Street is a minor arterial with an annual average daily traffic (AADT) in 2021 of 8,335 vehicles per day from Walnut Street to Oakland Street (SR 29) and 5,658 vehicles per day between Oakland Street and Edgewood Avenue based on ODOT's Traffic Monitoring Management System (TMMS). Miami Street is a three-lane roadway with one lane in each direction and a center two-way-left-turn-lane (TWLTL) between Walnut Street and High Street with on-street parking on both the north and south sides of Miami Street. Between High Street and Edgewood Avenue, Miami Street is a two-way two-lane roadway with on-street parking provided along both sides of the roadway.

Miami Street has a speed limit of 25 mph from Walnut Street to High Street and 35 mph between High Street and Edgewood Avenue. Throughout the corridor, driveways for both residential and commercial properties are prevalent. Sidewalks are provided along both sides of the corridor. The Simon Kenton Multi-Use Trail is located between Storms Avenue and Ann Street, with an at-grade crossing provided on Miami Street. In the near future, there are plans to install a Rectangular Rapid Flashing Beacon (RRFB) at this location after funds are secured from ODOT. A diagram that shows the existing signage along Miami Street is provided in **Attachment 1**.

Crash Analysis

Crash data from January 1, 2017 through December 31, 2021 was obtained for the study area using ODOT's GIS Crash Analysis Tool (GCAT) and analyzed using the Crash Analysis Module (CAM) Tool. The crash reports were opened and reviewed to verify the location of the crash and the crash type. A collision diagram that shows crash patterns by illustrating the approximate location of each reported crash is provided in **Attachment 2**. The output for the CAM tool is provided in **Attachment 3**. There was a total of 80 crashes with 18 (23 percent) resulting in injury. In the five-year period, one serious injury occurred. No fatalities were reported during the study period. **Figure 1** shows the crash frequency by year and severity.

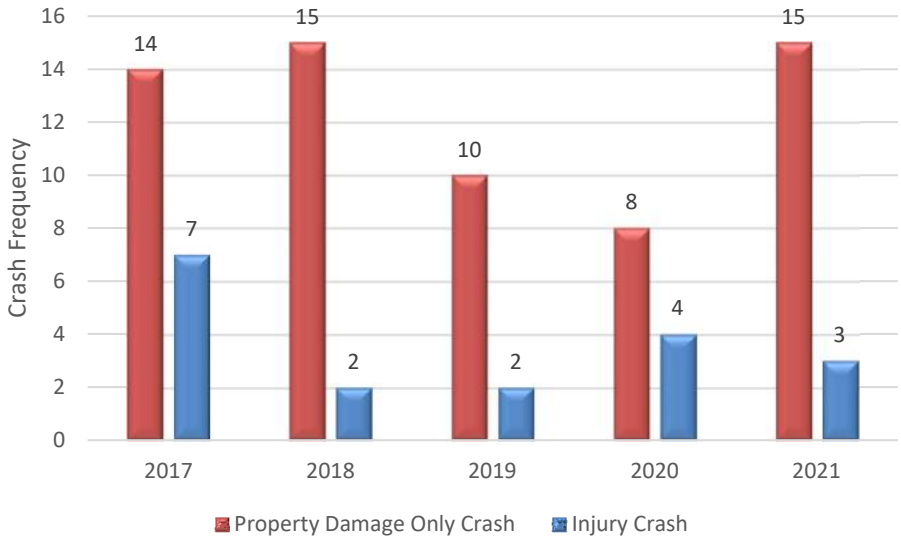

Figure 1: Crash Frequency by Severity

Figure 2 shows the crashes in the study area by crash type. Angle collisions were the most prevalent crash type along Miami Street (25 percent). Out of the 20 angle collisions, seven (35 percent) resulted in injury. Parked vehicle collisions and rear end collisions were the next most prevalent crash types in the corridor. The crash patterns at each location along Miami Street will be described in more detail in the following sections.

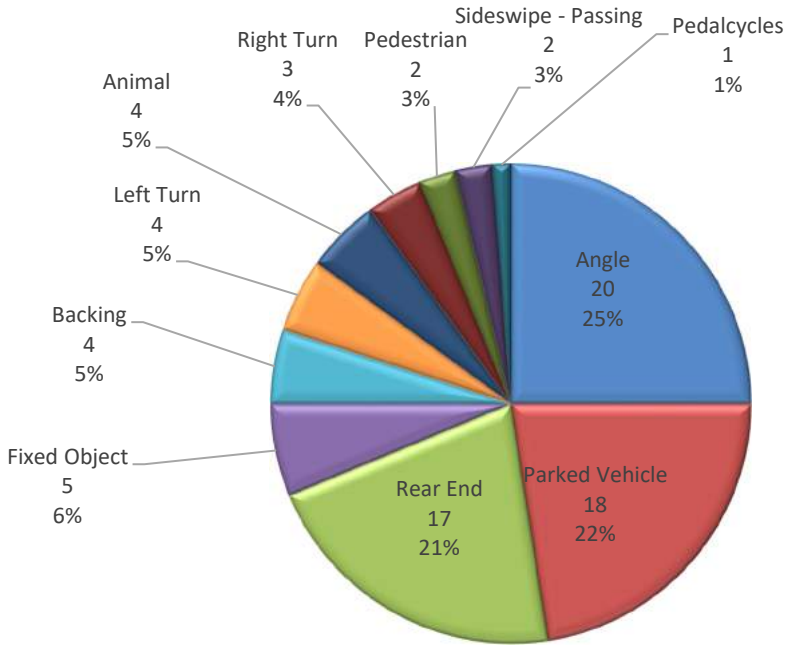

Figure 2: Crash Frequency by Crash Type

Locations for Improvement

The existing conditions and potential improvements for each location along the corridor are detailed below**.** Detailed layouts of the potential improvements are shown in **Attachment 4**. The corresponding page number for each location is included below.

Walnut Street

Existing Conditions

- Three angle collisions occurred due to northbound vehicles on Walnut Street failing to yield to vehicles on Miami Street.
- During the site visit it was observed the northbound sight distance to the east was slightly obstructed by parked vehicles, shown in **Photo 1**.

*Potential Improvements (See **Attachment 4, Page 7**)*

- Add a “right-turn only” sign on the northbound approach to help mitigate angle collisions at this location.

Photo 1: Northbound Approach at Walnut Street

Miami Street between Walnut Street and High Street

Existing Conditions

- In the five year period, no crashes occurred on this section of Miami Street.
- The eastern driveway of the United Dairy Farmers (UDF) operates as a right-in only driveway, but no signage or striping is provided to indicate the traffic control, shown in **Photo 2**.
- Transverse striping in front of the western UDF driveway separates the TWLTL and the exclusive westbound left-turn lane at High Street. This striping is located too close to the driveway, resulting in vehicles driving on the transverse striping to turn into the driveway. The striping is shown in **Photo 3**.

Photo 2: Eastern UDF Driveway

*Potential Improvements (See **Attachment 4, Page 7**)*

- Add pavement marking hatching to reinforce that the driveway is right-in only at the eastern UDF driveway.
- Add a directional pavement arrow and a "Do Not Enter" sign. This would need to be implemented by the UDF private property owner.
- Shorten the transverse striping and extend the TWLTL to facilitate left-turn movements into the western driveway at the UDF.
- Delineate on-street parking with striping along this corridor. The method for striping the parking would include solid lines parallel to the travel lane and perpendicular tick marks to indicate each parking stall. Clearly marking the on-street parking will help prevent vehicles from driving in the parking lane and will likely slow vehicle speeds by reducing the width of the roadway. Slower speeds will result in less severe crashes and a safer roadway for bicyclist and pedestrians.

Photo 3: Transverse Striping at Western UDF Driveway

High Street

Existing Conditions

- In the five-year period, six angle collisions occurred at this intersection. Half of the angle collisions were between northbound vehicles and westbound vehicles with the westbound driver being at fault by running the red light.
- The eastbound left-turn lane on Miami Street is narrow with a width of 10 feet.
- Two parked vehicle collisions occurred at the loading zone by the Caring Kitchen, likely due to vehicles parking close to the intersection, shown in **Photo 4**.
- The current 25-mph speed limit sign is mounted at a substandard height and location, shown in **Photo 5**. Due to the vehicles parked close to the intersection, this speed limit sign is often obstructed.

Photo 4: Parking In Front of Caring Kitchen

Photo 5: Substandard Speed Limit Sign at High St

*Potential Improvements (See **Attachment 4, Page 6**)*

- Shift the lanes toward the southern side of Miami Street by removing parking to provide more width in the eastbound left-turn lane.
- Relocate the 25-mph speed limit sign to the east side of the intersection and ensure that it is installed at an appropriate height.
- Delineate a clear loading zone on the northern side of Miami Street west of High Street.
- Modify the northbound and southbound red clearance intervals from 1 second to 1.4 seconds based on clearance interval calculations performed at the intersection. These calculations are provided in ***Attachment 5***.
- Add backplates to the eastbound and westbound approaches. The backplates may require that the signal be reconstructed to support the additional wind load. A more detailed analysis should be performed to determine the structural effects of the backplates.

Miami Street between High Street and Dewey Avenue

Existing Conditions

- Two angle collisions occurred at the intersection of Miami Street and Russell Street.
- Two parked vehicle collisions occurred on this section of Miami Street.

*Potential Improvements (See **Attachment 4, Page 6**)*

- Delineate on-street parking with striping.
- Add “Reduced Speed Ahead” signage in the eastbound direction to alert drivers to the upcoming speed limit change.

- Install 35 mph speed limit signs in the westbound direction.

Miami Street between Dewey Avenue and Railroad Crossing

Existing Conditions

- Three westbound rear end collisions occurred at Storms Avenue, likely due to vehicles stopping in the through lane on Miami Street to turn left onto Storms Avenue.
- The current stop sign at the intersection of Storms Avenue and Miami Street is not properly located in relation to Miami Street, shown in **Photo 6**.
- The driveway on the southside of the bike crossing at the Simon Kenton Trail is very wide and the bike path is not delineated, shown in **Photo 7**.
- There were some drainage issues located at the driveway of the Depot Coffee House causing a large amount of standing water, shown in **Photo 8**.
- Stakeholders have indicated that the Depot Coffee House parking lot fills up often and vehicles park along the street.
- A future medical center is being constructed on the south side of this section of Miami Street, which will likely result in increased traffic in the area.

Photo 6: Stop Sign at Storms Avenue

Photo 7: Wide Driveway at Bike Path

Photo 8: Standing Water at Coffee Depot House Driveway

*Potential Improvements (See **Attachment 4, Page 5**)*

- Move the stop sign at Miami Street and Storms Avenue closer to Miami Street.
- Stripe a bike lane through the driveway at the bike path on the north side of Miami Street near the Depot Coffee House to provide better delineation for bicycle traffic.
- In the future, wayfinding signage can be added at the trail to direct bicyclists to the downtown area.
- Stripe a center TWLTL along this segment to accommodate the number of left-turn vehicles accessing the future medical center development and the existing businesses along this segment. The TWLTL will begin just west of the railroad bridge providing a westbound left-turn lane onto Storms Avenue. With the center TWLTL, on-street parking will be delineated on the north side of Miami Street.

- The drainage issue at the Depot Coffee House is located on a bridge approach controlled by ODOT. Repairs to this area with be coordinated with ODOT.

Miami Street between Railroad Crossing and Rohrer Street

Existing Conditions

- Sidewalk is not provided on the north side of Miami Street across the large drive of the Premier Feeds business, shown in **Photo 9**.
- While performing the site visit, vehicles from the drive-through were observed queueing out of Crabill's Hamburger Shoppe onto Miami Street in the afternoon.

