

Traffic Signal Study

City of Marysville, Ohio

February 26, 2009



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Introduction

The purpose of this study is to evaluate the existing traffic signals in the City of Marysville and to recommend maintenance or operational changes. The City of Marysville currently has 23 intersections with traffic signals that it is responsible for maintaining, along with one intersection containing an overhead span-wire mounted sign with flasher. A map showing each of these 24 locations is provided on **Figure 1**. **ms consultants** conducted field inspections of each of these intersections on March 17 and March 20, 2008. These field inspections examined the physical components of the signals such as poles, signal heads, pedestrian features, wiring, and controller cabinets. City Street Department staff accompanied **ms consultants** on the field inspections and provided access inside each controller cabinet. An inventory was collected for each signal, noting the presence and condition of the signal components. Field data sheets with itemized lists for the conditions of each signal were compiled during these inspections. Copies of these field data sheets are provided in the **Appendix**. In addition to the assessment of signal hardware, the timing and operations of each signal were evaluated. The City of Marysville provided signal timing data for some signals. These signals were observed to verify the timing plans were being run correctly. At other signals, traffic conditions were observed to identify any recommendations for signal timing changes that would improve traffic flow.

The following paragraphs discuss each of the signals within the City. For each location, a list of observations has been provided, which include comments pertaining to the physical and operational aspects of the signal. For brevity, the observations generally only identify problems or non-ideal conditions and do not mention items in good condition that do not warrant further attention. Following the observations, recommendations are provided for addressing the identified issues at each signal. These recommendations do not include system-wide recommendations. System-wide recommendations are discussed at the end of this report. The intersections are listed in order according to the numbers assigned on Figure 1.

Intersection Observations and Recommendations

1. SR 31 & Mill Wood Boulevard

Observations:

- There are no pedestrian features (pushbuttons, pedestrian indications, or signs) at this intersection.
- The blind-half-coupling at the top of the strain pole on the northeast corner is missing a plug.
- The conduit riser on the power service has kinks in the bends. The kinks did not appear to be limiting the cable raceway.





Figure 1
Signal Locations
 • Traffic Signal o Flashing beacon

PARIS TOWNSHIP

TOWNSHIP

The Scotts Company

The Scotts Company

The Scotts Company

DOVER TOWNSHIP

MILL CREEK TOWNSHIP

New Dover

DOVER PARIS TOWNSHIP

MILL CREEK TOWNSHIP

DOVER PARIS TOWNSHIP

Recommendations:

- Pushbuttons are recommended for pedestrians to cross SR 31.
 - ADA-compliant sidewalk should be provided for access to the pushbuttons.
- Provide and install a plug in the blind-half-coupling at the top of the strain pole on the northeast corner.

2. SR 31 & Mill Road/Echo Drive

Observations:

- The east-west phase appeared to be maxing out every cycle, regardless of whether traffic was present. Mill Road frequently received much more green time than necessary, which caused delays for SR 31 through traffic.
- There are no pedestrian features (pushbuttons or indications) at this intersection.
- Several loop detector faults were noted at this location as listed below. The loop detector and pavement conditions appear to be good at all locations.
 - L3(EB), L5(SBLT Rear), L6(SBRL Front), L10(NBLT Rear), L11(NBRL Rear), L12(NBCL Rear)

Recommendations:

- Pushbuttons are recommended for pedestrians to cross the north leg of the intersection.
 - Pedestrian crossing of the south leg of the intersection, which is inside limited access R/W, is not recommended. This crossing would also conflict with the heavy eastbound right turn movement.
 - ADA-compliant sidewalk should be provided for access to the pushbuttons.
- Cause of loop detector faults should be determined and corrected.

3. Maple Street & Amrine Mill Road

Observations:

- The signal appeared to operate efficiently, even during school dismissal times.
- When the pushbutton on the southwest corner of the intersection was pressed (during a time of day with very low traffic volume), the north-south pedestrian phase should presumably be called. But instead, the signal called the east-west vehicular and pedestrian phase, which then cleared and a “Walk” indication was given for the north-south phase.
- No pedestrian indications or pushbuttons exist for crossing the south leg of the intersection.

Recommendations:

- Signal should be checked to ensure that proper pedestrian phase is called from each pushbutton.
- Due to its location near schools and the heavy pedestrian traffic it experiences, it should be a priority that this intersection have correct pedestrian features.
- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross the south leg of the intersection.

4. Fifth Street & Damascus Road

Observations:

- Fifth Street appeared to operate efficiently during multiple visits (City staff had indicated that east-west traffic flow is poor after Honda shift changes).
- East-west green time seems to be excessive for off-peak conditions (e.g. mid-morning).
- Minor street (NB/SB) left turn phases may be unnecessary. Minor street through volumes are relatively low, which negates the need for left turn phases.
- A loop detector fault was noted for L1 (EB Extension).

Recommendations:

- Signal should not operate under coordinated system during off-peak hours.
- Implementation of shorter cycle length during some non-peak traffic times should be considered, particularly on weekdays before 11:00 AM (based on traffic count data). Minor street left turn phases may be inactivated during these times to help reduce cycle length.
- The cause of the loop detector fault should be determined and corrected.

5. Fifth Street & Emmaus Road

Observations:

- Signal serves Fifth Street traffic flow efficiently.
- No pedestrian features (pushbuttons or indications) exist for crossing Fifth Street.
- A broken visor is noted on one of the NB vehicular signal heads.
- The intersection is not wired/programmed for Approach Monitoring. An 8-phase backpanel is present, allowing for this operation.
- The field wiring coming down the pole into the bottom of the cabinet is bare.

Recommendations:

- Implementation of shorter cycle length during some non-peak traffic times, particularly on weekdays before 11:00 AM (based on traffic count data).

- The broken visor on the NB vehicular signal head should be replaced.
- The intersection should be rewired and re-programmed for Approach Monitoring.
- The bare wiring coming into the cabinet should be replaced.
- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross Fifth Street.

6. Fifth Street & Park Avenue

Observations:

- Vehicles on Park Avenue pulled up past the detector while waiting at signal. The first vehicle in every observed cycle overran the detector.
- No pedestrian indications or pushbuttons exist on the east leg of the intersection.
- The signal poles and overhead mounted signs are in fair condition at this location.
- There are various visors on vehicular signal heads that are broken and/or missing.
- There is standing water in the bottom of the controller cabinet.
- The pedestrian pushbutton on the northwest corner is not at the sidewalk in an accessible location. It is around the corner.
- The intersection is not wired/programmed for Approach Monitoring.

Recommendations:

- Implementation of one or more of the following to ensure Park Avenue drivers will trigger the north-south phase:
 - Installation of “Stop Here to Trip Detector” signs
 - Setting the controller to “Lock” for the Park Avenue phase
 - Move/expand the detection zone to include the areas south of the current detector
- The overhead signs should be replaced.
- The broken/missing visors on the vehicular signal heads should be replaced.
- The cause of the standing water in the controller cabinet should be determined and corrected.
- The pedestrian pushbutton on the northwest corner should be relocated to an accessible location.
- The intersection should be rewired/re-programmed for Approach Monitoring.
- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross the east leg of the intersection.

