Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 1
Existing Conditions Diagram

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1 of 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 0 50 HORIZONTAL SCALE IN FEET

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10 / 2	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 0 50 HORIZONTAL SCALE IN FEET

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3 of 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 0 50 HORIZONTAL SCALE IN FEET

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4 of 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 50 HORIZONTAL SCALE IN FEET

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10 / 5	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 0 50 HORIZONTAL SCALE IN FEET

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9 / 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS 0 0 0 50 HORIZONTAL SCALE IN FEET N

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7 / 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 50 HORIZONTAL SCALE IN FEET

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8 10

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

SCIOTO STREET CORRIDOR
EXISTING CONDITIONS DIAGRAM

CALCULATED GG
CHECKED KMS

0 0
0 50
HORIZONTAL SCALE IN FEET

N

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9 / 10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 50 HORIZONTAL SCALE IN FEET

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10	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**SCIOTO STREET CORRIDOR** **EXISTING CONDITIONS DIAGRAM**	CALCULATED GG CHECKED KMS	0 0 0 50 HORIZONTAL SCALE IN FEET

Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 2
Crash Diagram

(A) 11/29/2017 - 16/D/C/D
(B) 4/2/2019 - 16/D/C/D*
(C) 1/5/2017 - 13/D/S/W
9/13/2017 - 17/D/R/W
1/1/2018 - 14/D/O/S*
7/24/2018 - 17/D/C/D
(D) 8/11/2019 - 10/D/C/D
(E) 9/2/2019 - 16/D/C/D
(F) 8/13/2019 - 15/D/C/D
(G) 11/27/2018 - 0/L/R/O
(H) 5/25/2019 - 19/D/C/D
(I) 7/12/2019 - 21/R/C/D

LOCUST ST

KENTON ST

EPISCOPAL CHURCH OF EPIPHANY

ETHEL'S FLOWER SHOP

MATCHLINE A

A 1
B 1
F 1
E 1
G 1
H 1
I 1
D 1
C 4

LEGEND

A1 * CRASHES
PATTERN

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

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

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

N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

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(A) 1/13/2017 - 14/D/C/D
4/28/2017 - 16/D/C/D
8/23/2017 - 15/D/C/D

(B) 10/25/2018 - 15/D/O/D
11/8/2018 - 17/U/C/D
3/18/2019 - 20/L/C/D*
4/4/2019 - 8/D/C/D

(C) 8/29/2017 - 7/D/R/W

(D) 10/18/2018 - 16/D/C/D

(E) 9/27/2018 - 6/N/C/D

(F) 10/21/2019 - 14/D/O/W

(G) 3/21/2017 - 4/L/F/W

(H) 9/13/2018 - 12/D/C/D

LYNN ST

MATCHLINE A

MATCHLINE B

HAPPERSETT ST

A 3

B 4

G 1

E 1

C 1

D 1

F 1

H 1

LEGEND

(A1) * CRASHES
PATTERN

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

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

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

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

HOUR OF COLLISION

N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR
COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

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A 2/23/2017 - 12/D/O/D
B 3/21/2017 - 4/L/F/W*

SYCAMORE ST

MATCHLINE B

MATCHLINE C

A 1

F 1

LEGEND

A1 * CRASHES
PATTERN

* - INJURY REPORTED

- DIRECTION OF TRAVEL
- AT FAULT VEHICLE

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

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

HOUR OF COLLISION

ROAD CONDITION
- D - DRY
- S - SNOW
- U - UNKNOWN
- W - WET
- O - OTHER

WEATHER CONDITION
- C - CLEAR
- R - RAIN
- U - UNKNOWN
- F - FOG, SMOG, SMOKE
- O - CLOUDY
- S - SNOW

LIGHT CONDITION
- D - DAYLIGHT
- L - DARK, LIGHTED
- N - DARK, NOT LIGHTED
- R - DARK, LIGHT UNKNOWN
- U - DUSK
- A - DAWN

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR
COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

P:\PR59092\CHP\000000\Design\Traffic\Crash Analysis\Sheets\Scioto Street_sheet03.dgn Design 11/12/2020 2:56:05 PM coon

(A) 8/31/2018 - 17/D/C/D*
(B) 3/3/2017 - 11/D/C/D*
6/22/2018 - 12/D/C/D
(D) 5/25/2018 - 9/D/C/D
(E) 10/25/2017 - O/L/R/W

MATCHLINE C

MATCHLINE D

A 1

B 2

D 1

E 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
HEAD ON
ANIMAL

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

N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

P:\PR59092\CHP\000000\Design\Traffic\Crash Analysis\Sheets\Scioto Street_sheet04.dgn Design 11/12/2020 2:56:29 PM coon

(A) 11/1/2017 - 14/D/R/W*
2/13/2018 - 13/D/O/D
3/18/2018 - 11/D/C/D*
11/2/2018 - 15/D/O/D*

(B) 11/8/2017 - 19/N/C/D*
1/10/2018 - 9/D/O/W

(C) 7/11/2018 - 9/D/C/D*

(D) 6/23/2017 - 17/D/R/W

(E) 6/22/2017 - 12/D/C/D
11/20/2019 - 10/D/C/D

(F) 12/15/2018 - 18/N/R/W*

(G) 8/21/2017 - 17/D/C/D

(H) 3/9/2018 - 17/D/C/D

(I) 1/7/2018 - 14/D/O/D*

(J) 6/29/2019 - 12/D/C/D

E LAWN AVE

HENDERSON
LAND INVESTMENT

PEOPLES
SAVINGS BANK

MATCHLINE D

MATCHLINE E

CIVISTA BANK

SPARKY'S
PIZZERIA

PATRICK AVE

B 2
H 1
D 1
C 1
I 1
F 1
A 4
G 1
J 1
E 2

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
HEAD ON
ANIMAL

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

N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

P:\PR59092\CHP\000000\Design\Traffic\Crash Analysis\Sheets\Scioto Street_sheet05.dgn Design 11/12/2020 2:56:55 PM coon