Photo 9: Wide Pavement at Premier Feeds

*Potential Improvements (See **Attachment 4, Page 4**)*

- Construct the center TWLTL from Storms Avenue, past the railroad tracks, to the entrance of Crabill's Hamburger Shoppe.
- It is recommended that the Premier Feeds driveway be narrowed to improve access management and sidewalk would be constructed across the driveway apron. These improvements would be part of a project separate from the resurfacing and subsequent restriping.

Miami Street between Rohrer Street and Oakland Street

Existing Conditions

- Seven parked vehicle collisions occurred along this section of Miami Street.

*Potential Improvements (See **Attachment 4, Page 3**)*

- Delineate the on-street parking and add "No Parking" signage.

Oakland Street

Existing Conditions

- Stakeholders indicated that truck drivers turning left from N Oakland Street to Miami Street have complained about the parked vehicles on the south side of Miami Street near the intersection, shown in **Photo 10.** The location of the parked vehicles makes it difficult for drivers of large vehicles to make their turning maneuver onto eastbound Miami Street, especially when there is a vehicle stopped at or past the stop bar in the westbound through lane.
    - Two parked vehicle collisions occurred at this intersection.
- Vehicles were observed parking in the westbound right-turn lane, shown in **Photo 11**.
- While performing the field review, it was observed that all the push button covers were missing on the pedestrian push buttons at the intersection, shown in **Photo 12**.

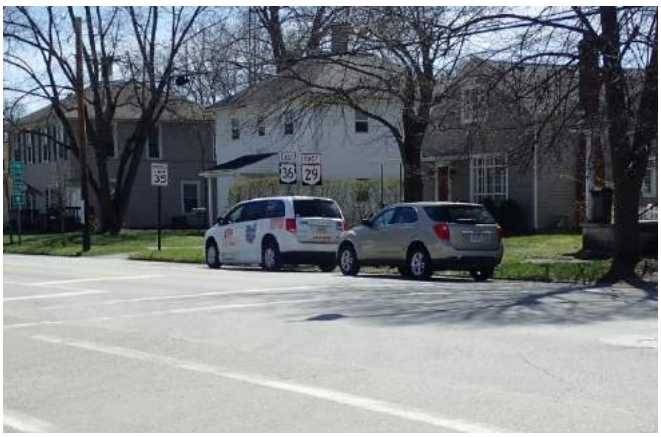

Photo 10: Vehicles Parked near Oakland Street

Photo 11: Vehicle Parked near Westbound Right-Turn Lane at Oakland St

Photo 12: Push Button with No Cover at Oakland Street

*Potential Improvements (See **Attachment 4, Page 3**)*

- Repair pedestrian push buttons.
- To accommodate the turning maneuvers for the larger southbound left-turning vehicles at this intersection, the westbound right-turn lane could be removed so that the westbound through lane could be shifted north of the centerline. The on-street parking on the southern side of Miami Street could remain. Based on the traffic volumes provided by the City of Urbana, this exclusive turn lane at this intersection is not warranted.

    - A secondary benefit of removing the right-turn lane is that large trucks can make a westbound right-turn onto northbound N Oakland Street easier and faster from the new shared through and right-turn lane than from existing narrow exclusive right-turn lane.
- Add "No Parking" signage between S Oakland Street and N Oakland Street on the south side of Miami Street and between Pappy's and N Oakland Street on the north side of Miami Street.

*Potential Long-Term Improvements (See **Attachment 4, Page 8 & 9**)*

- The stop bar for the eastbound approach of the signalized intersection at N Oakland Street is located to the west of the stop-controlled S Oakland Street approach. With this configuration, the traffic control is confusing as the drivers on the stop-controlled approach cannot see the signal heads for the adjacent signal to select an appropriate gap. Two improvement options could be implemented at this location:
    - Maintain the existing roadway configurations but signalize the S Oakland Street approach. Under this condition, the southbound and northbound approaches would need to be split phased. Split phasing with an offset intersection like this one will likely result in inefficient operations and could cause longer delays along Miami Street compared to existing conditions (see next section for operational analysis results).
    - Realign S Oakland Street with N Oakland Street to create a traditional four-legged signalized intersection. With this realignment, the signal would not need to operate under split phasing and would likely operate very similarly to existing operations (see next section for operational analysis results).

Miami Street between Oakland Street and Edgewood Avenue

Existing Conditions

- Five parked vehicle collisions occurred along this section of Miami Street.

*Potential Improvements (See **Attachment 4, Page 1 & 2**)*

- Delineate the on-street parking.

Edgewood Avenue

Existing Conditions

- Three angle collisions occurred at this intersection, all due to southbound vehicles failing to yield to vehicles on Miami Street.
- The curb radius on the southeast corner is currently not large enough to accommodate semi-trucks turning right from Edgewood Avenue. A fixed object crash occurred on this corner when a semi-truck drove into the grass and struck a fire hydrant while turning right.

*Potential Improvements (See **Attachment 4, Page 1**)*

- Add "Intersection Ahead" signage on the eastbound approach of Miami Street. This sign would be on the state-owned roadway segment, so coordination will be needed with ODOT to implement this signage.
- Parking restrictions adjacent to the intersection are recommended to prevent parked vehicles from obstructing the sight distance for drivers on Edgewood Avenue. This parking restriction can be shown by painting the curb yellow.
- The radius on the southeast corner has been redesigned and will be modified to improve truck turning at the intersection.

Overall Corridor

*Potential Improvements (See **Attachment 4**)*

- Sharrows are proposed along the roadway to bring drivers' attention to bicycles in the area while providing a connection between the Simon Kenton Trail and downtown Urbana. These pavement

markings will be implemented on Miami Street between the Simon Kenton Trail Crossing and Walnut Street.
- Additional “Share the Road Signs” should be placed strategically along the corridor.

Alternative Analysis
HCS capacity analysis was performed at the intersection of Miami Street and Oakland Street for the northbound leg addition to the signal, the removal of the westbound right-turn lane and realigning N and S Oakland Street. Turning movement counts from Tuesday, October 21, 2021 were from a local Traffic Impact Study provided by the City of Urbana. HCS output is provided in **Attachment 6**.

Table 1 summarizes the results of the HCS analysis below. The signal timings were optimized in all scenarios. 20 vehicle per hour for each of the northbound movements were estimated for both the AM and PM peak hours for S Oakland Street, as traffic counts were not available for this leg. In all scenarios, for both the AM and PM peak hours, all approaches and the overall intersection operate at LOS B or better. Signalizing S Oakland Street without aligning N and S Oakland Street resulted in the worst operation. This decrease in efficiency occurred because the northbound and southbound approaches operate as split phased due to the offset intersection legs and resulting path overlap. When N and S Oakland Street are aligned, the northbound and southbound movements are able to run together, improving the efficiency of the signal. The analysis indicates that both adding the northbound leg of Oakland Street and removing the westbound right-turn lane would work operationally and would adequately accommodate traffic.

Table 1: Operational Analysis Results

Intersection	Approach	Delay (Seconds)	LOS
		AM (PM)	AM (PM)
Existing Lane Conditions	Eastbound	6.3 (8.6)	A (A)
	Westbound	5.9 (7.9)	A (A)
	Northbound	--	--
	Southbound	9.0 (8.3)	A (A)
	Overall Intersection	**6.7 (8.2)**	**A (A)**
Intersection	**Approach**	**Delay (Seconds)**	**LOS**
		AM (PM)	AM (PM)
No Westbound Right-Turn Lane	Eastbound	6.3 (7.9)	A (A)
	Westbound	6.5 (8.8)	A (A)
	Northbound	--	--
	Southbound	9.0 (9.5)	A (A)
	Overall Intersection	**6.9 (8.6)**	**A (A)**
Intersection	**Approach**	**Delay (Seconds)**	**LOS**
		AM (PM)	AM (PM)
No Westbound Right-Turn Lane + S Oakland Street Signalized	Eastbound	12.6 (12.5)	B (B)
	Westbound	12.6 (13.7)	B (B)
	Northbound	14.6 (19.1)	B (B)
	Southbound	13.6 (17.3)	B (B)
	Overall Intersection	**13.0 (14.2)**	**B (B)**
Intersection	**Approach**	**Delay (Seconds)**	**LOS**
		AM (PM)	AM (PM)
No Westbound Right-Turn Lane + S Oakland Street Realigned	Eastbound	7.3 (7.9)	A (A)
	Westbound	7.4 (8.8)	A (A)
	Northbound	7.8 (8.7)	A (A)
	Southbound	8.2 (9.5)	A (A)
	Overall Intersection	**7.6 (8.6)**	**A (A)**

Cost Estimates

The following items were included in the cost estimates:

Resurfacing

- Additional signage

Additional Improvements

- Backplates at Miami Street and High Street (Assuming the existing signal can support the addition of backplates)
- Pedestrian push button face replacement at Miami Street and Oakland
- Maintain existing lane configuration and signalize S Oakland Street approach
- Realign N and S Oakland Street

Table 2 shows the cost estimate for both the resurfacing project costs and the additional safety improvements. Costs that will be covered in the ODOT Resurfacing Project (such as striping) are not included. The ODOT Resurfacing Project does not include the cost to bring pedestrian facilities to ADA compliance. These costs are detailed in **Attachment 7.** The long-term improvements were inflated to FY 2027.

Table 2: Cost Estimates

Improvements	2022 Construction Costs
Signing Costs with Resurfacing Project	$8,600
Additional Backplates	$2,800
Push Button Replacements	$1,530
Southern Leg Signal Addition at Miami Street and S Oakland Street	$28,000
Long-Term Improvements	**2028 Construction Costs**
Realignment of Oakland Street (FY 2028)	$608,500

Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 1
Existing Conditions Diagram

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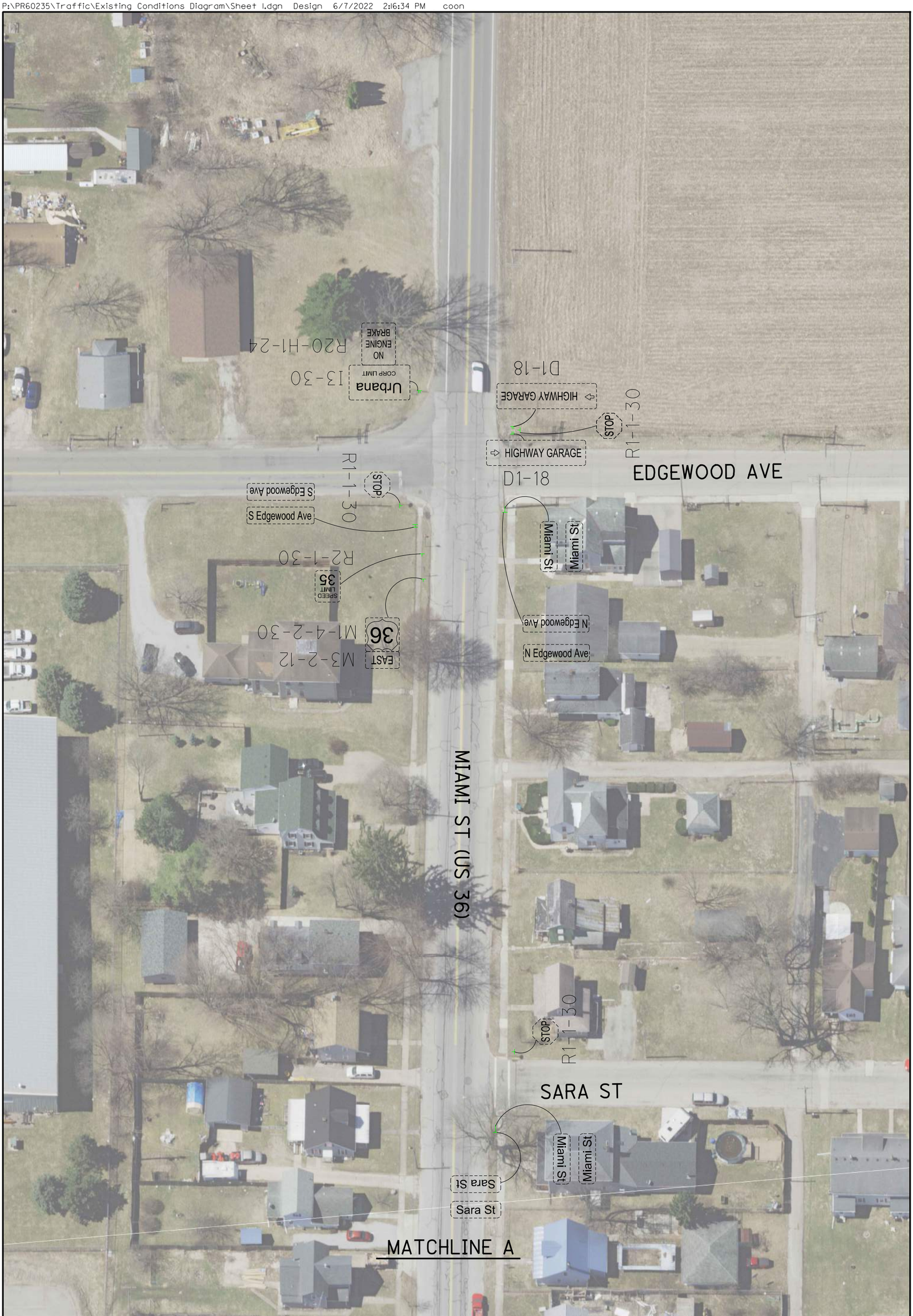