7. Fifth Street & Grove Street/Fourth Street

Observations:

- The north-south phase appeared to be in constant “ped recall” mode, where the pedestrian phase was being called every cycle. Even when no vehicles (or pedestrians) were present on the north-south approaches, the north-south phase would remain green.
- Two near-collisions were observed with northbound left turning vehicles not yielding to southbound through vehicles.
- Various lamp outages are noted in the pedestrian signal heads.
- Overhead communication lines are in contact with the signal mast arm on the northwest corner.
- Overhead communication lines are close to the signal mast arm on the southeast corner.

Recommendations:

- Signal should be checked to ensure that north-south detectors and pedestrian signals are actuated properly, to avoid unnecessary delays caused by signal running on maximum side street recall.
- Lamp outages in the pedestrian signal heads should be corrected.
- Relocation of overhead communication lines should be investigated.

8. Fifth Street & Maple Street

Observations:

- Signal appeared to serve traffic efficiently.
- The signal span/messenger wire is worn and spliced where a new installation took place in January 2007.
- A missing visor is noted on one of the WB vehicular signal heads.
- The disconnect switch is new; however, it is a pushbutton-style circuit breaker and not a Type X (watertight) enclosure.
- The wiring connections to the power service and controller cabinet utilize flexible conduit through the handhole cover on the strain pole.
- The intersection is not wired/programmed for Approach Monitoring.

Recommendations:

- Replace the entire signal span with a single messenger wire run.
- Replace the missing visor on the WB vehicular signal head.
- Replace the disconnect switch with one which meets ODOT specifications.
- In order to correct the flexible conduit through the handhole, a blind-half-coupling should be installed in the pole and rigid conduit should be installed

between the controller cabinet and the pole. A new handhole cover should then be installed.

- The intersection should be rewired/re-programmed for Approach Monitoring.

9. Fifth Street & Court Street

Observations:

- Various lamp outages are noted in the pedestrian signal heads.

Recommendations:

- Lamp outages in the pedestrian signal heads should be corrected.

10. Fifth Street & Main Street

Observations:

- There are stray power cables (AC±) in the bottom of the controller cabinet. It is undetermined whether these cables are live or not.
- There is a bare/uncovered wire hanging from the bottom of the AC+ terminal block in the controller cabinet.
- The power feed and electrical meters are undetermined/unknown in the downtown area.

Recommendations:

- The stray and bare cables in the controller cabinet should be corrected in order to avoid possible electrical problems and/or shock to maintenance personnel.
- The power feed and electrical meters should be investigated and determined throughout the downtown area for future reference.

11. Fifth Street & Plum Street

Observations:

- Various lamp outages are noted in the pedestrian signal heads.

Recommendations:

- Lamp outages in the pedestrian signal heads should be corrected.

12. Fifth Street & Walnut Street

Observations:

- Low traffic volumes on Walnut Street – unclear whether signal warrant would be met.
 - Due to pretimed operation, the north-south phase (which includes pedestrian crossing time) is called every cycle, resulting in delays to Fifth Street despite the minimal Walnut Street traffic.

- The wood signal poles and messenger wire span are worn.
- The seal around the exterior base of the controller cabinet needs replaced.

Recommendations:

- Actuation should be considered for the Walnut Street approaches.
- Replacement of the signal poles and span should be investigated.
- Seal the area around the exterior base of the controller cabinet to keep water, dust and debris out of the cabinet.
- If future funding requests for upgrades to this signal are made, a signal warrant analysis will be necessary.

13. Fifth Street & Vine Street

Observations:

- Low traffic volumes on Vine Street – unclear whether signal warrant would be met.
 - Due to pretimed operation, the north-south phase (which includes pedestrian crossing time) is called every cycle, resulting in delays to Fifth Street despite the minimal Vine Street traffic.
- Vehicular signal heads are worn.
- The signal disconnect switch is worn. It utilizes pushbutton-style circuit breakers and is not watertight.

Recommendations:

- Actuation should be considered for the Vine Street approaches.
- Replacement of the vehicular signal heads should be considered.
- Replace the disconnect switch with one which meets ODOT specifications.
- If future funding requests for upgrades to this signal are made, a signal warrant analysis will be necessary.

14. Fifth Street & Cherry Street/Delaware Avenue (Five Points)

Observations:

- Several near-collisions were observed with southbound left turn vehicles not yielding to northbound through vehicles.
 - Due to angle of northbound approach, southbound vehicles have difficulty determining whether northbound traffic is making a left turn or going straight through.
- Long vehicle queues were often present on Delaware Avenue/Fifth Street, but traffic appeared to always make it through intersection within one cycle.
- Two (of three) backplates are broken on the EB vehicular signal heads.
- Various lamp outages are noted in the pedestrian signal heads.

- Incoming power surge protector (Surrestor) case is broken.
- There are trees surrounding the top of the strain pole on the SW corner.
- The weatherhead cover at the top of the strain pole on the SW corner is missing.

Recommendations:

- “Yield to Opposing Traffic” or similar signs could be posted on the southbound approach.
- Long-term recommendations will be made as part of the Delaware Avenue Corridor Study.
- Replace the broken backplates on the EB vehicular signal heads.
- Lamp outages in the pedestrian signal heads should be corrected.
- Replace incoming power surge protector (Surrestor).
- Clear the trees from around the top of the strain pole on the SW corner.
- Replace the weatherhead cover at the top of the strain pole on the SW corner.

15. Delaware Avenue & Charles Lane

Observations:

- No pedestrian indications or pushbuttons exist for crossing the east leg of the intersection
- The pedestrian pushbutton on the southwest corner of the intersection is missing a sign.
- A loop detector fault is noted for SBLT (phase 8) loop.

Recommendations:

- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross the east leg of the intersection.
- Install a sign with the pedestrian pushbutton on the southwest corner of the intersection.
- The cause of the loop detector fault should be determined and corrected.

16. Delaware Avenue & Coleman’s Crossing

Observations:

- This signal was observed to have the “yellow trap” condition for the eastbound left turn. The signal progressed directly from the east-west through movement to the westbound left turn movement (no intervening minor street call). A driver in the eastbound left turn lane would see the yellow indication and assume that the westbound through movement is also receiving a yellow indication. However, the westbound through movement remains green if the

north-south phase is not called. This is an undesirable condition that can lead to crashes.

- The northbound and southbound left turn lanes are served during a common phase, but are offset by over 10 feet. This provides poor sight distance for left turn gap acceptance.
- During weekday noon peak hour, substantial queuing between Charles Lane signal and this intersection was observed.
- Many cycles were observed where the westbound dual left turn queue was not cleared. This resulted in queues extending near US 33 ramps.
- A loop detector fault is noted for L2 (WB).
- The telemetry/communications cable is disconnected from the timer.

Recommendations:

- Additional green time (approximately 10-15 seconds) should be given to westbound left turn phase.
- The signal sequencing should be adjusted to ensure that the signal cannot progress directly from the east-west through phase to the westbound left turn phase.
- Signal coordination should be examined in this corridor (which will be done as part of the Delaware Avenue Corridor Study).
- The cause of the loop detector fault should be determined and corrected.
- Connect the telemetry/communications cable to the timer.

17. Delaware Avenue & US 33 EB ramps

Observations:

- During non-peak times of day, the signal operates on a relatively long (100-second) cycle length.
- The long cycle length, combined with only one exit ramp approach lane, causes occasionally long queues on the ramp.