(A) 3/24/2018 - 18/D/O/D*
6/14/2018 - 16/D/C/D
4/11/2019 - 12/D/O/D*

(B) 2/22/2017 - 12/D/O/W
8/8/2018 - 19/D/O/W*

(C) 5/21/2019 - 16/D/C/D

(D) 7/20/2017 - 10/D/C/D
9/13/2017 - 16/D/R/W

(E) 5/22/2018 - 18/D/C/D

(F) 4/19/2017 - 8/D/O/W
9/19/2018 - 15/D/C/D*

(G) 8/7/2017 - 14/D/O/D*
10/26/2017 - 14/D/C/D*

(H) 9/2/2017 - 18/D/O/W

(I) 3/29/2017 - 14/D/C/D
5/6/2019 - 16/D/C/D

(J) 12/2/2017 - 20/L/C/D

(K) 5/30/2019 - 16/D/C/D
11/26/2019 - 18/N/C/D

(L) 3/4/2017 - 11/D/O/W

(M) 12/20/2017 - 12/D/C/D

(N) 8/5/2017 - 11/D/C/D
11/25/2019 - 16/D/C/D

(O) 2/14/2018 - 7/D/O/D

(P) 2/5/2018 - 13/D/O/W*
3/2/2019 - 16/D/C/D*

(Q) 3/20/2017 - 13/D/O/W*

(R) 1/18/2018 - 8/D/C/D

(S) 2/20/2019 - 5/A/S/S

(T) 9/14/2018 - 19/U/C/D

(U) 2/4/2018 - 20/L/S/S

(W) 2/22/2019 - 11/D/O/D

(X) 10/7/2018 - 11/D/C/D

(Y) 1/15/2017 - 19/N/C/D
1/3/2018 - 16/D/C/D
6/6/2019 - 17/D/C/D

(Z) 6/29/2018 - 16/D/C/D

(a) 2/17/2017 - 16/D/C/D*

JEFFERSON AVE

MCDONALD'S

AUTOZONE

MATCHLINE E

MATCHLINE F

ARBY'S

HOT HEAD BURRITOS

VERIZON

TACO BELL

LEGEND

A1 — * CRASHES
PATTERN
→ - DIRECTION OF TRAVEL
* - INJURY REPORTED
→ - AT FAULT VEHICLE

REAR END
BACKING
ANGLE
LEFT-TURN
PARKED CAR
FIXED OBJECT
SIDESWIPE PASSING
HEAD ON
PEDESTRIAN
ANIMAL
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
- HOUR OF COLLISION

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

6/10

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(A) 12/22/2017 - 18/L/O/W
9/10/2018 - 19/D/O/W

(B) 7/6/2017 - 13/D/R/W
4/23/2018 - 17/D/R/W

(C) 3/7/2017 - 17/D/O/W
4/30/2019 - 17/D/C/D

(D) 5/8/2018 - 10/D/C/D
12/10/2019 - 16/U/C/D

(E) 10/18/2017 - 17/D/C/D

(F) 9/1/2017 - 14/D/O/D
12/1/2017 - 17/U/C/D
3/30/2018 - 16/D/C/D
2/1/2019 - 18/L/C/W

(G) 4/26/2018 - 15/D/C/D

(H) 8/31/2018 - 15/D/C/D*
11/18/2018 - 10/D/C/D

(I) 12/15/2017 - 12/D/O/D

(J) 10/8/2019 - 13/D/C/D

(K) 2/12/2018 - 11/D/C/D*

(L) 9/27/2018 - 10/D/C/D

(M) 9/1/2017 - 16/D/O/D*

(N) 6/18/2018 - 16/D/C/D

(O) 2/22/2019 - 9/D/O/D

(P) 1/11/2017 - 11/D/O/W
9/5/2018 - 10/D/C/D

(Q) 7/26/2018 - 19/D/C/D

WENDY'S

SOAP N SUDZ LAUNDRY

SUNOCO

MATCHLINE F

MATCHLINE G

CVS PHARMACY

TIM HORTONS

FINCH ST

TRINITY TIRE AND AUTO

LEGEND

A1 — * CRASHES
PATTERN

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

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

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

ROAD CONDITION
D - DRY
S - SNOW
U - UNKNOWN
W - WET
O - OTHER

WEATHER CONDITION
C - CLEAR
R - RAIN
U - UNKNOWN
F - FOG, SMOG, SMOKE
O - CLOUDY
S - SNOW

LIGHT CONDITION
D - DAYLIGHT
L - DARK, LIGHTED
N - DARK, NOT LIGHTED
R - DARK, LIGHT UNKNOWN
U - DUSK
A - DAWN

HOUR OF COLLISION

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

7/10

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N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR
COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

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(A) 6/27/2017 - 15/D/C/D
11/16/2018 - 16/D/O/D*

(B) 1/16/2017 - 11/D/O/W
10/5/2018 - 16/D/R/W

(C) 9/20/2018 - 17/D/C/D

(D) 3/15/2018 - 14/D/C/D

(E) 1/6/2017 - 14/D/C/D

(F) 2/26/2018 - 11/D/C/D

MERCY HEALTH
URBANA HOSPITAL

MATCHLINE H

MATCHLINE I

AMES AVE

F 1

C 1

E 1

A 2

B 2

D 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
HEAD ON
ANIMAL

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

HOUR OF COLLISION

N

HORIZONTAL SCALE IN FEET
0 50

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR
COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

P:\PR59092\CHP\000000\Design\Traffic\Crash Analysis\Sheets\Scioto Street_sheet09.dgn Design 11/12/2020 2:58:34 PM coon

(A) 4/5/2018 - 17/D/C/D
6/3/2019 - 17/D/C/D

(B) 4/24/2018 - 16/D/O/W

(C) 11/6/2017 - 8/D/C/D
2/21/2019 - 12/D/C/D

(D) 2/28/2017 - 7/D/O/W
7/4/2017 - 18/D/C/D
8/11/2017 - 18/D/O/W
5/8/2019 - 17/D/C/D
5/24/2019 - 13/D/O/W

(E) 12/5/2018 - 12/D/O/W

(F) 9/22/2017 - 17/D/C/D

(G) 9/27/2019 - 8/D/C/D*

(H) 9/28/2019 - 17/D/C/D

(I) 8/6/2018 - 23/L/C/D

(J) 4/6/2017 - 15/D/O/W

MERCY HEALTH
URBANA HOSPITAL

BERWICK DR

MARK WRIGHT D.D.S

MATCHLINE I

B 1
C 2
A 2
D 5
F 1
I 1
G 1
E 1
H 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
HEAD ON
ANIMAL

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

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

HOUR OF COLLISION

N

HORIZONTAL SCALE IN FEET
0 50
0 0

CALCULATED PF
CHECKED SAB

SCIOTO STREET CORRIDOR
COLLISION DIAGRAM

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

10
10

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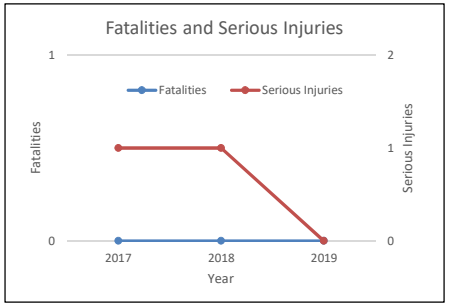
Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

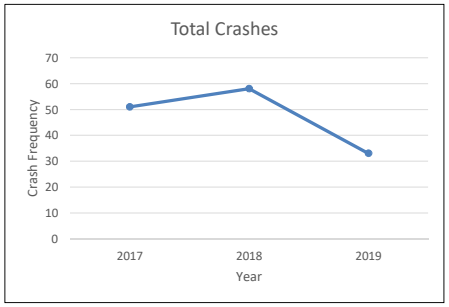
Attachment 3
CAM Tool Output

Scioto Street Corridor

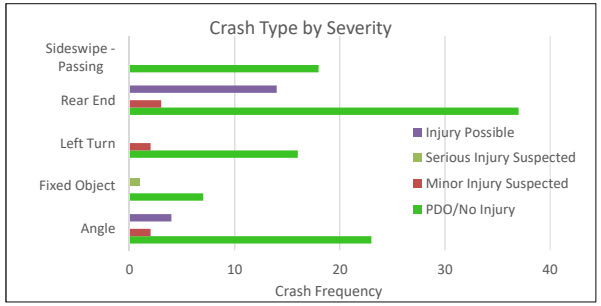
Crash Summary Sheet

Year	Total Crashes	Fatalities	Serious Injuries
2017	51	0	1
2018	58	0	1
2019	33	0	0
Grand Total	142	0	2