7-1	BURGESS & NIPLE	MIAMI ST (US 36): EDGEWOOD TO SARA ST EXISTING CONDITIONS DIAGRAM	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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2 / 7	**BURGESS & NIPLE**	MIAMA ST (US 36): FREEMAN TO OAKLAND EXISTING CONDITIONS DIAGRAM	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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3 of 7	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST EXISTING CONDITION DIAGRAM	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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4 / 7	**BURGESS & NIPLE**	**MIAMI ST (US 36): GLENN AVE** **EXISTING CONDITION DIAGRAM**	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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5 of 7	**BURGESS & NIPLE**	**MIAMI ST (US 36): STORMS AVE EXISTING CONDITION DIAGRAM**	CALCULATED BRS / CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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6/7	**BURGESS & NIPLE**	**MIAMI ST (US 36): DEWEY AVE TO HIGH ST** **EXISTING CONDITION DIAGRAM**	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

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BURGESS & NIPLE	MIAMI ST (US 36): HIGH ST TO WALNUT ST COLLISION DIAGRAM (2017-2021)	CALCULATED BRS CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET	N

Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 2
Crash Diagram

(A) 5/31/2019 - 12/D/R/W
(B) 9/28/2021 - 12/D/C/D
(C) 7/28/2017 - 13/D/C/D*
4/2/2018 - 6/L/O/W
(D) 8/27/2020 - 21/L/C/D*
(E) 4/12/2017 - 15/D/C/D*
(F) 5/16/2017 - 8/D/C/D*
(G) 3/30/2018 - 13/D/O/D
(H) 11/5/2017 - 4/L/O/W
(I) 1/14/2017 - 21/N/O/W
(J) 11/22/2021 - 19/N/C/D
(K) 5/3/2018 - 7/D/O/D

EDGEWOOD AVE

SARA ST

MATCHLINE A

MIAMI ST (US 36)

A 1
B 1
C 2
D 1
E 1
F 1
G 1
H 1
I 1
J 1
K 1

LEGEND

A 1 * CRASHES
PATTERN
- DIRECTION OF TRAVEL
* - INJURY REPORTED
- AT FAULT VEHICLE

REAR END
ANGLE
PARKED CAR
SIDESWIPE PASSING
PEDESTRIAN
PEDACYCLE
BACKING
LEFT-TURN
FIXED OBJECT
ANIMAL
RIGHT TURN

XX/XX/XXXX - DATE OF COLLISION
11/D/C/D
- HOUR OF COLLISION
- ROAD CONDITION
D - DRY W - WET
S - SNOW O - OTHER
U - UNKNOWN
- WEATHER CONDITION
C - CLEAR O - CLOUDY
R - RAIN S - SNOW
U - UNKNOWN
F - FOG, SMOG, SMOKE
- LIGHT CONDITION
D - DAYLIGHT
L - DARK, LIGHTED
N - DARK, NOT LIGHTED
R - DARK, LIGHT UNKNOWN
U - DUSK
A - DAWN
O - OTHER

N

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): EDGEWOOD TO SARA ST
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

1
7

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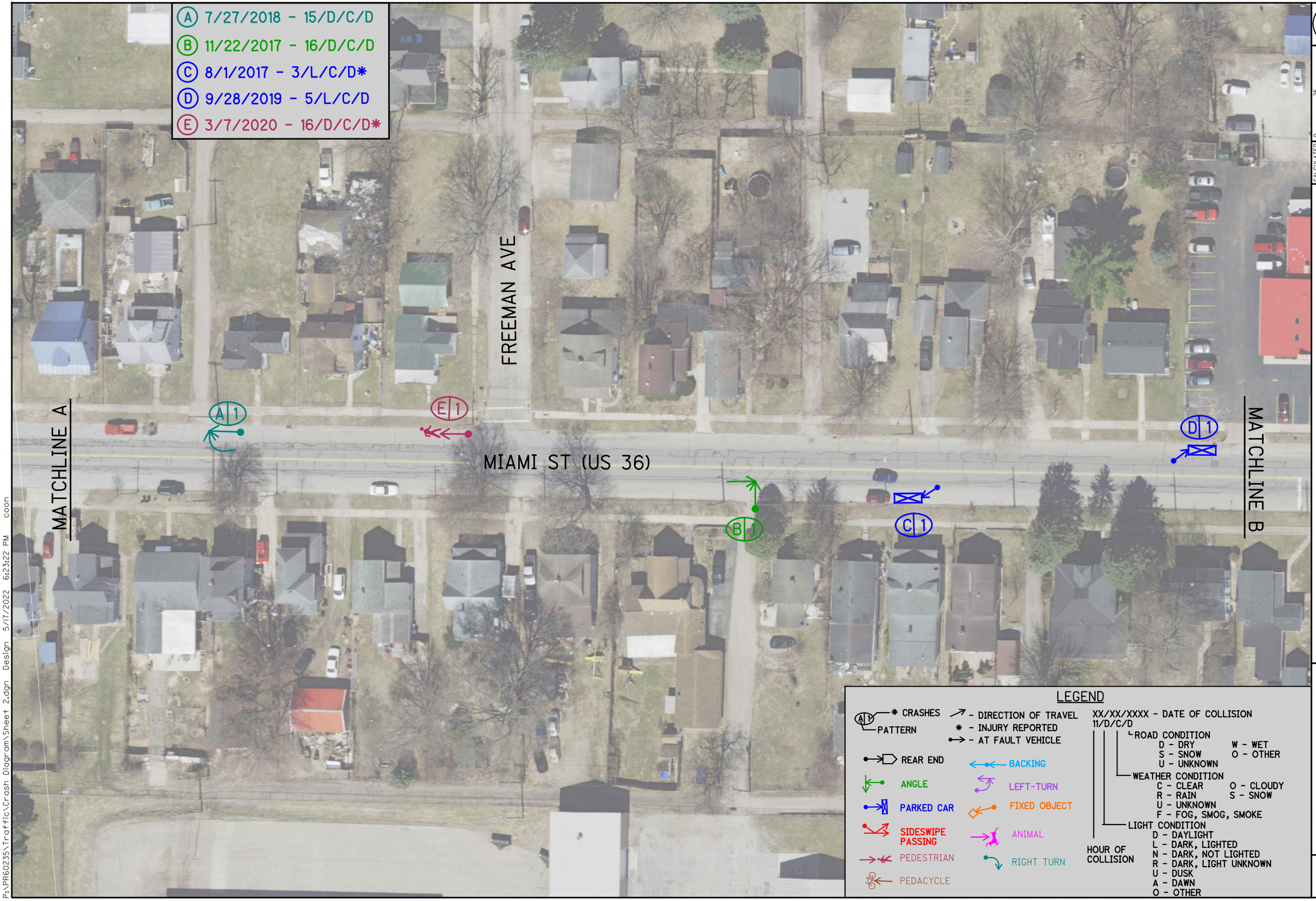

N

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMA ST (US 36): FREEMAN TO OAKLAND
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

2
7

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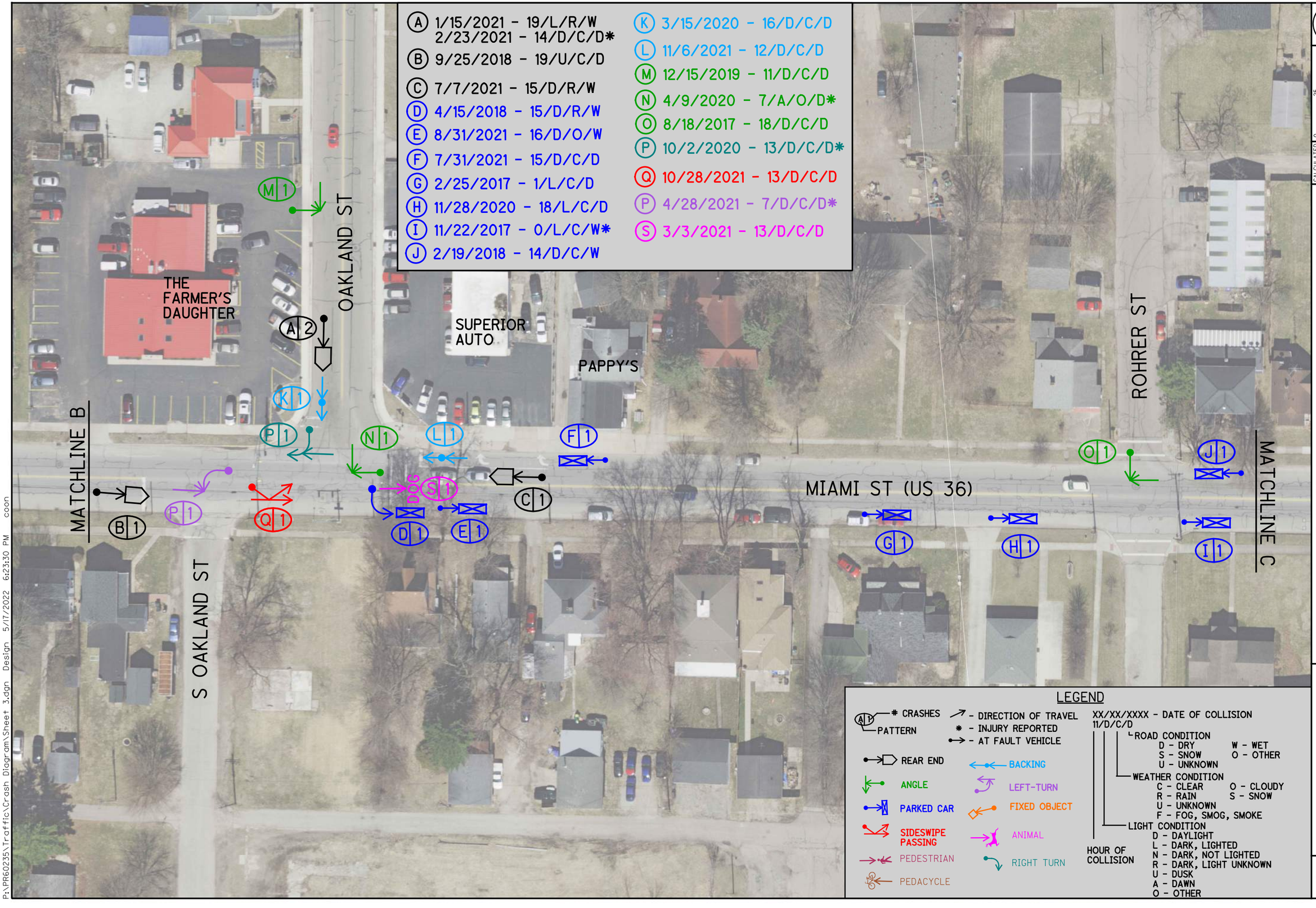