Recommendations:

- A shorter cycle length (80 seconds) is recommended for non-peak times of day.

18. Delaware Avenue & US 33 WB ramps

Observations:

- During non-peak times of day, the signal operates on a relatively long (100-second) cycle length. Traffic on ramp is frequently waiting at a red light while few/no vehicles are passing through on Delaware Avenue.
- The long cycle length, combined with only one exit ramp approach lane, causes occasionally long queues on the ramp.
- The seal around the exterior base of the controller cabinet needs replaced.

Recommendations:

- A shorter cycle length (80 seconds) is recommended for non-peak times of day.
- Seal the area around the exterior base of the controller cabinet to keep water, dust and debris out of the cabinet.

19. Delaware Avenue & Watkins Road

Observations:

- During non-peak times of day, the signal operates on a relatively long (100-second) cycle length. Traffic on Watkins Road is frequently waiting at a red light while few/no vehicles are passing through on Delaware Avenue.
- Minor street left turn phases have “first-car” detection, which leads to unnecessary calling of left turn phases during light traffic conditions.

Recommendations:

- A shorter cycle length (80 seconds) is recommended for non-peak times of day.
- It would be desirable to have detector loops for minor street left turn phases moved back to second-car or third car detection. Presence loops would still need to remain at stop bar (to call minor street through phase).

20. Fourth Street & Main Street

Observations:

- Various lamp outages are noted in the pedestrian signal heads.
- The exterior of the controller cabinet has been damaged and is shifted due to a vehicular crash. The cabinet appears to be operating fine.

Recommendations:

- Lamp outages in the pedestrian signal heads should be corrected.
- Reset the controller cabinet due to the vehicular crash.

21. Sixth Street & Main Street

Observations:

- Overhead communication lines are in contact with the signal mast arm on the SE corner.
- There are trees surrounding the top of the mast arm pole on the NW corner.

Recommendations:

- Relocation of overhead communication lines should be investigated on the SE corner.
- Clear the trees from around the top of the strain pole on the NW corner.

22. Ninth Street & London Avenue

Observations:

- While detectors are present at this intersection on all four approaches, the east-west (Ninth Street) phase appears to be on maximum recall mode. When observed, the signal was calling pedestrian “walk” phases during every cycle. This caused some unnecessary vehicle delays on London Avenue (the heavier volume roadway) during the observation times. London Avenue would frequently be stopped while Ninth Street had no volume approaching the intersection.
- There are no pedestrian features present for the north leg of the intersection.

Recommendations:

- If this signal is not intended to run with maximum recall for the east-west phase, the equipment should be checked for malfunctioning detectors and/or pedestrian call buttons.
- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross the north leg of the intersection.

23. Scottslawn Road & Industrial Parkway

Observations:

- Overhead communication lines are near or touching the signal span on the NE corner.
- A blind-half-coupling in the strain pole on the NE corner needs plugged.
- The foundation is covered on the strain pole on the NE corner.

Recommendations:

- Relocation of overhead communication lines should be investigated on the NE corner.
- Provide and install a plug in the blind-half-coupling in the strain pole on the NE corner.
- Uncover the foundation on the strain pole on the NE corner.

24. Main Street & Elwood Avenue (Flasher)

Observations:

- The utility pole supports are in fair condition.
- The power service and flasher cabinet are both in poor condition.

Recommendations:

- Replacement of this flasher installation is recommended.

Please note that any signal timing recommendations for the downtown signal system will be made as part of the One-Way Pair Study for Fourth/Fifth/Sixth Streets. The scope of that study includes Synchro peak hour optimization of the existing street network, and thus will provide better insight as to what, if any, timing changes should be implemented. Similarly, the Delaware Avenue Corridor Study can provide further details as to the optimum peak hour timing plans to run on that corridor. For these signals, only off-peak signal timing recommendations are provided in this document.



System-Wide Recommendations

The following is a list of recommendations that apply to all signals in the City.

- LED vehicular signal upgrades at all locations where they don't currently exist. It is our understanding that the City has an on-going effort to install LED's at all locations.
- Dust filter cleaning/replacement in all controller cabinets yearly.
- Cleaning of all vehicular and pedestrian signal head lenses yearly.
- Yearly conflict monitor testing at all locations.
- Periodically test the Emergency Vehicle Preempt system at each intersection (where present) to ensure proper operation.
- Place a copy of each intersection's traffic signal plan in the controller cabinet. This is very helpful for the maintenance personnel.
- Download and maintain a database of current signal timing at all locations.
- Install battery backup at key locations once LED signal heads are installed.

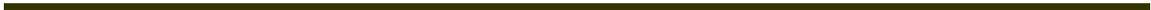
As noted in the discussion of the Delaware Avenue/Coleman's Crossing signal (#16), this location was observed to have the "yellow trap" condition. This is an undesirable condition that should be eliminated through proper signal phasing. There are several other intersections in the City that may allow for this condition. The phasing and programming of these signals should be examined to ensure that the controller cannot progress from the major street through phase directly to the major street left turn phase. The intersections where "yellow trap" may exist are:

- #2: SR 31 & Mill Road/Echo Drive
- #4: Fifth Street & Damascus Road
- #7: Fifth Street & Grove Street
- #15: Delaware Avenue & Charles Lane
- #16: Delaware Avenue & Coleman's Crossing Boulevard
- #19: Delaware Avenue & Watkins Road
- #23: Industrial Parkway & Scottslawn Drive

As a recent development, the SR 31 & Mill Wood Boulevard intersection is expected to soon have a fourth leg (County Home Road extension). When this fourth leg is constructed, the signal should be modified to prevent "yellow trap" from occurring. It is not a problem if the controller is currently permitted to proceed from the north-south through phase directly to the northbound left turn phase. But, once the fourth leg is constructed, southbound left turn vehicles could be "trapped" if the controller were to operate in such a manner.

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Appendix

Field Data Sheets





TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Intersection No.: 21 Date: 3/20/08 Personnel: KES
 Intersection: SR-31 & Mill Wood Blvd

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood Anchor Base _____ Embedded _____ Utility Pole
 Condition: GOOD
NEC NEEDS BHC PLUG AT TOP OF POLE

Overhead Mounted Signs - NONE

Mounting: Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: LED _____ Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: 12" _____ 8"
 Condition: GOOD

Pedestrian Signal Heads - NONE

Type: _____ LED _____ Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons - NONE

ADA Compliant: _____ Yes _____ No Signs Present: _____ Yes _____ No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: NEED NO PBD CROSSING SIGNS

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB GOOD / GOOD
 SB ↓ / ↓
 EB ↓ / ↓
 WB ↓ / ↓
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Power Service

Disconnect Switch: No Locked
 Condition: Good
 Meter Base: Good
 Riser/Weatherhead: KINKS IN CONDUIT BENDS

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: Good
 Work Pad: Good
 Interior Condition: Good
 Controller: ASC/25-2100
 Conflict Monitor: EDI
 Master Controller: No
 Battery Backup: No
 Preempt: No
 Lightning Protection: Cabinet No Loops
 Loop Settings: _____
 Loop Failures: NONE
 Signal Timing: _____

Interconnect

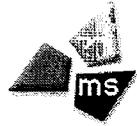
Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: NONE
 Other: INSTALL 10/02