Total Crashes	Injury Level				
Crash Type	PDO/No Injury	Minor Injury Su	Serious Injury S	Injury Possible	Grand Total
Rear End	37	3	0	14	54
Angle	23	2	0	4	29
Sideswipe - Passing	18	0	0	0	18
Left Turn	16	2	0	0	18
Fixed Object	7	0	1	0	8
Parked Vehicle	5	0	1	1	7
Backing	4	0	0	0	4
Animal	2	0	0	0	2
Right Turn	2	0	0	0	2
Grand Total	114	7	2	19	142



Scioto Street Corridor
Crash Summary Sheet

Road Condition	Total Crashes	Fatalities	Serious Injuries
Dry	102	0	2
Ice	1	0	0
Snow	3	0	0
Wet	36	0	0
Grand Total	142	0	2

Weather	Total Crashes	Fatalities	Serious Injuries
Data Not Valid or Not Provided	142	0	2
Grand Total	142	0	2

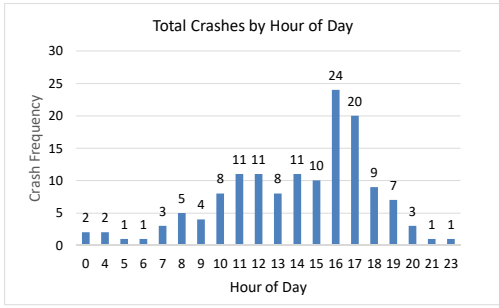
Crash Location	Total Crashes	Fatalities	Serious Injuries
Driveway/Alley Access	11	0	0
Four-Way Intersection	35	0	0
Not An Intersection	60	0	2
T-Intersection	30	0	0
Y-Intersection	6	0	0
Grand Total	142	0	2

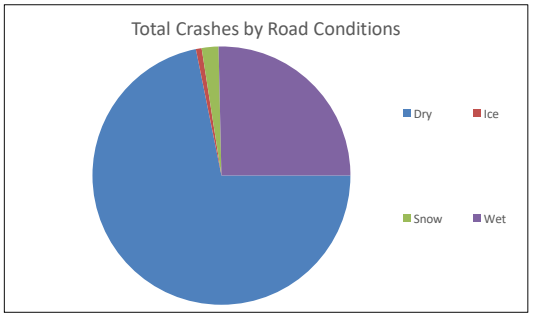
Roadway Contour	Total Crashes	Fatalities	Serious Injuries
Curve Level	1	0	0
Straight Grade	33	0	0
Straight Level	108	0	2
Grand Total	142	0	2

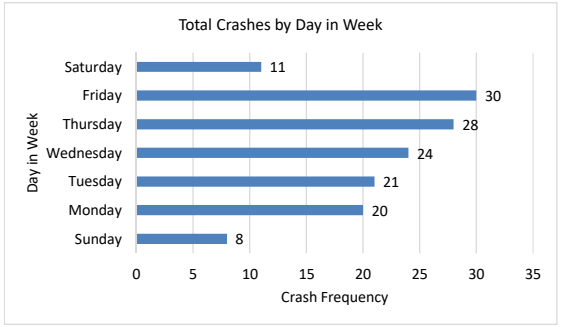
Hour of Day	Total Crashes
0	2
4	2
5	1
6	1
7	3
8	5
9	4
10	8
11	11
12	11
13	8
14	11
15	10
16	24
17	20
18	9
19	7
20	3
21	1
23	1
Grand Total	142

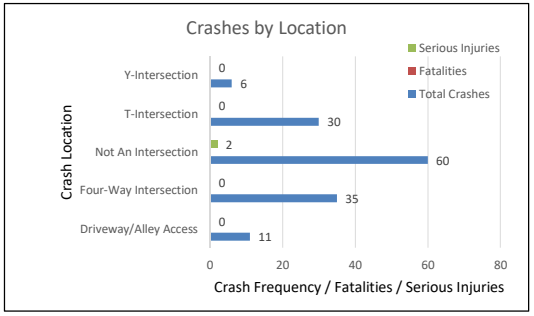
Month	Total Crashes
January	12
February	16
March	15
April	11
May	9
June	10
July	7
August	12
September	18
October	9
November	13
December	10
Grand Total	142

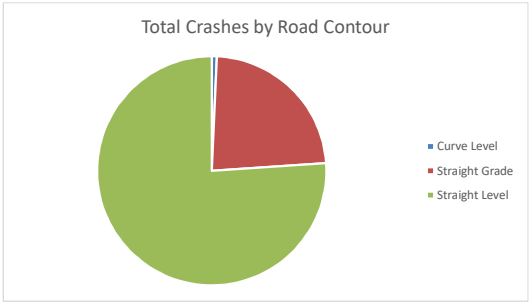
Day in Week	Total Crashes
Sunday	8
Monday	20
Tuesday	21
Wednesday	24
Thursday	28
Friday	30
Saturday	11
Grand Total	142











Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 4
Potential Improvement Layouts