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): OAKLAND ST TO ROHRER ST
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

3
7

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(A) 7/26/2021 - 5/L/C/D
(B) 12/3/2021 - 16/D/C/D
(C) 10/1/2019 - 7/D/C/D
(D) 5/7/2019 - 14/D/C/D
(E) 3/1/2017 - 11/D/O/W
(F) 6/28/2020 - 7/L/F/D
(G) 12/31/2018 - 14/D/R/W
(H) 2/6/2019 - 16/D/O/W*

PREMIER FEEDS

GLENN AVE

MATCHLINE C

MATCHLINE D

MIAMI ST (US 36)

CRABILL'S HAMBURGER SHOPPE

US GRAPHICS

ANN ST

F 1
H 1
A 1
D 1
G 1
B 1
C 1
E 1

LEGEND

A 1 — * CRASHES — PATTERN
→ - DIRECTION OF TRAVEL
* - INJURY REPORTED
→ - AT FAULT VEHICLE

REAR END
BACKING
ANGLE
LEFT-TURN
PARKED CAR
FIXED OBJECT
SIDESWIPE PASSING
ANIMAL
PEDESTRIAN
RIGHT TURN
PEDACYCLE

XX/XX/XXXX - DATE OF COLLISION
11/D/C/D
- ROAD CONDITION: D - DRY, W - WET, S - SNOW, O - OTHER, U - UNKNOWN
- WEATHER CONDITION: C - CLEAR, O - CLOUDY, R - RAIN, S - SNOW, U - UNKNOWN, F - FOG, SMOG, SMOKE
- LIGHT CONDITION: D - DAYLIGHT, L - DARK, LIGHTED, N - DARK, NOT LIGHTED, R - DARK, LIGHT UNKNOWN, U - DUSK, A - DAWN, O - OTHER
- HOUR OF COLLISION

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): GLENN AVE
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

4
7

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12/23/2021 - 14/D/C/D

(B) 9/23/2018 - 19/D/C/D*

(C) 10/5/2018 - 16/D/R/W
2/13/2019 - 15/D/C/D*
3/22/2021 - 17/D/C/D

(D) 9/3/2020 - 12/D/O/W

(E) 11/9/2021 - 12/D/O/D

(F) 8/16/2019 - 17/D/C/D

DEPOT COFFEE HOUSE

SIMON KENTON TRAIL

ALL PHASE ELECTRIC SUPPLY

MIAMI ST (US 36)

FUTURE HEALTH CENTER

STORMS AVE

MATCHLINE D

MATCHLINE E

SIMON KENTON TRAIL

LEGEND

(A|1) * CRASHES — PATTERN

→ - DIRECTION OF TRAVEL
* - INJURY REPORTED
→• - AT FAULT VEHICLE

XX/XX/XXXX - DATE OF COLLISION
11/D/C/D

- ROAD CONDITION: D - DRY, W - WET, S - SNOW, O - OTHER, U - UNKNOWN
- WEATHER CONDITION: C - CLEAR, O - CLOUDY, R - RAIN, S - SNOW, U - UNKNOWN, F - FOG, SMOG, SMOKE
- LIGHT CONDITION: D - DAYLIGHT, L - DARK, LIGHTED, N - DARK, NOT LIGHTED, R - DARK, LIGHT UNKNOWN, U - DUSK, A - DAWN, O - OTHER
- HOUR OF COLLISION

REAR END
ANGLE
PARKED CAR
SIDESWIPE PASSING
PEDESTRIAN
PEDACYCLE
BACKING
LEFT-TURN
FIXED OBJECT
ANIMAL
RIGHT TURN

N

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): STORMS AVE
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

5
7

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(C) 9/21/2018 - 12/D/C/D
8/16/2019 - 23/L/C/D
(D) 4/6/2020 - 8/D/C/D
(E) 1/18/2020 - 11/D/R/D
12/8/2018 - 18/L/C/D
(F) 10/23/2017 - 0/L/C/D
9/7/2018 - 16/D/R/W
(G) 11/19/2020 - 8/O/U/D
(H) 10/24/2019 - 12/D/C/D

(I) 10/27/2018 - 14/D/R/W*
(J) 5/7/2017 - 20/D/C/C/D
(K) 12/18/2017 - 15/D/O/D
(L) 6/8/2018 - 12/D/C/D
(M) 1/3/2018 - 17/D/S/W
(N) 6/23/2017 - 13/D/R/W
(O) 9/2/2017 - 10/R/O/W
(P) 5/6/2017 - 10/D/C/D*
6/19/2018 - 12/D/C/D
12/13/2019 - 17/L/C/D
(Q) 8/6/2021 - 18/D/C/D

WASHINGTON ST
MATCHLINE E
MIAMI ST (US 36)
DEWEY AVE
RUSSELL ST
CARING KITCHEN/
CHAMPAIGN COUNTY SHERIFF
HIGH ST
MATCHLINE F
HIGH ST

B 1
E 2
I 1
D 1
G 1
A 1
K 1
L 1
C 2
J 1
F 2
H 1
N 1
M 1
P 3
Q 1

LEGEND

A 1 * CRASHES
PATTERN
→ - DIRECTION OF TRAVEL
* - INJURY REPORTED
→ - AT FAULT VEHICLE

XX/XX/XXXX - DATE OF COLLISION
11/D/C/D
- ROAD CONDITION: D - DRY, W - WET, S - SNOW, O - OTHER, U - UNKNOWN
- WEATHER CONDITION: C - CLEAR, O - CLOUDY, R - RAIN, S - SNOW, U - UNKNOWN, F - FOG, SMOG, SMOKE
- LIGHT CONDITION: D - DAYLIGHT, L - DARK, LIGHTED, N - DARK, NOT LIGHTED, R - DARK, LIGHT UNKNOWN, U - DUSK, A - DAWN, O - OTHER
- HOUR OF COLLISION

REAR END
ANGLE
PARKED CAR
SIDESWIPE PASSING
PEDESTRIAN
PEDACYCLE
BACKING
LEFT-TURN
FIXED OBJECT
ANIMAL
RIGHT TURN

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): DEWEY AVE TO HIGH ST
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

6
7

P:\PR60235\Traffic\Crash Diagram\Sheet 6.dgn Design 5/17/2022 6:23:52 PM coon

N

HORIZONTAL SCALE IN FEET
0 25 50

CALCULATED RML
CHECKED KHC

MIAMI ST (US 36): HIGH ST TO WALNUT ST
COLLISION DIAGRAM (2017-2021)

BURGESS & NIPLE

7/7

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Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

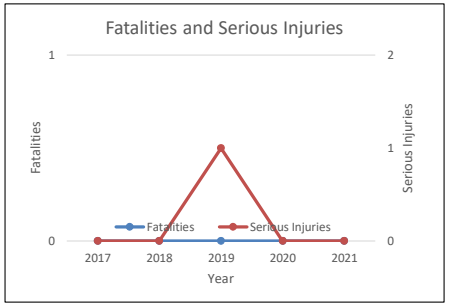
Attachment 3
CAM Tool Output

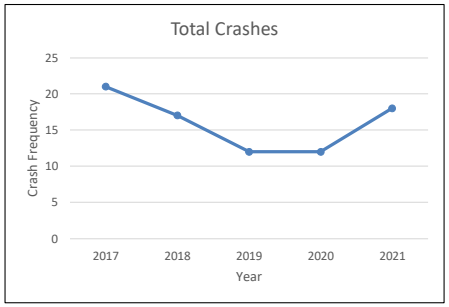
Miami Street between Walnut Street and Edgewod Avenue

Crash Summary Sheet

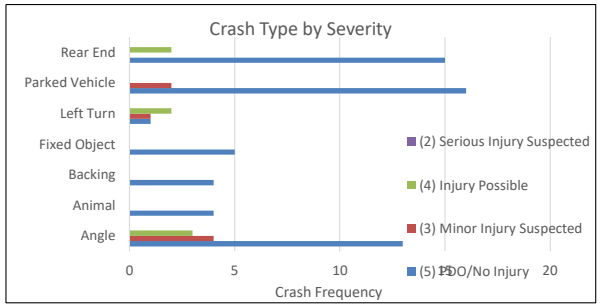
Crashes Per Year	16.00	Percent Injury	22.5%	EPDO	2.76

Year	Total Crashes	Fatalities	Serious Injuries
2017	21	0	0
2018	17	0	0
2019	12	0	1
2020	12	0	0
2021	18	0	0
Grand Total	80	0	1





Total Crashes	Injury Level				
Crash Type	(2) Serious Inju	(3) Minor Injury	(4) Injury Possit	(5) PDO/No Inj	Grand Total
Angle	0	4	3	13	20
Parked Vehicle	0	2	0	16	18
Rear End	0	0	2	15	17
Fixed Object	0	0	0	5	5
Backing	0	0	0	4	4
Left Turn	0	1	2	1	4
Animal	0	0	0	4	4
Right Turn	1	0	1	1	3
Pedestrian	0	1	1	0	2
Sideswipe - Passing	0	0	0	2	2
Pedalcycles	0	0	0	1	1
Grand Total	1	8	9	62	80



Miami Street between Walnut Street and Edgewod Avenue

Crash Summary Sheet

Crashes Per Year	16.00	Percent Injury	22.5%	EPDO	2.76

Road Condition	Total Crashes	Fatalities	Serious Injuries
Dry	59	0	0
Wet	21	0	1
Grand Total	80	0	1

Weather	Total Crashes	Fatalities	Serious Injuries
Clear	52	0	0
Cloudy	14	0	1
Rain	11	0	0
Snow	1	0	0
Unknown	1	0	0
Fog, Smog, Smoke	1	0	0
Grand Total	80	0	1

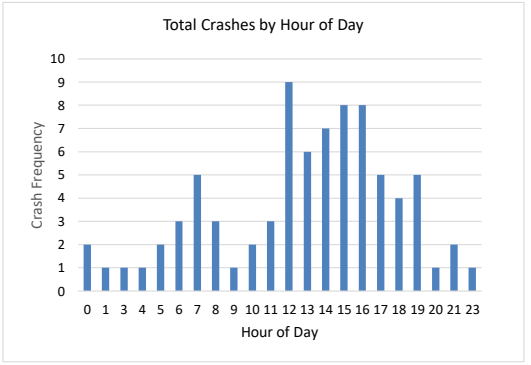
Crash Location	Total Crashes	Fatalities	Serious Injuries
Driveway/Alley Access	1	0	0
Four-Way Intersection	28	0	0
Not An Intersection	36	0	0
T-Intersection	15	0	1
Grand Total	80	0	1

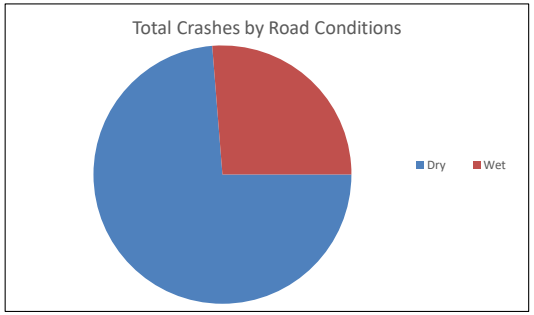
Roadway Contour	Total Crashes	Fatalities	Serious Injuries
Straight Level	66	0	1
Straight Grade	14	0	0
Grand Total	80	0	1