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Intersection No.: 2 Date: 3/20/08 Personnel: KES
 Intersection: SR-31 & Mill ~~Wagon~~ ~~Road~~ Road/ECHO

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood Anchor Base _____ Embedded _____ Utility Pole
 Condition: _____

Overhead Mounted Signs - None

Mounting: _____ Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: 12" _____ 8"
 Condition: Good

Pedestrian Signal Heads - None

Type: _____ LED _____ Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons - None

ADA Compliant: _____ Yes _____ No Signs Present: _____ Yes _____ No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB Good / Good
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Power Service

Disconnect Switch: No Locked

Condition: Good

Meter Base: Good

Riser/Weatherhead: Good

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____

Condition: Good

Controller Cabinet

Mounting: Base Pole

Exterior Condition: Good

Work Pad: Good

Interior Condition: Good

Controller: ECONOLITE ASC/25-2100

Conflict Monitor: SOZ

Master Controller: ASC/ZM-1000

Battery Backup: No - GEN Hookup Panel

Preempt: No

Lightning Protection: Cabinet Loops

Loop Settings: -

Loop Failures: L3 (EB) L5 (SBLT REAR)

L6 (SBRL FRONT) L10 (NBCL REAR) L11 (NBRL REAR) L12 (NBCL REAR)

Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio

Twisted Pair Fiberoptic

Communication Panel: PHONE MODEM

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads

Sidewalks/Access to PPB's/Curb Ramps: NONE

NEED NO PED CROSSING SIGNS

Other: INSTALL 2/07



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Intersection No.: 3 Date: 3/20/08 Personnel: KES
 Intersection: MAPLE ST. & AMBINE MILL RD

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood _____
 Anchor Base _____ Embedded _____ Utility Pole
 Condition: NEW

Overhead Mounted Signs - NONE

Mounting: _____ Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: LED _____ Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: 12" _____ 8"
 Condition: NEW

Pedestrian Signal Heads

Type: _____ LED Incandescent _____ Fiberoptic
 Style: Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: GOOD

Pedestrian Pushbuttons

ADA Compliant: _____ Yes No Signs Present: Yes _____ No
 No. PPB's per Pole: 1 1/2 Total No. PPB's 4
 Functional/Condition: Crossing on N & W LEGS
No PEO Crossing Signs Needed on S. Leg

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB GOOD / GOOD
 SB ↓ / ↓
 EB ↓ / ↓
 WB ↓ / ↓
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc



Power Service

Disconnect Switch: Locked
 Condition: None
 Meter Base: Good/NEW
 Riser/Weatherhead: NEW

Conduit/Pull Boxes

Type: Concrete X Plastic Other:
 Condition:

Controller Cabinet

Mounting: Base X Pole
 Exterior Condition: NEW
 Work Pad: None
 Interior Condition: Good/NEW
 Controller: ELONOLITE ASC/25-2100
 Conflict Monitor: EDI
 Master Controller: No
 Battery Backup: No
 Preempt: No
 Lightning Protection: Y Cabinet No Loops
 Loop Settings: -
 Loop Failures: None
 Signal Timing:

Interconnect - None

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Y Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SW Ramps on NE; NW corners
 Other: INSTALL 7/07



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Intersection No.: 4 Date: 3/20/08 Personnel: KES
 Intersection: FIFTH ST. & DAMASCUS RD.

Signal Poles/Span

Type: Strain Pole/Span Wire X Mast Arm
 X Steel Wood Anchor Base Embedded Utility Pole
 Condition: _____

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: GOOD
 PAINT WORK

Vehicular Signal Heads

Type/Mounting: X LED Incandescent
 X Free-Swinging Rigid Mounted Backplates
 Size: X 12" 8"
 Condition: SOME CHIPPING
 SB POLE MTD

Pedestrian Signal Heads

Type: LED X Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) X Symbol (Filled)
 Condition: GOOD
 ALL DIRECTIONS

Pedestrian Pushbuttons

ADA Compliant: Yes X No Signs Present: X Yes No
 No. PPB's per Pole: 1 Total No. PPB's 4
 Functional/Condition: GOOD

Vehicular Detection

Type: X Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB _____ / GOOD
 SB _____ / _____
 EB L1 (EB EXT) FAULT / ⚡
 WB _____ / ↓
 Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Y Locked
 Condition: GOOD - MTD W/ LIGHTING CONTROL CENTER
 Meter Base: NONE
 Riser/Weatherhead: NONE . UG SERVICE

Conduit/Pull Boxes

Type: X Concrete _____ Plastic _____ Other: _____
 Condition: GOOD

Controller Cabinet

Mounting: X Base _____ Pole _____
 Exterior Condition: GOOD
 Work Pad: YES
 Interior Condition: GOOD
 Controller: PEEK 3000
 Conflict Monitor: PEEK 12EL
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Y Cabinet NO Loops
 Loop Settings: -
 Loop Failures: L1 - EB EXT
 Signal Timing: _____

Interconnect

Type: _____ Overhead _____ Underground X Wireless/Radio
 _____ Twisted Pair _____ Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Y Signal Heads

 Sidewalks/Access to PPB's/Curb Ramps: NO SW ON NE QUAD - CURB DROPS
 Other: INSTALL: 3/98



TRAFFIC SIGNAL DATA SHEET
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Intersection No.: 5 Date: 3/20/08 Personnel: KES
 Intersection: FIFTH ST. & EMMAUS RD.

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 _____ Steel Wood _____ Anchor Base _____ Embedded _____ Utility Pole
 Condition: GOOD

Overhead Mounted Signs - NONE

Mounting: _____ Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: _____ LED Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: _____ 12" _____ 8"
 Condition: GOOD
BROKEN VISOR NB

Pedestrian Signal Heads - NONE

Type: _____ LED _____ Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons - NONE

ADA Compliant: _____ Yes _____ No Signs Present: _____ Yes _____ No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB GOOD / GOOD
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
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Power Service

Disconnect Switch: Locked
 Condition: NONE
 Meter Base: FAIR
 Riser/Weatherhead: FAIR

Conduit/Pull Boxes

Type: Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: Base X Pole
 Exterior Condition: GOOD
 Work Pad: NONE
 Interior Condition: GOOD
 Controller: PEAK 1880EL
 Conflict Monitor: EDI
 Master Controller: NO
 Battery Backup: NO
 Preempt: NO
 Lightning Protection: Y Cabinet NO Loops
 Loop Settings:
 Loop Failures: NONE
 Signal Timing:

Interconnect

Type: Overhead Underground X Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Y Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps:
 Other: NO APPROACH MONITORING - HAS 8 POS BACKPANEL
 ALL WIRING IS BARE COMING DOWN POLE INTO BOTTOM OF CAB
 SCHEDULED FOR 12" LED UPGRADE



TRAFFIC SIGNAL DATA SHEET
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Intersection No.: 6 Date: 3/20/08 Personnel: KES
 Intersection: FIFTH ST. & PARK AVE.