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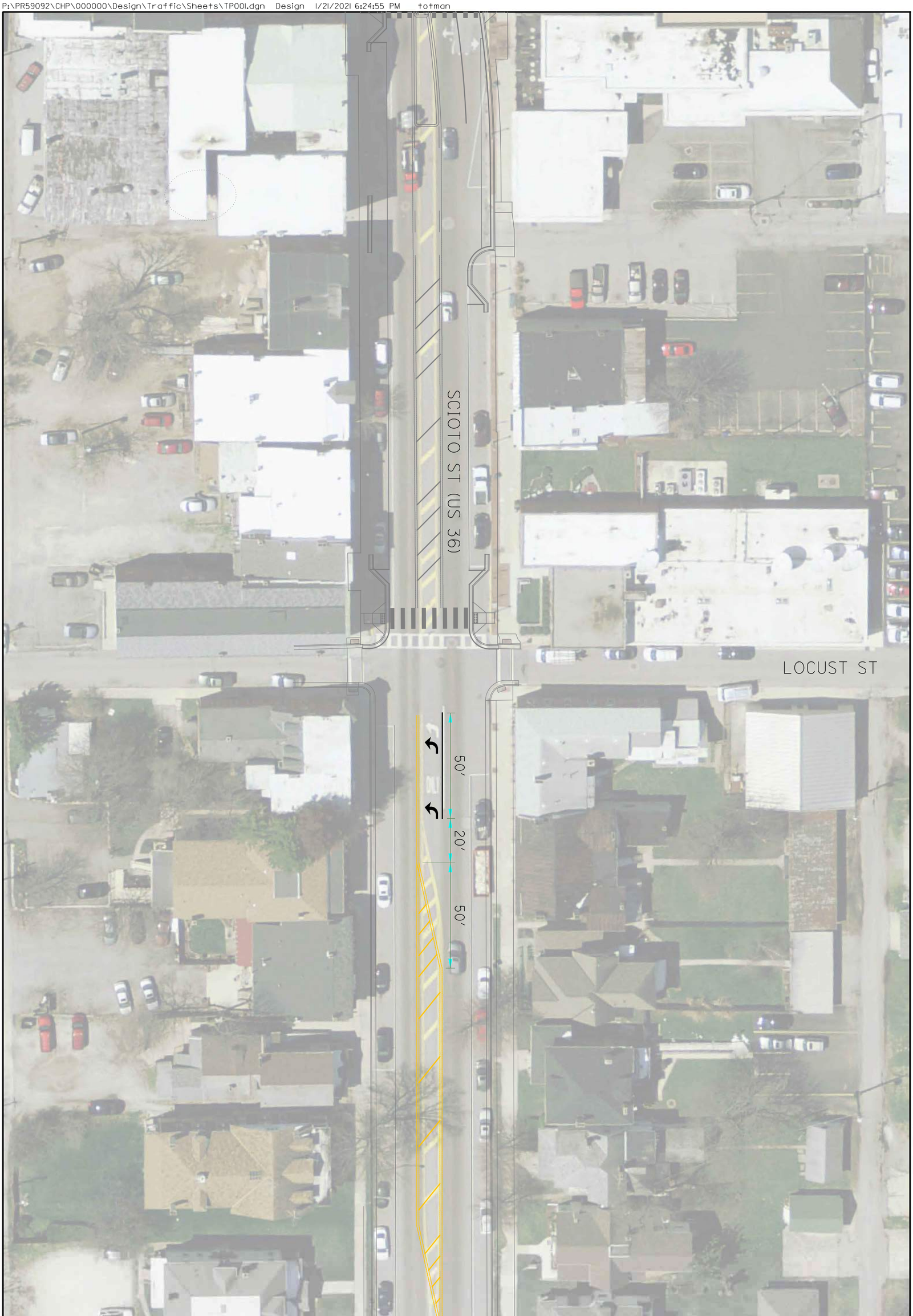

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & LOCUST STREET

CALCULATED MDV
CHECKED BPT

0 10 20 40
HORIZONTAL SCALE IN FEET

N

KENTON ST

NO
TURN
ON RED

R10-11
INSTALLED ON
EX. MAST ARM

SCIOTO ST (US 36)

50′ 20′ 50′

50′ 20′ 50′

125′

R7-1-12

NO
PARKING
ANY
TIME

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N

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED MDV
CHECKED BPT

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & KENTON STREET

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

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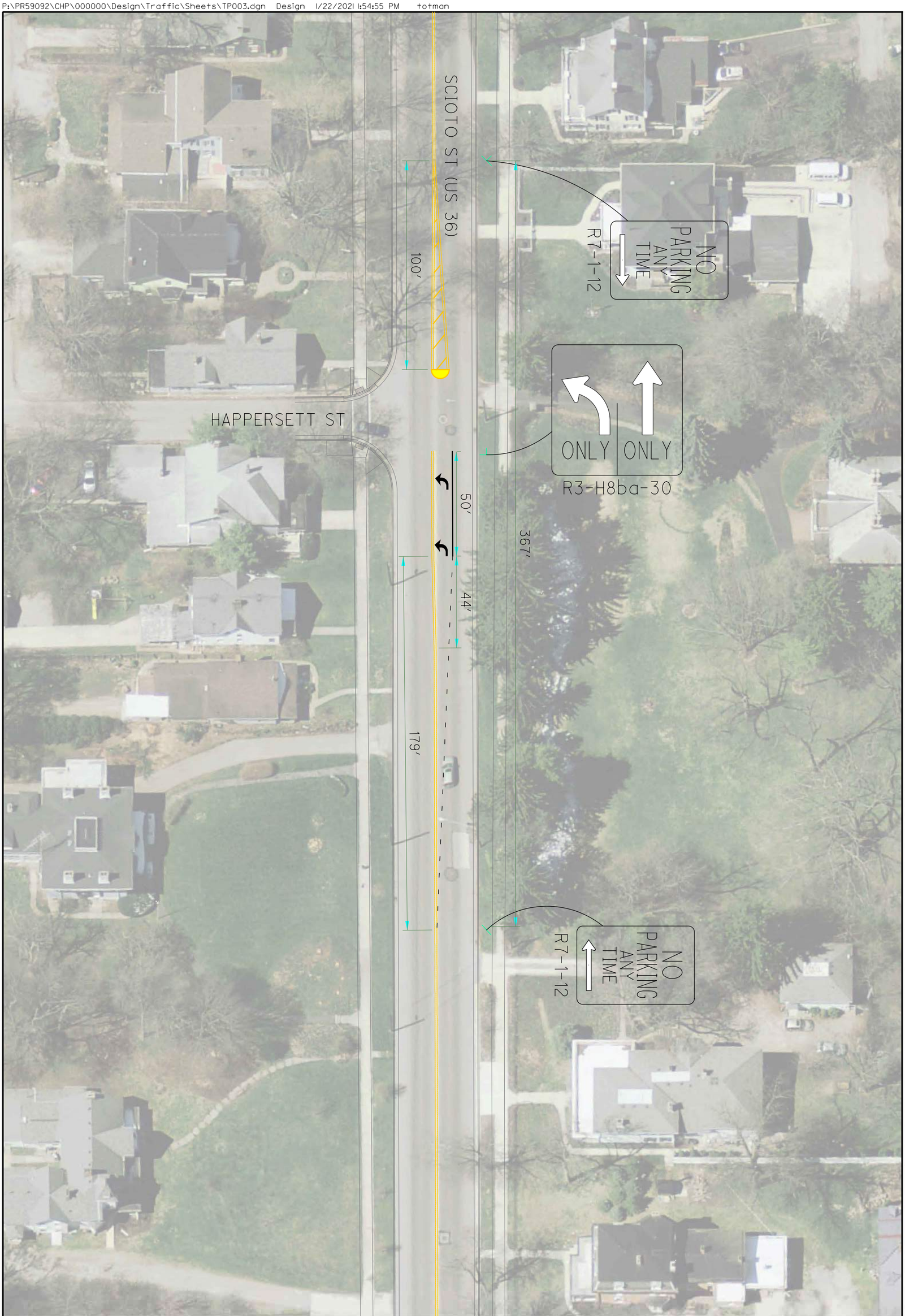

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & HAPPERSETT STREET

CALCULATED	MDV
CHECKED	BPT

0 10 20 40
HORIZONTAL SCALE IN FEET

N

3
11

SYCAMORE ST

SCIOTO ST (US 36)

44′

50′

179′

100′

376′

R7-1-12

NO PARKING ANY TIME

R3-H8ba-30

ONLY

ONLY

R7-1-12

NO PARKING ANY TIME

N

0 10 20 40

HORIZONTAL SCALE IN FEET

CALCULATED MDV

CHECKED BPT

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & SYCAMORE STREET

BURGESS & NIPLE

5085 REED ROAD
COLUMBUS, OHIO 43220

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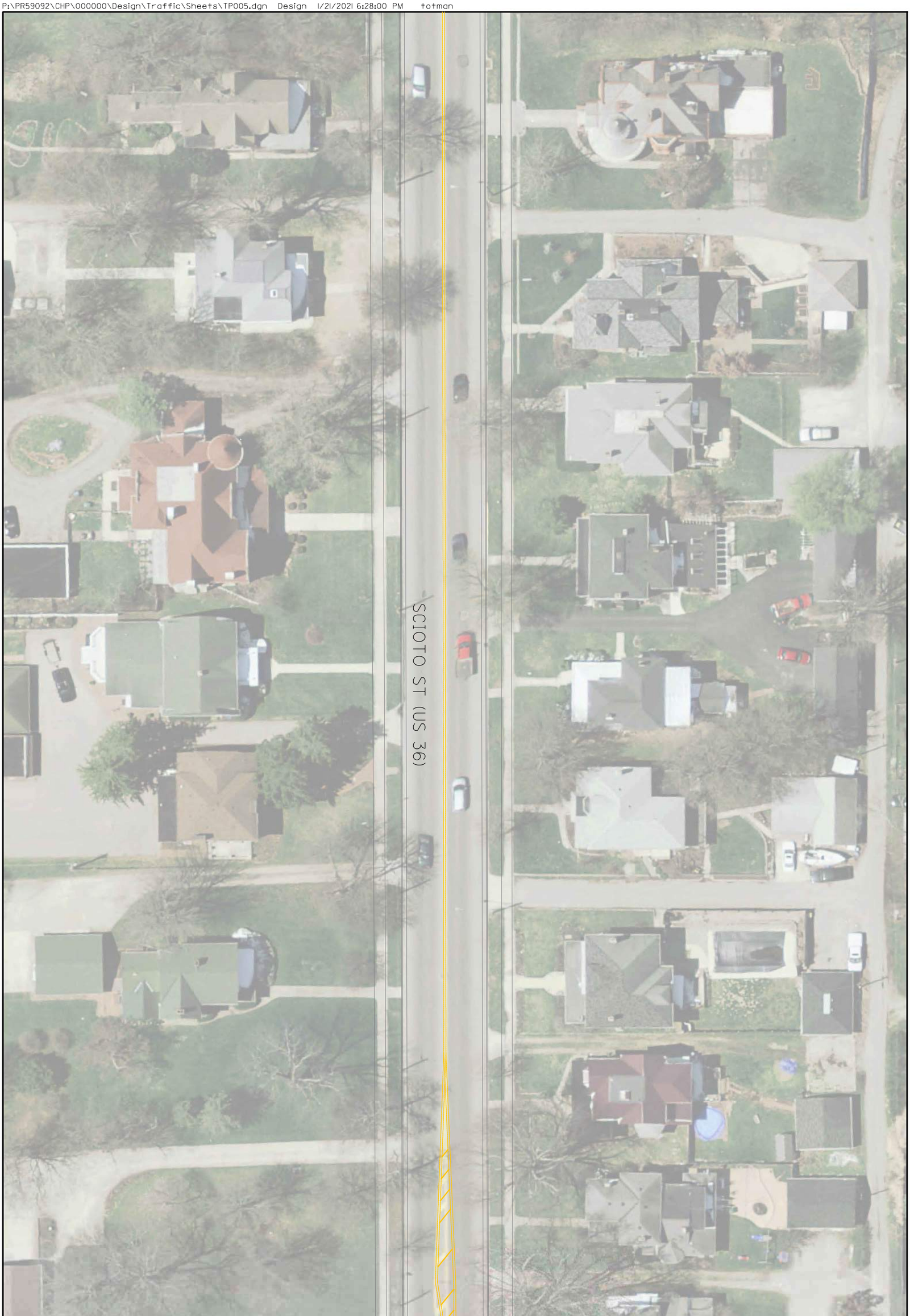

11 / 5	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**PROPOSED INTERSECTION IMPROVEMENTS** **SCIOTO STREET**	CALCULATED MDV CHECKED BPT 0 10 20 40 HORIZONTAL SCALE IN FEET N

E LAWN AVE

EX. PEDESTAL SUPPORT, 8'
W/(2) PEDESTRIAN SIGNAL HEAD
W/(1) PUSHBUTTON

HENDERSON LAND
INVESTMENT COMPANY

ONLY ONLY
R3-H8bb-30

ONLY ONLY

RIGHT LANE
MUST
TURN RIGHT
R3-7-30

12'
11' 11' 12'10'

SCIOTO ST (US 36)

PEDESTAL SUPPORT, 8'
W/ PEDESTRIAN SIGNAL HEAD
W/ PUSHBUTTON

RAISED CONCRETE MEDIAN DETAIL
SCALE: 10' = 1"

PATRICK AVE

R3-2-24

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED MDV
CHECKED BPT

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & E LAWN/PATRICK AVENUE

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

6
11

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7 / 11	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**PROPOSED INTERSECTION IMPROVEMENTS** **SCIOTO STREET & JEFFERSON AVENUE**	CALCULATED MDV CHECKED BPT	0 10 20 40 HORIZONTAL SCALE IN FEET

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11 / 8	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**PROPOSED INTERSECTION IMPROVEMENTS** **SCIOTO STREET & FINCH STREET**	CALCULATED MDV CHECKED BPT 0 10 20 40 HORIZONTAL SCALE IN FEET N

P:\PR59092\CHP\000000\Design\Traffic\Sheets\TP009.dgn Design 1/21/2021 6:30:45 PM totman

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET

CALCULATED MDV
CHECKED SAB

0 10 20 40
HORIZONTAL SCALE IN FEET

N

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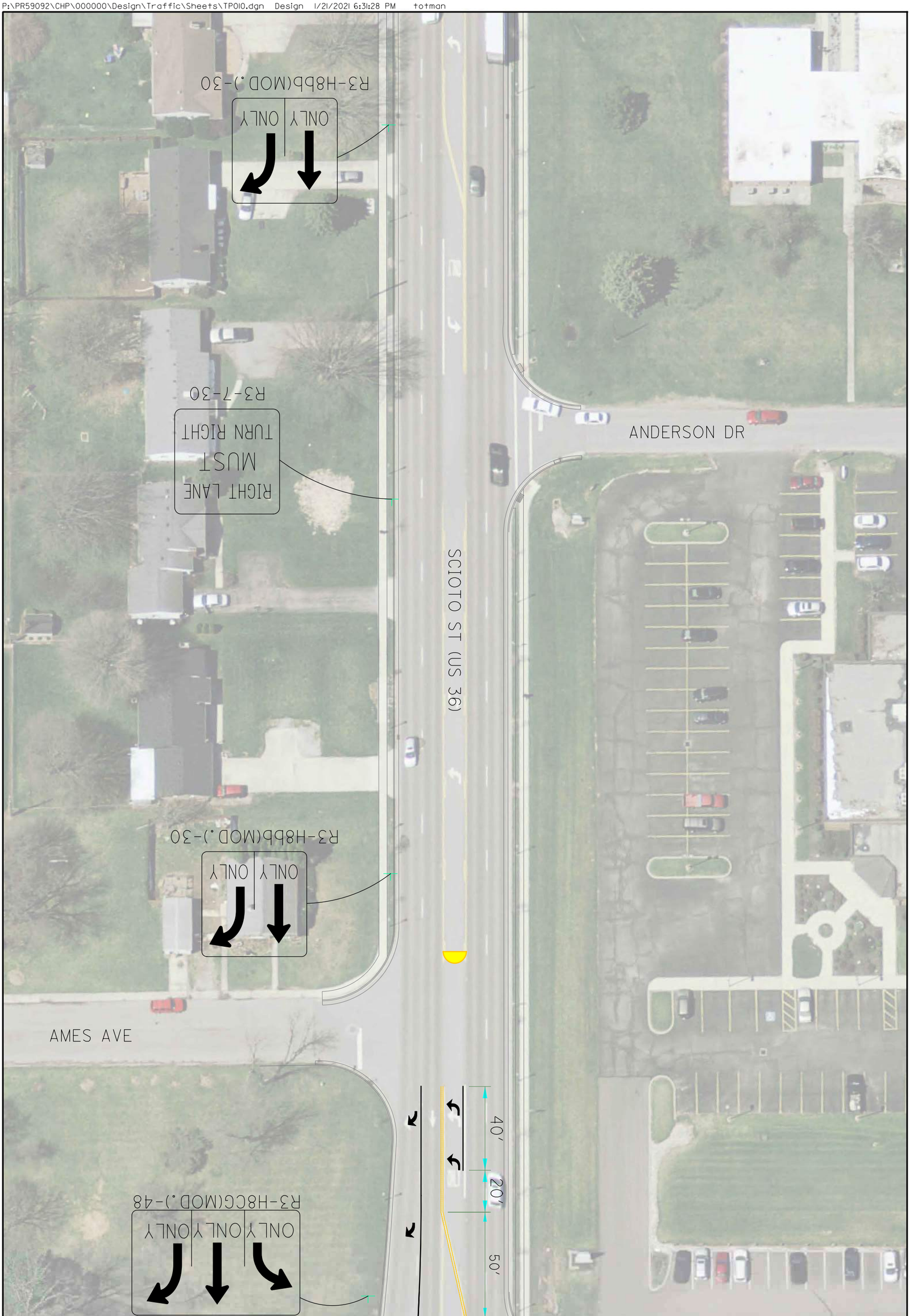

10 / 11	**BURGESS & NIPLE** 5085 REED ROAD COLUMBUS, OHIO 43220	**PROPOSED INTERSECTION IMPROVEMENTS** **SCIOTO STREET & ANDERSON DR / AMES AVE**	CALCULATED MDV CHECKED SAB	0 20 0 40 HORIZONTAL SCALE IN FEET

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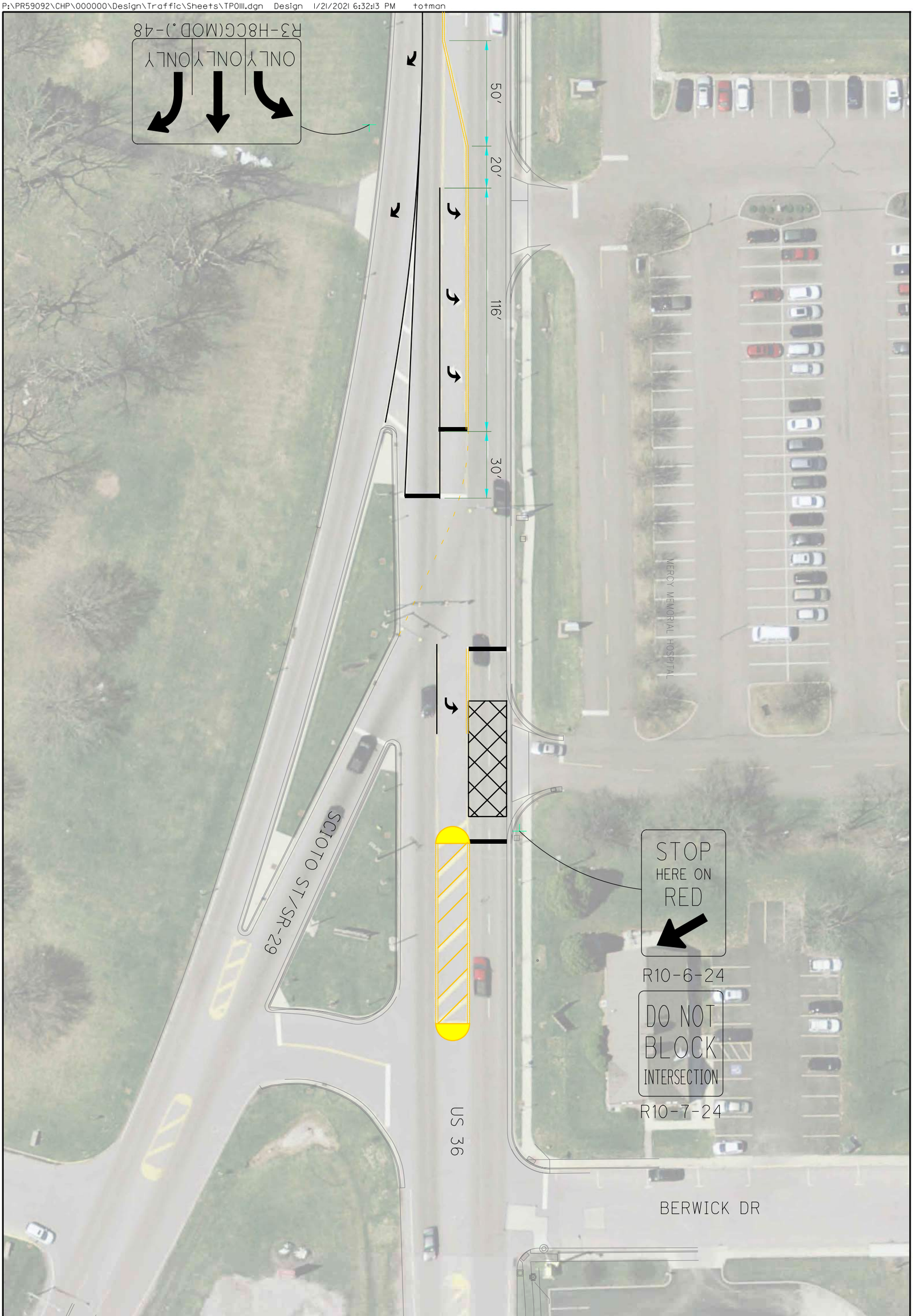

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220

PROPOSED INTERSECTION IMPROVEMENTS
SCIOTO STREET & SR 29

CALCULATED MDV
CHECKED BPT

0 10 20 40
HORIZONTAL SCALE IN FEET

N

Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 5
Traffic Analysis

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	290	0	0	360	262	0
Future Volume (veh/h)	290	0	0	360	262	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	0	0	1841	1767	0
Adj Flow Rate, veh/h	322	0	0	400	291	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	0	0	4	9	0
Cap, veh/h	1702	0	0	3288	0	0
Arrive On Green	0.94	0.00	0.00	0.94	0.00	0.00
Sat Flow, veh/h	1811	0	0	3681	0	0
Grp Volume(v), veh/h	322	0	0	400	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1749	0	0
Q Serve(g_s), s	1.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	1702	0	0	3288	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	1702	0	0	3288	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.2	0.0	0.0	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.4	0.0	0.0	0.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	322			400	0	
Approach Delay, s/veh	0.4			0.2	0.0	
Approach LOS	A			A		

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	75.0			75.0	0.0
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	32.5			32.5	33.5
Max Q Clear Time (g_c+I1), s	0.0			0.0	0.0
Green Ext Time (p_c), s	0.0			0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	0.3	
HCM 6th LOS	A	

Intersection: 3:

Movement	EB	WB	WB	NW
Directions Served	T	T	T	L
Maximum Queue (ft)	158	122	70	178
Average Queue (ft)	55	56	14	91
95th Queue (ft)	111	103	46	150
Link Distance (ft)	546	592	592	494
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	454	0	0	526	323	0
Future Volume (veh/h)	454	0	0	526	323	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1885	1870	0
Adj Flow Rate, veh/h	504	0	0	584	359	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	1	2	0
Cap, veh/h	1758		0	3367	0	0
Arrive On Green	0.94	0.00	0.00	0.94	0.00	0.00
Sat Flow, veh/h	1870	0	0	3770	0	0
Grp Volume(v), veh/h	504	0	0	584	0	0
Grp Sat Flow(s),veh/h/ln	1870	0	0	1791	0	0
Q Serve(g_s), s	1.7	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.9	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	1758		0	3367	0	0
V/C Ratio(X)	0.29		0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	1758		0	3367	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.2	0.0	0.0	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.0	0.0	0.2	0.0	0.0
LnGrp LOS	A		A	A	A	A
Approach Vol, veh/h	504	A		584	0	
Approach Delay, s/veh	0.6			0.2	0.0	
Approach LOS	A			A		

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	75.0			75.0	0.0
Change Period (Y+Rc), s	4.5			4.5	4.5
Max Green Setting (Gmax), s	32.5			32.5	33.5
Max Q Clear Time (g_c+I1), s	0.0			0.0	0.0
Green Ext Time (p_c), s	0.0			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection: 3:

Movement	EB	WB	WB	NW
Directions Served	T	T	T	L
Maximum Queue (ft)	202	159	107	206
Average Queue (ft)	89	77	29	108
95th Queue (ft)	163	129	72	176
Link Distance (ft)	637	572	572	408
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	290	0	0	360	262	0
Future Volume (veh/h)	290	0	0	360	262	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1811	0	0	1841	1767	0
Adj Flow Rate, veh/h	322	0	0	400	291	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	0	0	4	9	0
Cap, veh/h	1654	0	0	3194	0	0
Arrive On Green	0.91	0.00	0.00	0.91	0.00	0.00
Sat Flow, veh/h	1811	0	0	3681	0	0
Grp Volume(v), veh/h	322	0	0	400	0	0
Grp Sat Flow(s),veh/h/ln	1811	0	0	1749	0	0
Q Serve(g_s), s	1.4	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.8	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	1654	0	0	3194	0	0
V/C Ratio(X)	0.19	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1654	0	0	3194	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.3	0.0	0.0	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.6	0.0	0.0	0.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	322			400	0	
Approach Delay, s/veh	0.6			0.3	0.0	
Approach LOS	A			A		

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	75.0			75.0	0.0
Change Period (Y+Rc), s	6.5			6.5	4.5
Max Green Setting (Gmax), s	30.5			30.5	33.5
Max Q Clear Time (g_c+I1), s	0.0			0.0	0.0
Green Ext Time (p_c), s	0.0			0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	0.4	
HCM 6th LOS	A	

Intersection: 3:

Movement	EB	WB	WB	NW
Directions Served	T	T	T	L
Maximum Queue (ft)	169	120	70	217
Average Queue (ft)	63	60	20	100
95th Queue (ft)	127	107	56	170
Link Distance (ft)	611	596	596	429
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (veh/h)	454	0	0	526	323	0
Future Volume (veh/h)	454	0	0	526	323	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	0	1885	1870	0
Adj Flow Rate, veh/h	504	0	0	584	359	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	0	0	1	2	0
Cap, veh/h	1708		0	3271	0	0
Arrive On Green	0.91	0.00	0.00	0.91	0.00	0.00
Sat Flow, veh/h	1870	0	0	3770	0	0
Grp Volume(v), veh/h	504	0	0	584	0	0
Grp Sat Flow(s),veh/h/ln	1870	0	0	1791	0	0
Q Serve(g_s), s	2.4	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.3	0.0	0.0
Prop In Lane		0.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	1708		0	3271	0	0
V/C Ratio(X)	0.30		0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1708		0	3271	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.4	0.0	0.0	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.8	0.0	0.0	0.3	0.0	0.0
LnGrp LOS	A		A	A	A	A
Approach Vol, veh/h	504	A		584	0	
Approach Delay, s/veh	0.8			0.3	0.0	
Approach LOS	A			A		

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	75.0			75.0	0.0
Change Period (Y+Rc), s	6.5			6.5	4.5
Max Green Setting (Gmax), s	30.5			30.5	33.5
Max Q Clear Time (g_c+I1), s	0.0			0.0	0.0
Green Ext Time (p_c), s	0.0			0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	0.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection: 3:

Movement	EB	WB	WB	NW
Directions Served	T	T	T	L
Maximum Queue (ft)	234	168	115	202
Average Queue (ft)	104	87	33	114
95th Queue (ft)	184	139	82	178
Link Distance (ft)	452	542	542	361
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (veh/h)	10	280	0	0	350	10	20	0	20	262	0
Future Volume (veh/h)	10	280	0	0	350	10	20	0	20	262	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No	
Adj Sat Flow, veh/h/ln	1870	1811	0	0	1841	1870	1870	1870	1870	1767	0
Adj Flow Rate, veh/h	11	311	0	0	389	11	22	22	22	291	0
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	6	0	0	4	2	2	2	2	9	0
Cap, veh/h	24	1014	0	0	1689	48	102	102	30	325	0
Arrive On Green	0.01	0.56	0.00	0.00	0.49	0.49	0.04	0.04	0.04	0.19	0.00
Sat Flow, veh/h	1781	1811	0	0	3566	98	748	748	748	1682	
Grp Volume(v), veh/h	11	311	0	0	196	204	44	44	0	291	
Grp Sat Flow(s),veh/h/ln	1781	1811	0	0	1749	1823	1497	1497	0	1682	
Q Serve(g_s), s	0.5	6.8	0.0	0.0	4.8	4.9	2.2	2.2	0.0	12.7	
Cycle Q Clear(g_c), s	0.5	6.8	0.0	0.0	4.8	4.9	2.2	2.2	0.0	12.7	
Prop In Lane	1.00		0.00	0.00		0.05	0.50	0.50	0.50	1.00	
Lane Grp Cap(c), veh/h	24	1014	0	0	850	887	132	132	0	325	
V/C Ratio(X)	0.45	0.31	0.00	0.00	0.23	0.23	0.33	0.33	0.00	0.89	
Avail Cap(c_a), veh/h	249	1014	0	0	850	887	361	361	0	325	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	36.7	8.8	0.0	0.0	11.1	11.1	35.6	35.6	0.0	29.5	
Incr Delay (d2), s/veh	9.4	0.8	0.0	0.0	0.1	0.0	1.1	1.1	0.0	25.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	2.5	0.0	0.0	1.7	1.8	0.8	0.8	0.0	7.1	
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	46.1	9.5	0.0	0.0	11.2	11.2	36.7	36.7	0.0	54.7	
LnGrp LOS	D	A	A	A	B	B	D	D	A	D	
Approach Vol, veh/h		322			400		44	44		291	
Approach Delay, s/veh		10.8			11.2		36.7	36.7		54.7	
Approach LOS		B			B		D	D		D	

Timer - Assigned Phs	2	3	4	5	6
Phs Duration (G+Y+Rc), s	48.5	19.0	7.5	5.5	43.0
Change Period (Y+Rc), s	6.5	4.5	4.5	4.5	6.5
Max Green Setting (Gmax), s	30.5	14.5	14.5	10.5	15.5
Max Q Clear Time (g_c+I1), s	0.0	14.7	4.2	2.5	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.1
HCM 6th LOS	C

Intersection: 3:

Movement	EB	EB	WB	WB	SB	NW
Directions Served	L	T	T	TR	<LR	L
Maximum Queue (ft)	42	146	99	31	75	205
Average Queue (ft)	9	59	40	2	27	107
95th Queue (ft)	33	115	85	18	61	175
Link Distance (ft)		564	625	625	90	421
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	100					
Storage Blk Time (%)		1				
Queuing Penalty (veh)		0				

Network Summary

Network wide Queuing Penalty: 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations											
Traffic Volume (veh/h)	20	434	0	0	506	20	20	0	20	323	0
Future Volume (veh/h)	20	434	0	0	506	20	20	0	20	323	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No		No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1885	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	22	482	0	0	562	22	22	22	22	359	0
Peak Hour Factor	0.92	0.90	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.90	0.92
Percent Heavy Veh, %	2	2	0	0	1	2	2	2	2	2	0
Cap, veh/h	452	1047		0	1671	65	102	102	30	344	0
Arrive On Green	0.02	0.56	0.00	0.00	0.48	0.48	0.04	0.04	0.04	0.19	0.00
Sat Flow, veh/h	1781	1870	0	0	3608	137	748	748	748	1781	
Grp Volume(v), veh/h	22	482	0	0	286	298	44	44	0	359	
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	1791	1860	1497	1497	0	1781	
Q Serve(g_s), s	0.4	11.5	0.0	0.0	7.5	7.5	2.2	2.2	0.0	14.5	
Cycle Q Clear(g_c), s	0.4	11.5	0.0	0.0	7.5	7.5	2.2	2.2	0.0	14.5	
Prop In Lane	1.00		0.00	0.00		0.07	0.50	0.50	0.50	1.00	
Lane Grp Cap(c), veh/h	452	1047		0	852	885	132	132	0	344	
V/C Ratio(X)	0.05	0.46		0.00	0.34	0.34	0.33	0.33	0.00	1.04	
Avail Cap(c_a), veh/h	657	1047		0	852	885	361	361	0	344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.1	9.8	0.0	0.0	12.3	12.3	35.6	35.6	0.0	30.3	
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.1	0.1	1.1	1.1	0.0	60.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	4.5	0.0	0.0	2.8	2.9	0.8	0.8	0.0	11.7	
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	9.2	11.2	0.0	0.0	12.4	12.4	36.7	36.7	0.0	90.2	
LnGrp LOS	A	B		A	B	B	D	D	A	F	
Approach Vol, veh/h		504	A		584		44	44		359	
Approach Delay, s/veh		11.1			12.4		36.7	36.7		90.2	
Approach LOS		B			B		D	D		F	

Timer - Assigned Phs	2	3	4	5	6
Phs Duration (G+Y+Rc), s	48.5	19.0	7.5	6.3	42.2
Change Period (Y+Rc), s	6.5	4.5	4.5	4.5	6.5
Max Green Setting (Gmax), s	30.5	14.5	14.5	10.5	15.5
Max Q Clear Time (g_c+I1), s	0.0	16.5	4.2	2.4	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection: 3:

Movement	EB	EB	WB	WB	SB	NW
Directions Served	L	T	T	TR	<LR	L
Maximum Queue (ft)	75	228	179	156	64	277
Average Queue (ft)	16	106	75	27	28	131
95th Queue (ft)	50	183	144	95	57	225
Link Distance (ft)		560	554	554	53	328
Upstream Blk Time (%)					3	0
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)	100					
Storage Blk Time (%)		7				
Queuing Penalty (veh)		1				

Network Summary

Network wide Queuing Penalty: 1

Scioto Street Safety Study
Clark County- Springfield Transportation Coordinating Committee

Attachment 6
Cost Estimates

Scioto Street Resurfacing Project Additional Costs

	Unit	Quantity	Unit Price	Item Cost
Additional Signs	Lump Sum	1	$ 4,000.00	$ 4,000.00
			2020 Project Total Cost	$ 4,000.00

Patrick Avenue Median

	Unit	Quantity	Unit Price	Item Cost
4" Concrete Median	SQ YD	13	$ 100.00	$ 1,300.00
Pavment Removed	SQ YD	25	$ 12.00	$ 300.00
Detectible Warning, Type E	SQ FT	10	$ 25.00	$ 250.00
6" Aggregate Base	CU YD	2	$ 70.00	$ 152.00
7" Concrete Base	CU YD	3	$ 65.00	$ 164.00
Permanent Pavement, Type 1	CU YD	6	$ 188.00	$ 1,128.00
Construction Contingency	%	30%		$ 990.00
			2020 Project Total Cost	$ 4,284.00

Scioto Street Long Term Improvements

	Unit	Quantity	Unit Price	Item Cost
E Lawn Ave Pedestrian Signal Upgrades	Each	2.00	$ 5,000.00	$ 10,000.00
Scioto Street Signal Backplates	Each	22	$ 350.00	$ 7,700.00
			2020 Project Total Cost	$ 17,700.00

SR 29 and US 36 Signal Improvements

	Unit	Quantity	Unit Price	Item Cost
New Signal	Lump Sum	1.00	$ 150,000.00	$ 150,000.00
Signal Design	Lump Sum	1	$ 15,000.00	$ 15,000.00
Construction Contingency	%	30%		$ 45,000.00
			2020 Project Total Cost	$ 210,000.00