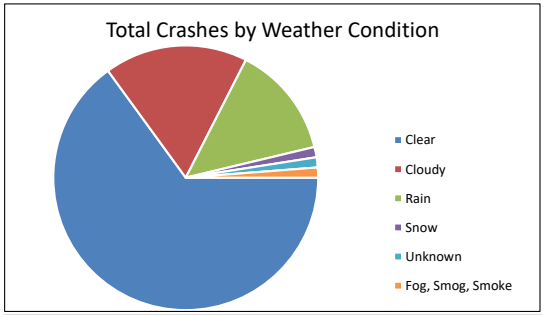
Hour of Day	Total Crashes
0	2
1	1
3	1
4	1
5	2
6	3
7	5
8	3
9	1
10	2
11	3
12	9
13	6
14	7
15	8
16	8
17	5
18	4
19	5
20	1
21	2
23	1
Grand Total	80

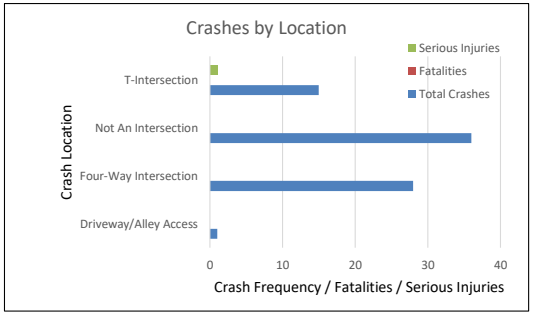
Month	Total Crashes
January	5
February	6
March	6
April	7
May	6
June	4
July	5
August	7
September	9
October	8
November	9
December	8
Grand Total	80

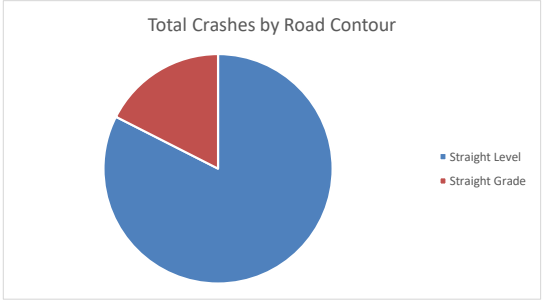
Day in Week	Total Crashes
(1) Sunday	7
(2) Monday	11
(3) Tuesday	11
(4) Wednesday	10
(5) Thursday	8
(6) Friday	18
(7) Saturday	15
Grand Total	80











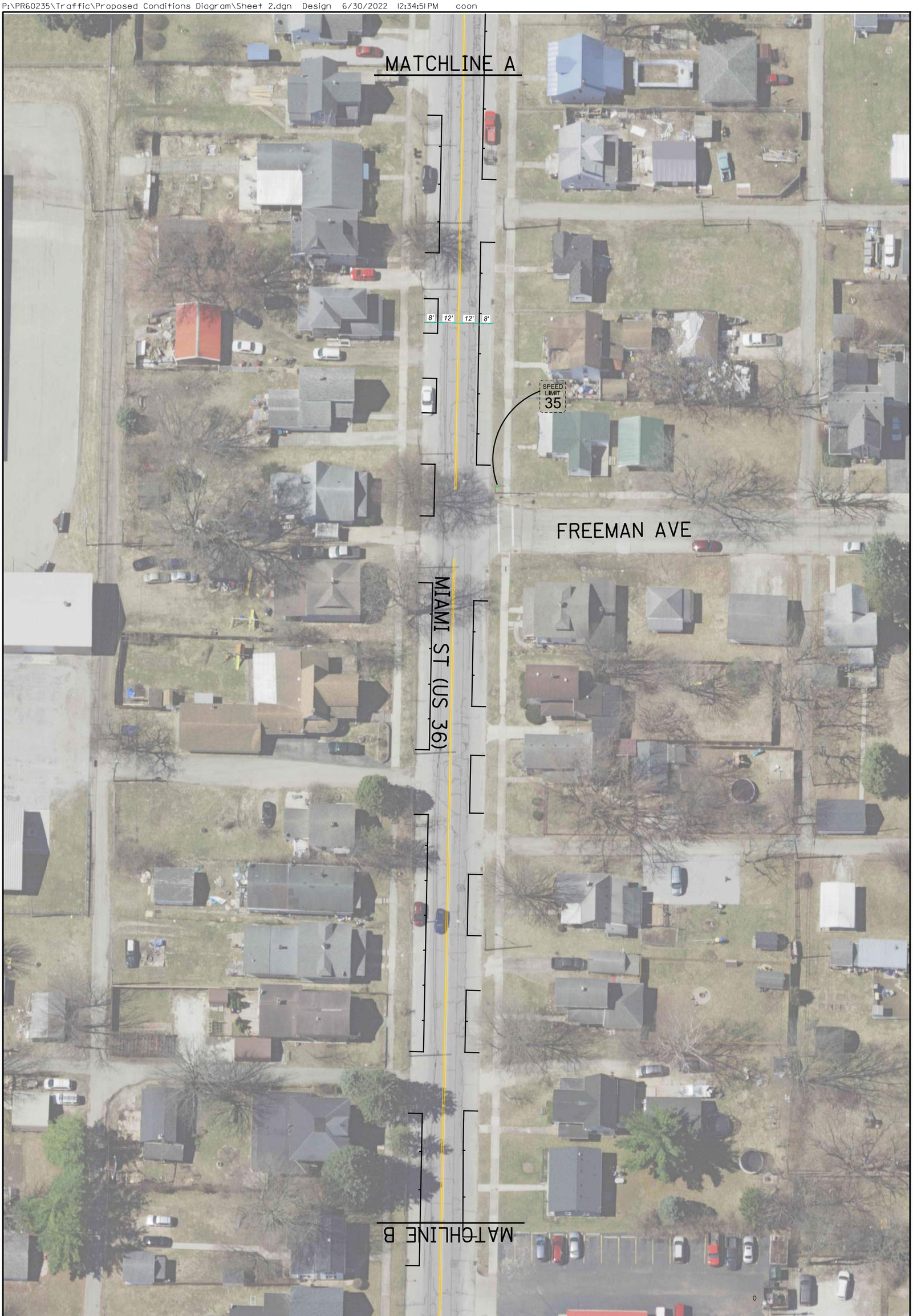
Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 4
Potential Improvement Layouts

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 1.dgn Design 6/30/2022 12:34:39 PM coon

9	**BURGESS & NIPLE**	**MIAMI ST (US 36): EDGEWOOD TO SARA ST** **PROPOSED CONDITIONS DIAGRAM**	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 2.dgn Design 6/30/2022 12:34:51 PM coon



6 | 2	BURGESS & NIPLE	MIAMA ST (US 36): FREEMAN TO OAKLAND PROPOSED CONDITIONS DIAGRAM	CALCULATED BPT CHECKED KHC	25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 3.dgn Design 6/30/2022 12:35:02 PM coon

3 of 3	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST PROPOSED CONDITION DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 4.dgn Design 6/30/2022 12:35:15 PM coon

3 4	**BURGESS & NIPLE**	**MIAMI ST (US 36): GLENN AVE PROPOSED CONDITION DIAGRAM**	CALCULATED BPT / CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 5.dgn Design 6/30/2022 12:35:28 PM coon

5 of 5	**BURGESS & NIPLE**	**MIAMI ST (US 36): STORMS AVE PROPOSED CONDITION DIAGRAM**	CALCULATED BPT / CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 6.dgn Design 6/30/2022 12:35:53 PM coon

6	BURGESS & NIPLE	MIAMI ST (US 36): DEWEY AVE TO HIGH ST PROPOSED CONDITION DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 7.dgn Design 6/30/2022 12:36:06 PM coon

7 of 9	BURGESS & NIPLE	MIAMI ST (US 36): HIGH ST TO WALNUT ST PROPOSED CONDITIONS DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 3 - Oakland St Signal.dgn Design 6/30/2022 12:36:21PM coon

38	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST OAKLAND STREET SIGNAL IMPROVEMENT	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 3 - Oakland St Realignment curves.dgn Design 6/30/2022 12:36:34 PM coon

3 of 3	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST OAKLAND STREET REALIGNMENT	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 5
High Street Clearance Interval Calculations

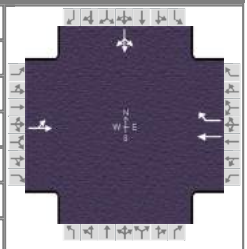
ASSOCIATED PHASE	DIRECTION	MOVEMENT	TRAFFIC SIGNAL														
			FACTORS *(TEM 403-2)								CALCULATED (TEM 403-2)			FINAL CLEARANCE		
			POSTED SPEED LIMIT	PERCEPTION/REACTION TIME (1s TYP)	YELLOW CHANGE APPROACH SPEED*	RED APPROACH SPEED*	DECELERATION RATE (10 fps TYP)	WIDTH OF INTERSECTION*	LENGTH OF VEHICLE (20 ft TYP)	APPROACH GRADE	YELLOW	RED	Y + R	YELLOW	RED	Y + R
			t	V_Y	V_R	a	W	L	g	Y	R	TOTAL	Y (3-6s TYP)	R (1-6s TYP)	TOTAL		
			MPH	SEC	MPH	MPH	FPS	FT	FT	%	SEC	SEC	SEC	SEC	SEC	SEC	
1	NB	LEFT TURN	25	1	20	25	10	65	20	0	2.5	1.3	3.8	3	1.3	4.3	
2	SB	THROUGH/RT	25	1	32	32	10	70	20	0	3.4	0.9	4.3	3.5	1	4.5	
3	EB	LEFT TURN	25	1	20	25	10	48	20	0	2.5	0.9	3.4	3	1	4.0	
4	WB	THROUGH/RT	25	1	32	32	10	36	20	0	3.4	0.2	3.6	3.4	1	4.4	
5	SB	LEFT TURN	25	1	20	25	10	70	20	0	2.5	1.4	3.9	3	1.4	4.4	
6	NB	THROUGH/RT	25	1	32	32	10	65	20	0	3.4	0.8	4.2	3.4	1	4.4	
7	WB	LEFT TURN	25	1	20	25	10	45	20	0	2.5	0.8	3.3	3	1	4.0	
8	EB	THROUGH/RT	25	1	32	32	10	38	20	0	3.4	0.2	3.6	3.4	1	4.4	

Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 6
Traffic Analysis

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.88
Urban Street	Oakland Street AM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - AM Existing.xus		
Project Description	Existing Lane Configuration Signalized				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	170			140	60				80	0	20

Signal Information			
Cycle, s	22.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	3.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

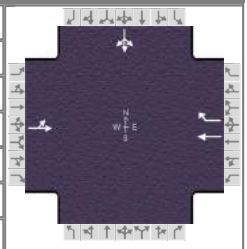
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		7.0				12.0
Phase Duration, s		13.0		13.0				9.6
Change Period, ($Y+R_c$), s		6.0		6.0				6.0
Max Allow Headway (*MAH*), s		3.1		3.1				3.2
Queue Clearance Time (g_s), s		4.4		3.6				3.4
Green Extension Time (g_e), s		0.3		0.4				0.1
Phase Call Probability		1.00		1.00				0.51
Max Out Probability		1.00		0.82				0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h		227			159	68					114	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1651			1722	1459					1711	
Queue Service Time (g_s), s		0.0			1.6	0.8					1.4	
Cycle Queue Clearance Time (g_c), s		2.4			1.6	0.8					1.4	
Green Ratio (*g/C*)		0.31			0.31	0.31					0.16	
Capacity (*c*), veh/h		696			534	453					270	
Volume-to-Capacity Ratio (*X*)		0.327			0.298	0.151					0.420	
Back of Queue (*Q*), ft/ln (95 th percentile)		16.5			11.3	4.6					13.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6			0.4	0.2					0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.05					0.00	
Uniform Delay (d_1), s/veh		6.2			5.9	5.6					8.6	
Incremental Delay (d_2), s/veh		0.1			0.1	0.1					0.4	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh		6.3			6.0	5.7					9.0	
Level of Service (LOS)		A			A	A					A	
Approach Delay, s/veh / LOS	6.3	A		5.9	A		0.0			9.0	A	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.64	B	1.91	B	1.69	B
Bicycle LOS Score / LOS	0.86	A	0.86	A			0.68	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street	Oakland Street PM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - PM Existing.xus		
Project Description	Existing Lane Configuration Signalized				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	270			270	150				110	0	30