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 _____ Steel Wood _____ Anchor Base _____ Embedded Utility Pole
 Condition: Fair

Overhead Mounted Signs

Mounting: Free-Swinging _____ Rigid Mounted
 Condition: Fair

Vehicular Signal Heads

Type/Mounting: _____ LED Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: _____ 12" 8"
 Condition: SOME VISORS BROKEN/MISSING

Pedestrian Signal Heads

Type: _____ LED Incandescent _____ Fiberoptic
 Style: Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: Good
WEST LEG ONLY

Pedestrian Pushbuttons

ADA Compliant: _____ Yes No Signs Present: Yes _____ No
 No. PPB's per Pole: 1 Total No. PPB's 2
 Functional/Condition: FOR WEST LEG ONLY

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB Road Good / Fair
 SB ↓ / Good
 EB ↓ / ↓
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
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Power Service

Disconnect Switch: Locked
 Condition: NONE
 Meter Base: GOOD
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: Base X Pole
 Exterior Condition: GOOD
 Work Pad: NONE
 Interior Condition: GOOD - WATER IN BOTTOM OF CABINET
 Controller: PEEK 1800EL
 Conflict Monitor: BDI
 Master Controller: NONE
 Battery Backup: NO
 Preempt: NO
 Lightning Protection: Y Cabinet NO Loops
 Loop Settings:
 Loop Failures: -
 Signal Timing:

Interconnect

Type: Overhead Underground X Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Y Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps:
 NWC - PPB IS NOT AT SIDEWALK - AROUND CORNER
 Other: NO APPROACH MONITORING
 SIGNAL ON FLASH - ONLY CYCLES MEM DAY TO LABOR DAY



TRAFFIC SIGNAL DATA SHEET

City of Marysville, Ohio

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Intersection No.: 7 Date: 3/20/08 Personnel: KES
 Intersection: FIFTH ST. & GROVE ST./FOURTH ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: GOOD

Overhead Mounted Signs - None

Mounting: ~~Free-Swinging~~ Rigid Mounted
 Condition: ~~Good~~

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: GOOD
OPTICALLY PROGRAMMED VSH FOR WB/SB FOURTH

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: GOOD
ALL LEGS - TOTAL 8
VARIOUS LAMPS OUT

Pedestrian Pushbuttons

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: 1 Total No. PPB's 4
 Functional/Condition: GOOD

Vehicular Detection

Type: Loop Detectors Video Other:
 Loop/Pavement Condition: NB GOOD / GOOD
 SB ↓ / ↓
 EB ↓ / ↓
 WB ↓ / ↓
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
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Power Service

Disconnect Switch: No Locked
 Condition: Good - MTD TO SIDE OF CABINET - UG SERVICE
 Meter Base: NONE
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete X Plastic Other:
 Condition:

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: Good
 Work Pad: Good
 Interior Condition: Good
 Controller: PEEK 3000
 Conflict Monitor: PEEK 12ELRA
 Master Controller: PEEK 3000EL
 Battery Backup: No
 Preempt: EPS II
 Lightning Protection: X Cabinet NO Loops
 Loop Settings:
 Loop Failures: NONE
 Signal Timing:

Interconnect

Type: Overhead Underground X Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: No

Miscellaneous Items

Overhead Utilities Clear: No Poles/Span/Arms Y Signal Heads
NWC - CONDUIT TOUCHING MAST ARM
SEC - CONDUIT CLOSE TO MA
 Sidewalks/Access to PPB's/Curb Ramps:
 Other: INSTALL 4/98



TRAFFIC SIGNAL DATA SHEET
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Intersection No.: 8 Date: 3/7/08 Personnel: KES
 Intersection: FIFTH ST. & MAPLE ST.

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel Wood _____ Anchor Base _____ Embedded Utility Pole
 Condition: STRAIN POLE (NEC) NEW
UTIL POLE (SWC) FAIR
SPAN WIRE IS WORN/SPLICED FOR NEW INSTALL

Overhead Mounted Signs

Mounting: Free-Swinging _____ Rigid Mounted
 Condition: GOOD

Vehicular Signal Heads

Type/Mounting: _____ LED Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: _____ 12" _____ 8"
 Condition: GOOD
WB VISOR MISSING

Pedestrian Signal Heads - No

Type: _____ LED _____ Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons - No

ADA Compliant: _____ Yes _____ No Signs Present: _____ Yes _____ No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection - None

Type: _____ Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: No Locked
 Condition: NEW - PUSHBUTTON STYLE CIRC BREAKER - NOT TYPE X ENC
 Meter Base: NEW
 Riser/Weatherhead: GOOD

Conduit/Pull Boxes

Type: Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: Base X Pole
 Exterior Condition: NEW
 Work Pad: PARKING LOT
 Interior Condition: NEW
 Controller: ASC/25-2100
 Conflict Monitor: EDZ
 Master Controller: NO
 Battery Backup: NO
 Preempt: NO
 Lightning Protection: Y Cabinet Loops
 Loop Settings:
 Loop Failures:
 Signal Timing:

Interconnect - NONE

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

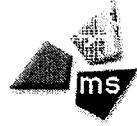
Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SW/RAMPS ON 3 QUADS
NO SW/RAMPS ON SEC
 Other: INSTALL 1/07
- CONNECTIONS TO POW. SERV & CAB ARE FLEX CONDUIT THROUGH MH COVER
- NO APPROACH MONITORING



TRAFFIC SIGNAL DATA SHEET

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Intersection No.: 9 Date: 3/17/08 Personnel: KES
 Intersection: FIFTH ST. & COURT ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole

Condition: GOOD
DECORATIVE
COMBO

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted

Condition: SNS ONLY

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates

Size: 12" 8"
 Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)

Condition: GOOD
VARIOUS LAMPS OUT

Pedestrian Pushbuttons - NONE

ADA Compliant: Yes No Signs Present: Yes No

No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection - NONE

Type: Loop Detectors Video Other: _____

Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Locked
 Condition: NONE - LG FEED
 Meter Base: NONE
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: GOOD
 Work Pad: SIDEWALK
 Interior Condition: GOOD
 Controller: PEEK 3000
 Conflict Monitor: PEEK 6ELRA
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Cabinet Loops
 Loop Settings: _____
 Loop Failures: _____
 Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: YES

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SW/RAMP ALL AROUND
 Other: INSTALL 3/98



TRAFFIC SIGNAL DATA SHEET

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Intersection No.: 10 , Date: 3/17/08 Personnel: KES
Intersection: FIFTH ST. & MAIN ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
Condition: GOOD
DECORATIVE
COMBO

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
Condition: GOOD

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
Size: 12" 8"
Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: GOOD

Pedestrian Pushbuttons - NONE

ADA Compliant: Yes No Signs Present: Yes No
No. PPB's per Pole: _____ Total No. PPB's _____
Functional/Condition: _____

Vehicular Detection - NONE

Type: Loop Detectors Video Other: _____
Loop/Pavement Condition: NB _____ / _____
SB _____ / _____
EB _____ / _____
WB _____ / _____
Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Locked
 Condition: NONE - LIG FEED
 Meter Base: _____
 Riser/Weatherhead: _____

Conduit/Pull Boxes

Type: Concrete X Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: GOOD
 Work Pad: SIDEWALK
 Interior Condition: GOOD
 Controller: PEEK 3000
 Conflict Monitor: PEEK CELRA
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Y Cabinet Loops
 Loop Settings: _____
 Loop Failures: _____
 Signal Timing: _____

Interconnect

Type: Overhead X Underground Wireless/Radio
 X Twisted Pair Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SIDEWALK & RAMPS ALL AROUND
 Other: INSTALL 4/98
AC+ WIRES (STRAY) IN BOTTOM OF CABINET (LIVE?)
WIRE (BARE) HANGING OFF OF AC+ TERM BLOCK
POWER FEED/METERS IN DOWNTOWN