Signal Information			
Cycle, s	27.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	7.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

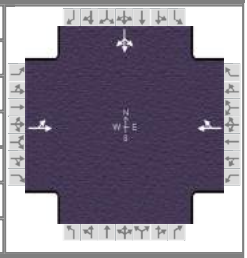
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		7.0				12.0
Phase Duration, s		14.1		14.1				13.0
Change Period, ($Y+R_c$), s		6.0		6.0				6.0
Max Allow Headway (*MAH*), s		3.1		3.1				3.2
Queue Clearance Time (g_s), s		7.0		5.4				3.9
Green Extension Time (g_e), s		1.0		0.7				0.1
Phase Call Probability		1.00		1.00				1.00
Max Out Probability		0.31		0.84				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h		340			287	160					149	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1641			1870	1585					1708	
Queue Service Time (g_s), s		1.6			3.4	2.1					1.9	
Cycle Queue Clearance Time (g_c), s		5.0			3.4	2.1					1.9	
Green Ratio (*g/C*)		0.30			0.30	0.30					0.26	
Capacity (*c*), veh/h		643			557	472					442	
Volume-to-Capacity Ratio (*X*)		0.529			0.515	0.338					0.337	
Back of Queue (*Q*), ft/ln (95 th percentile)		43.5			35.9	18.6					19.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			1.4	0.7					0.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00	0.19					0.00	
Uniform Delay (d_1), s/veh		8.3			7.9	7.4					8.1	
Incremental Delay (d_2), s/veh		0.3			0.3	0.2					0.2	
Initial Queue Delay (d_3), s/veh		0.0			0.0	0.0					0.0	
Control Delay (*d*), s/veh		8.6			8.2	7.6					8.3	
Level of Service (LOS)		A			A	A					A	
Approach Delay, s/veh / LOS	8.6	A		7.9	A		0.0			8.3	A	
Intersection Delay, s/veh / LOS	8.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.36	A	1.65	B	1.92	B	1.70	B
Bicycle LOS Score / LOS	1.05	A	1.22	A			0.73	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.88
Urban Street	Oakland Street AM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - AM No WB RT.xus		
Project Description	No Westbound Right-Turn				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	170			140	60				80	0	20

Signal Information			
Cycle, s	22.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	3.6	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

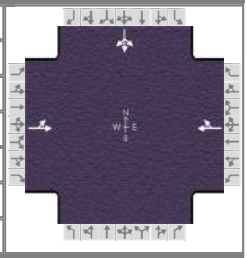
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				12.0
Phase Duration, s		13.0		13.0				9.6
Change Period, ($Y+R_c$), s		6.0		6.0				6.0
Max Allow Headway (*MAH*), s		3.1		3.1				3.2
Queue Clearance Time (g_s), s		4.4		4.5				3.4
Green Extension Time (g_e), s		0.3		0.3				0.1
Phase Call Probability		1.00		1.00				0.51
Max Out Probability		1.00		1.00				0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h		227			227						114	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1639			1634						1711	
Queue Service Time (g_s), s		0.0			2.5						1.4	
Cycle Queue Clearance Time (g_c), s		2.4			2.5						1.4	
Green Ratio (*g/C*)		0.31			0.31						0.16	
Capacity (*c*), veh/h		692			507						270	
Volume-to-Capacity Ratio (*X*)		0.328			0.448						0.420	
Back of Queue (*Q*), ft/ln (95 th percentile)		16.5			17.5						13.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6			0.6						0.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00						0.00	
Uniform Delay (d_1), s/veh		6.2			6.2						8.6	
Incremental Delay (d_2), s/veh		0.1			0.2						0.4	
Initial Queue Delay (d_3), s/veh		0.0			0.0						0.0	
Control Delay (*d*), s/veh		6.3			6.5						9.0	
Level of Service (LOS)		A			A						A	
Approach Delay, s/veh / LOS	6.3	A		6.5	A		0.0			9.0	A	
Intersection Delay, s/veh / LOS	6.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.35	A	1.69	B	1.69	B
Bicycle LOS Score / LOS	0.86	A	0.86	A			0.68	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street	Oakland Street PM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - PM No WB RT.xus		
Project Description	No Westbound Right-Turn				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	270			270	150				110	0	30

Signal Information			
Cycle, s	29.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.4	7.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	

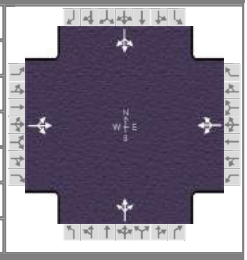
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6				4
Case Number		8.0		8.0				12.0
Phase Duration, s		16.4		16.4				13.0
Change Period, ($Y+R_c$), s		6.0		6.0				6.0
Max Allow Headway (*MAH*), s		3.2		3.2				3.2
Queue Clearance Time (g_s), s		9.1		8.5				4.1
Green Extension Time (g_e), s		1.3		1.1				0.1
Phase Call Probability		1.00		1.00				1.00
Max Out Probability		0.15		0.26				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7	4	14
Adjusted Flow Rate (*v*), veh/h		340			447						149	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1362			1757						1708	
Queue Service Time (g_s), s		0.6			6.5						2.1	
Cycle Queue Clearance Time (g_c), s		7.1			6.5						2.1	
Green Ratio (*g/C*)		0.35			0.35						0.24	
Capacity (*c*), veh/h		623			620						407	
Volume-to-Capacity Ratio (*X*)		0.547			0.720						0.366	
Back of Queue (*Q*), ft/ln (95 th percentile)		44.1			64.3						24.5	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			2.5						1.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00						0.00	
Uniform Delay (d_1), s/veh		7.7			8.2						9.3	
Incremental Delay (d_2), s/veh		0.3			0.6						0.2	
Initial Queue Delay (d_3), s/veh		0.0			0.0						0.0	
Control Delay (*d*), s/veh		7.9			8.8						9.5	
Level of Service (LOS)		A			A						A	
Approach Delay, s/veh / LOS	7.9	A		8.8	A		0.0			9.5	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.35	A	1.35	A	1.69	B	1.70	B
Bicycle LOS Score / LOS	1.05	A	1.22	A			0.73	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.88
Urban Street	Oakland Street AM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - AM No Right-Turn (split Phased).xus		
Project Description	No WB RT (N/S Oakland Split Phased)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	170	20	20	140	60	20	20	20	80	20	20

Signal Information			
Cycle, s	33.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.0	5.0	3.3	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.0	2.0	0.0	0.0	0.0				

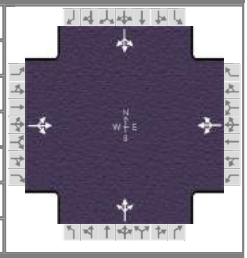
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		12.0		12.0
Phase Duration, s		13.0		13.0		9.3		11.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.3		3.1
Queue Clearance Time (g_s), s		6.7		6.7		3.2		4.4
Green Extension Time (g_e), s		0.2		0.2		0.0		0.1
Phase Call Probability		1.00		1.00		0.47		0.72
Max Out Probability		1.00		1.00		0.51		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		250			250			68			136	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1620			1613			1737			1731	
Queue Service Time (g_s), s		0.0			0.0			1.2			2.4	
Cycle Queue Clearance Time (g_c), s		4.7			4.7			1.2			2.4	
Green Ratio (*g/C*)		0.21			0.21			0.10			0.15	
Capacity (*c*), veh/h		463			457			171			261	
Volume-to-Capacity Ratio (*X*)		0.539			0.547			0.399			0.523	
Back of Queue (*Q*), ft/ln (95 th percentile)		62.9			63.3			19.7			34.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			2.3			0.8			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		12.2			12.2			14.1			13.0	
Incremental Delay (d_2), s/veh		0.4			0.4			0.6			0.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		12.6			12.6			14.6			13.6	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	12.6		B	12.6		B	14.6		B	13.6		B
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.67	B	1.67	B	1.70	B	1.68	B
Bicycle LOS Score / LOS	0.90	A	0.90	A	0.60	A	0.71	A

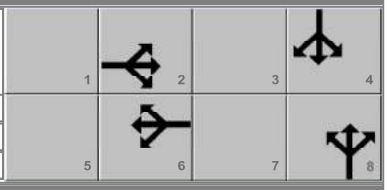
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street	Oakland Street PM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - PM No Right-Turn (Split Phased).xus		
Project Description	No WB RT (N/S Oakland Split Phased)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	270	20	20	270	150	20	20	20	110	20	30

Signal Information					EB			WB			NB			SB		
Cycle, s	42.6	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	13.9	7.0		3.7	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0					



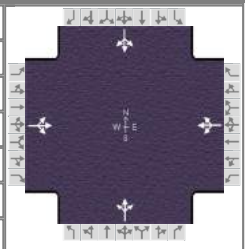
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		12.0		12.0
Phase Duration, s		19.9		19.9		9.7		13.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.3		3.2
Queue Clearance Time (g_s), s		9.3		12.5		3.5		5.9
Green Extension Time (g_e), s		1.1		1.4		0.0		0.1
Phase Call Probability		1.00		1.00		0.53		1.00
Max Out Probability		0.39		0.13		0.73		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		362			468			64			170	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1700			1738			1737			1723	
Queue Service Time (g_s), s		0.0			2.8			1.5			3.9	
Cycle Queue Clearance Time (g_c), s		7.3			10.5			1.5			3.9	
Green Ratio (*g/C*)		0.33			0.33			0.09			0.16	
Capacity (*c*), veh/h		651			655			151			283	
Volume-to-Capacity Ratio (*X*)		0.555			0.714			0.422			0.601	
Back of Queue (*Q*), ft/ln (95 th percentile)		104.9			146.6			26.1			62.3	
Back of Queue (*Q*), veh/ln (95 th percentile)		4.1			5.8			1.0			2.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		12.1			13.2			18.4			16.5	
Incremental Delay (d_2), s/veh		0.4			0.5			0.7			0.8	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		12.5			13.7			19.1			17.3	
Level of Service (LOS)		B			B			B			B	
Approach Delay, s/veh / LOS	12.5	B		13.7	B		19.1	B		17.3	B	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.66	B	1.66	B	1.71	B	1.69	B
Bicycle LOS Score / LOS	1.08	A	1.26	A	0.59	A	0.77	A

HCS7 Signalized Intersection Results Summary

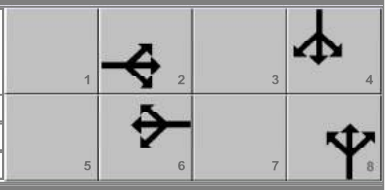
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.88
Urban Street	Oakland Street AM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - AM No Right-Turn (Not Split Phased).xus		
Project Description	No WB RT and N/S Oakland Realigned				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	170	20	20	140	60	20	20	20	80	20	20

Signal Information			
Cycle, s	24.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	5.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



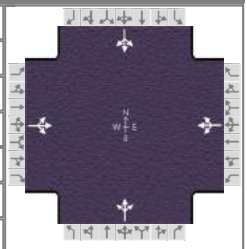
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		13.0		13.0		11.2		11.2
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		5.0		5.1		2.8		3.8
Green Extension Time (g_e), s		0.3		0.3		0.1		0.1
Phase Call Probability		1.00		1.00		0.75		0.75
Max Out Probability		1.00		1.00		0.37		0.98

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		250			250			68			136	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1620			1599			1650			1490	
Queue Service Time (g_s), s		0.0			0.0			0.0			1.0	
Cycle Queue Clearance Time (g_c), s		3.0			3.1			0.8			1.8	
Green Ratio (*g/C*)		0.29			0.29			0.22			0.22	
Capacity (*c*), veh/h		637			624			554			569	
Volume-to-Capacity Ratio (*X*)		0.393			0.401			0.123			0.239	
Back of Queue (*Q*), ft/ln (95 th percentile)		25.6			25.6			8.7			15.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		0.9			0.9			0.3			0.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		7.2			7.2			7.7			8.1	
Incremental Delay (d_2), s/veh		0.1			0.2			0.0			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		7.3			7.4			7.8			8.2	
Level of Service (LOS)		A			A			A			A	
Approach Delay, s/veh / LOS	7.3	A		7.4	A		7.8	A		8.2	A	
Intersection Delay, s/veh / LOS	7.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.64	B	1.64	B	1.65	B	1.65	B
Bicycle LOS Score / LOS	0.90	A	0.90	A	0.60	A	0.71	A

HCS7 Signalized Intersection Results Summary

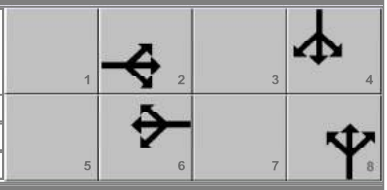
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	4/28/2022	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Urban Street	Oakland Street PM Peak	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Miami Street and Oakla…	File Name	Oakland - PM No Right-Turn (Not Split Phased).xus		
Project Description	No WB RT and N/S Oakland Street Realigned				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	270	20	20	270	150	20	20	20	110	20	30

Signal Information			
Cycle, s	29.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.1	7.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		16.1		16.1		13.0		13.0
Change Period, ($Y+R_c$), s		6.0		6.0		6.0		6.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		6.8		8.9		2.8		4.7
Green Extension Time (g_e), s		0.8		1.1		0.2		0.1
Phase Call Probability		1.00		1.00		0.85		1.00
Max Out Probability		0.99		0.33		0.41		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h		362			468			64			170	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1704			1738			1657			1473	
Queue Service Time (g_s), s		0.0			1.4			0.0			1.8	
Cycle Queue Clearance Time (g_c), s		4.8			6.9			0.8			2.7	
Green Ratio (*g/C*)		0.35			0.35			0.24			0.24	
Capacity (*c*), veh/h		732			731			564			564	
Volume-to-Capacity Ratio (*X*)		0.494			0.640			0.113			0.302	
Back of Queue (*Q*), ft/ln (95 th percentile)		47.2			66.3			10.7			27.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		1.8			2.6			0.4			1.1	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00			0.00			0.00	
Uniform Delay (d_1), s/veh		7.7			8.5			8.7			9.4	
Incremental Delay (d_2), s/veh		0.2			0.4			0.0			0.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0			0.0			0.0	
Control Delay (*d*), s/veh		7.9			8.8			8.7			9.5	
Level of Service (LOS)		A			A			A			A	
Approach Delay, s/veh / LOS	7.9	A		8.8	A		8.7	A		9.5	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.65	B	1.65	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	1.08	A	1.26	A	0.59	A	0.77	A

Miami Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 7
Cost Estimates

Miami Street Resurfacing Project Additional Costs

Sheet	Item	Unit	Cost	Quantity		Notes
Sheet 1	Pavement Markings			x		
	Resurfacing			x		
	Proposed Signs	EA	$ 350.00	1	$ 350.00	
Sheet 2	Pavement Markings			x		
	Resurfacing			x		
Sheet 3	Pavement Markings			x		
	Proposed Signs	EA	$ 350.00	2	$ 700.00	
	Resurfacing			x		
	Sign Removal and Disposal	EA	$ 40.00	1	$ 40.00	
Sheet 4	Pavement Markings			x		
	Proposed Signs	EA	$ 350.00	7	$ 2,450.00	
	Resurfacing			x		
Sheet 5	Pavement Markings			x		*Bike Trail Signs and RRFB not included in Cost Estimate
	Resurfacing			x		
	Proposed Signs	EA	$ 350.00	4	$ 1,400.00	
	Sign Reerection	EA	$ 275.50	1	$ 275.50	
Sheet 6	Pavement Markings			x		
	Proposed Signs	EA	$ 350.00	6	$ 2,100.00	
	Resurfacing			x		
	Sign Removal and Disposal	EA	$ 40.00	1	$ 40.00	
	Sign Reerection	EA	$ 275.50	2	$ 551.00	
Sheet 7	Pavement Markings			x		
	Proposed Signs	EA	$ 350.00	2	$ 700.00	
	Resurfacing			x		
2022 Project Total Cost					$ 8,606.50	

Signal Improvements

	Unit	Quantity	Unit Price	Item Cost
Oakland Avenue Push Button Replacement	Each	2	$ 765.00	$ 1,530.00
Additional Signal Backplates at High Street	Each	8	$ 350.00	$ 2,800.00
			2022 Project Total Cost	$ 4,330.00

Oakland Street Realignment

	Unit	Quantity	Unit Price	Item Cost
Removal of Existing Pavement	SY	611	$ 15.00	$ 9,164.00
Removal of Existing Walk	SF	220	$ 10.00	$ 2,200.00
Removal of Existing Signals	EA	1	$ 15,000.00	$ 15,000.00
Excavation	CY	236	$ 20.00	$ 4,716.00
Embankment	CY	187	$ 25.00	$ 4,668.00
Drainage	Lump Sum	1	$ 20,000.00	$ 20,000.00
Seeding & Mulching	SY	800	$ 10.00	$ 8,000.00
Asphalt Pavement	SY	600	$ 60.00	$ 36,000.00
Pavement Planing	SY	50	$ 15.00	$ 750.00
Surface Course	CY	4	$ 280.00	$ 1,167.00
Combined Curb & Gutter, Ty 2	FT	707	$ 35.00	$ 24,741.00
Curb Ramps	EA	3	$ 1,500.00	$ 4,500.00
4" Walk	SF	566	$ 10.00	$ 5,660.00
Signal	EA	1	$ 170,000.00	$ 170,000.00
Erosion & Sediment Control	Lump Sum	1	$ 5,000.00	$ 5,000.00
Signing and Striping	Lump Sum	1	$ 1,000.00	$ 1,000.00
Mobilization	Lump Sum	1	$ 4,000.00	$ 4,000.00
Design Cost	%	25%		$ 79,150.00
Construction Contingency	%	30%		$ 94,970.00
			2022 Project Total Cost	$ 490,686.00
Inflation to FY2028	%	24%		$ 117,770.00
			2028 Project Total Cost	$ 608,456.00

Miami Street and Oakland Street Signal Improvements

		Quantity	Unit Price	Item Cost
New Signal Mast Arm and Components	Lump Sum	1	$ 20,000.00	$ 20,000.00
Signal Design	Lump Sum	1	$ 500.00	$ 500.00
Striping	Lump Sum	1	$ 1,000.00	$ 1,000.00
Construction Contingency	%	30%		$ 6,450.00
			2022 Project Total Cost	$ 27,950.00

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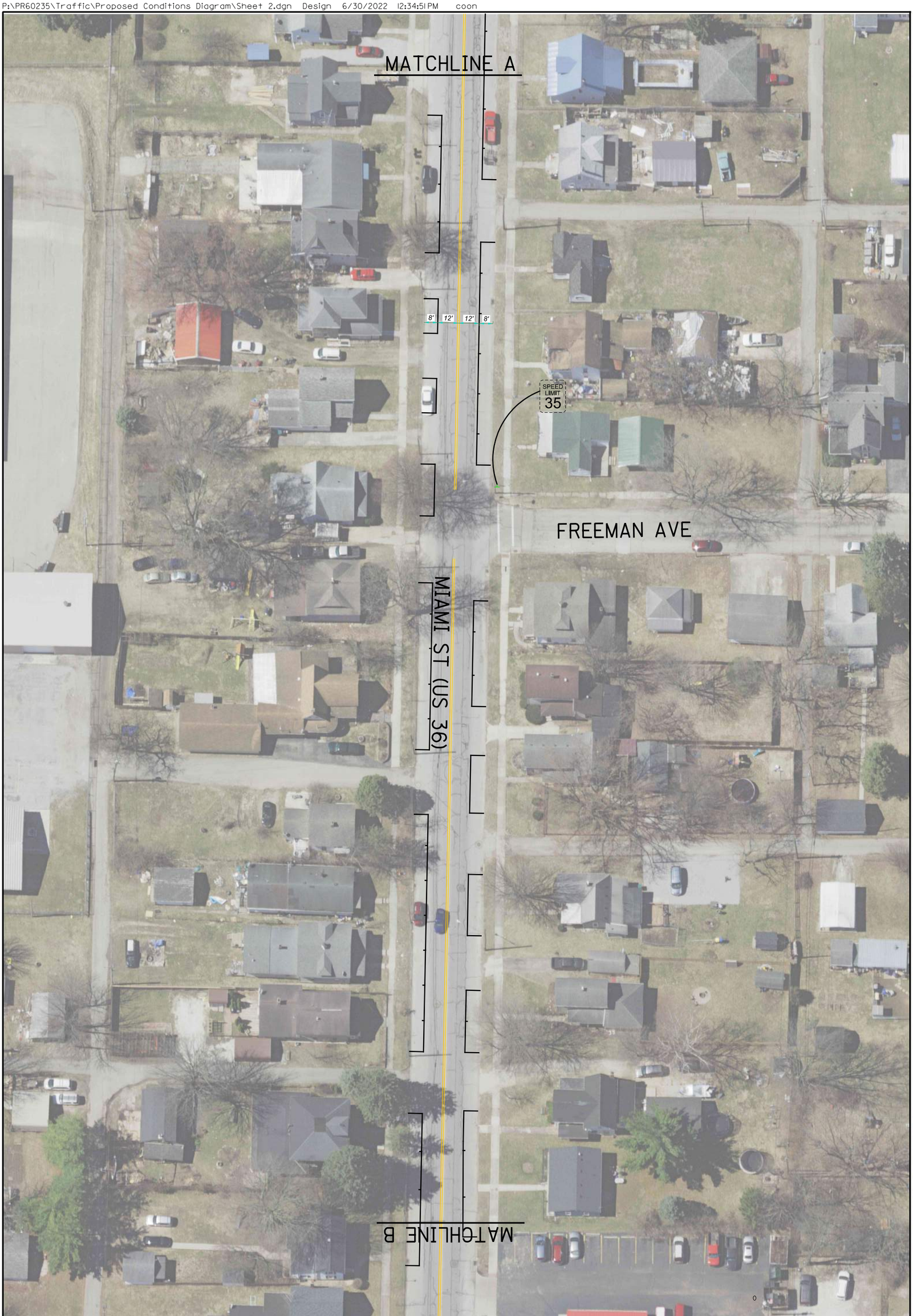
9	**BURGESS & NIPLE**	**MIAMI ST (US 36): EDGEWOOD TO SARA ST** **PROPOSED CONDITIONS DIAGRAM**	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 2.dgn Design 6/30/2022 12:34:51 PM coon



6 | 2	BURGESS & NIPLE	MIAMA ST (US 36): FREEMAN TO OAKLAND PROPOSED CONDITIONS DIAGRAM	CALCULATED BPT CHECKED KHC	25 50 HORIZONTAL SCALE IN FEET

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3 of 3	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST PROPOSED CONDITION DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 4.dgn Design 6/30/2022 12:35:15 PM coon

3 4	**BURGESS & NIPLE**	**MIAMI ST (US 36): GLENN AVE PROPOSED CONDITION DIAGRAM**	CALCULATED BPT / CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 5.dgn Design 6/30/2022 12:35:28 PM coon

5 of 5	**BURGESS & NIPLE**	**MIAMI ST (US 36): STORMS AVE PROPOSED CONDITION DIAGRAM**	CALCULATED BPT / CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 6.dgn Design 6/30/2022 12:35:53 PM coon

6	BURGESS & NIPLE	MIAMI ST (US 36): DEWEY AVE TO HIGH ST PROPOSED CONDITION DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 7.dgn Design 6/30/2022 12:36:06 PM coon

7 of 9	BURGESS & NIPLE	MIAMI ST (US 36): HIGH ST TO WALNUT ST PROPOSED CONDITIONS DIAGRAM	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 3 - Oakland St Signal.dgn Design 6/30/2022 12:36:21PM coon

38	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST OAKLAND STREET SIGNAL IMPROVEMENT	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

P:\PR60235\Traffic\Proposed Conditions Diagram\Sheet 3 - Oakland St Realignment curves.dgn Design 6/30/2022 12:36:34 PM coon

3 of 3	BURGESS & NIPLE	MIAMI ST (US 36): OAKLAND ST TO ROHRER ST OAKLAND STREET REALIGNMENT	CALCULATED BPT CHECKED KHC	0 25 50 HORIZONTAL SCALE IN FEET

Miami Street Study Comment Disposition - 6/30/2022

Comment No.	Page Number	Comments	Disposition
1	9	Update the alignment of the South Oakland Street concept (page 9) to not 'T' into the alley. The County Engineer and their large trucks and equipment use S. Oakland Street to access their facility right now, so we have to be cognizant of large vehicles.	This alignment was updated to connect with the original leg of S Oakland Street. In order to connect the south leg to existing S Oakland Street, curvature that meets a 18-20 mph design speed was used in the tight space. If it is desired to meet a higher design speed, modifications to the roadway cross slope could be made (reverse crown) to achieve a higher design speed. We do not believe this is necessary since most vehicles are traveling slowly at around 15-20 mph in this short roadway segment in its current condition.
2	5	The sharrow markings appear to be missing between the Depot and the overhead bridge. The area east of the US 36 crossing should have sharrows to make the area more inviting for cyclists.	Sharrow markings were added between the Depot and the overhead bridge.
3	5	The two way left turn lane should probably extend east toward the overhead bridge to pick up the driveway into Taylor Maintenance (north side).	The TWLTL was extended to facilitate turns at Taylor's Maintenance.
4	-	Please show signs that exist and are being moved or deleted on the proposed conditions concept. An example of what I'm after is on page 6 where the Share the Road sign is crossed out with the new/relocated one nearby. The existing 25 mph sign near High Street is an example of one that needs shown for deletion.	The signs that are being removed or moved were indicated on the diagram.
5	-	Numerous suggestions on No Parking signage are notated on the attached concept. This will help ODOT in the environmental review if we've added parking restrictions (more than what exists today).	These "No Parking" signs were added into the proposed improvements.
6	3-4	Add parking striping on pages 3-4 on the south side.	According to the taper length formula in section 301.1.4 of the ODOT L&D manual, the lane shift to the south due to the addition of the TWLTL needs a 122.5 feet taper length. Based on this taper length, parking could not be added at this location unless the TWLTL was shifted to the east. Shifting the TWLTL to the east would remove access to the Hamburger Shoppe.

Logan-Union-Champaign
Regional Planning Commission

Director: Bradley J. Bodenmiller

Director's Report – July 14, 2022

Brad's Activities:	
6/10	US 33 Corridor Group meeting Union Co (U) Sketch Plan meeting
6/14	Union Co (U) CIC meeting
6/16	Allen Twp (U) Zoning Commission meeting
6/20	York Twp (U) Board of Trustees hearing
6/21	Met with Health Commissioner regarding Union Co (U) Comp Plan Harrison Twp (L) Zoning Commission meeting
6/22	Met with Village of North Lewisburg (C) RE: Subdivision Regulations Pleasant Twp (L) Zoning Commission meeting
6/23	Union Co (U) Comp Plan Steering Committee meeting
6/27	Washington Twp (U) Board of Trustees hearing
6/29	Logan Co (L) - Champaign Co (C) RTPO STIP meeting
7/6	Union Co (U) Sketch Plan meeting x2
7/11	Attending Union Twp (U) Board of Trustees meeting
Ongoing	Logan Co (L) Village Code Updates
Ongoing	Union Co (U) Comprehensive Plan: Drafting Survey Questions

Aaron's Activities:	
6/10	Union Co (U) Sketch Plan mtg
6/13	Washington Twp (L) Trustee Public Hearing
6/16	Meet with Allen Twp (U) Zoning Inspector in Office
6/16	Richland Twp (L) ZC mtg (CANCELLED)
6/20	Mad River Twp (C) ZC mtg (CANCELLED)
6/21	Webinar: The Ohio Ethics Law: A Deeper Study
6/21	Millcreek Twp (U) ZC Public Hearing
6/23	Union Co (U) Comprehensive Plan Steering Committee mtg
6/27	Rushcreek Twp (L) ZC mtg
6/28	Wayne Twp (C) ZC mtg
7/5	Urbana Twp (C) Trustee Public Hearing
6/6	Union Co (U) Sketch Plan mtg
7/11	Zane Twp (L) Trustee mtg
7/12	Wayne Twp (C) ZC mtg
Ongoing	Union Co (U) Cardinal Trail
Mapping	Vlg of Richwood (U) Zoning Map, Urbana Twp (C) Zoning Map, Richland Twp (L) Zoning Map, Champaign Co (C) municipal buffer maps,
Zoning Support/ Assisting Jurisdictions	Vlg of Quincy (L), Vlg of West Liberty (L), Jefferson Twp (L), Miami Twp (L), Monroe Twp (L), Perry Twp (L), Rushcreek Twp (L), Washington Twp (L), Zane Twp (L), Vlg of Richwood (U), Vlg of Plain City (U), Allen Twp (U), Claibourne Twp (U), Darby Twp (U), Dover Twp (U), Jerome Twp (U), Leesburg Twp (U), Liberty Twp (U), Taylor Twp (U), York Twp (U), Vlg of North Lewisburg (C), Urbana Twp (C)

Gram's Activities:	
6/10	US 33 Corridor Group meeting Sketch Plan meeting
6/21	Training: OTA Zoning Change vs Conditional Use Met with Health Commissioner regarding Union Co (U) Comp Plan Harrison Twp (L) Zoning Commission meeting

10820 St. Rt. 347, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431 •
• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com

6/27	Washington Twp (U) Board of Trustees hearing
7/11	Attending Union Twp (U) Board of Trustees meeting
Mapping	Logan Co (L), Union Co (U), Champaign Co (C)
Zoning Support/ Assisting Jurisdictions	Allen Twp (U), Claibourne Twp (U), Harrison Twp (L), Pleasant Twp (L), Union Twp (C), Union Twp (U), Rush Twp (C), York Twp (U), Washington Twp (U)
Ongoing	Union Co (U) Comprehensive Plan: Drafting Survey Questions + Existing Conditions Mapping

Heather's Activities:	
6/21	The Ohio Ethics Law: A Deeper Study GoToWebinar
6/27	Magnetic Springs Fair Housing training
6/28	City of Marysville Fair Housing training
6/29	City of Bellefontaine Fair Housing training
6/29	State of Ohio Housing Virtual Forum
7/12	North Lewisburg CDBG 2nd Bid Opening
Ongoing	Logan County Land Bank activities
Completed	Zoning Code Review for Fair Housing (AI activity)
Ongoing	CDBG Monitoring - PY19

Executive Committee Meeting Minutes
Thursday, July 14, 2022

President Tyler Bumbalough called the meeting to order at 1:15 pm.

Roll Call – Brad Bodenmiller

Members present: Paul Benedetti, Brad Bodenmiller, John Brose, Tyler Bumbalough, Preston Carter, Tim Cassady, Scott Coleman, Eric Petee for Brian Davidson, Wes Dodds, Todd Freyhof, Todd Garrett, Ashley Gaver, Nicole Hall for Kyle Hoyng, Jason Hoelscher for Dennis Kauffman, Beau Michael, Mark Mowrey for Steve McCall, Spencer Mitchell, Tammy Noble, Steve Robinson, Scott Schmid, Ryan Smith, and Luke Sutton for Jeff Stauch.

Members absent: Tim Notestine, Jeff Rea, Ryan Shoffstall, George Showalter, Ben Vollrath and Jason Willis.

Guests present: Judy Christian, York Township; Eric Snowden, Jerome Township; Justin Wollenberg, Terrain Evolution; Chad Henry, Choice One; Aaron Smith, Gram Dick, and Heather Martin of LUC Regional Planning Commission.

Minutes – Scott Coleman moved a motion to approve the minutes from the June 9, 2022, meeting, as written, and Tim Cassady seconded. All in favor.

Financial Report – Todd Freyhof presented the Financial Report for June. Scott Coleman moved a motion to accept the Financial Report and Wes Dodds seconded. All in favor.

ODOT Reports:
ODOT Reports are available on LUC's website. Eric Petee reported for ODOT District 6. Scott Schmid provided an update for ODOT 7.

RTPO Report – Tyler Bumbalough
1. Miami Street Safety Study Resolution
   - Tim Cassady moved a motion to adopt the Miami Street Safety Study Resolution and Steve Robinson seconded. All in favor.
   - Tyler Bumbalough provided further updates on the RTPO. TCC's report is available on the LUC website.

New Business:
1. Review of Mills of Watkins, Phase I Final Plat (Union County) – Staff Report by Brad Bodenmiller

- Scott Coleman moved a motion to accept the request to table the Mills of Watkins, Phase I Final Plat and Todd Freyhof seconded. All in favor.

2. Review of VN-9 Final Plat (Union County) – Staff Report by Brad Bodenmiller
   - Steve Robinson moved a motion to accept the recommendation of approval of the VN-9 Final Plat in accordance with staff comments and Scott Coleman seconded. All in favor.

3. Review of VN-10 Preliminary Plat (Union County) – Staff Report by Brad Bodenmiller
   - Scott Coleman moved a motion to accept the recommendation of approval of the VN-10 Preliminary Plat with staff comments and Tammy Noble seconded. All in favor.

4. Review of Harrison Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith
   - Tammy Noble moved a motion to accept the recommendation of approval of the Harrison Township Zoning Text Amendment and Scott Coleman seconded. All in favor.

5. Review of Pleasant Township Zoning Parcel Amendment (Logan County) – Staff Report by Aaron Smith
   - Aaron Smith stated the modification recommended is to assign the proposed text to Section 1035.
   - Scott Coleman moved a motion to accept the recommendation of approval of the Pleasant Township Zoning Text Amendment with modifications and Paul Benedetti seconded. All in favor.

6. Review of Rushcreek Township Zoning Text Amendment (Logan County) – Staff Report by Aaron Smith
   - Paul Benedetti moved a motion to accept the recommendation of approval of the Rushcreek Township Zoning Parcel Amendment and Tim Cassady seconded. All in favor.

7. Review of Union Township Zoning Text Amendment (Champaign County) – Staff Report by Aaron Smith
   - Wes Dodds moved a motion to accept the recommendation of approval of the Union Township Zoning Text Amendment and Tim Cassady seconded. All in favor.

Director's Report

Comments from Individuals:

- Tim Cassady provided an update on Champaign County's status of solar. Champaign County worked with Brad and Aaron to get maps that show a one-mile buffer; then they reached out to the townships to get their feedback. So far 8 out of 12 townships have provided a resolution to not allow large farm solar projects in their jurisdiction. Our plan forward is to have a couple of community meetings and then decide using SB52 to move forward. If there's any input or advice, we're not trying to be cutting edge. We're trying to do the best we can with the knowledge we have. If you have any input or advice, please contact Tim. We want to be inclusive of everyone these projects are going to affect.

Adjourn – Mark Mowrey moved a motion to adjourn the LUC Executive Committee Meeting at 1:46 pm and Todd Freyhof seconded. All in favor.

Next Scheduled Meeting: Thursday, August 11, 2022, 1:15 pm at 10820 St Rt 347, James A. Rhodes Conference Center, East Liberty OH 43319.

_____ _____

President Secretary