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Intersection No.: 11 Date: 3/17/08 Personnel: KES
 Intersection: FIFTH ST. & PLUM ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: GOOD
COMBO POLES
DECORATIVE

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: GOOD

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: VARIOUS LAMPS OUT

Pedestrian Pushbuttons - None

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection - None

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Locked
 Condition: NONE - UG FEED
 Meter Base: NONE
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete X Plastic Other:
 Condition:

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: GOOD
 Work Pad: SIDEWALK
 Interior Condition: GOOD
 Controller: PEEK 3000
 Conflict Monitor: PEEK CELRA
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Y Cabinet N/A Loops
 Loop Settings:
 Loop Failures:
 Signal Timing:

Interconnect

Type: Overhead X Underground Wireless/Radio
 X Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SIDEWALK EVERYWHERE
RAMPS ALL CORNERS
 Other: INSTALL 4/98



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Intersection No.: 12 Date: 3/17/08 Personnel: IKB
Intersection: FIFTH ST. & WALNUT ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
Condition: WORN

Overhead Mounted Signs NONE

Mounting: Free-Swinging Rigid Mounted
Condition: SNS ONLY - GOOD

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
Size: 12" 8"
Condition: GOOD

Pedestrian Signal Heads NONE

Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: _____

Pedestrian Pushbuttons NONE

ADA Compliant: Yes No Signs Present: Yes No
No. PPB's per Pole: _____ Total No. PPB's _____
Functional/Condition: _____

Vehicular Detection NONE

Type: Loop Detectors Video Other: _____
Loop/Pavement Condition: NB _____ / _____
SB _____ / _____
EB _____ / _____
WB _____ / _____
Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Locked
 Condition: NONE ~~OH~~ OH TO POLE - UG TO CABINET
 Meter Base: GOOD - MTD TO SIDE OF CAB
 Riser/Weatherhead: GOOD

Conduit/Pull Boxes

Type: Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: GOOD - NEEDS SEALED AROUND BASE
 Work Pad: YES
 Interior Condition: GOOD
 Controller: PEEL 3000 E
 Conflict Monitor: EDI
 Master Controller: NO
 Battery Backup: NO
 Preempt: NO
 Lightning Protection: Y Cabinet — Loops
 Loop Settings:
 Loop Failures: —
 Signal Timing:

Interconnect

Type: X Overhead Underground Wireless/Radio
X Twisted Pair Fiberoptic
 Communication Panel: YES

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: ADA RAMPs ON SWC
 Other: INSTALL 11/01



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Intersection No.: 13 Date: 3/17/08 Personnel: KES
Intersection: FIFTH ST. & VINE ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded NWC Utility Pole
Condition: ONLY

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
Condition: SNS ONLY - Good

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
Size: 12" 8"
Condition: WORN

Pedestrian Signal Heads - None

Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: _____

Pedestrian Pushbuttons - None

ADA Compliant: Yes No Signs Present: Yes No
No. PPB's per Pole: _____ Total No. PPB's _____
Functional/Condition: _____

Vehicular Detection - None

Type: Loop Detectors Video Other: _____
Loop/Pavement Condition: NB _____ / _____
SB _____ / _____
EB _____ / _____
WB _____ / _____
Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: No Locked
 Condition: WORN - PUSHBUTTON CIRC BREAK - NOT WATERTIGHT
 Meter Base: GOOD
 Riser/Weatherhead: GOOD

Conduit/Pull Boxes

Type: Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: Base X Pole
 Exterior Condition: GOOD
 Work Pad: No
 Interior Condition: GOOD
 Controller: EAGLE EPAC 300
 Conflict Monitor: EDL
 Master Controller: No
 Battery Backup: No
 Preempt: No
 Lightning Protection: Y Cabinet Loops
 Loop Settings:
 Loop Failures:
 Signal Timing:

Interconnect - No

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps:
 Other:



TRAFFIC SIGNAL DATA SHEET

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Intersection No.: 14 Date: 3/17/08 Personnel: KES
Intersection: FIFTH ST. & CHERRY ST. (5-POINTS)

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood _____ Anchor Base _____ Embedded _____ Utility Pole
Condition: GOOD

Overhead Mounted Signs

Mounting: Free-Swinging _____ Rigid Mounted
Condition: GOOD

Vehicular Signal Heads

Type/Mounting: LED _____ Incandescent
 Free-Swinging _____ Rigid Mounted EB Backplates
Size: 12" _____ 8"
Condition: GOOD
2 (OF 3) BACKPLATES ARE BROKEN (EB HEADS)

Pedestrian Signal Heads

Type: _____ LED Incandescent _____ Fiberoptic
Style: Legend _____ Symbol (Hollow) _____ Symbol (Filled)
Condition: PAINT CHIPPING
SOME LAMPS OUT

Pedestrian Pushbuttons

ADA Compliant: _____ Yes No Signs Present: Yes _____ No
No. PPB's per Pole: 1 Total No. PPB's 10
Functional/Condition: 2 LEGS (W & N) HAVE ADA PPB w/ LOC TONE
1 MTD TO CAB DOOR

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
Loop/Pavement Condition: NB GOOD / GOOD
SB ↓ / ↓
EB ↓ / ↓
WB ↓ / ↓
Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: Locked
 Condition: GOOD

Meter Base: NONE

Riser/Weatherhead: GOOD

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____

Condition: _____

Controller Cabinet

Mounting: Base Pole

Exterior Condition: GOOD

Work Pad: SIDEWALK

Interior Condition: GOOD - SURTSETER: CASE IS BROKEN

Controller: AK/25-2100

Conflict Monitor: BOI

Master Controller: NO

Battery Backup: NO

Preempt: NONE

Lightning Protection: Cabinet Loops

Loop Settings: _____

Loop Failures: NONE

Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic

Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
SW CORNER - CLEAR TREE AROUND POLE

Sidewalks/Access to PPB's/Curb Ramps: _____

Other: CAB 6/91

SW CORNER - WEATHERHEAD COVER NEEDS REPLACED



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Intersection No.: 15 Date: 3/17/08 Personnel: KES
 Intersection: DELAWARE AVE. & CHARLES LN.

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood _____ Anchor Base _____ Embedded _____ Utility Pole
 Condition: _____

Overhead Mounted Signs - NONE

Mounting: _____ Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: DELAWE
 LED FRONTAGE/CHAR
 Incandescent _____
 _____ Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: 12" DELAWE 8" FR/CH
 Condition: _____

Pedestrian Signal Heads

Type: _____ LED Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons

ADA Compliant: Yes _____ No Signs Present: Yes No
 No. PPB's per Pole: 1 Total No. PPB's 2
 Functional/Condition: MISSING SIGN ON SWC

Vehicular Detection

Type: Loop Detectors _____ Video _____ Other: _____
 Loop/Pavement Condition: NB GOOD / GOOD
 SB ↓ / ↓
 EB ↓ / ↓
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



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Power Service

Disconnect Switch: No Locked

Condition: GOOD

Meter Base: NONE

Riser/Weatherhead: GOOD

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____

Condition: _____

Controller Cabinet

Mounting: Base Pole

Exterior Condition: GOOD

Work Pad: GOOD

Interior Condition: GOOD

Controller: ASC/25-2100

Conflict Monitor: EDZ

Master Controller: No

Battery Backup: No

Preempt: SONEM 2000

Lightning Protection: Cabinet Loops

Loop Settings: _____

Loop Failures: SBLT FAULT (48)

Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio

Twisted Pair Fiberoptic

Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads

Sidewalks/Access to PPB's/Curb Ramps: GOOD

SW ON 3 SIDES - NONE ON NEC

Other: INSTALL B/D



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Intersection No.: 16 Date: 3/17/08 Personnel: KES
 Intersection: DELAWARE AVE. & COLEMAN'S CROSSING

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: Good

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: Good

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: Good

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: Good

Pedestrian Pushbuttons

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: 1 TO CROSS W. LEG Total No. PPB's 2
 Functional/Condition: _____

Vehicular Detection

| | | |
|----------------------------------------------------------|--------------------------------|---------------------------------|
| Type: <input checked="" type="checkbox"/> Loop Detectors | <input type="checkbox"/> Video | <input type="checkbox"/> Other: |
| Loop/Pavement Condition: NB | <u>Good</u> | <u>Good</u> |
| SB | <u>↓</u> | <u>↓</u> |
| EB | <u>↓</u> | <u>↓</u> |
| WB | <u>↓</u> | <u>↓</u> |
| Other | | |

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
 by ms consultants, inc



Power Service

Disconnect Switch: _____ Locked
 Condition: NONE
 Meter Base: GOOD
 Riser/Weatherhead: UG MTB TO CABINET

Conduit/Pull Boxes

Type: Concrete _____ Plastic _____ Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base _____ Pole _____
 Exterior Condition: GOOD
 Work Pad: YES
 Interior Condition: GOOD
 Controller: ASC - 25/2100
 Conflict Monitor: ED1
 Master Controller: NO
 Battery Backup: NO
 Preempt: SONE - 2000
 Lightning Protection: Cabinet Loops
 Loop Settings: OK
 Loop Failures: L2 - (WIB) FAILURE
 Signal Timing: _____

Interconnect

Type: _____ Overhead _____ Underground Wireless/Radio
 _____ Twisted Pair _____ Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: GOOD
 Other: INSTALL/PLAN: 7/04
TELEMETRY/ UNPLUGGED FROM TIMER
(LIST NOTED YELLOW BALL TRAP DURING COUNT)



TRAFFIC SIGNAL DATA SHEET

City of Marysville, Ohio
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Intersection No.: 17 Date: 3/17/00 Personnel: KES
Intersection: DELAWARE AVE. & US-33 RAMP
EB

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
Condition: _____

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
Condition: Good

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
Size: 12" 8"
Condition: Good - some chipping

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: Good

Pedestrian Pushbuttons - None

ADA Compliant: Yes No Signs Present: Yes No
No. PPB's per Pole: _____ Total No. PPB's _____
Functional/Condition: _____

Vehicular Detection

Type: Loop Detectors Video Other: _____
Loop/Pavement Condition: NB Good / Good
SB ✓ / ✓
EB ✓ / ✓
WB ✓ / ✓
Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: No Locked
 Condition: Good
 Meter Base: Good
 Riser/Weatherhead: Good

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: Good
 Work Pad: Good
 Interior Condition: Good
 Controller: ASC/25-2100
 Conflict Monitor: EDI
 Master Controller: No
 Battery Backup: No
 Preempt: EPS II
 Lightning Protection: Cabinet Loops
 Loop Settings: HARNES FOR FUTURE WBLT
 Loop Failures: No
 Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SW S. SIDE
 Other: 5/00 INSTALL



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Intersection No.: 18 Date: 3/7/08 Personnel: KES
 Intersection: DELAWARE AVE. & US-33 RAMP
WB

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: Good

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: Good

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: _____

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: Good

Pedestrian Pushbuttons - None

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB Good / Good
 SB ↓ / ↓
 EB ↓ / ↓
 WB ↓ / ↓
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: No Locked
 Condition: GOOD
 Meter Base: NONE
 Riser/Weatherhead: UG

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: GOOD - NEEDS SEALED
 Work Pad: YES
 Interior Condition: GOOD
 Controller: ASC/24-200
 Conflict Monitor: 20'
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Cabinet Loops
 Loop Settings: _____
 Loop Failures: NONE
 Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: REMOVE S. SIDE
 Other: 105



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Intersection No.: 19 Date: 3/17/08 Personnel: KES
 Intersection: DELAWARE AVE. & WATKINS ROAD
45-32

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: Good

Overhead Mounted Signs - None

Mounting: Free-Swinging Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: OK - CHIPPING

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: Good

Pedestrian Pushbuttons

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: 1 Total No. PPB's 4
 Functional/Condition: Good

Vehicular Detection

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB Good / Good
 SB ↓ / ↓
 EB ↓ / ↓
 WB ↓ / ↓
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: Yes Locked
 Condition: Good
 Meter Base: Good
 Riser/Weatherhead: Good

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: Good
 Work Pad: Good
 Interior Condition: Good
 Controller: ASC/700
 Conflict Monitor: PEEL 12ELRA
 Master Controller: ASC/2M-1000
 Battery Backup: NO
 Preempt: EPS
 Lightning Protection: Cabinet Loops
 Loop Settings: _____
 Loop Failures: NONE
 Signal Timing: _____

Interconnect

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: YES

Miscellaneous Items

Overhead Utilities Clear: Yes Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: NO SW ON S. S. SE
 Other: 4/97 INSTALL



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Intersection No.: 20 Date: 3/17/08 Personnel: KES
 Intersection: FOURTH ST. & MAIN ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: GOOD
DECORATIVE
COMBO

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: GOOD - SNS ONLY

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: GOOD
VARIOUS LAMPS OUT

Pedestrian Pushbuttons - NONE

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection - NONE

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: Locked
Condition: NONE - LG FEED
Meter Base: NONE
Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete X Plastic Other:
Condition:

Controller Cabinet

Mounting: X Base Pole
Exterior Condition: GOOD - MINOR DAMAGE/SHIFT (WAS HIT) NEEDS RESET
Work Pad: SIDEWALK
Interior Condition: NEEDS CLEANED
Controller: PEEK 3000
Conflict Monitor: PEEK 6ELRA
Master Controller: NO
Battery Backup: NO
Preempt: EPS II
Lightning Protection: Y Cabinet - Loops
Loop Settings:
Loop Failures:

Signal Timing:

Interconnect

Type: Overhead X Underground Wireless/Radio
 X Twisted Pair Fiberoptic
Communication Panel: YES

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads

Sidewalks/Access to PPB's/Curb Ramps: SW & Ramps ALL AROUND

Other: INSTALL 4/98



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Intersection No.: 21 Date: 3/17/00 Personnel: KES
 Intersection: SIXTH ST. & MAIN ST.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: GOOD
DECORATIVE
COMBO

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: SWS ONLY
GOOD

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: GOOD

Pedestrian Pushbuttons - None

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection - None

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Power Service

Disconnect Switch: Locked
 Condition: NONE - LG FEED
 Meter Base: NONE
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: Concrete X Plastic Other:
 Condition:

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: GOOD
 Work Pad: SIDEWALK
 Interior Condition: GOOD
 Controller: PEEK 3000
 Conflict Monitor: PEEK 6ELRA
 Master Controller: NO
 Battery Backup: NO
 Preempt: EPS II
 Lightning Protection: Y Cabinet - Loops
 Loop Settings:
 Loop Failures:
 Signal Timing:

Interconnect

Type: Overhead X Underground Wireless/Radio
 X Twisted Pair Fiberoptic
 Communication Panel: YES

Miscellaneous Items

Overhead Utilities Clear: NO Poles/Span/Arms Signal Heads
SEC - COMPS LAYING ON MAST ARM
NWC - TREE AROUND POLE
 Sidewalks/Access to PPB's/Curb Ramps: SW/RAMPs ALL AROUND
 Other: INSTALL 3/98



TRAFFIC SIGNAL DATA SHEET

City of Marysville, Ohio
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Intersection No.: 22 Date: 3/17/08 Personnel: KES
Intersection: NINTH ST. & LONDON AVE.

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
Condition: GOOD
DECORATIVE
COMBO

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
Condition: SNS ONLY

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
Size: 12" 8"
Condition: GOOD

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: GOOD

Pedestrian Pushbuttons

ADA Compliant: Yes No Signs Present: INTER Yes No
No. PPB's per Pole: 1/2 Total No. PPB's 6
Functional/Condition: GOOD

Vehicular Detection

Type: Loop Detectors Video Other:
Loop/Pavement Condition: NB GOOD / GOOD
SB ↓ / ↓
EB ↓ / ↓
WB ↓ / ↓
Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Power Service

Disconnect Switch: Locked
 Condition: NONE - UG FEED
 Meter Base: GOOD - MTD ON OUTSIDE OF CAB
 Riser/Weatherhead: NONE

Conduit/Pull Boxes

Type: X Concrete Plastic Other:
 Condition:

Controller Cabinet

Mounting: X Base Pole
 Exterior Condition: GOOD
 Work Pad: YES
 Interior Condition: GOOD
 Controller: ASC/25-2100
 Conflict Monitor: SSM-12LE
 Master Controller: NO
 Battery Backup: NO
 Preempt: SOME 2000
 Lightning Protection: Y Cabinet Y Loops
 Loop Settings:
 Loop Failures:
 Signal Timing:

Interconnect - No

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
 Sidewalks/Access to PPB's/Curb Ramps: SW : CURB RAMPS ALL AROUND
NO PODS N. LEG - NO SIGNS PRESENT
 Other: INSTALL S/O3



TRAFFIC SIGNAL DATA SHEET
 City of Marysville, Ohio
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Intersection No.: 23 Date: 3/17/08 Personnel: KES
 Intersection: SCOTT'S LAWN & INDUSTRIAL PARKWAY

Signal Poles/Span

Type: Strain Pole/Span Wire _____ Mast Arm
 Steel _____ Wood _____ Anchor Base _____ Embedded _____ Utility Pole
 Condition: Good

Overhead Mounted Signs - NONE

Mounting: _____ Free-Swinging _____ Rigid Mounted
 Condition: _____

Vehicular Signal Heads

Type/Mounting: LED _____ Incandescent
 Free-Swinging _____ Rigid Mounted _____ Backplates
 Size: 12" _____ 8"
 Condition: All Good

Pedestrian Signal Heads - NONE

Type: _____ LED _____ Incandescent _____ Fiberoptic
 Style: _____ Legend _____ Symbol (Hollow) _____ Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons - NONE

ADA Compliant: _____ Yes _____ No Signs Present: _____ Yes _____ No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection

| | | |
|----------------------------------------------------------|-------------|--------------|
| Type: <input checked="" type="checkbox"/> Loop Detectors | _____ Video | _____ Other: |
| Loop/Pavement Condition: NB | <u>Good</u> | <u>Good</u> |
| SB | <u>↓</u> | <u>↓</u> |
| EB | <u>↓</u> | <u>↓</u> |
| WB | <u>↓</u> | <u>↓</u> |
| Other | _____ | _____ |

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: No Locked
 Condition: Good
 Meter Base: Good
 Riser/Weatherhead: Good

Conduit/Pull Boxes

Type: Concrete Plastic Other: _____
 Condition: _____

Controller Cabinet

Mounting: Base Pole
 Exterior Condition: Good
 Work Pad:
 Interior Condition: Good
 Controller: PEEL 3000
 Conflict Monitor: EDI - 55M - 12LE
 Master Controller: No
 Battery Backup: No
 Preempt: EPSZ
 Lightning Protection: Cabinet Loops
 Loop Settings: _____
 Loop Failures: NONE
 Signal Timing: _____

Interconnect - No

Type: Overhead Underground Wireless/Radio
 Twisted Pair Fiberoptic
 Communication Panel: _____

Miscellaneous Items

Overhead Utilities Clear: ~~No~~ Poles/Span/Arms YES Signal Heads
NE CORNER - CONDS TOUCHING SPAN
 Sidewalks/Access to PPB's/Curb Ramps: NONE
 Other: NE CORNER SP - NEEDS PLUG - FNON COVERED
- INSTALL / CAB PLANS: 11/98



TRAFFIC SIGNAL DATA SHEET

City of Marysville, Ohio

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Intersection No.: 24 Date: 3/20/08 Personnel: KES
 Intersection: MAIN & ELWOOD (FLASHER)

Signal Poles/Span

Type: Strain Pole/Span Wire Mast Arm
 Steel Wood Anchor Base Embedded Utility Pole
 Condition: FAIR

Overhead Mounted Signs

Mounting: Free-Swinging Rigid Mounted
 Condition: STOP SIGN W/ INTEGRAL FLASHERS

Vehicular Signal Heads

Type/Mounting: LED Incandescent
 Free-Swinging Rigid Mounted Backplates
 Size: 12" 8"
 Condition: _____

Pedestrian Signal Heads

Type: LED Incandescent Fiberoptic
 Style: Legend Symbol (Hollow) Symbol (Filled)
 Condition: _____

Pedestrian Pushbuttons

ADA Compliant: Yes No Signs Present: Yes No
 No. PPB's per Pole: _____ Total No. PPB's _____
 Functional/Condition: _____

Vehicular Detection

Type: Loop Detectors Video Other: _____
 Loop/Pavement Condition: NB _____ / _____
 SB _____ / _____
 EB _____ / _____
 WB _____ / _____
 Other _____ / _____

Loop Placement Notes: _____



TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Power Service

Disconnect Switch: No Locked

Condition: Poor

Meter Base: Poor

Riser/Weatherhead: Poor

Conduit/Pull Boxes

Type: Concrete Plastic Other:

Condition:

Controller Cabinet - FLASHER NEEDS REPLACED

Mounting: Base Pole

Exterior Condition:

Work Pad:

Interior Condition:

Controller:

Conflict Monitor:

Master Controller:

Battery Backup:

Preempt:

Lightning Protection: Cabinet Loops

Loop Settings:

Loop Failures:

Signal Timing:

Interconnect

Type: Overhead Underground Wireless/Radio

 Twisted Pair Fiberoptic

Communication Panel:

Miscellaneous Items

Overhead Utilities Clear: Poles/Span/Arms Signal Heads

Sidewalks/Access to PPB's/Curb Ramps:

Other: