PLANNING & ZONING COMMISSION AGENDA
July 19, 2023 at 6:30 PM
Council Chambers

Chair: Tyler Harriman **Vice-Chair:** Brad Swank
Members: Jody Carney, Dustin Adler, Tom Jaskiewicz

A. Call to Order
1. Roll Call
2. Approval of Minutes
    i. Planning and Zoning Commission Meeting – June 21, 2023

B. Communication
1. Planning and Zoning – Mr. Hutchinson
2. BZA – Mr. Jaskiewicz
3. Council – Mayor Carney

C. Public Comment

D. Old Business

E. New Business
1. Public Hearing for PZ-23-4 and PZ-23-5.
2. PZ-23-4: 225 Guy Street (Parcel #04-00230.000); Rezoning of 3.82 +/- acres from Restricted Industrial District ("I1") to Community Business District ("B2"); and, PZ-23-5: 265 Jefferson Street (Parcel #04-00503.001); Rezoning of 6.94 +/- acres from Restricted Industrial District ("I1") to Community Business District ("B2"); Applicant: Steven D. Bell.
3. PUD-23-7: Preliminary Development Plan, The Spot, Perry Pike Development LLC.

F. Discussion Items

G. Adjourn

PLANNING & ZONING COMMISSION MINUTES
June 21, 2023 at 6:30 PM
Council Chambers

Chair: Tyler Harriman **Vice-Chair:** Brad Swank
Members: Jody Carney, Dustin Adler, Tom Jaskiewicz

Call to Order:

Mr. Harriman called the meeting to order at 6:31pm.

Roll Call:

Present: T. Harriman, J. Carney, D. Adler, T. Jaskiewicz.

Absent: B. Swank

Approval of Minutes:

Planning and Zoning Commission Meeting – May 17, 2023
Mr. Jaskiewicz motioned to approve the May 17, 2023 minutes, seconded by Mr. Harriman. All in favor.

Communication:

Planning and Zoning – Nothing to report.

BZA – Nothing to report.

Council – Mayor Carney discussed the MORPC (Mid-Ohio Regional Planning Commission) Rural Housing Event, which was hosted in the municipal building during the day on Wednesday, June 21. Participants in the event included roughly nineteen

municipalities in and around the central Ohio region as well as MORPC staff and interns. The event focused on the housing shortage that many communities are or will be facing, and it discussed solutions for meeting demand and getting ahead of future housing challenges. Participants of the event were also given a tour of the Village. She also expressed gratitude to the Village Police Department for their continued efforts regarding a recent investigation in the Village. Mayor Carney will assist with the upcoming Safety Town program launch; over sixty kindergarten-aged children will participate in the event at the elementary school. The Mayor welcomed Plain City Nutrition to the Village and recommended supporting the Village's youngest business owner at this location. The Mayor acknowledged the many new businesses that are arriving in the Village.

Mr. Harriman expressed condolences to the Police Department for the recent loss of K9 dog Andor.

Public Comment: None.

Old Business: None.

New Business:

PUD-23-6: Preliminary Development Plan, Madison Meadows Subarea B, DR Horton

Joe Looby with EMHT introduced himself and the representative from DR Horton. Mr. Looby explained that the proposed townhomes for Madison Meadows, Subarea B will be platted lots on private streets with an access easement for everyone. Further, the townhomes and lots associated with each townhome will be owner-occupied.

Mr. Harriman inquired about the traffic patterns in and around this site, especially considering the traffic study was conducted in 2019. Mr. VanTilburg expressed that traffic studies are occurring with multiple developments. Mr. Adler commented that traffic impact fees will capture some of the necessary traffic improvements later on.

Mr. Harriman acknowledged the decrease in density, from the proposed 208 units to 128 units.

Mayor Carney expressed that at this point in the application stage, it is a rather routine process in determining if the applicant is staying true to what they had initially presented.

Mayor Carney motioned to approve PUD-23-6: Preliminary Development Plan, Madison Meadows Subarea B, DR Horton, seconded by Mr. Adler. All in favor.

PZ-16: Preliminary Plat, Madison Meadows Subarea B, DR Horton

Mr. Adler motioned to approve PZ-16: Preliminary Plat, Madison Meadows Subarea B, DR Horton, seconded by Mr. Harriman. All in favor.

Discussion Items:

Mekter Proposed Development

The representatives of the Mekter Group began by giving an overview of their concept plan. They explained some of the potential attractions of the concept plan, including a beer garden, an event center, mixed-used commercial/residential units along the main public roadway, a boutique hotel, flex/warehouse space for businesses, townhomes and other multi-family housing products, and upscale patio or single-family homes towards the rear of the site.

The concept proposes public uses (commercial uses, a hotel, flex spaces) towards the front. As one moves farther back through the site, it becomes increasingly more private (townhomes, single family homes, variety of housing options).

The representatives brought attention to their proposed green corridor along SR-161 with retention ponds and a 200-foot setback to maintain a natural area between SR-161 and commercial properties. Walking and bike trails would also be present within the proposed development.

The Mekter Group representatives explained their Phasing Plan, which was broken into three separate phases. Phase 1 would include the development of the single-family homes and the main roadway that leads back to such uses. Further, it would include the creation of the green corridor along SR-161, development of the beer garden and event center, and the placement of biking and walking paths within the development.

Phase 2 would include the construction of commercial properties, which were said to have a small-town feel. Phase 3 would involve the construction of the multi-family residential units.

Mr. Jaskiewicz inquired about the connection points to other properties on the concept plan. The representatives explained that the connections exist towards Warner Road and roadways into Darby Station.

Mr. Jaskiewicz asked how this concept plan would promote the "small-town feel" of Plain City. The representatives answered that the hotel proposed would not take on a typical, large-corporate feel like a Hampton or Holiday Inn. Additionally, they plan to offer other commercial spaces to local, smaller businesses to create a walkable feel.

Mr. Jaskiewicz asked for the representatives to define 'boutique hotel' – to which they replied that it is more of a themed, mom-and-pop, or local hotel that has more character than a typical chain.

Mr. Jaskiewicz asked how the proposed concept would fit into the SR-161 Gateway idea of preserving a historic farmland character. Mr. Adler expressed he has yet to see a warehouse/hotel/etc. that has a hometown feel.

The representatives expressed that they would renovate and place nicer finishes on the existing farm structures along SR-161. Additionally, the development of commercial properties was proposed to be reminiscent of the Uptown area of Plain City. Mekter Group will also begin work on architectural elevations and designs so that the Commission members can get a feel for what potential townhomes, commercial uses, and other uses would look like.

Mr. Jaskiewicz voiced concerns with the main arterial road and the potential traffic bottleneck that could occur. The representatives took this comment into consideration and expressed the importance of enhancing the connectivity within the site.

Mr. Adler expressed concerns that a grocery store may not be able to sustain itself in this location, based on competition from nearby stores (Aldi, Costco). He also expressed that preservation of existing trees is important, especially along the stream.

Mayor Carney expressed the need for greenery and mounding around parking lots.

Mr. Harriman voiced his liking of the bike path location along SR-161, but expressed that it currently leads nowhere. The location and completion of the path will depend on future development projects along SR-161.

The commission and representatives discussed public and private roads within the development and surrounding developments, such as Darby Station. For instance, public roads would receive maintenance from the Village while private roads would not. The representatives expressed that they would consider looking at their public/private road distinctions.

Mr. Harriman reminded the representatives of the Village's zoning requirements regarding density (dwelling units per acre). Mr. Harriman and Mr. Jaskiewicz

acknowledged that some parts of the Mekter Group development will have higher densities than others, and Mr. Harriman confirmed that the final density calculation would be based on the entire acreage of the site. Mr. Adler expressed that the Village will be going through a code re-write, considering some parts of the code are a little outdated and do not entirely align with the direction Plain City is moving in.

Mr. VanTilburg asked if on-street parking would be present along the main public roadway (with the proposed roundabouts). The representatives expressed that on-street parking would likely not be present along this roadway.

The Commission and representatives discussed additional traffic considerations, including fire and rescue access, potential Warner Road improvements/changes, a suggestion to broaden the main public roadway into more of a boulevard-type design, and possible locations and routes for bike paths within the development.

Mr. Harriman inquired about the capacity of the event center. The representatives confirmed that the proposed event center would be roughly 22,000 sq. ft., large enough to act as both an event center for gatherings (weddings, etc.) and a clubhouse for residential properties. The public or private nature of the clubhouse is to be determined, but the event center would be public.

Mekter Group representatives thanked the Commission for their feedback. The Commission expressed their appreciation to the Mekter Group for their conversation.

Adjourn:

Mr. Harriman motioned to adjourn, seconded by Mayor Carney. Meeting adjourned at 7:48pm.

Plain City, Ohio

ZONING ORDINANCE AMENDMENT

Application for:

The SPOT

Submitted on: June 12th, 2023

Submitted For:

PERRY PIKE

DELEVOPMENT LLC

Contact: William Pizzino PE
3655 US 42
West Jefferson, Ohio 43162
614.325.2462

Submitted By:

Pizzino

Engineering & Consulting LLC

PRIME AE

PLAIN CITY
EST. OHIO 1818

PLANNED DISTRICT APPLICATON

PRELIMINARY DEVELOPMENT PLAN

TYPE OF PLANNED DISTRICT			
☐ Residential	☒ Commercial	☐ Industrial	☐ Mixed Use

1. APPLICANT INFORMATION	
Name: Pizzino Engineering & Consulting LLc.	
Phone: (614)325-2462	Email: pizzinoeng1@gmail.com
Address: 3655 US Highway 42 West Jefferson Ohio	

2. OWNER INFORMATION (IF DIFFERENT THAN APPLICANT)	
Name: Perry Pike Development LLc.	
Phone: (614) 206-4890	Email:
Address: 8500 Rausch Rd Plain City	

3. REGISTERED SURVEYOR	
Name: Cottrill Surveying LLc.	
Phone: (740)869-3811	Email: randy@cottrillsurveying.com
Address: 8256 State Route 207 Mt Sterling Ohio	

4. ENGINEER/PLANNER	
Name: Pizzino Engineering & Consulting LLc.	
Phone: (614)325-2462	Email: pizzinoeng1@gmail.com
Address: 3655 US Highway 42 West Jefferson Ohio	

CONTINUE ON NEXT PAGE

IMPORTANT NOTES:

*INCOMPLETE APPLICATIONS WILL BE NOT PROCESSED. APPLICANT OR REPRESENTATIVE MUST BE PRESENT AT PLANNING & ZONING COMMISSION MEETING.

Expiration of Approval Period. The approval of a final development plan for a planned district development shall be for a period not to exceed five (5) years to allow for preparation and recording of the required subdivision plat and development of the project. Where a project is completed within five (f) years, the approved final development plan shall remain as the effective zoning control over the area included in the plan, in addition to the requirements of the Zoning Ordinance. If required plats are not properly recorded within nine months of final development plan approval and/or if no construction has begun on the site within two (2) years of such approval, the approved final development plan shall be void, and the Planning & Zoning Commission shall initiate a rezoning unless an application for a time extension is submitted and approved, which approval may be withheld for good cause.

An extension of time may be granted per the conditions set out in Chapter 1177 of the Zoning Ordinance.

Amendment or Alteration of Approved Planned District Development Plans. Once a final development plan for a planned district has been approved by Council, all subsequent substantial changes to that plan shall only be permitted by resubmission as a new substitute plan and repetition of the procedures established in these sections. "Substantial change" for the purposes of this section shall mean any modification of an approved planned district development plan, as determined by the Zoning Inspector, that results in:

(1) Any increase in the number, or change in the type and/or mix of residences, and/or non-residential building area or land use;

(2) Decrease in the approved minimum lot size, number of parking spaces to be provided, and/or trash storage areas;

(3) Change in the approved location of land uses, land use sub-areas or sub-elements, streets, public or private park lands and other public facilities, and/or natural environmental preserves or scenic easements by more than thirty (30) feet;

(4) Reduction in area of public and/or private park lands or other public facilities and/or natural environmental preserves or scenic easements;

(5) Alteration of the basic geometry and/or operational characteristics of any element of the approved street pattern, parking facilities, service access, trash storage facilities, and/or system of pedestrian and/or equestrian paths that result in a change in operating characteristics or character.

(6) Any circumstances below the minimum requirements established in this Zoning Ordinance or as required in the approval of a conditionally permitted use in a planned district.

All plats, construction drawings, restrictive covenants and other necessary documents shall be submitted to the Zoning Inspector, to the Planning and Zoning Commission, and to the Council or to their designated technical advisors upon request for administrative review to assure substantial compliance with the final approved development plan.

The undersigned certifies that this application and the attachments thereto contain all information required by the Zoning Ordinance and that all information contained herein is true and accurate and is submitted to induce the amendment of the zoning map. Applicant agrees to be bound by the provisions of the Zoning Ordinance of the Village of Plain City.

William J. Lozzo, P.E
Applicant Signature

6/12/23
Date

CONTINUE ON NEXT PAGE

PRELIMINARY DEVELOPMENT PLAN CHECKLIST

I. Application Requirement:

□ Application Fee

□ Application– 1(one) digital copy and 6 (six) paper copies of entire Final Development Submission

□ Re-Zoning Statement

A. Explain the relationship of the proposed development to existing and future land uses in the surrounding area, the street system, community facilities, open space system, services, and other public improvements
B. State how the proposed rezoning relates to existing land use character of the vicinity and to the Plain City Community Plan. If the proposal is inconsistent with the Community Plan, then justify the proposed deviation from the Community Plan.
C. Explain how the proposed rezoning meets the criteria for Planned Districts [Chapter 1177]
D. If a previous application to rezone the property has been denied by City Council within the last twelve months, list when and state the basis for reconsideration.

□ Legal Description and/or Property Survey for each parcel

□ Zoning Text

□ Adjacent Property Owners

A. Within 250 Feet, a list including:
   i. Parcel number
   ii. Complete address
   iii. Owner name

II. Plans and Maps: All plans and maps must be to scale and include a north arrow. Please submit paper and electronic plans. Additional paper copies of plans will be requested prior to the case being placed on a meeting agenda.

□ Cover Page

□ Vicinity Map

A. General location of the site and surrounding thoroughfares within the context of the Village

B. Existing Zoning District, all adjacent parcels, including building footprints, and jurisdictional boundaries

C. Shows existing property lines, easements, utilities, street rights-of-way, zoning district boundaries, land uses, and structures

□Existing Conditions

A. Shows existing public rights-of-way, buildings, permanent facilities, access points, and easements on and adjacent to the site
B. Identifies existing utility systems and providers
C. Shows existing zoning district and jurisdictional boundaries
D. Shows boundaries of the area proposed for development, including dimensions and total acreage

CONTINUE ON NEXT PAGE

E. Identifies existing structures to be removed or demolished
F. Shows locations of all wooded areas, tree lines, hedgerows, and a description of significant existing vegetation by type of species, health, and quality
G. Identifies existing drainage patterns, wetlands (and potential wetlands), floodplains, floodway boundaries, 20-foot floodway buffer, flood elevation, water courses, and Stream Corridor Protection Zones

□ Preliminary Development Plan

A. Shows proposed location, use, and size of areas of residential, retail, office, industrial or institutional uses, community facilities, parks, playgrounds, school sites, and other public areas and open spaces with the suggested ownership and maintenance provisions of such areas, and their related parking areas and access points (including proposed grading on a separate sheet)
B. Shows the general layout of the proposed internal road system, indicating the proposed vehicular right-of-way of all proposed public streets, general indication of private streets, access drive locations, improvements to existing streets (including right-of-way changes), and traffic control requirements
C. Includes proposed pedestrian and bicycle circulation plans
D. Shows any proposed off-site improvements and/or utility lines/extensions needed to serve the site
E. Includes conceptual landscape plan showing all natural areas to be altered or impacted by the development and areas where new landscaping will be installed, as well as other natural features to be conserved and any required buffer areas
F. Includes a summary table showing total acres of the proposed development, the number of acres devoted to each type of use including streets and common areas, the number of dwelling units by type and density for each residential use area and the building height(s), and square footage as proposed for retail, office, industrial and institutional uses, by use area, and the number of parking spaces provided for each use area

□ Traffic Study

A. Indicates future traffic impacts on existing and proposed roadways, as required by the Village Engineer.
B. Requires discussion with Village Engineer or designee to obtain memorandum of understanding that must be drafted and agreed to with the Plain City Engineer prior to conducting the traffic study

□ Phasing Plan

A. Identifies separate phases

□ Utility Plan

A. Includes proposed provision of water, sanitary sewer, and surface drainage facilities, including engineering feasibility studies or other evidence of reasonableness including verification of availability

□ Architectural Elevations

A. Depicts character and general elements of proposed development

□ Preliminary Plat (If Applicable)

A. Meets Subdivision Requirements set forth in Chapter 1121

FOR STAFF	
Date Received:	Application #:
Fee(s) Paid:	Check No:
Date of the P&Z:	
Status:	
If Denied, Reason:	

Planning Department Staff Signature

Date

Pizzino
Engineering & Consulting LLC
3655 US 42
West Jefferson, Ohio 43162

STATEMENTS FOR ZONING APPLICATION

1) Currently Zoned COMMERCIAL ,
   Proposed Zoning change to CPD (Commercial Planned Development)
2) Attached
3) The creation of the proposed SHOPPING CENTER will positively add to the general health, safety and welfare to the Citizens and Guests of Plain City because:

A) Need of major Shopping area in heart of Plain City

B) Development and activity will provide further health safety and welfare to the community by virtue of new activity and commercial gentrification of the area

C) Increasing influx of new housing is consistent with the need for new retail commercial activity to support the increased housing and families locating in Plain City

D) Proposed rezoning / new SHOPPING CENTER is appropriate to the current and future plans for this area

4) This proposed amendment is CONSISTENT with and in total AGREEMENT of the COMPREHENSIVE PLAN

5) Attached

THE REPLAT OF THE VILLAGE CENTER OF PLAIN CITY

Situated in the State of Ohio, County of Madison, Village of Plain City and in Virginia Military Survey Number(s) 7758-7830, being all that remaining 15.894 acre tract (04-00777.000, 13.672 acres todate) (now known as "THE VILLAGE CENTER OF PLAIN CITY" as recorded in Plat Book "8" page 319) conveyed to Futura Banc Corp. by Official Record Book 206, Page 1484 in the Recorder's Office, Madison County, Ohio.

The undersigned, Civista Bancshares, Inc., an Ohio corporation, successor in interest to Futura Banc Corp., by James E. McGookey, Senior Vice President/General Counsel/Corporate Secretary, owner(s) of the lands platted herein, duly authorized, do hereby certify that this plat correctly represents "THE REPLAT OF THE VILLAGE CENTER OF PLAIN CITY", a subdivision containing Lots numbered 1 and 2. Lot 1 containing 11.6613 acres of land, more or less and Lot 2 containing 2.0145 acres of land, more or less.

The undersigned further agrees that any use or improvements on this land shall be in conformity with all existing zoning, platting, health or other lawful rules and regulations of the Village of Plain City, Ohio, for the benefit of itself and all other subsequent owners or assigns taking title from, under or through the undersigned.

Easements are hereby reserved in, over and under areas designated on this plat as indicated. The "Easement" as shown on page 2 of 2 of this document is subject to all other valid easements and restrictions of record is intended for ingress/egress And reserved for the construction, operation, and maintenance of public and private utilities proposed above and beneath the surface of the ground, and where necessary, are for the construction, operation, and maintenance of service connections to all lots and lands, and for stormwater drainage. Structures are not permitted within easements.

Maintenance of the stipulated easement(s) are the responsibility of the parties set forth in the easement. No above grade structures, dams or other obstructions to the flow of storm water runoff are permitted within the Easement areas as delineated on this plat unless approved by the Village of Plain City

In Witness Whereof; James E. McGookey, Senior Vice President/General Counsel/Corporate Secretary, of Civista Bancshares, Inc., an Ohio corporation, successor, in interest to Futura Banc Corp., has hereunto set his hand this 21st day of February, 2016.7

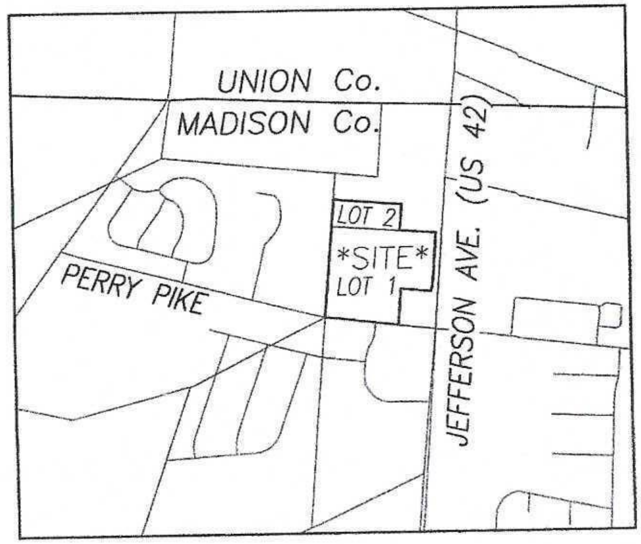
Witness: [signature]

FUTURA BANC CORP., an Ohio corporation:

Witness: [signature]

By: [signature]

MAINTENANCE OF EASEMENT AGREEMENT: The Miller Trusts shall share in all costs of improvement and Maintenance (as defined herein) of the Easement Area, including the paved driveway and any attendant curbing, striping, lighting, ect., upon the Easement Area in a state of good condition and repair, free from ice and snow, rubbish and debris and in accordance with all legal requirements, with the share of the Miller Trusts determined by dividing the size of the Miller Property by the size of the CBI Property and multiplying the result by the applicable cost. CBI or its successors or assigns shall have the right to make agreements for and undertake any such improvements or Maintenance and to bill the Miller Trusts for their share of the actual or estimated costs. The Miller Trusts shall pay or reimburse to CBI, or its successor or assign, the share due from the Miller Trusts within fifteen (15) days after the receipt of the billing therefor. For purposes of this Agreement, the term "Maintenance" (and its correlative term, "Maintain") means to keep the Easement Area at all times in good order, condition and state of repair in accordance with first-class property management standards.



BASIS OF BEARINGS: bearings are based on a GPS observation on March 9, 2016, WGS 1984 geodetic North.

SOURCE OF DATA: The sources of recorded survey data referenced in the plan and text of this plat are the records of the Madison County, Ohio, Recorder.

IRON PINS SET: Iron pins, where indicated hereon, unless otherwise noted, are to be set and are iron pins, 5/8 inch diameter, thirty inches long with a plastic cap stamped "Cottrill LLC 6858".

LEGEND

ALL MONUMENTS FOUND OR SET ARE IN GOOD CONDITION UNLESS OTHERWISE NOTED.

- 1" ø IRON PIPE & YELLOW PLASTIC CAP STAMPED "ADVANCED 7661" (FOUND)
- IRON PIPE (FOUND)
- 3/4" IRON TEE BAR & CAP (FOUND)
- 5/8"ø IRON REBAR (FOUND)
- 5/8" ø REBAR & YELLOW PLASTIC CAP STAMPED "CLAPSADDLE 6140" (FOUND)
- CENTERLINE MONUMENT BOX (FOUND)
- RAIL ROAD SPIKE (FOUND)
- MADISON COUNTY MONUMENT 05-029
- 5/8" ø REBAR & YELLOW PLASTIC CAP STAMPED "COTTRILL 6858" (SET)

STATE OF OHIO JAMES R. COTTRILL 6858 REGISTERED SURVEYOR

Plain City DESCRIPTION ACCEPTABLE MADISON COUNTY ENGINEER DATE 2/21/17 BY PTO REMARKS Reserve A (13.672ac) AND IS Lot 1 (11.6613a) + Lot 2 (2.0145a) Replat Village Center of Plain City 04-00777.000

Surveyed and Plotted by: COTTRILL SURVEYING, L.L.C.

We do hereby certify that we have surveyed the premises and prepared the attached plat and that said plat is correct and meets the minimum standards for boundary surveys in the State of Ohio. The dimensions of the lots and streets are shown in feet and decimal parts thereof. Dimensions on curves are chord measurements.

[signature] DATE: 11/29/16

STATE OF OHIO
Before me a Notary Public for said State personally came Village of Plain City who acknowledged the signing of the foregoing instrument to be their voluntary act and deed (and voluntary corporate on partnership act and deed) for uses and purposed therein expressed.

In witness whereof I have hereunto set my hand and affixed my official seal this 25 day of January, 2016.7

My Commission Expires 01/10/2022

Dale McKee
Notary Public

Approved this 25th day of January, 2016.7

[signature]
Plain City Zoning Inspector

Approved this 25th day of January, 2016.7

[signature]
Chairman, Plain City Planning & Zoning Commision

Approved this ____ day of ____________, 2016.7

[signature]
~~Village Engineer~~ Village Adm.

This 25th day of January, 2016.7 right-of-way for all roads, boulevards, ect., herein dedicated to public use are hereby approved and accepted as such for the Village of Plain City, Ohio.

[signature]
Mayor, Village of Plain City

This plat shall not be transferred or recorded until all above required signatures are placed on this plat. Transferred this 26th day of January, 2016.7

County Auditor

Filed for this record this ____ day of ____________, 2016. Recorded this ____ day of ____________, 2016.7 in Plat Book ______ Page No. ______

County Recorder

Deputy Recorder

COTTRILL SURVEYING, L.L.C.
8256 S.R. 207 N.E. MT.STERLING, OHIO 43143 PH. (740) 869-3811

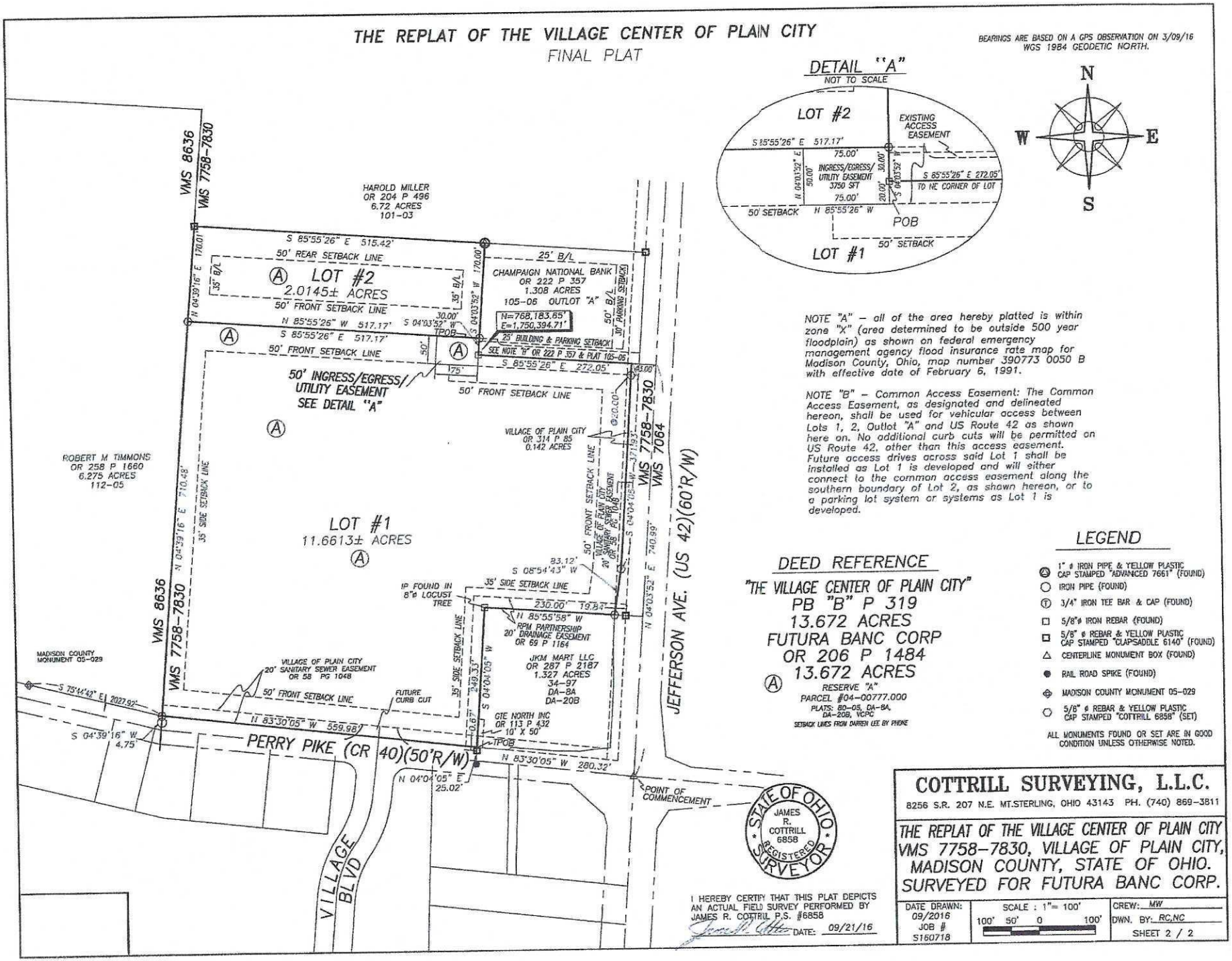
THE REPLAT OF THE
VILLAGE CENTER OF PLAIN CITY
VILLAGE OF PLAIN CITY,
MADISON COUNTY, STATE OF OHIO.

DATES	JOB #	
SURVEY: 08/2016	S160718	CREW: MW
DRAWN: 09/2016		DWN. BY: RC
REVISED:		SHEET 1 / 2

THE REPLAT OF THE VILLAGE CENTER OF PLAIN CITY

FINAL PLAT

BEARINGS ARE BASED ON A GPS OBSERVATION ON 3/09/16 WGS 1984 GEODETIC NORTH.



NOTE "A" – all of the area hereby platted is within zone "X" (area determined to be outside 500 year floodplain) as shown on federal emergency management agency flood insurance rate map for Madison County, Ohio, map number 390773 0050 B with effective date of February 6, 1991.

NOTE "B" – Common Access Easement: The Common Access Easement, as designated and delineated hereon, shall be used for vehicular access between Lots 1, 2, Outlot "A" and US Route 42 as shown here on. No additional curb cuts will be permitted on US Route 42, other than this access easement. Future access drives across said Lot 1 shall be installed as Lot 1 is developed and will either connect to the common access easement along the southern boundary of Lot 2, as shown hereon, or to a parking lot system or systems as Lot 1 is developed.

DEED REFERENCE

"THE VILLAGE CENTER OF PLAIN CITY"
PB "B" P 319
13.672 ACRES
FUTURA BANC CORP
OR 206 P 1484
13.672 ACRES
RESERVE "A"
PARCEL #04-00777.000
PLATS: 80-05, DA-8A, DA-20B, VCPC
SETBACK LINES FROM DARREN LEE BY PHONE

LEGEND

- 1" ø IRON PIPE & YELLOW PLASTIC CAP STAMPED "ADVANCED 7661" (FOUND)
- IRON PIPE (FOUND)
- 3/4" IRON TEE BAR & CAP (FOUND)
- 5/8"ø IRON REBAR (FOUND)
- 5/8" ø REBAR & YELLOW PLASTIC CAP STAMPED "CLAPSADDLE 6140" (FOUND)
- CENTERLINE MONUMENT BOX (FOUND)
- RAIL ROAD SPIKE (FOUND)
- MADISON COUNTY MONUMENT 05-029
- 5/8" ø REBAR & YELLOW PLASTIC CAP STAMPED "COTTRILL 6858" (SET)

ALL MONUMENTS FOUND OR SET ARE IN GOOD CONDITION UNLESS OTHERWISE NOTED.

STATE OF OHIO
JAMES R. COTTRILL 6858
REGISTERED SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT DEPICTS AN ACTUAL FIELD SURVEY PERFORMED BY JAMES R. COTTRILL P.S. #6858

DATE: 09/21/16

COTTRILL SURVEYING, L.L.C.
8256 S.R. 207 N.E. MT.STERLING, OHIO 43143 PH. (740) 869-3811

THE REPLAT OF THE VILLAGE CENTER OF PLAIN CITY
VMS 7758-7830, VILLAGE OF PLAIN CITY,
MADISON COUNTY, STATE OF OHIO.
SURVEYED FOR FUTURA BANC CORP.

DATE DRAWN:	SCALE : 1"= 100'	CREW: MW
09/2016	100' 50' 0 100'	DWN. BY: RC,NC
JOB # S160718		SHEET 2 / 2

EXHIBIT A

Cottrill Surveying, LLC

8256 State Route 207 NE, Mt. Sterling, Ohio 43143, Ph. (740)869-3811

Lot #1
11.6613 Acre Tract
Replat of the Village Center of Plain City

The following describe Lot #1 of the "Replat of the Village Center of Plain City" (11.6613 acre tract) as recorded in Plat Book ____ Page _____, is situated in the State of Ohio, Madison County, Village of Plain City, VMS 7758-7830, and being part of the original "Village Center of Plain City" as recorded in Plat Book "B" page 319, 13.814 acres (parcel #04-00777.000) conveyed to Futura Banc Corp. by Official Record 206 page 1484, and being more particularly described as follows:

Commencing at a centerline monument box found at the centerline intersection of Perry Pike (County Road 40) (50 feet right-of-way) with Jefferson Avenue (US Route 42) (60 feet right-of-way);

Thence, with the centerline of said Perry Pike, North 83° 30' 05" West a distance of 280.32 feet to a point in said centerline;

Thence, North 04° 04' 05" East, passing a 5/8 inch diameter rebar and yellow plastic cap stamped "Clapsaddle 6140" at 24.35 feet, a total distance of 25.02 feet to a point in the North right-of-way line of Perry Pike, said point also being the southwest corner of a 1.327 acre tract conveyed to JKM Mart LLC by Official Record 287 page 2187, and the **True Point of Beginning;**

Thence, with the North right-of-way line of Perry Pike, **North 83° 30' 05" West** a distance of **559.98 feet** to an iron pin and cap set in the line between VMS 7758-7830 and VMS 8636, said iron pin also being the east line of a 6.275 acre tract conveyed to Robert M Timmons by Official Record 258 page 1660, from said iron pin a 3/4 inch iron T-bar and cap was found South 04° 39' 16" West a distance of 4.75 feet;

3-19

Thence, with said VMS line and the East line of said 6.275 acre tract, **North 04° 39' 16" East** a distance of **710.48 feet** to an iron pin and cap set;

Thence, with a new line across said 13.814 acre tract, **South 85° 55' 26" East** a distance of **517.17 feet** to an iron pin and cap set in the West line of a 1.308 acre tract conveyed to Champaign National Bank by Official Record 222 page 357;

Thence, around said 1.308 acre tract with the following two courses:

1) **South 04° 03' 52" West** a distance of **30.00 feet** to a 5/8 inch diameter rebar found;
2) **South 85° 55' 26" East** a distance of **272.05 feet** to a point in the West line of a 0.142 acre tract conveyed to the Village of Plain City by Official Record 314 page 85, and in the West right-of-way line of Jefferson Avenue (US Route 42);

Thence, along the West right-of-way line of Jefferson Avenue (US Route 42) and the west line of said 0.142 acre tract with the following two courses:

1) **South 04° 04' 05" West**, passing an iron pin and cap set at 20.00 feet, a total distance of **371.93 feet** to an iron pin and cap set;
2) **South 08° 54' 43" West** a distance of **83.12 feet** to an iron pin and cap set in the North line of said 1.327 acre tract;

Thence, around said 1.327 acre tract with the following two courses:

1) **North 85° 55' 58" West** a distance of **230.00 feet** to a 5/8 inch diameter rebar found in an 8 inch diameter Locust tree;
2) **South 04° 04' 05" West** a distance of **249.33 feet** returning to the **True Point of Beginning** containing **11.6613 acres** more or less.

Bearings are based on a GPS observation on 3/09/16, WGS 1984 Geodetic North.

With the benefit of an **Ingress/Egress/Utility Easement** as described in Official Record 222 page 357 and shown on Plat 105-06.

Subject to a 50 feet **Ingress/Egress/Utility Easement** described separately and is more particularly shown on "The Replat of the Village Center of Plain City as recorded in Plat Book ____ page ____.

This deed is subject to and with the benefit of all legal highways, restrictions, easements, limitations, and reservations, of record, if any and to zoning restrictions which have been imposed thereon, if any.

All iron pins set are 5/8 inch diameter rebar with yellow plastic caps stamped "Cottrill L.L.C. 6858."

This description is based on a field survey performed September 28, 2016 by James R. Cottrill registration #6858. (Job #S160304-LOT1)

James R. Cottrill, PS

3-79

CONCEPT 1

CONCEPT 1

PERRY PIKE DEVELOPMENT, LLC.

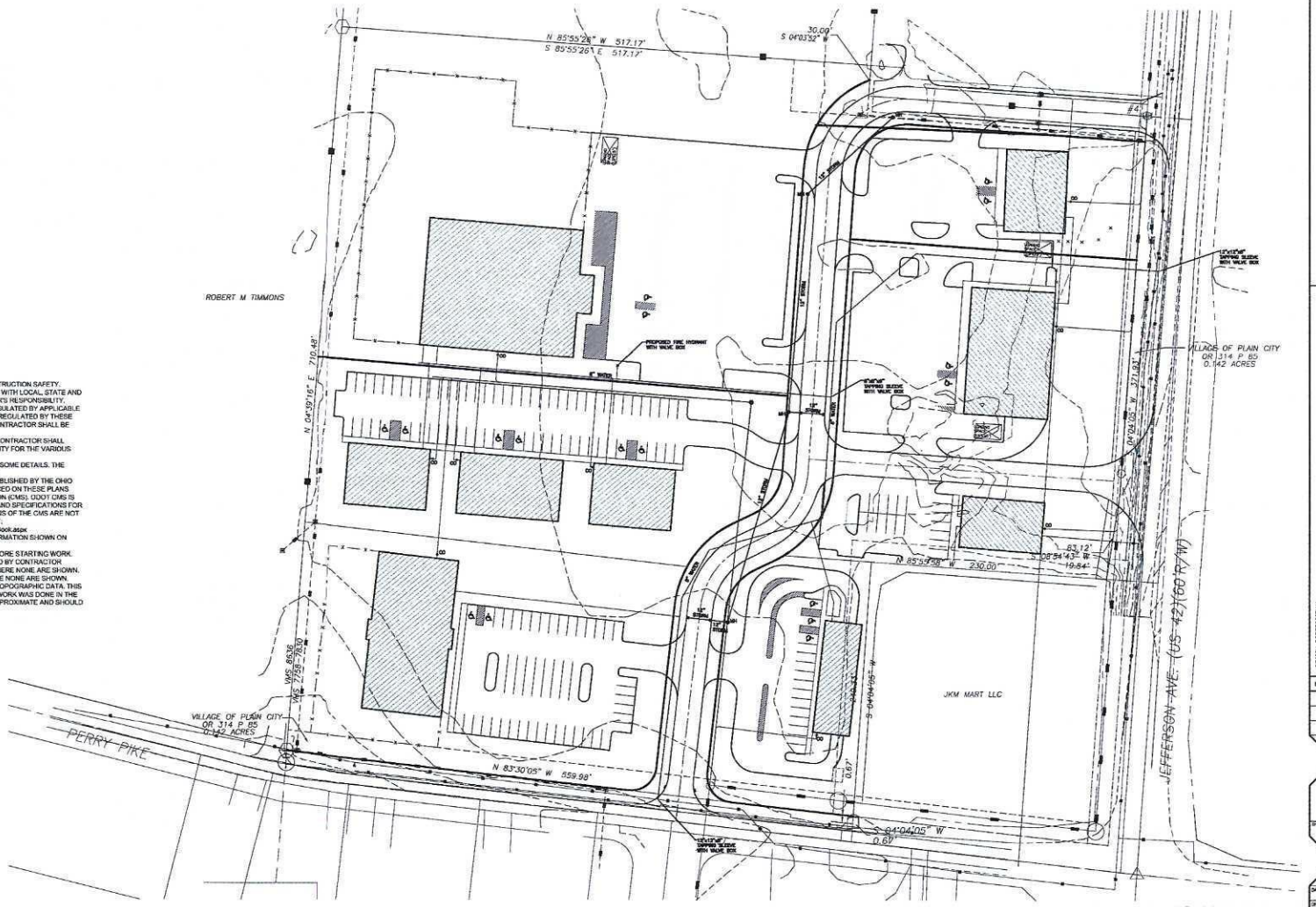
NOT FOR CONSTRUCTION

SHEET INDEX

SH. #	
C-1	COVER SHEET
S-1	PRELIMINARY SITE PLAN
S-2	PRELIMINARY LANDSCAPE PLAN

GENERAL NOTES AND SPECIFICATIONS

1. THESE DOCUMENTS DO NOT INCLUDE THE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. SAFETY, CARE OF ADJACENT PROPERTIES DURING CONSTRUCTION, COMPLIANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS REGARDING SAFETY IS, AND SHALL BE, THE CONTRACTOR'S RESPONSIBILITY.
2. THESE PLANS ARE INTENDED TO DELINEATE THE CONSTRUCTION DETAILS AS REGULATED BY APPLICABLE STATE AND LOCAL CODES OR STANDARDS. WORK REQUIRED NOT SPECIFICALLY REGULATED BY THESE CODES ARE NOT NECESSARILY INCLUDED IN THESE DRAWINGS. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ANY SUCH DETAILS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SHOP DRAWINGS IF REQUIRED. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND IS RESPONSIBLE TO COORDINATE SPACE AVAILABILITY FOR THE VARIOUS COMPONENTS INDICATED ON THESE DRAWINGS.
4. CITY OF COLUMBUS SPECIFICATIONS ARE REFERENCED IN THESE PLANS AND ON SOME DETAILS. THE LATEST CITY OF COLUMBUS SECIFICATIONS CAN BE FOUND ON THEIR WEB PAGE https://www.Columbus.gov/bzs/. CONSTRUCTION DETAILS REFERENCED THAT ARE PUBLISHED BY THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) OR ODOT SPECIFICATIONS REFERENCED ON THESE PLANS REFER TO THE 2013 EDITION OF THE CONSTRUCTION AND MATERIAL SPECIFICATION (CMS). ODOT CMS IS REFERENCED FOR USE IN OUTLINING MATERIAL SPECIFICATION REQUIREMENTS AND SPECIFICATIONS FOR INSTALLATION OF THOSE MATERIALS. THE MEASUREMENT AND PAYMENT SECTIONS OF THE CMS ARE NOT APPLICABLE TO THIS PROJECT. THE CMS IS AVAILABLE FROM ODOT OR ON LINE AT, http://www.dot.state.oh.us/Divisions/ConstructionMgt/OnlineDocs/Pages/2013-Online-Spec-Book.aspx
5. TOPOGRAPHIC INFORMATION WAS PROVIDED BY OTHERS. EXISTING UTILITY INFORMATION SHOWN ON PLANS IS APPROXIMATED USING THE DATA PROVIDED.
6. CONTRACTOR IS RESPONSIBLE FOR HAVING ALL EXISTING UTILITIES MARKED BEFORE STARTING WORK. ANY UNDERGROUND UTILITY SHOWN ON THESE PLANS SHOULD BE FIELD VERIFIED BY CONTRACTOR BEFORE STARTING WORK. UNDERGROUND UTILITIES MAY EXIST ON SITE EVEN WHERE NONE ARE SHOWN. DO NOT ASSUME THAT NO UNDERGROUND UTILITIES ARE PRESENT ONLY BECAUSE NONE ARE SHOWN.
7. THE PROPERTY BOUNDARY SHOWN ON THESE PLANS WAS PROVIDED WITH THE TOPOGRAPHIC DATA. THIS SET OF PLANS DOES NOT CONSTITUTE A BOUNDARY LOCATION SURVEY AND NO WORK WAS DONE IN THE FIELD TO LOCATE PROPERTY BOUNDARIES. ALL BOUNDARY LINES SHOWN ARE APPROXIMATE AND SHOULD BE LOCATED IN THE FIELD BY A PROFESSIONAL SURVEYOR.



PROPOSED PERRY PIKE SITE PLAN

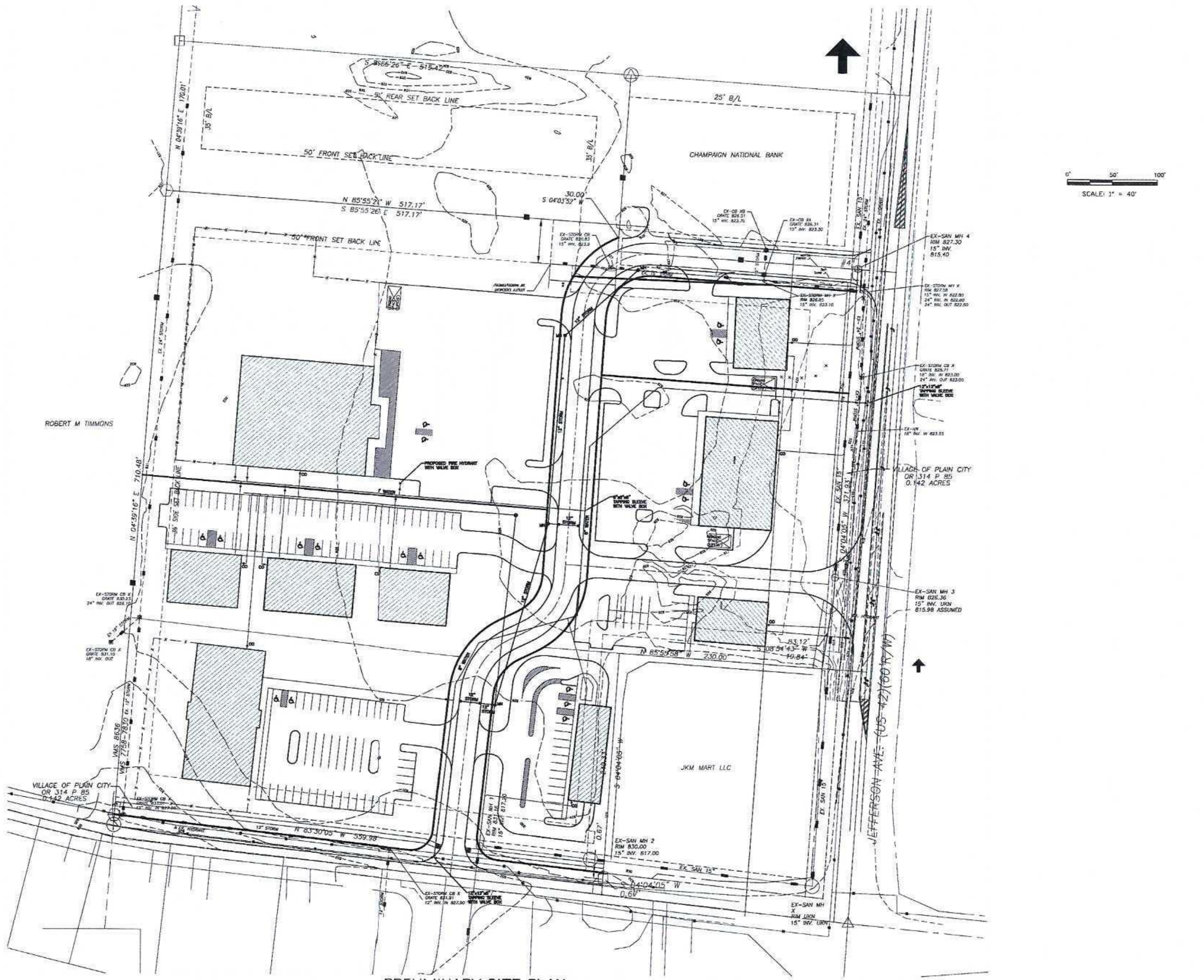
PERRY PIKE & STATE ROUTE 42,
PLAIN CITY, OHIO, MADISON COUNTY, OHIO

PIZZINO ENGINEERING & CONSULTING, LLC.
WILLIAM J. PIZZINO, P.E.
3655 US HIGHWAY 42
WEST JEFFERSON, OHIO 43162
(614) 325-2462

NO.	CORR. LTR DATE	REVISED ISSUE DATE

DRG. SHEET: PROPOSED SITE PLAN

PROJECT: SITE PLAN
DATE: 6-2-2023
DRAWN BY: L.A.B.
SCALE: AS NOTED
SHEET: C.1



PRELIMINARY SITE PLAN

PROPOSED PERRY PIKE SITE PLAN

PERRY PIKE & STATE ROUTE 42,
PLAIN CITY, OHIO, MADISON COUNTY, OHIO

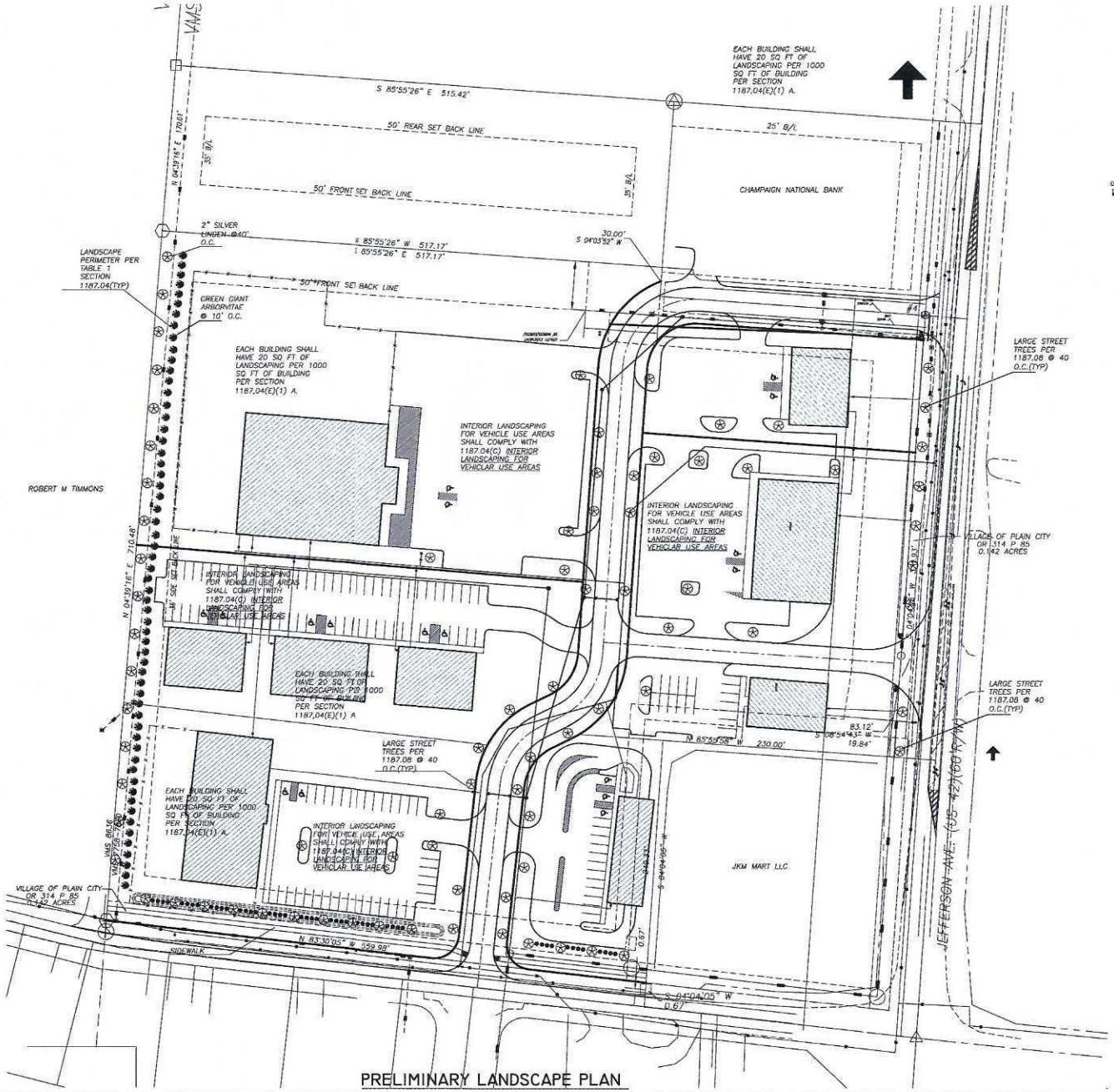
DESIGN PROFESSIONAL

PIZZINO ENGINEERING & CONSULTING, LLC.
WILLIAM J. PIZZINO, P.E.
3655 US HIGHWAY 42
WEST JEFFERSON, OHIO 43162
(614) 325-2462

NO.	CORR. LTR DATE	REVISED ISSUE DATE

THIS SHEET: PROPOSED SITE PLAN

PROJECT: SITE PLAN
DATE: 6-2-2023
DRAWN BY: L.A.B
SCALE: AS NOTED
SHEET: **S.1**



PRELIMINARY LANDSCAPE PLAN

PROPOSED PERRY PIKE SITE PLAN

PERRY PIKE & STATE ROUTE 42,
PLAIN CITY, OHIO, MADISON COUNTY, OHIO

DESIGN PROFESSIONAL:
PIZZINO ENGINEERING & CONSULTING, LLC.
WILLIAM J. PIZZINO, P.E.
3655 US HIGHWAY 42
WEST JEFFERSON, OHIO 43162
(614) 325-2462

NO.	CORR. LTR DATE	REVISED ISSUE DATE

THIS SHEET: PROPOSED SITE PLAN

PROJECT: SITE PLAN
DATE: 6-2-2023
DRAWN BY: L.A.B.
SCALE: AS NOTED
SHEET: **S.2**

Cvista Bank an Ohio Corporation
320 S. Jefferson
Plain City, Ohio 40364

David Humm
6655 Perry Pike
Plain City, Ohio 43064

Harold Miller
10355 Rosedale Milford Center Rd
Irwin, Ohio 43029

Chavvah Lynn Laudon
6635 Perry Pike
Plain City, Ohio 43064

JKM Mart LLC
440 S. Jefferson
Plain City, Ohio 43064

William Rockfield
6595 Perry Pike
Plain City, Ohio 40364

John Houchard
420 Gay Street
Plain City, Ohio 43064

Robert Timmons
6604 Perry Pike
Plain City, Ohio 43064

Perry Pike Holdings II LLC.
9650 Mitchell-Dewitt Road
Plain City, Ohio 43064

Brian Garland
5335 Cooper Lane
Plain City, Ohio 43064

Village Blvd. I LLC
480 S. Jefferson Ave.
Plain City, Ohio 43064

PID
THE SPOT AT PERRY PIKE

The Spot at Perry Pike is an +/- 11.661 ac parcel located at the northwest corner of Perry Pike and US 42. The parcel number is 04-00777.000 and is identified on Exhibit "A".

i. Permitted Uses

Commercial buildings and the permitted uses contained in the Codified Ordinances of the Village of Plain City Business Districts B-1, B-2 and B-3. Sections 1161, 1163, 1165.

Exceptions therefrom:

a. Adult bookstore, adult motion picture theater, or adults' only entertainment establishment.
b. Armory
c. Automobile salesroom
d. Billboards
e. Commercial recreational facilities such as community and public swimming pools, skating rinks, bowling alleys, physical fitness centers
f. Commercial radio transmitting or television station and appurtenances
g. Funeral parlor
h. Motor vehicle sales or leasing
i. New or used car lot
j. Stable
k. Big-box users which shall be any user in excess of 50,000 square feet of retail

II. Development Standards

Unless otherwise specified in the submitted drawings or in this written text, the development standards of Title Five of the Codified Ordinances of the Village of Plain City apply to this subarea. Basic development standards are compiled regarding proposed density, site issues, traffic circulation, landscape and architectural standards. These component standards ensure consistency and quality throughout the parcel's development.

Density, Height, Lot and/or Setback Commitments

1. SETBACKS ARE PER EXHIBIT 'A'

2. The building and pavement setbacks from the centerline of Perry Pike and US 42 shall be fifty feet.

3. The front yard of a parcel shall be that portion of the parcel

fronting on a public or private roadway.

4. Side yard setbacks along the north property shall be forty for pavement and forty feet for buildings, as shown on Exhibit "A".

5. Setbacks along all other internal property boundaries between adjoining privately held parcels within this subarea shall be zero for all buildings and pavement areas.

6. The maximum building height shall not exceed thirty-five feet. Architectural elements such as parapets, monitors, chimneys, and cupolas may exceed this limitation.

Access, loading, parking and/or other Traffic Commitments

1. Adequate employee and visitor parking shall be provided per **CHAPTER 1193** of the Codified Ordinances of the Village of Plain City. Additionally, the parking and loading requirements of Section **1193.12 & 1193.13** shall be required.

2. Access to the The Spot retail site shall be from existing public roadways (Perry Pike & Jefferson Ave/US 42).

3. Ingress and egress shall be permitted as illustrated on the attached Exhibit "A". The final location of the curb cuts as shown on Exhibit "A" may be modified with the approval of the Village Engineer.

Architectural Standards

1. Building materials shall be traditional and natural in appearance such as brick, pre-cast stone, wood and glass. Vinyl, and other manufactured synthetic materials are permitted as long as they are natural in appearance. Metal shall be allowed as an accent feature. Tinted glass shall be permitted, reflective or mirrored glass shall be prohibited.

2. Building Earth tones, muted hues, and natural tones are permitted as structures basic color. Brighter hues are permitted only as an accent feature on building elements such as awnings, doors, and trim. A mixed color palette on a single building should be carefully selected so all colors harmonize with each other.

3. Building Pitched, flat or mansard roofs shall be permitted. All flat roofs shall be required to have a parapet and/or a means of screening all rooftop mechanical equipment. All rooftop screens must be consistent and harmonious to the building's façade and

character.

4. Untreated masonry block structures are also prohibited.

Buffering, Landscaping, Open Space and/or Screening Commitments

Perimeter Area Landscaping. Landscaping within all setback areas abutting an existing or planned public right-of-way shall be in accordance with the following standards:

1. Landscape Standard Along Perry Pike and US Route 42

   a. Deciduous street trees shall be placed within the right-of-way, or easement, and spaced at a maximum of forty feet on center. The minimum sizes for street trees shall be 2" caliper. Street trees shall not obstruct site distance or signage subject to staff approval.

   b. Any surface parking areas adjacent to the Perry Pike & Jefferson Ave/US 42 shall be screened from the respective right-of-way with a minimum of a 30" continuous planting hedge, fence, wall or earth mound or any configuration thereof. The 30" height shall be measured from the adjacent parking area. Trees may be deciduous, ornamental, evergreens, or any combination thereof. The size of the trees and shrubs shall be consistent with chapter 1187. This requirement shall not apply in areas of ingress and egress, or to save existing trees.

   c. Building Grass (seed or sod) shall be planted within the setback area. Other groundcover, such as wildflowers, may be planted on all portions of the setback areas not occupied by a landscaping material or required for drainage. The setback buffer treatment is in addition to the regular street tree requirement.

2. General

a. Minimum Tree Size

Tree	Perimeter Minimum Tree Size	Parking Lot Minimum Tree
Ornamental Trees	2" Caliper	2" Caliper
Deciduous Shade Trees	2.5" Caliper	2.5" Caliper
Evergreen Trees	6' — 8' tall	4' tall

b. Perimeter Shrubbery. Deciduous and evergreen shrubs are permitted and shall be a minimum size of 24" (ht.) at installation.

c. Tree Protection Zones: All existing trees located within tree protection zones shall be preserved and maintained in good healthy condition subject to common forestry practices.

3. All trees and landscaping shall be well maintained. Dead items, weather permitting, shall be replaced within six months.

4. Building Tree Preservation: Reasonable and good faith efforts will be made to preserve existing trees within this subarea. Consideration will be given to laying out service roads, lots, structures and parking areas to avoid the unnecessary destruction of existing trees. Additionally, standard tree preservation practices will be in place to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.

Dumpsters, Lighting, Outdoor Display Areas and/or other Environmental Commitments

1. Mechanical Equipment

a. Building Any external mechanical equipment shall be well screened from all adjacent public roads and/or adjacent properties at ground level with materials that are similar to or the same as used on the majority of the building, or with landscaping. This shall include any rooftop equipment, satellite dishes (excluding communication devices), as well as ground mounted mechanical equipment. The screening of the mechanical equipment should be coordinated with the rest of the architecture so as to avoid being seen as an "add-on".

2. Service Areas and Dumpsters

a. Building All service areas including loading docks, exterior storage of materials, supplies, equipment or products, and trash containers shall be well screened from all public roads and/or adjacent properties at ground level with walls or landscaping. Any walls shall be of the same materials used on the building walls and shall be complemented with landscaping.

3. Lighting

a. Parking lot lighting shall be of a standard light source type and style and shall not exceed 20' in height. Building, pedestrian and landscape lighting may be incandescent or metal halide.

b. All external lighting shall be decorative or cut-off type fixtures and down cast to reduce "spillage".

c. Flood lighting of buildings or landscaping is prohibited, except in areas required for employee security.

h. External building lighting shall be limited to wall mounted sconces. Building lighting shall be mounted on the first floor only. No uplighting or washing of the building shall be permitted.

Graphics and Signage Commitment

1. All signage shall conform to the standards set forth in per Section 1199 of the Codified Ordinances of the Village of Plain City, unless otherwise stated below.

2. Each building shall be allowed one wall-mounted sign and one ground-mounted sign along each public road right-of-way and building fronts.

4. No signs shall be painted directly on the surface of the building, wall or fence. No wall murals shall be allowed.

6 No roof signs or parapet signs shall be permitted nor shall a sign extend higher than the building.

7. The following signs are not permitted as permanent signs: Banner or streamers, sidewalk or curb signs (sandwich of "A" type), portable displays or mobile signs, gas filled devices, roof-mounted signs, revolving or rotating signs and neon signs.

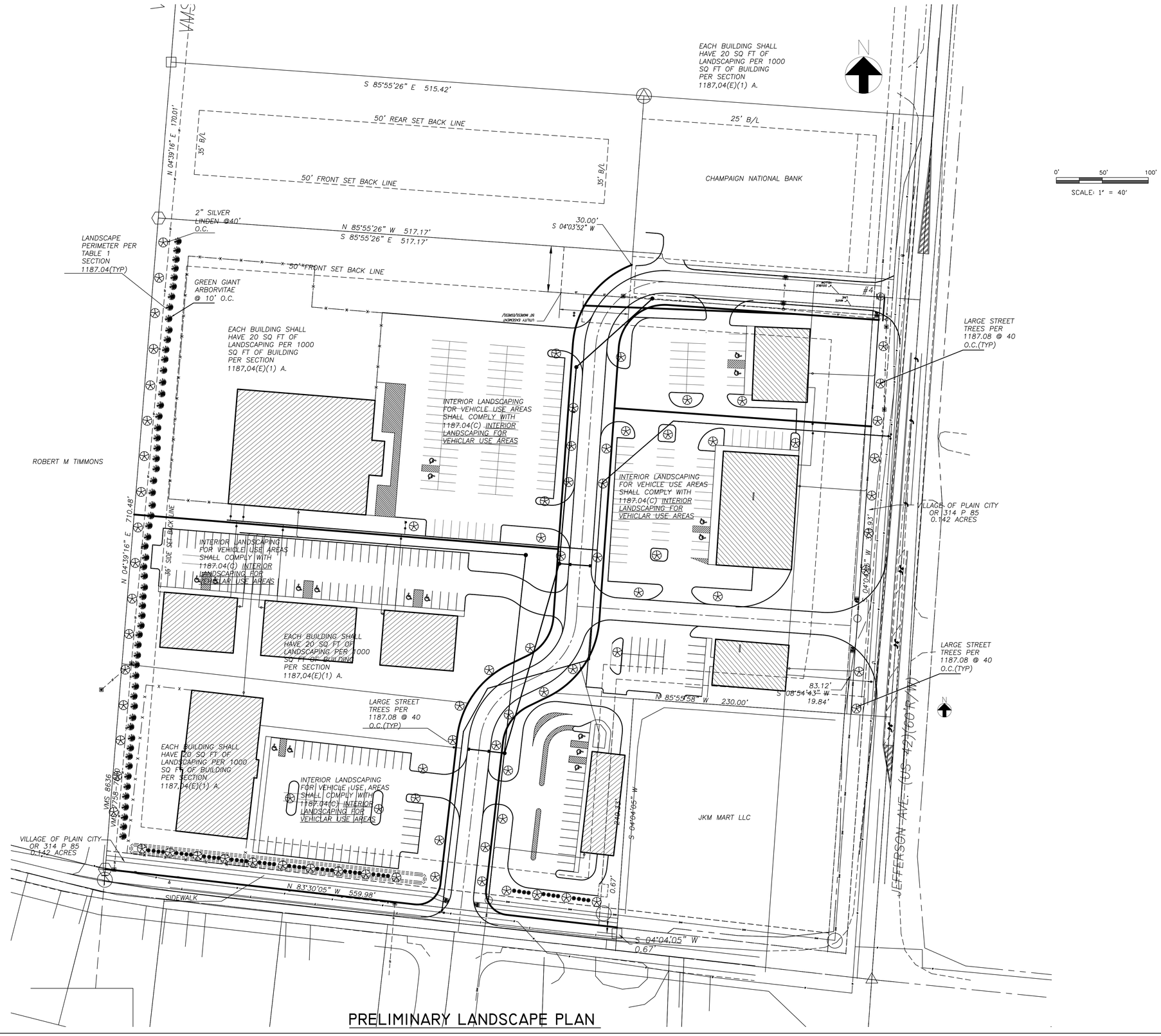
8. Entry features may be established within the subarea and may contain signage. Minimum setback for entry features shall be eight feet from right-of-way line. In no case, shall entry features interfere with maintaining safe clear sight distances at intersections.

Miscellaneous

1. Utilities: All utility lines including water supply, sanitary water service, electricity, telephone and gas, and their connections or feeder lines shall be placed underground. Meters, transformers, etc., may be placed above ground, but shall be clustered and screened from view. To the extent possible, utility line placement shall be sensitive to existing vegetation.

PROPOSED PERRY PIKE SITE PLAN

PERRY PIKE & STATE ROUTE 42,
PLAIN CITY, OHIO, MADISON COUNTY, OHIO



PRELIMINARY LANDSCAPE PLAN

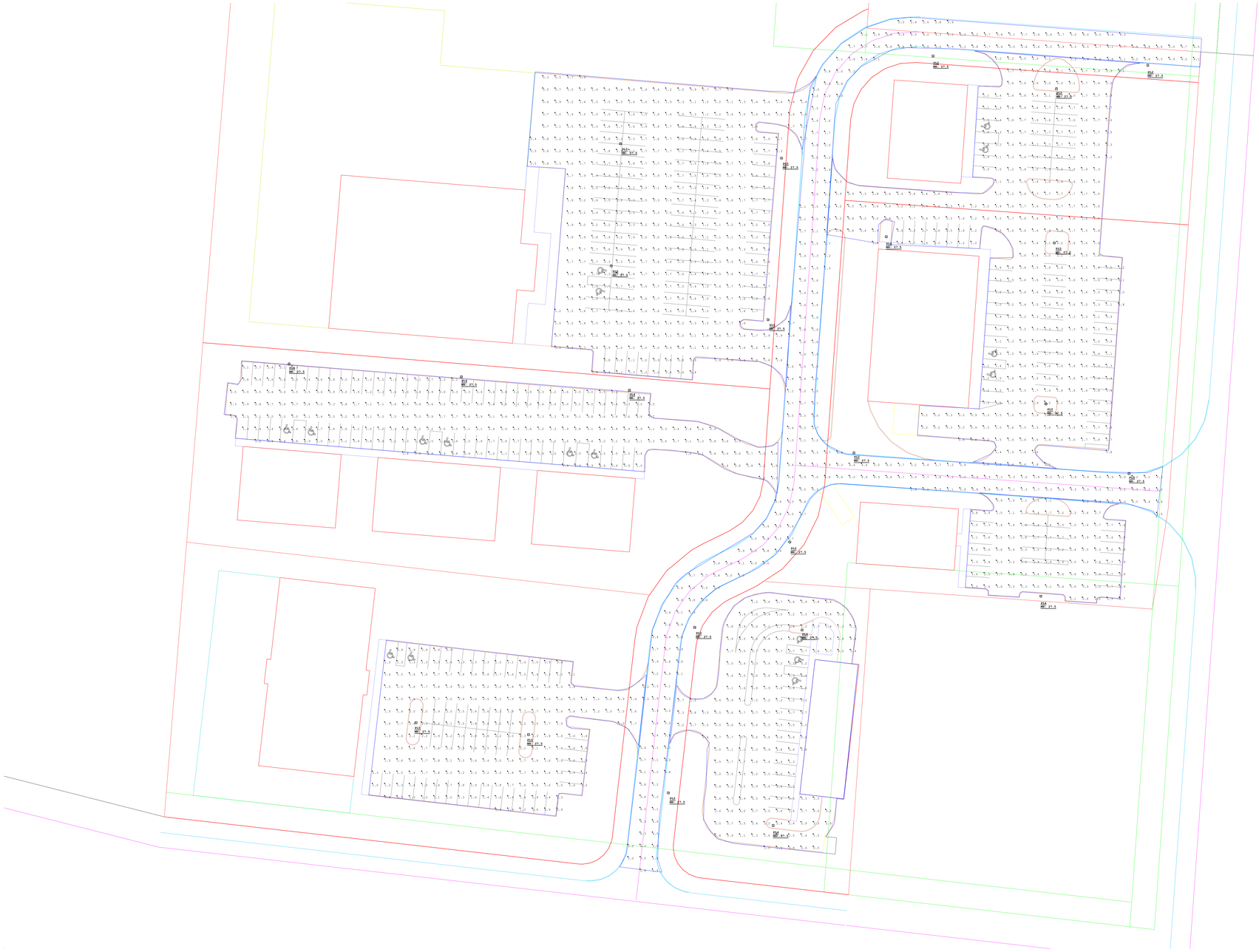
PIZZINO ENGINEERING & CONSULTING, LLC.
WILLIAM J. PIZZINO, P.E.
3655 US HIGHWAY 42
WEST JEFFERSON, OHIO 43162
(614) 325-2462

DESIGN PROFESSIONAL

NO.	CDRR LTR DATE	REVISED ISSUE DATE

THIS SHEET: PROPOSED SITE PLAN

PROJECT: SITE PLAN
DATE: 6-2-2023
DRAWN BY: L. A.B.
SCALE: AS NOTED
SHEET: S.2



Luminaire Schedule					
Symbol	Qty	Label	Arrangement	LLF	Description
	9	PL5	SINGLE	0.950	VP-2-320L-185-4K7-5QW
	7	PL4	SINGLE	0.950	VP-2-320L-185-4K7-4W
	7	PL2	SINGLE	0.950	VP-2-320L-185-4K7-2

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot 1_Planar	Illuminance	Fc	1.67	2.8	0.8	2.09	3.50
Parking Lot 2_Planar	Illuminance	Fc	1.89	4.0	0.5	3.78	8.00
Parking Lot 3_Planar	Illuminance	Fc	2.11	4.0	0.5	4.22	8.00
Parking Lot 4_Planar	Illuminance	Fc	2.11	3.9	0.7	3.01	5.57
Parking Lot 5_Planar	Illuminance	Fc	1.53	2.6	0.3	5.10	8.67
Parking Lot 6_Planar	Illuminance	Fc	1.71	4.8	0.2	8.55	24.00
Roadway_Planar	Illuminance	Fc	3.32	7.2	0.4	8.30	18.00

LOEB ELECTRIC

#	Date	Comments

Revisions

Drawn By:LOEB ELECTRIC
Checked By:
Date:4/20/2023
Scale:

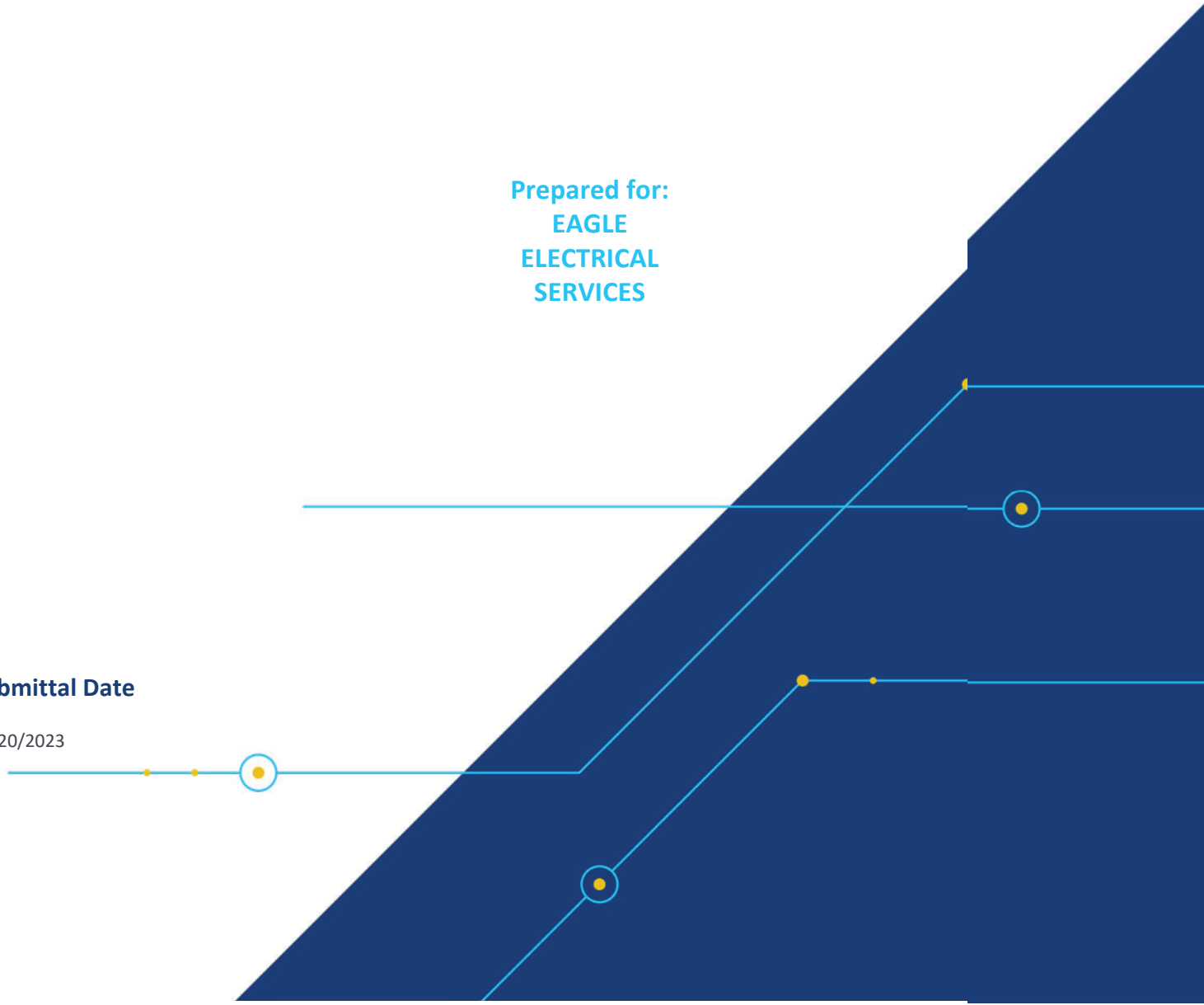
PERRY PIKE EXTERIOR

LOEB ELECTRIC

LIGHTING SUBMITTAL

PROJECT:
PERRY PIKE

Prepared for:
EAGLE ELECTRICAL SERVICES



Submittal Date

04/20/2023

LOEB ELECTRIC

For Approval: ☒ **For Record:** ☐

Submittal

To:
EAGLE ELECTRICAL SERVICES
8500 RAUSCH DR

PLAIN CITY, OH 43064-8067
Phone: 614-504-5322
Fax: 614-873-3004

Project: PERRY PIKE
Job #: 43884
Quoter: Project Quotes
Project Mgr:
Printed By: Erin Van Ormer

Type	Quantity	Description	Manufacturer
PL5		SINGLE HEADED 25' SQUARE STEEL POLE	HUBLIGHT
		CONSISTING OF:	
		VP-2-320L-185-4K7-5QW-UNV-A-DBT	HUBLIGHT
		SSSB25-40A-1-B3-DBT	HUBLIGHT
PL4		SINGLE HEADED 25' SQUARE STEEL POLE	HUBLIGHT
		CONSISTING OF:	
		VP-2-320L-185-4K7-4W-UNV-A-DBT	HUBLIGHT
		SSSB25-40A-1-B3-DBT	HUBLIGHT
PL2		SINGLE HEADED 25' SQUARE STEEL POLE	HUBLIGHT
		CONSISTING OF:	
		VP-2-320L-185-4K7-2-UNV-A-DBT	HUBLIGHT
		SSSB25-40A-1-B3-DBT	HUBLIGHT

From:
LOEB ELECTRIC
MAIN PHONE
614-294-6351
1800 E FIFTH AVE
COLUMBUS, OH 43219

4/20/2023 2:57:34 PM

BEACON
design . performance . technology

VIPER Area/Site

VIPER LUMINAIRE

DATE: | LOCATION:

TYPE: PL5 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-5QW-UNV-A-DBT

MICRO STRIKE | OPTICS STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, wiSCAPE and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped

c UL us IP65

BUY AMERICAN SOLUTIONS
See Certification Specifications

DLC LISTED

DLC LISTED PREMIUM

10-DAY QUICK SHIP PROGRAM

QS

CONTROL TECHNOLOGY

NX LIGHTING CONTROLS

wiSCAPE™

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)

CONTROLS (CONTINUED)

- 0- 10V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020.

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	5,000–80,000
Wattage Range	36–600
Efficacy Range (LPW)	92–155
Weight lbs. (kg)	13.7-30.9 (6.2-13.9)

BEACON
design . performance . technology

DATE: | LOCATION:

TYPE: PL5 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-5QW-UNV-A-DBT

VIPER Area/Site

VIPER LUMINAIRE

= Service Program Limit of 15 luminaires

MICROSTRIKE OPTICS – ORDERING GUIDE

Example: VP–2–320L-145–3K7–2–R–UNV–A3–BLT

CATALOG # VP-2-320L-185-4K7-5QW-UNV-A-DBT

VP –	–	2 –	320L-185 –	4K7 –	5QW –	–	UNV –
Series	**Optic Platform**	**Size**	**Light Engine**	**CCT/CRI**	**Distribution**	**Optic Rotation**	**Voltage**
VP Viper	Micro Strike	**1** Size 1	**160L-35** [6] 5500 lumens	**AP** AP-Amber Phosphor Converted	**2** Type 2	**BLANK** No Rotation	**UNV** 120-277V
			160L-50 [6] 7500 lumens	**27K8** 2700K, 80 CRI	**3** Type 3	**L** Optic rotation left	**120** 120V
			160L-75 10000 lumens	**3K7** 3000K, 70 CRI	**4F** Type 4 Forward	**R** Optic rotation right	**208** 208V
			160L-100 12500 lumens	**3K8** 3000K, 80 CRI	**4W** Type 4 Wide		**240** 240V
			160L-115 15000 lumens	**35K8** 3500K, 80 CRI	**5QW** Type 5 Square Wide		**277** 277V
			160L-135 18000 lumens	**3K9** 3000K, 90 CRI			**347** 347V
			160L-160 21000 lumens	**4K7** 4000K, 70 CRI			**480** 480V
		2 Size 2	**320L-145** 21000 lumens	**4K8** 4000K, 80 CRI			
			320L-170 24000 lumens	**4K9** 4000K, 90 CRI			
			320L-185 27000 lumens	**5K7** 5000K, 70 CRI			
			320L-210 30000 lumens	**5K8** 5000K, 80 CRI			
			320L-235 33000 lumens				
			320L-255 36000 lumens				
			320L-315 [6] 40000 lumens				
		3 Size 3	**480L-285** 40000 lumens				
			480L-320 44000 lumens				
			480L-340 48000 lumens				
			480L-390 52000 lumens				
			480L-425 55000 lumens				
			480L-470 60000 lumens				
		4 Size 4	**720L-435** 60000 lumens				
			720L-475 65000 lumens				
			720L-515 70000 lumens				
			720L-565 [6] 75000 lumens				
			720L-600 [6] 80000 lumens				
			CLO Custom Lumen Output [1]				

A –	–	DBT –	–	–
Mounting		**Color**	**Options**	**Network Control Options**
A Arm mount for square pole/flat surface (B3 Drill Pattern) (Does not include round pole adapter)		**BLT** Black Matte Textured	**F** Fusing	**NXWS16F** NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
A_ Arm mount for round pole [2]		**BLS** Black Gloss Smooth	**2PF** Dual Power Feed	**NXWS40F** NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
ASQU Universal arm mount for square pole. Can be used with B3 or S2 Drill Pattern		**DBT** Dark Bronze Matte Textured	**2DR** Dual Driver	**NXW** NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
A_U Universal arm mount for round pole [2]		**DBS** Dark Bronze Gloss Smooth	**TE** Tooless Entry	**WIR** wiSCAPE® In-Fixture Module [3,4]
AAU Adjustable arm for pole mounting (universal drill pattern)		**GTT** Graphite Matte Textured	**BC** Backlight Control [8]	**WIRSC** wiSCAPE® Module and Occupancy Sensor [3,4]
AA_U Adjustable arm mount for round pole [2]		**LGS** Light Grey Gloss Smooth	**TB** Terminal Block	**Stand Alone Sensors**
ADU Decorative upswept Arm (universal drill pattern)		**LGT** Light Grey Gloss Textured		**BTS-14F** Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
AD_U Decorative upswept arm mount for round pole [2]		**PSS** Platinum Silver Smooth		**BTS-40F** Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
MAF Mast arm fitter for 2-3/8" OD horizontal arm		**WHT** White Matte Textured		**BTSO-12F** Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
K Knuckle		**WHS** White Gloss Smooth		**7PR** 7-Pin Receptacle [4]
T Trunnion		**VGT** Verde Green Textured		**7PR-SC** 7-Pin Receptacle with shorting cap [4]
WB Wall Bracket, horizontal tenon with MAF		**Color Option**		**3PR** 3-Pin twist lock [4]
WM Wall mount bracket with decorative upswept arm		**CC** Custom Color		**3PR-SC** 3-Pin receptacle with shorting cap [4]
WA Wall mount bracket with adjustable arm				**3PR-TL** 3-Pin PCR with photocontrol [4]
				Programmed Controls
				SCP-_F Sensor Control Programmable, 8F or 40F [10]
				ADD AutoDim Timer Based Dimming [4]
				ADT AutoDim Time of Day Dimming [4]
				Photocontrols
				PC Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Replace "_" with "2" for 2.5"-3.4" OD pole, "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
3 – Networked Controls cannot be combined with other control options
4 – Not available with 2PF option
5 – Not available with Dual Driver option
6 – Some voltage restrictions may apply when combined with controls
7 – Not available with 480V
8 – BC not available on 4F and type 5 distributions
9 – BTS and BTSO are only available on Size 3 and Size 4
10 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

STRIKE OPTIC – ORDERING GUIDE

Example: VP–ST–1–36L-39–3K7–2–UNV–A–BLT

CATALOG #

VP –

Series	
VP	Viper

– | Optic Platform | |
|---|---|
| ST | Strike |

– | Size | |
|---|---|
| 1 | Size 1 |
| 2 | Size 2 |
| 3 | Size 3 |
| 4 | Size 4 |

– | Light Engine | |
|---|---|
| 36L-39 [8] | 5500 lumens |
| 36L-55 [8] | 7500 lumens |
| 36L-85 | 10000 lumens |
| 36L-105 | 12500 lumens |
| 36L-120 | 14000 lumens |
| 72L-115 | 15000 lumens |
| 72L-145 | 18000 lumens |
| 72L-180 | 21000 lumens |
| 72L-210 | 24000 lumens |
| 72L-240 | 27000 lumens |
| 108L-215 [8] | 27000 lumens |
| 108L-250 | 30000 lumens |
| 108L-280 | 33000 lumens |
| 108L-325 | 36000 lumens |
| 108L-365 | 40000 lumens |
| 162L-320 | 40000 lumens |
| 162L-365 [10] | 44000 lumens |
| 162L-405 | 48000 lumens |
| 162L-445 | 52000 lumens |
| 162L-485 | 55000 lumens |
| 162L-545 [8] | 60000 lumens |
| CLO | Custom Lumen Output [1] |

– | CCT/CRI | |
|---|---|
| AM | monochromatic amber, 595nm |
| 27K8 | 2700K, 80 CRI |
| 3K7 | 3000K, 70 CRI |
| 3K8 | 3000K, 80 CRI |
| 3K9 | 3000K, 90 CRI |
| 35K8 | 3500K, 80 CRI |
| 4K7 | 4000K, 70 CRI |
| 4K8 | 4000K, 80 CRI |
| 4K9 | 4000K, 90 CRI |
| 5K7 | 5000K, 70 CRI |
| 5K8 | 5000K, 80 CRI |

– | Distribution | |
|---|---|
| FR | Auto Front Row |
| 2 | Type 2 |
| 3 | Type 3 |
| 4F | Type 4 Forward |
| 4W | Type 4 Wide |
| 5QN | Type 5 Square Narrow |
| 5QW | Type 5 Square Wide |
| 5QM | Type 5 Square Medium |
| 5W | Type 5 Wide (Round) |
| 5RW | Type 5 Rectangular |
| C | Corner Optic |
| TC | Tennis Court Optic |

– | Optic Rotation | |
|---|---|
| BLANK | No Rotation |
| L | Optic rotation left |
| R | Optic rotation right |

– | Voltage | |
|---|---|
| UNV | 120-277V |
| 120 | 120V |
| 208 | 208V |
| 240 | 240V |
| 277 | 277V |
| 347 | 347V |
| 480 | 480V |

–

Mounting	
A	Arm mount for square pole/flat surface
A_	Arm mount for round pole [3]
ASQU	Universal arm mount for square pole
A_U	Universal arm mount for round pole [3]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [3]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [3]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

– | Color | |
|---|---|
| BLT | Black Matte Textured |
| BLS | Black Gloss Smooth |
| DBT | Dark Bronze Matte Textured |
| DBS | Dark Bronze Gloss Smooth |
| GTT | Graphite Matte Textured |
| LGS | Light Grey Gloss Smooth |
| LGT | Light Grey Gloss Textured |
| PSS | Platinum Silver Smooth |
| WHT | White Matte Textured |
| WHS | White Gloss Smooth |
| VGT | Verde Green Textured |

Color Option	
CC	Custom Color

– | Options | |
|---|---|
| F | Fusing |
| E | Battery Backup [1,2,7,8,9] |
| 2PF | Dual Power Feed |
| 2DR | Dual Driver |
| TE | Tooless Entry |
| BC | Backlight Control |
| TB | Terminal Block |

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	wiSCAPE® In-Fixture Module [3,4]
WIRSC	wiSCAPE® Module and Occupancy Sensor [3,4]

Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens [11]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]

Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [12]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]

Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Battery temperature rating -20C to 55C
3 – Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
4 – Networked Controls cannot be combined with other control options
5 – Not available with 2PF option
6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – BTS and BTSO are only available on Size 3 and Size 4
12 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE (CONTINUED)

CATALOG # _____

Accessory Type		Size		Option		Color	
SHD	Shield	1	Size 1	HSS-90-B	House Side Shield 90° Back	BLS	Black Gloss Smooth
		2	Size 2	HSS-90-F	House Side Shield 90° Front	BLT	Black Matte Textured
		3	Size 3	HSS-90-S	House Side Shield 90° Side	DBS	Dark Bronze Gloss Smooth
		4	Size 4	HSS-270-BSS	House Side Shield 270° Back/Side/Side	DBT	Dark Bronze Matte Textured
				HSS-270-FSS	House Side Shield 270° Front/Side/Side	GTT	Graphite Matte Textured
				HSS-270-FSB	House Side Shield 270° Front/Side/Back	LGS	Light Gray Gloss Smooth
				HSS-360	House Side Shield 360°	PSS	Platinum Silver Smooth
				BC	Back Light Control	WHS	White Gloss Smooth
MTG	Mounting			A	Arm Mount for square pole/flat surface	WHT	White Matte Textured
				ASQU	Universal Arm Mount for square pole	VGT	Green Landscape Decorative
				AAU	Adjustable Arm for pole mounting	LEG	Legacy Colors
				ADU	Decorative upswept Arm	**Color Option**	
				RPA	Round Pole Adapter	CC	Custom Color
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm		
				K	Knuckle		
				T	Trunnion		
				WB	Wall Bracket (compatible with universal arm mounts)		

Accessory Type		Option	
MSC	Miscellaneous	BIRD SPK	Bird Spike

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

- ☐ **NXOFM-1R1D-UNV** — On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

wiSCAPE® Lighting Control

- ☐ **WIR-RME-L** — On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110–480VAC
- ☐ **SCP-REMOTE** — Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories please visit currentlighting.com/beacon. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

CONTROLS

wiSCAPE™ NX LIGHTING CONTROLS™

Control Option	Sensor	Networkable	Scheduling	Occupancy	Daylight Harvesting	On/Off Control	Programming	Pair with Sensor	Sensor Mounting Height
NXW	–	✔	✔	–	–	✔	✔	–	–
NXWS_F	NXSMP2	✔	✔	✔	✔	✔	✔	–	16ft, 40ft
BTSO12F	BTSMP-OMNI-O	–	–	✔	✔	✔	Bluetooth	–	12ft
BTS_F	BTSMP	–	–	✔	✔	✔	Bluetooth	–	14ft, 40ft
SCP_F	–	–	–	✔	–	✔	✔	–	–
ADD	–	–	✔	–	–	✔	–	✔	–
ADT	–	–	✔	–	–	✔	–	✔	–
7PR	–	Paired with external control	Paired with external control	–	Paired with external control	Paired with external control	–	✔	–
7PR-SC	–	–	–	–	–	–	–	✔	–
3PR	–	–	–	–	–	Paired with external control	–	✔	–
3PR-SC	–	–	–	–	–	–	–	✔	–
3PR-TL	–	–	–	–	✔	✔	–	✔	–
WIR	–	✔	✔	–	✔	✔	Gateway	–	–
WIRSC	BTSMP	✔	✔	✔	✔	✔	Gateway	–	14ft, 40ft

VIPER Area/Site

VIPER LUMINAIRE

DELIVERED LUMENS

For delivered lumens, please see Lumens Data PDF on www.Currentlighting.com

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	0	25,000	*TM-21-11 36,000	50,000	100,000	Calculated L_{70} (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.250		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	0.255		

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: MICRO STRIKE

# OF LEDS	160						
NOMINAL WATTAGE	35	50	75	100	115	135	160
SYSTEM POWER (W)	34.9	50.5	72.1	97.2	111.9	132.2	157.8
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.29	0.42	0.63	0.83	0.96	1.13	1.33
208	0.17	0.24	0.36	0.48	0.55	0.65	0.77
240	0.15	0.21	0.31	0.42	0.48	0.56	0.67
277	0.13	0.18	0.27	0.36	0.42	0.49	0.58
347	0.10	0.14	0.22	0.29	0.33	0.39	0.46
480	0.07	0.10	0.16	0.21	0.24	0.28	0.33

# OF LEDS	320						
NOMINAL WATTAGE	145	170	185	210	235	255	315
SYSTEM POWER (W)	150	166.8	185.7	216.2	240.9	261.5	312
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	1.21	1.42	1.54	1.75	1.96	2.13	2.63
208	0.70	0.82	0.89	1.01	1.13	1.23	1.51
240	0.60	0.71	0.77	0.88	0.98	1.06	1.31
277	0.52	0.61	0.67	0.76	0.85	0.92	1.14
347	0.42	0.49	0.53	0.61	0.68	0.73	0.91
480	0.30	0.35	0.39	0.44	0.49	0.53	0.66

# OF LEDS	480					
NOMINAL WATTAGE	285	320	340	390	425	470
SYSTEM POWER (W)	286.2	316.7	338.4	392.2	423.2	468
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	2.38	2.67	2.83	3.25	3.54	3.92
208	1.37	1.54	1.63	1.88	2.04	2.26
240	1.19	1.33	1.42	1.63	1.77	1.96
277	1.03	1.16	1.23	1.41	1.53	1.70
347	0.82	0.92	0.98	1.12	1.22	1.35
480	0.59	0.67	0.71	0.81	0.89	0.98

# OF LEDS	720				
NOMINAL WATTAGE	435	475	515	565	600
SYSTEM POWER (W)	429.3	475	519.1	565.2	599.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	3.63	3.96	4.29	4.71	5.00
208	2.09	2.28	2.48	2.72	2.88
240	1.81	1.98	2.15	2.35	2.50
277	1.57	1.71	1.86	2.04	2.17
347	1.25	1.37	1.48	1.63	1.73
480	0.91	0.99	1.07	1.18	1.25

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: STRIKE

# OF LEDS	36				
NOMINAL WATTAGE	39	55	85	105	120
SYSTEM POWER (W)	39.6	56.8	83.6	108.2	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.33	0.46	0.71	0.88	0.96
208	0.19	0.26	0.41	0.50	0.55
240	0.16	0.23	0.35	0.44	0.48
277	0.14	0.20	0.31	0.38	0.42
347	0.11	0.16	0.24	0.30	0.33
480	0.08	0.11	0.18	0.22	0.24

# OF LEDS	72				
NOMINAL WATTAGE	115	145	180	210	240
SYSTEM POWER (W)	113.7	143.2	179.4	210.2	241.7
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	1.00	1.21	1.50	1.75	1.79
208	0.58	0.70	0.87	1.01	1.03
240	0.50	0.60	0.75	0.88	0.90
277	0.43	0.52	0.65	0.76	0.78
347	0.35	0.42	0.52	0.61	0.62
480	0.25	0.30	0.38	0.44	0.45

# OF LEDS	108				
NOMINAL WATTAGE	215	250	280	325	365
SYSTEM POWER (W)	214.8	250.8	278.3	324.7	362.6
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	2.00	2.08	2.33	3.04	2.67
208	1.15	1.20	1.35	1.75	1.54
240	1.00	1.04	1.17	1.52	1.33
277	0.87	0.90	1.01	1.32	1.16
347	0.69	0.72	0.81	1.05	0.92
480	0.50	0.52	0.58	0.76	0.67

# OF LEDS		162				
NOMINAL WATTAGE	320	365	405	445	485	545
SYSTEM POWER (W)	322.1	362.6	403.6	445.1	487.1	543.9
INPUT VOLTAGE (V)		CURRENT (Amps)				
120	2.71	2.67	3.38	3.71	4.04	4.54
208	1.56	1.54	1.95	2.14	2.33	2.62
240	1.35	1.33	1.69	1.85	2.02	2.27
277	1.17	1.16	1.46	1.61	1.75	1.97
347	0.94	0.92	1.17	1.28	1.40	1.57
480	0.68	0.67	0.84	0.93	1.01	1.14

VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

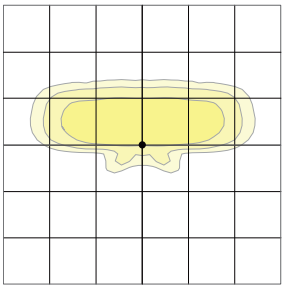
TYPE: PROJECT:

CATALOG #:

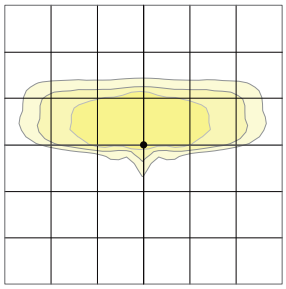
MICRO STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

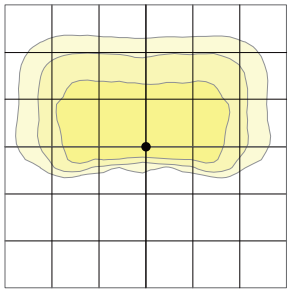
Type 2



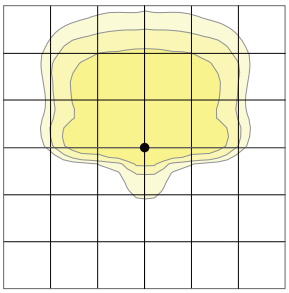
Type 3



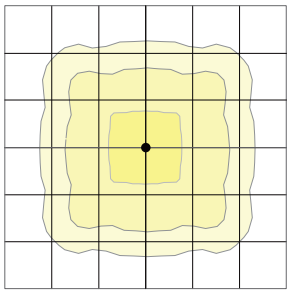
Type 4 Wide



Type 4F



Type 5QW



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

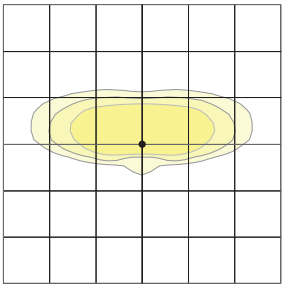
TYPE: PL5 PROJECT:

CATALOG #: VP-2-320L-185-4K7-5QW-UNV-A-DBT

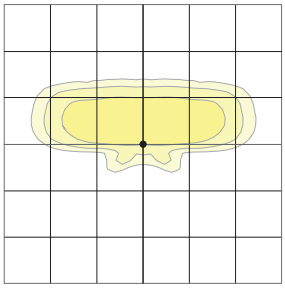
OPTIC STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

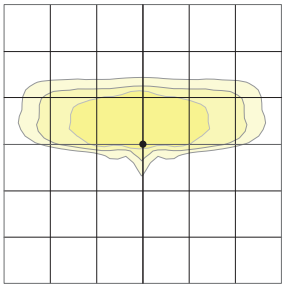
Type FR – Front Row/Auto Optic



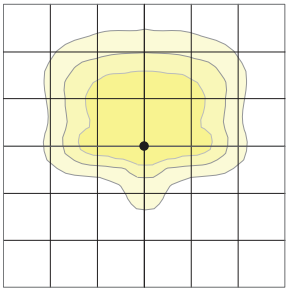
Type 2



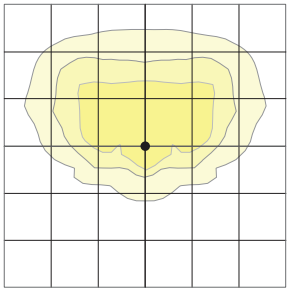
Type 3



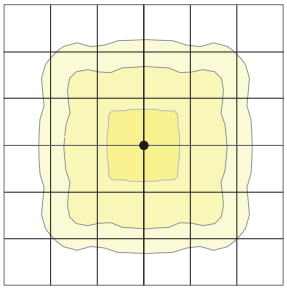
Type 4 Forward



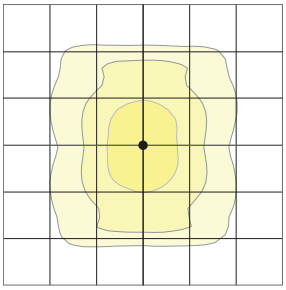
Type 4 Wide



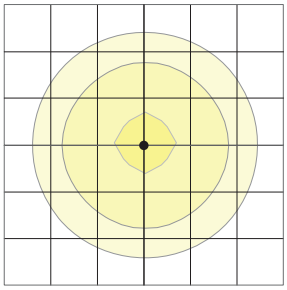
Type 5QM



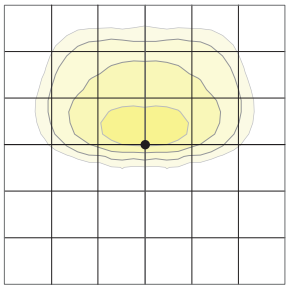
Type 5RW (rectangular)



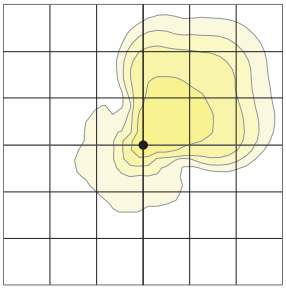
Type 5W (round wide)



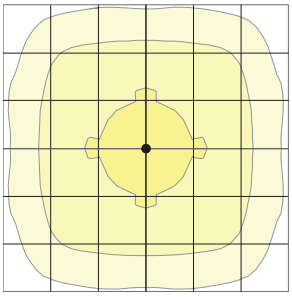
Type TC



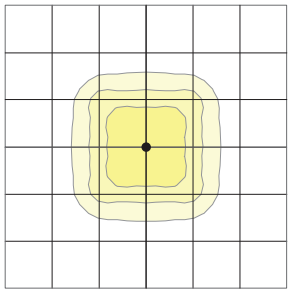
Type Corner



Type 5QW



Type 5QN



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VIPER Area/Site

VIPER LUMINAIRE

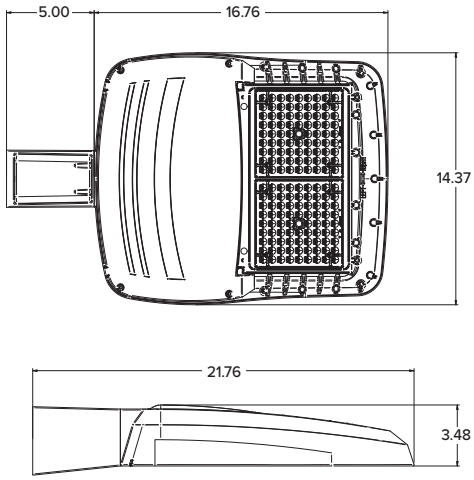
DATE: | LOCATION:

TYPE: PL5 | PROJECT:

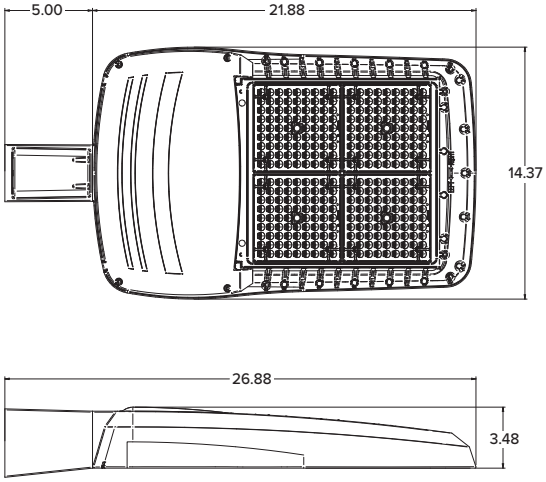
CATALOG #: VP-2-320L-185-4K7-5QW-UNV-A-DBT

DIMENSIONS

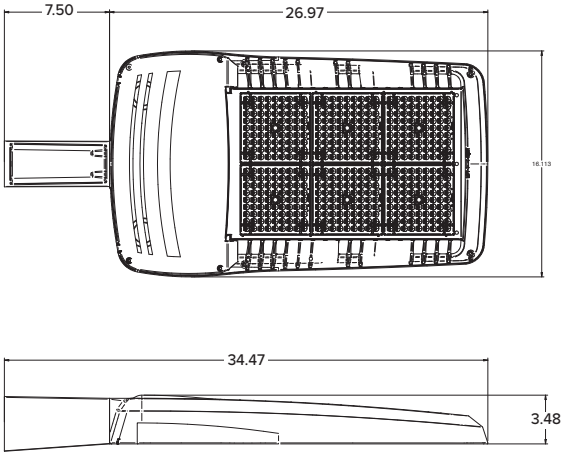
SIZE 1



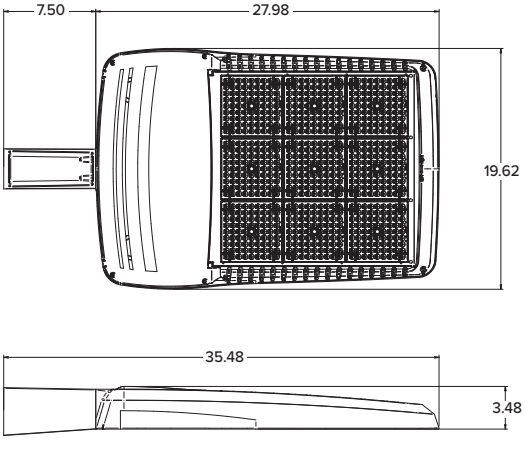
SIZE 2



SIZE 3



SIZE 4



	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

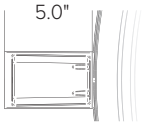
VIPER Area/Site

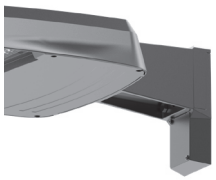
VIPER LUMINAIRE

MOUNTING

A–STRAIGHT ARM MOUNT

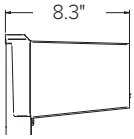
Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)

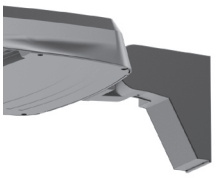




ASQU–UNIVERSAL ARM MOUNT

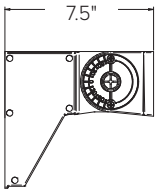
Universal mounting block for ease of installation. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5)

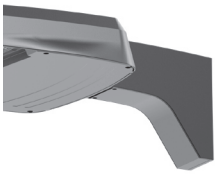




AAU–ADJUSTABLE ARM FOR POLE MOUNTING

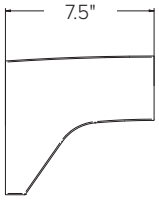
Rotatable arm mounts directly to pole. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 15˚ aiming angle increments. Micro Strike configurations have a 45° aiming limitation.
Strike configurations have a 30° aiming limitation.

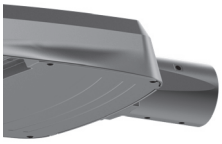




ADU–DECORATIVE UPSWEPT ARM

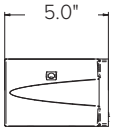
Upswept Arm compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5).

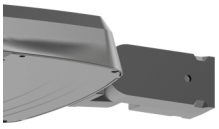




MAF–MAST ARM FITTER

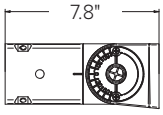
Fits 2-3/8" OD horizontal tenons.

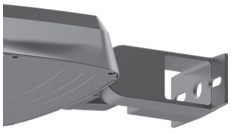




K–KNUCKLE

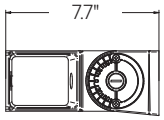
Knuckle mount 15˚ aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





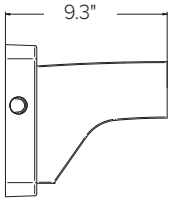
T–TRUNNION

Trunnion for surface and crossarm mounting using (1) 3/4" or (2) 1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.



VIPER Area/Site

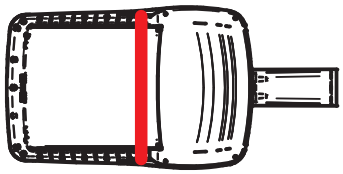
VIPER LUMINAIRE

ADDITIONAL INFORMATION (CONTINUED)

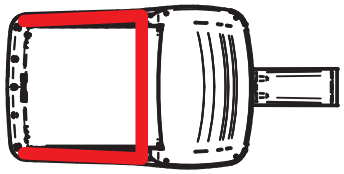
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES

HSS has a depth of 5" for all Viper sizes
Not to be used with Occupancy Sensors as the shield may block the light to the sensor.

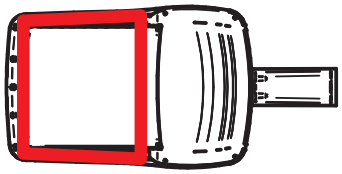
VPR2x HSS-90-B-xx



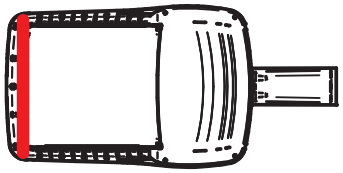
VPR2x HSS-270-BSS-xx



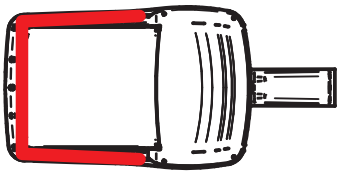
VPR2x HSS-360-xx



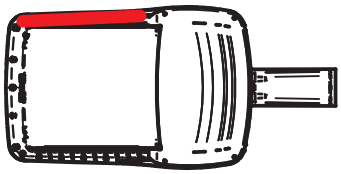
VPR2x HSS-90-F-xx



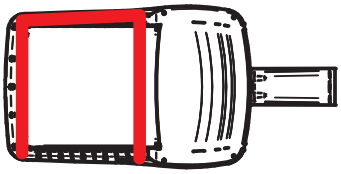
VPR2x HSS-270-FSS-xx



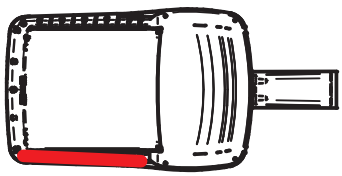
VPR2x HSS-90-S-xx



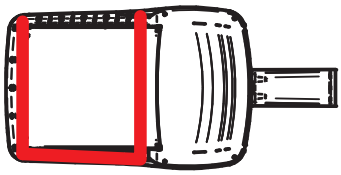
VPR2x HSS-270-FSB-xx



VPR2x HSS-90-S-xx



VPR2x HSS-270-FSB-xx



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ADDITIONAL INFORMATION (CONTINUED)

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6 - Delay 6 hours
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50% brightness
Auto-Dim Return	Delay 0-9 Hours	R6 - Return to full output after 6 hours

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6 - Dim at 6PM
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50%
Auto-Dim Return	12-6 AM and 9-11P	R6 - Return to full output at 6AM

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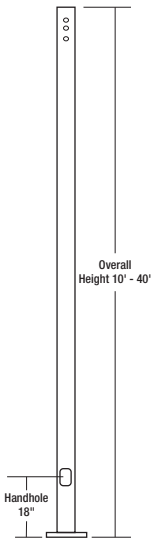
DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #: SSSB25-40A-1-B3-DBT

SSS-B Series Poles

SQUARE STRAIGHT STEEL



APPLICATIONS

- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

- SHAFT: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded flush to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER: Two-piece square aluminum base cover included standard
- POLE CAP: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

  Anchor bolt part numbers: 3/4 x 30 x 3 — TAB-30-M38

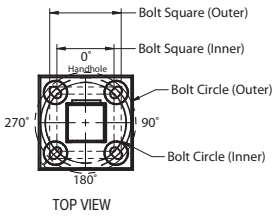
  1 x 36 x 4 — TAB-36-M38

FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in multiple standard colors; Custom colors available; RAL number preferable

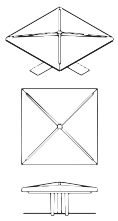
WAREHOUSE 'STOCKED' POLES:

- SSSH20-40A-4-HV-DB-RDC, SSSH25-40A-4-HV-DB-RDC and SSSH30-50B-4-HV-DB-RDC
- The HV designation in the above catalog numbers is a combination drill pattern of the Current S2 pattern and the Beacon B3/B4 Viper pattern (rectangular arm mounting)

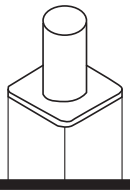


TOP VIEW

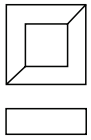
POLE CAP



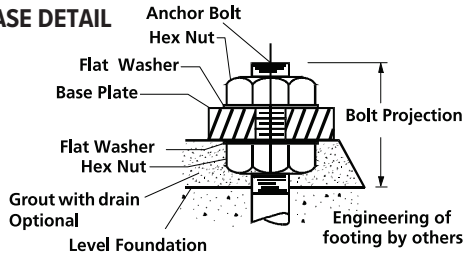
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

ORDERING EXAMPLE: SSSB25-40A-1-B3-DBT

Reference page 2 for available configurations

SSS – B – 25 – 40 – A/B/C – 2L – B3 – BLT – UL

SERIES	HEIGHT	SHAFT	THICKNESS
SSS-B Square Straight Steel Pole Beacon	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix

MOUNTING	
1	Single arm mount
2	Two fixtures at 180˚
2L	Two fixtures at 90˚
3T	Three fixtures at 90˚
4	Four fixtures at 90˚
TA	Tenon (2.38" OD x 4" Tall)
TB	Tenon (2.88" OD x 4" Tall)
TC	Tenon (3.5" OD x 6" Tall)
TR[1]	Removable Tenon (2.375 x 4.25)
OT	Open Top (includes pole cap)

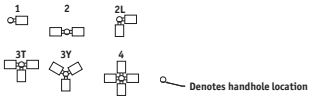
FINISH	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured

Color Option	
CC	Custom Color

OPTIONS	
GFI[2]	20 Amp GFCI Receptacle and Cover
EHH[2]	Extra Handhole
C05[2]	.5" Coupling
C07[2]	.75" Coupling
C20[2]	2" Coupling
MPB[2]	Mid-pole Luminaire Bracket
VM2	2nd mode vibration damper
LAB	Less Anchor Bolts
UL	UL Certified

DRILL PATTERN	
B1	Cruzer, "AM" arm
B3	2 bolt (2-½" spacing), Viper "A" arm
S2	2 bolt (3-½" spacing), Viper "AD" arm

MOUNTING ORIENTATION



1 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the **"TR"** notation. Example: **SSS-B-25-40-A-1-B1-TR-BBT**

2 Specify option location using logic found on page 2 **(Option Orientation)**

3 VM1 recommended on poles 20' and taller with EPA of less than 1.

ACCESSORIES - Order Separately

Catalog Number	Description
VM1[3]	1st mode vibration damper
VM2SXX	2nd mode vibration damper

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

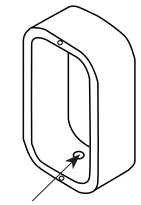
SQUARE STRAIGHT STEEL

ORDERING INFORMATION Cont.

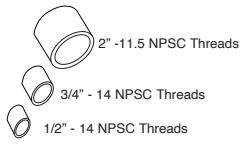
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-B-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-B-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-B-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-B-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-B-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-B-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-B-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-B-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-B-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-B-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-B-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-B-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-B-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-B-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-B-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-B-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-B-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-B-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-B-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-B-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-B-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	329
SSS-B-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	404
SSS-B-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	479
SSS-B-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	554
SSS-B-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	629

NOTE Factory supplied template must be used when setting anchor bolts. Beacon Products will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

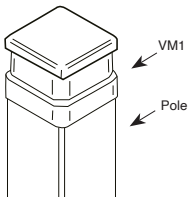
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING

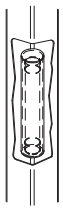


VM1 - VIBRATION DAMPER 1ST MODE



Field Installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 25' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE



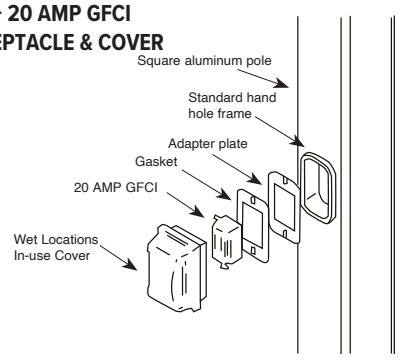
Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

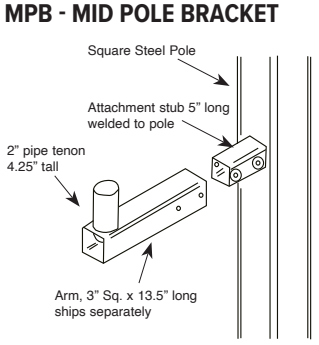
VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

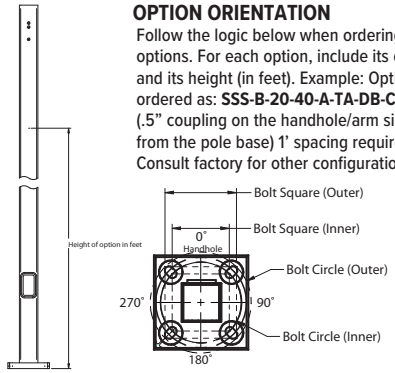
GFI – 20 AMP GFCI RECEPTACLE & COVER



MPB - MID POLE BRACKET



OPTION ORIENTATION



Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-B-20-40-A-TA-DB-C05-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.

For more information about pole vibration and vibration dampers, please consult our website.
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

BEACON
design . performance . technology

DATE: | LOCATION:

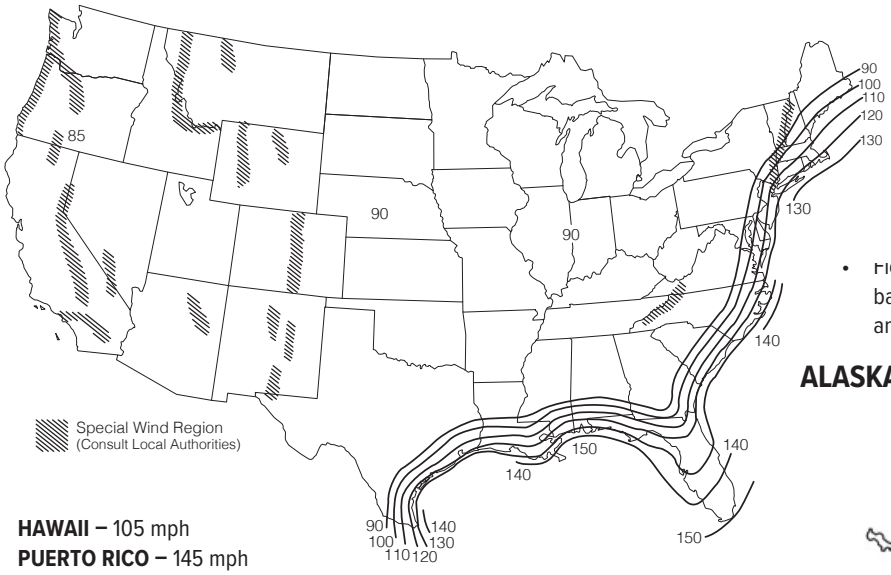
TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

SQUARE STRAIGHT STEEL

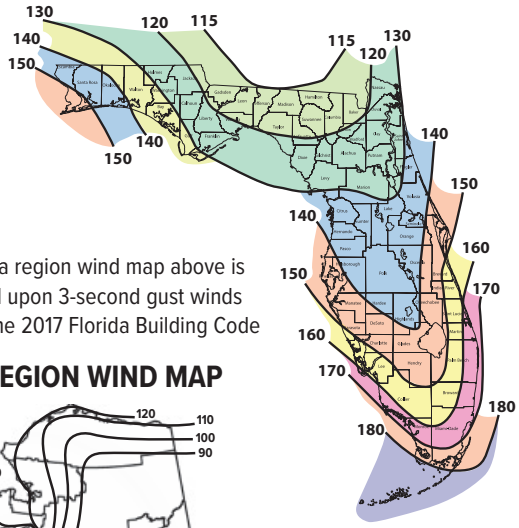
ASCE7-05 WIND MAP



HAWAII – 105 mph

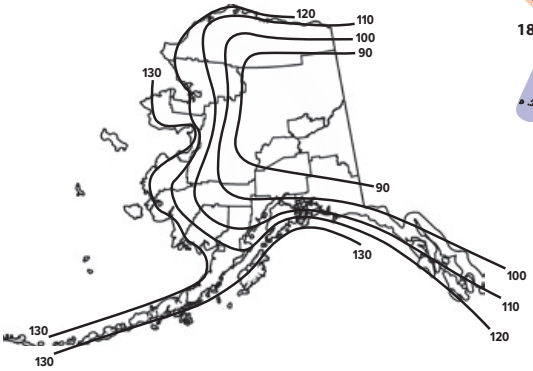
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	**85**	**90**	**100**	**105**	**110**	**120**	**130**	**140**	**145**	**150**
SSS-B-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-B-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-B-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-B-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-B-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-B-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-B-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-B-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-B-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-B-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-B-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-B-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-B-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-B-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-B-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-B-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-B-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-B-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-B-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-B-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-B-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-B-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-B-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-B-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	**115**	**120**	**130**	**140**	**150**	**160**	**170**	**180**
SSS-B-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-B-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-B-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	9.1	7.6
SSS-B-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-B-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-B-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-B-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-B-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-B-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-B-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-B-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-B-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-B-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-B-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-B-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-B-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-B-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-B-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-B-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-B-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR

SSS-B Series Poles

SQUARE STRAIGHT STEEL

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

NOTES

Wind-speed Website disclaimer:
Current has no connection to the linked website and makes no representations as to its accuracy. While the information presented on this third-party website provides a useful starting point for analyzing wind conditions, Current has not verified any of the information on this third party website and assumes no responsibility or liability for its accuracy. The material presented in the windspeed website should not be used or relied upon for any specific application without competent examination and verification of its accuracy, suitability and applicability by engineers or other licensed professionals. Current does not intend that the use of this information replace the sound judgment of such competent professionals, having experience and knowledge in the field of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the results of the windspeed report provided by this website. Users of the information from this third party website assume all liability arising from such use. Use of the output of these referenced websites do not imply approval by the governing building code bodies responsible for building code approval and interpretation for the building site described by latitude/longitude location in the windspeed report. http://windspeed.atcouncil.org

NOTES

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings.
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

BEACON
design . performance . technology

VIPER Area/Site

VIPER LUMINAIRE

DATE: | LOCATION:

TYPE: PL4 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-4W-UNV-A-DBT

MICRO STRIKE | OPTICS STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, wiSCAPE and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped

c UL us IP65

BUY AMERICAN SOLUTIONS — See Certification Specifications

DLC LISTED

DLC LISTED PREMIUM

10-DAY QUICK SHIP PROGRAM

QS

CONTROL TECHNOLOGY

NX LIGHTING CONTROLS™ wiSCAPE™

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)

CONTROLS (CONTINUED)

- 0- 10V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020.

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	5,000–80,000
Wattage Range	36–600
Efficacy Range (LPW)	92–155
Weight lbs. (kg)	13.7-30.9 (6.2-13.9)

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DATE: | LOCATION:

TYPE: PL4 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-4W-UNV-A-DBT

= Service Program
Limit of 15 luminaires

VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE OPTICS – ORDERING GUIDE

Example: VP–2–320L-145–3K7–2–R–UNV–A3–BLT

CATALOG # VP-2-320L-185-4K7-4W-UNV-A-DBT

VP – [ ] – 2 – 320L-185 – 4K7 – 4W – [ ] – UNV –

Series	
VP	Viper

Optic Platform	
Micro Strike	

Size	
1	Size 1
2	Size 2
3	Size 3
4	Size 4

Light Engine	
160L-35 [6]	5500 lumens
160L-50 [6]	7500 lumens
160L-75	10000 lumens
160L-100	12500 lumens
160L-115	15000 lumens
160L-135	18000 lumens
160L-160	21000 lumens
320L-145	21000 lumens
320L-170	24000 lumens
320L-185	27000 lumens
320L-210	30000 lumens
320L-235	33000 lumens
320L-255	36000 lumens
320L-315 [6]	40000 lumens
480L-285	40000 lumens
480L-320	44000 lumens
480L-340	48000 lumens
480L-390	52000 lumens
480L-425	55000 lumens
480L-470	60000 lumens
720L-435	60000 lumens
720L-475	65000 lumens
720L-515	70000 lumens
720L-565 [6]	75000 lumens
720L-600 [6]	80000 lumens
CLO	Custom Lumen Output [1]

CCT/CRI	
AP	AP-Amber Phosphor Converted
27K8	2700K, 80 CRI
3K7	3000K, 70 CRI
3K8	3000K, 80 CRI
35K8	3500K, 80 CRI
3K9	3000K, 90 CRI
4K7	4000K, 70 CRI
4K8	4000K, 80 CRI
4K9	4000K, 90 CRI
5K7	5000K, 70 CRI
5K8	5000K, 80 CRI

Distribution	
2	Type 2
3	Type 3
4F	Type 4 Forward
4W	Type 4 Wide
5QW	Type 5 Square Wide

Optic Rotation	
BLANK	No Rotation
L	Optic rotation left
R	Optic rotation right

Voltage	
UNV	120-277V
120	120V
208	208V
240	240V
277	277V
347	347V
480	480V

A – [ ] – DBT – [ ] – [ ]

Mounting	
A	Arm mount for square pole/flat surface (B3 Drill Pattern) (Does not include round pole adapter)
A_	Arm mount for round pole [2]
ASQU	Universal arm mount for square pole. Can be used with B3 or S2 Drill Pattern
A_U	Universal arm mount for round pole [2]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [2]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [2]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

Color	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
LGT	Light Grey Gloss Textured
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured
Color Option	
CC	Custom Color

Options	
F	Fusing
2PF	Dual Power Feed
2DR	Dual Driver
TE	Tooless Entry
BC	Backlight Control [8]
TB	Terminal Block

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	wiSCAPE® In-Fixture Module [3,4]
WIRSC	wiSCAPE® Module and Occupancy Sensor [3,4]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [10]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]
Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Replace "_" with "2" for 2.5"-3.4" OD pole, "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
3 – Networked Controls cannot be combined with other control options
4 – Not available with 2PF option
5 – Not available with Dual Driver option
6 – Some voltage restrictions may apply when combined with controls
7 – Not available with 480V
8 – BC not available on 4F and type 5 distributions
9 – BTS and BTSO are only available on Size 3 and Size 4
10 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

STRIKE OPTIC – ORDERING GUIDE

Example: VP–ST–1–36L-39–3K7–2–UNV–A–BLT

CATALOG #

VP –

Series	
VP	Viper

– | Optic Platform | |
|---|---|
| ST | Strike |

– | Size | |
|---|---|
| 1 | Size 1 |
| 2 | Size 2 |
| 3 | Size 3 |
| 4 | Size 4 |

– | Light Engine | |
|---|---|
| 36L-39 [8] | 5500 lumens |
| 36L-55 [8] | 7500 lumens |
| 36L-85 | 10000 lumens |
| 36L-105 | 12500 lumens |
| 36L-120 | 14000 lumens |
| 72L-115 | 15000 lumens |
| 72L-145 | 18000 lumens |
| 72L-180 | 21000 lumens |
| 72L-210 | 24000 lumens |
| 72L-240 | 27000 lumens |
| 108L-215 [8] | 27000 lumens |
| 108L-250 | 30000 lumens |
| 108L-280 | 33000 lumens |
| 108L-325 | 36000 lumens |
| 108L-365 | 40000 lumens |
| 162L-320 | 40000 lumens |
| 162L-365 [10] | 44000 lumens |
| 162L-405 | 48000 lumens |
| 162L-445 | 52000 lumens |
| 162L-485 | 55000 lumens |
| 162L-545 [8] | 60000 lumens |
| CLO | Custom Lumen Output [1] |

– | CCT/CRI | |
|---|---|
| AM | monochromatic amber, 595nm |
| 27K8 | 2700K, 80 CRI |
| 3K7 | 3000K, 70 CRI |
| 3K8 | 3000K, 80 CRI |
| 3K9 | 3000K, 90 CRI |
| 35K8 | 3500K, 80 CRI |
| 4K7 | 4000K, 70 CRI |
| 4K8 | 4000K, 80 CRI |
| 4K9 | 4000K, 90 CRI |
| 5K7 | 5000K, 70 CRI |
| 5K8 | 5000K, 80 CRI |

– | Distribution | |
|---|---|
| FR | Auto Front Row |
| 2 | Type 2 |
| 3 | Type 3 |
| 4F | Type 4 Forward |
| 4W | Type 4 Wide |
| 5QN | Type 5 Square Narrow |
| 5QW | Type 5 Square Wide |
| 5QM | Type 5 Square Medium |
| 5W | Type 5 Wide (Round) |
| 5RW | Type 5 Rectangular |
| C | Corner Optic |
| TC | Tennis Court Optic |

– | Optic Rotation | |
|---|---|
| BLANK | No Rotation |
| L | Optic rotation left |
| R | Optic rotation right |

– | Voltage | |
|---|---|
| UNV | 120-277V |
| 120 | 120V |
| 208 | 208V |
| 240 | 240V |
| 277 | 277V |
| 347 | 347V |
| 480 | 480V |

–

Mounting	
A	Arm mount for square pole/flat surface
A_	Arm mount for round pole [3]
ASQU	Universal arm mount for square pole
A_U	Universal arm mount for round pole [3]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [3]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [3]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

– | Color | |
|---|---|
| BLT | Black Matte Textured |
| BLS | Black Gloss Smooth |
| DBT | Dark Bronze Matte Textured |
| DBS | Dark Bronze Gloss Smooth |
| GTT | Graphite Matte Textured |
| LGS | Light Grey Gloss Smooth |
| LGT | Light Grey Gloss Textured |
| PSS | Platinum Silver Smooth |
| WHT | White Matte Textured |
| WHS | White Gloss Smooth |
| VGT | Verde Green Textured |

Color Option	
CC	Custom Color

– | Options | |
|---|---|
| F | Fusing |
| E | Battery Backup [1,2,7,8,9] |
| 2PF | Dual Power Feed |
| 2DR | Dual Driver |
| TE | Tooless Entry |
| BC | Backlight Control |
| TB | Terminal Block |

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	wiSCAPE® In-Fixture Module [3,4]
WIRSC	wiSCAPE® Module and Occupancy Sensor [3,4]

Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens [11]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]

Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [12]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]

Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Battery temperature rating -20C to 55C
3 – Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
4 – Networked Controls cannot be combined with other control options
5 – Not available with 2PF option
6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – BTS and BTSO are only available on Size 3 and Size 4
12 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE (CONTINUED)

CATALOG # _____

Accessory Type		Size		Option		Color	
SHD	Shield	1	Size 1	HSS-90-B	House Side Shield 90° Back	BLS	Black Gloss Smooth
		2	Size 2	HSS-90-F	House Side Shield 90° Front	BLT	Black Matte Textured
		3	Size 3	HSS-90-S	House Side Shield 90° Side	DBS	Dark Bronze Gloss Smooth
		4	Size 4	HSS-270-BSS	House Side Shield 270° Back/Side/Side	DBT	Dark Bronze Matte Textured
				HSS-270-FSS	House Side Shield 270° Front/Side/Side	GTT	Graphite Matte Textured
				HSS-270-FSB	House Side Shield 270° Front/Side/Back	LGS	Light Gray Gloss Smooth
				HSS-360	House Side Shield 360°	PSS	Platinum Silver Smooth
				BC	Back Light Control	WHS	White Gloss Smooth
MTG	Mounting			A	Arm Mount for square pole/flat surface	WHT	White Matte Textured
				ASQU	Universal Arm Mount for square pole	VGT	Green Landscape Decorative
				AAU	Adjustable Arm for pole mounting	LEG	Legacy Colors
				ADU	Decorative upswept Arm	**Color Option**	
				RPA	Round Pole Adapter	CC	Custom Color
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm		
				K	Knuckle		
				T	Trunnion		
				WB	Wall Bracket (compatible with universal arm mounts)		

Accessory Type		Option	
MSC	Miscellaneous	BIRD SPK	Bird Spike

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

- ☐ **NXOFM-1R1D-UNV** — On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

wiSCAPE® Lighting Control

- ☐ **WIR-RME-L** — On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110–480VAC
- ☐ **SCP-REMOTE** — Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories please visit currentlighting.com/beacon. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

CONTROLS

wiSCAPE™ NX LIGHTING CONTROLS™

Control Option	Sensor	Networkable	Scheduling	Occupancy	Daylight Harvesting	On/Off Control	Programming	Pair with Sensor	Sensor Mounting Height
NXW	–	✔	✔	–	–	✔	✔	–	–
NXWS_F	NXSMP2	✔	✔	✔	✔	✔	✔	–	16ft, 40ft
BTSO12F	BTSMP-OMNI-O	–	–	✔	✔	✔	Bluetooth	–	12ft
BTS_F	BTSMP	–	–	✔	✔	✔	Bluetooth	–	14ft, 40ft
SCP_F	–	–	–	✔	–	✔	✔	–	–
ADD	–	–	✔	–	–	✔	–	✔	–
ADT	–	–	✔	–	–	✔	–	✔	–
7PR	–	Paired with external control	Paired with external control	–	Paired with external control	Paired with external control	–	✔	–
7PR-SC	–	–	–	–	–	–	–	✔	–
3PR	–	–	–	–	–	Paired with external control	–	✔	–
3PR-SC	–	–	–	–	–	–	–	✔	–
3PR-TL	–	–	–	–	✔	✔	–	✔	–
WIR	–	✔	✔	–	✔	✔	Gateway	–	–
WIRSC	BTSMP	✔	✔	✔	✔	✔	Gateway	–	14ft, 40ft

VIPER Area/Site

VIPER LUMINAIRE

DELIVERED LUMENS

For delivered lumens, please see Lumens Data PDF on www.Currentlighting.com

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	0	25,000	*TM-21-11 36,000	50,000	100,000	Calculated L_{70} (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.250		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	0.255		

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: MICRO STRIKE

# OF LEDS	160						
NOMINAL WATTAGE	35	50	75	100	115	135	160
SYSTEM POWER (W)	34.9	50.5	72.1	97.2	111.9	132.2	157.8
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.29	0.42	0.63	0.83	0.96	1.13	1.33
208	0.17	0.24	0.36	0.48	0.55	0.65	0.77
240	0.15	0.21	0.31	0.42	0.48	0.56	0.67
277	0.13	0.18	0.27	0.36	0.42	0.49	0.58
347	0.10	0.14	0.22	0.29	0.33	0.39	0.46
480	0.07	0.10	0.16	0.21	0.24	0.28	0.33

# OF LEDS	320						
NOMINAL WATTAGE	145	170	185	210	235	255	315
SYSTEM POWER (W)	150	166.8	185.7	216.2	240.9	261.5	312
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	1.21	1.42	1.54	1.75	1.96	2.13	2.63
208	0.70	0.82	0.89	1.01	1.13	1.23	1.51
240	0.60	0.71	0.77	0.88	0.98	1.06	1.31
277	0.52	0.61	0.67	0.76	0.85	0.92	1.14
347	0.42	0.49	0.53	0.61	0.68	0.73	0.91
480	0.30	0.35	0.39	0.44	0.49	0.53	0.66

# OF LEDS	480					
NOMINAL WATTAGE	285	320	340	390	425	470
SYSTEM POWER (W)	286.2	316.7	338.4	392.2	423.2	468
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	2.38	2.67	2.83	3.25	3.54	3.92
208	1.37	1.54	1.63	1.88	2.04	2.26
240	1.19	1.33	1.42	1.63	1.77	1.96
277	1.03	1.16	1.23	1.41	1.53	1.70
347	0.82	0.92	0.98	1.12	1.22	1.35
480	0.59	0.67	0.71	0.81	0.89	0.98

# OF LEDS	720				
NOMINAL WATTAGE	435	475	515	565	600
SYSTEM POWER (W)	429.3	475	519.1	565.2	599.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	3.63	3.96	4.29	4.71	5.00
208	2.09	2.28	2.48	2.72	2.88
240	1.81	1.98	2.15	2.35	2.50
277	1.57	1.71	1.86	2.04	2.17
347	1.25	1.37	1.48	1.63	1.73
480	0.91	0.99	1.07	1.18	1.25

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: STRIKE

# OF LEDS	36				
NOMINAL WATTAGE	39	55	85	105	120
SYSTEM POWER (W)	39.6	56.8	83.6	108.2	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.33	0.46	0.71	0.88	0.96
208	0.19	0.26	0.41	0.50	0.55
240	0.16	0.23	0.35	0.44	0.48
277	0.14	0.20	0.31	0.38	0.42
347	0.11	0.16	0.24	0.30	0.33
480	0.08	0.11	0.18	0.22	0.24

# OF LEDS	72				
NOMINAL WATTAGE	115	145	180	210	240
SYSTEM POWER (W)	113.7	143.2	179.4	210.2	241.7
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	1.00	1.21	1.50	1.75	1.79
208	0.58	0.70	0.87	1.01	1.03
240	0.50	0.60	0.75	0.88	0.90
277	0.43	0.52	0.65	0.76	0.78
347	0.35	0.42	0.52	0.61	0.62
480	0.25	0.30	0.38	0.44	0.45

# OF LEDS	108				
NOMINAL WATTAGE	215	250	280	325	365
SYSTEM POWER (W)	214.8	250.8	278.3	324.7	362.6
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	2.00	2.08	2.33	3.04	2.67
208	1.15	1.20	1.35	1.75	1.54
240	1.00	1.04	1.17	1.52	1.33
277	0.87	0.90	1.01	1.32	1.16
347	0.69	0.72	0.81	1.05	0.92
480	0.50	0.52	0.58	0.76	0.67

# OF LEDS		162				
NOMINAL WATTAGE	320	365	405	445	485	545
SYSTEM POWER (W)	322.1	362.6	403.6	445.1	487.1	543.9
INPUT VOLTAGE (V)		CURRENT (Amps)				
120	2.71	2.67	3.38	3.71	4.04	4.54
208	1.56	1.54	1.95	2.14	2.33	2.62
240	1.35	1.33	1.69	1.85	2.02	2.27
277	1.17	1.16	1.46	1.61	1.75	1.97
347	0.94	0.92	1.17	1.28	1.40	1.57
480	0.68	0.67	0.84	0.93	1.01	1.14

VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

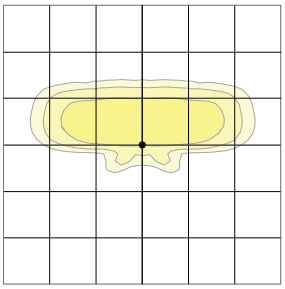
TYPE: PROJECT:

CATALOG #:

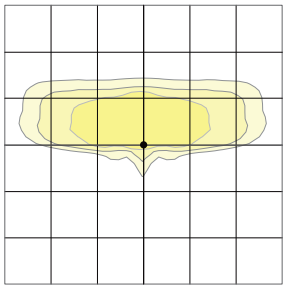
MICRO STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

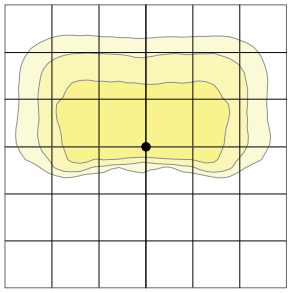
Type 2



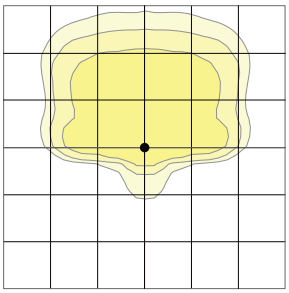
Type 3



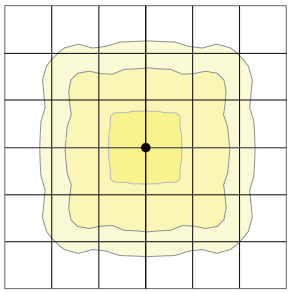
Type 4 Wide



Type 4F



Type 5QW



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

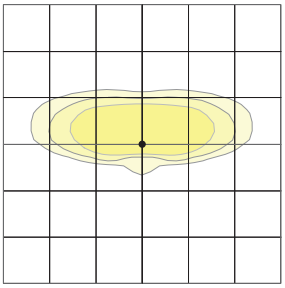
TYPE: PL4 PROJECT:

CATALOG #: VP-2-320L-185-4K7-4W-UNV-A-DBT

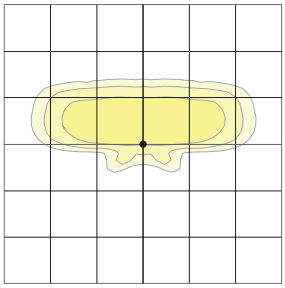
OPTIC STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

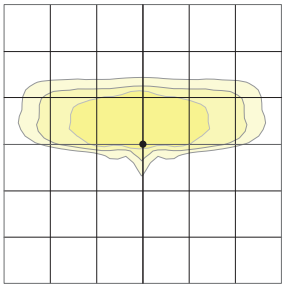
Type FR – Front Row/Auto Optic



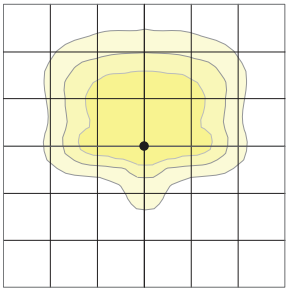
Type 2



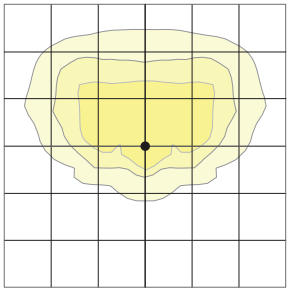
Type 3



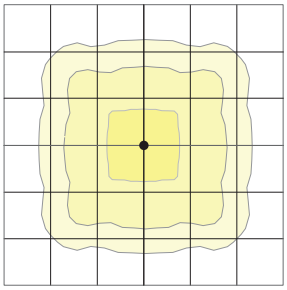
Type 4 Forward



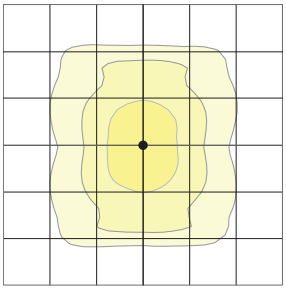
Type 4 Wide



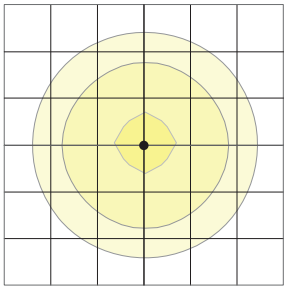
Type 5QM



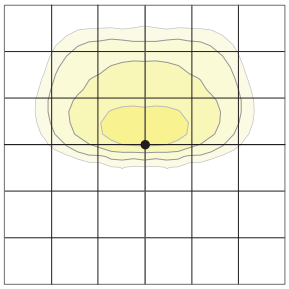
Type 5RW (rectangular)



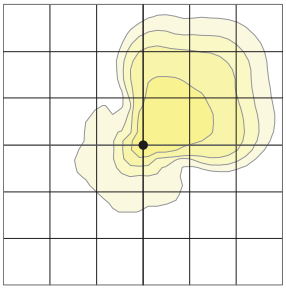
Type 5W (round wide)



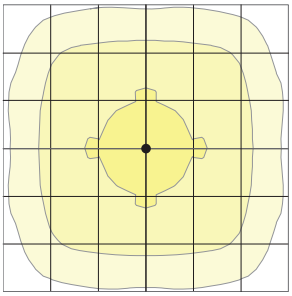
Type TC



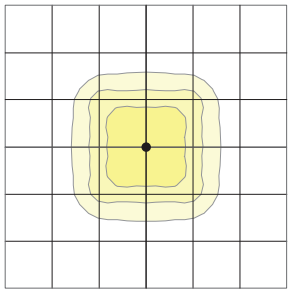
Type Corner



Type 5QW



Type 5QN



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VIPER Area/Site

VIPER LUMINAIRE

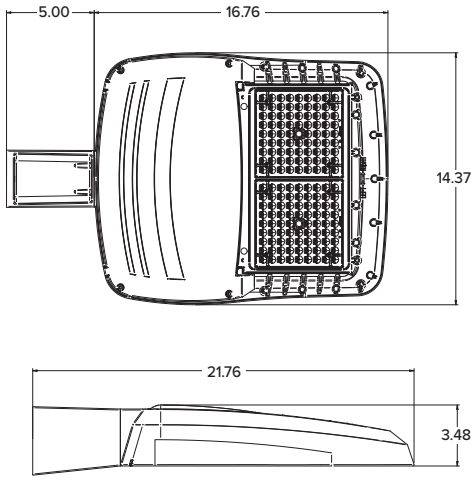
DATE: | LOCATION:

TYPE: PL4 | PROJECT:

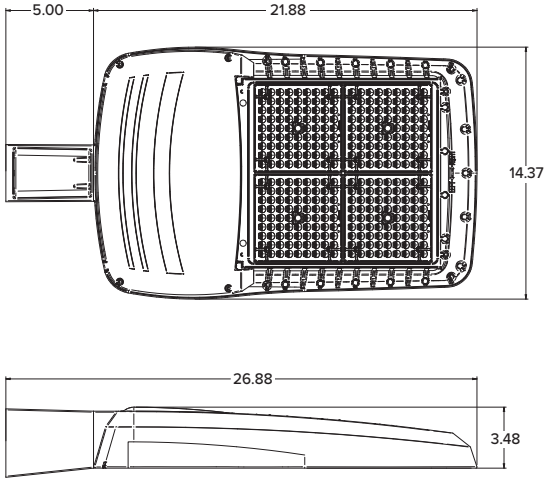
CATALOG #: VP-2-320L-185-4K7-4W-UNV-A-DBT

DIMENSIONS

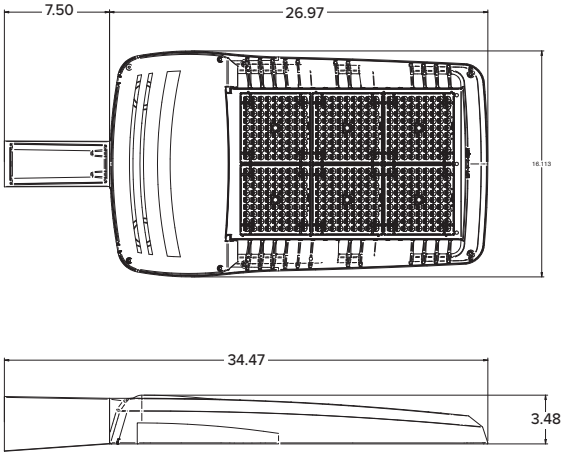
SIZE 1



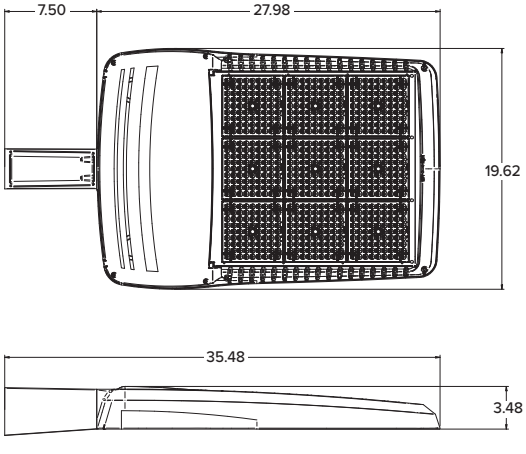
SIZE 2



SIZE 3



SIZE 4



	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

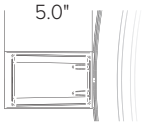
VIPER Area/Site

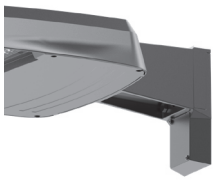
VIPER LUMINAIRE

MOUNTING

A–STRAIGHT ARM MOUNT

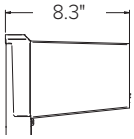
Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)

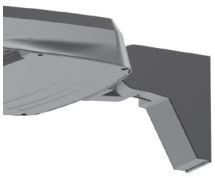




ASQU–UNIVERSAL ARM MOUNT

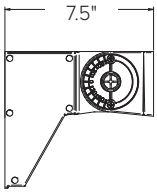
Universal mounting block for ease of installation. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5)

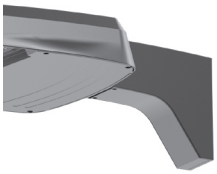




AAU–ADJUSTABLE ARM FOR POLE MOUNTING

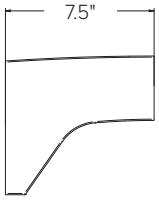
Rotatable arm mounts directly to pole. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 15˚ aiming angle increments. Micro Strike configurations have a 45° aiming limitation.
Strike configurations have a 30° aiming limitation.

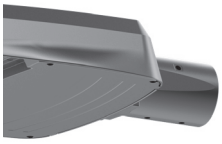




ADU–DECORATIVE UPSWEPT ARM

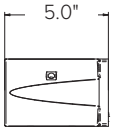
Upswept Arm compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5).

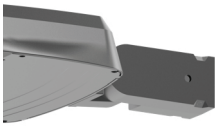




MAF–MAST ARM FITTER

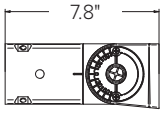
Fits 2-3/8" OD horizontal tenons.

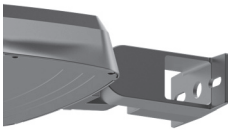




K–KNUCKLE

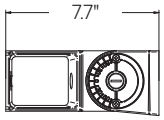
Knuckle mount 15˚ aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





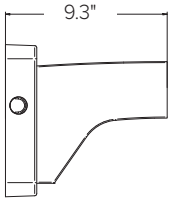
T–TRUNNION

Trunnion for surface and crossarm mounting using (1) 3/4" or (2) 1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.



VIPER Area/Site

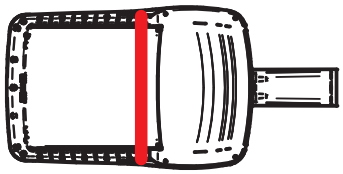
VIPER LUMINAIRE

ADDITIONAL INFORMATION (CONTINUED)

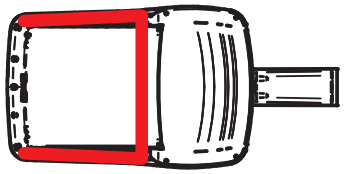
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES

HSS has a depth of 5" for all Viper sizes
Not to be used with Occupancy Sensors as the shield may block the light to the sensor.

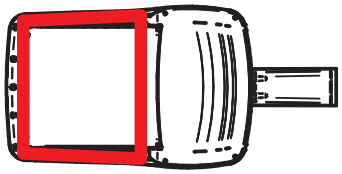
VPR2x HSS-90-B-xx



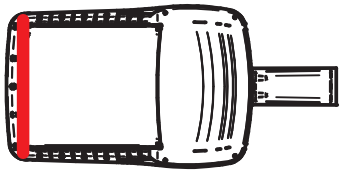
VPR2x HSS-270-BSS-xx



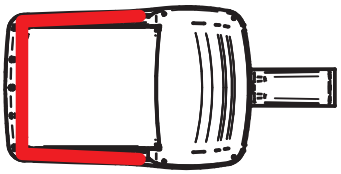
VPR2x HSS-360-xx



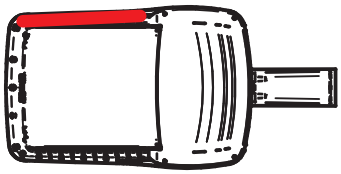
VPR2x HSS-90-F-xx



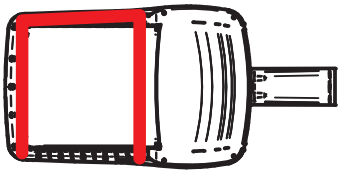
VPR2x HSS-270-FSS-xx



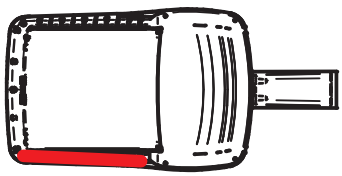
VPR2x HSS-90-S-xx



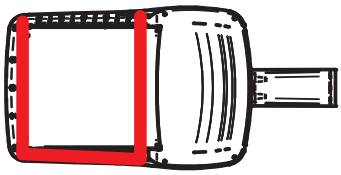
VPR2x HSS-270-FSB-xx



VPR2x HSS-90-S-xx



VPR2x HSS-270-FSB-xx



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ADDITIONAL INFORMATION (CONTINUED)

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6 - Delay 6 hours
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50% brightness
Auto-Dim Return	Delay 0-9 Hours	R6 - Return to full output after 6 hours

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6 - Dim at 6PM
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50%
Auto-Dim Return	12-6 AM and 9-11P	R6 - Return to full output at 6AM

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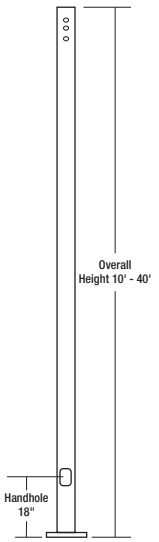
DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #: SSSB25-40A-1-B3-DBT

SSS-B Series Poles

SQUARE STRAIGHT STEEL



APPLICATIONS

- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

- SHAFT: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded flush to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER: Two-piece square aluminum base cover included standard
- POLE CAP: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

  Anchor bolt part numbers: 3/4 x 30 x 3 — TAB-30-M38

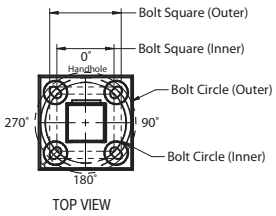
  1 x 36 x 4 — TAB-36-M38

FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in multiple standard colors; Custom colors available; RAL number preferable

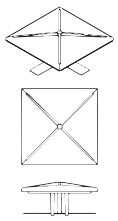
WAREHOUSE 'STOCKED' POLES:

- SSSH20-40A-4-HV-DB-RDC, SSSH25-40A-4-HV-DB-RDC and SSSH30-50B-4-HV-DB-RDC
- The HV designation in the above catalog numbers is a combination drill pattern of the Current S2 pattern and the Beacon B3/B4 Viper pattern (rectangular arm mounting)

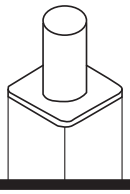


TOP VIEW

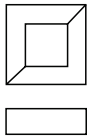
POLE CAP



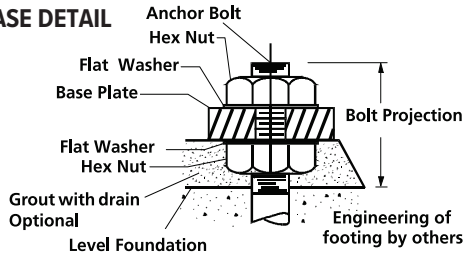
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

ORDERING EXAMPLE: SSSB25-40A-1-B3-DBT

Reference page 2 for available configurations

SSS – B – 25 – 40 – A/B/C – 2L – B3 – BLT – UL

SERIES	HEIGHT	SHAFT	THICKNESS
SSS-B Square Straight Steel Pole Beacon	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix

MOUNTING	
1	Single arm mount
2	Two fixtures at 180˚
2L	Two fixtures at 90˚
3T	Three fixtures at 90˚
4	Four fixtures at 90˚
TA	Tenon (2.38" OD x 4" Tall)
TB	Tenon (2.88" OD x 4" Tall)
TC	Tenon (3.5" OD x 6" Tall)
TR[1]	Removable Tenon (2.375 x 4.25)
OT	Open Top (includes pole cap)

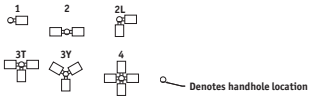
FINISH	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured

Color Option	
CC	Custom Color

OPTIONS	
GFI[2]	20 Amp GFCI Receptacle and Cover
EHH[2]	Extra Handhole
C05[2]	.5" Coupling
C07[2]	.75" Coupling
C20[2]	2" Coupling
MPB[2]	Mid-pole Luminaire Bracket
VM2	2nd mode vibration damper
LAB	Less Anchor Bolts
UL	UL Certified

DRILL PATTERN	
B1	Cruzer, "AM" arm
B3	2 bolt (2-½" spacing), Viper "A" arm
S2	2 bolt (3-½" spacing), Viper "AD" arm

MOUNTING ORIENTATION



1 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the **"TR"** notation. Example: **SSS-B-25-40-A-1-B1-TR-BBT**

2 Specify option location using logic found on page 2 **(Option Orientation)**

3 VM1 recommended on poles 20' and taller with EPA of less than 1.

ACCESSORIES - Order Separately

Catalog Number	Description
VM1[3]	1st mode vibration damper
VM2SXX	2nd mode vibration damper

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

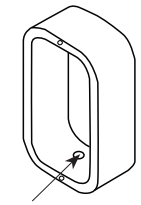
SQUARE STRAIGHT STEEL

ORDERING INFORMATION Cont.

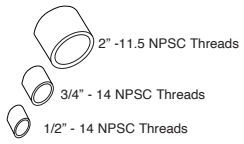
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-B-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-B-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-B-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-B-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-B-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-B-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-B-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-B-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-B-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-B-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-B-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-B-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-B-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-B-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-B-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-B-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-B-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-B-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-B-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-B-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-B-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	329
SSS-B-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	404
SSS-B-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	479
SSS-B-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	554
SSS-B-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	629

NOTE Factory supplied template must be used when setting anchor bolts. Beacon Products will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

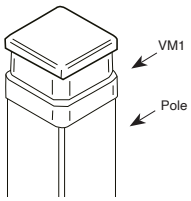
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING

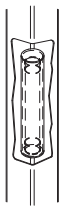


VM1 - VIBRATION DAMPER 1ST MODE



Field Installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 25' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE



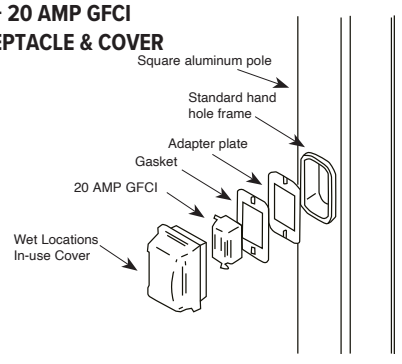
Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

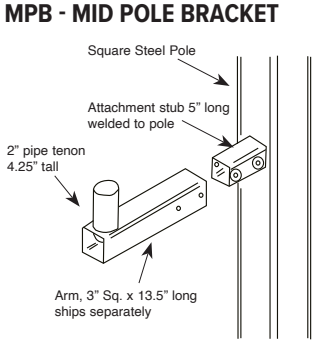
VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

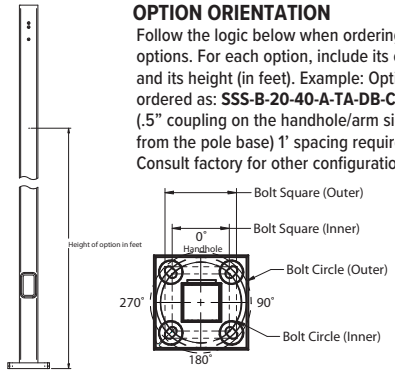
GFI – 20 AMP GFCI RECEPTACLE & COVER



MPB - MID POLE BRACKET



OPTION ORIENTATION



Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-B-20-40-A-TA-DB-C05-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.

For more information about pole vibration and vibration dampers, please consult our website.
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

BEACON
design . performance . technology

DATE: | LOCATION:

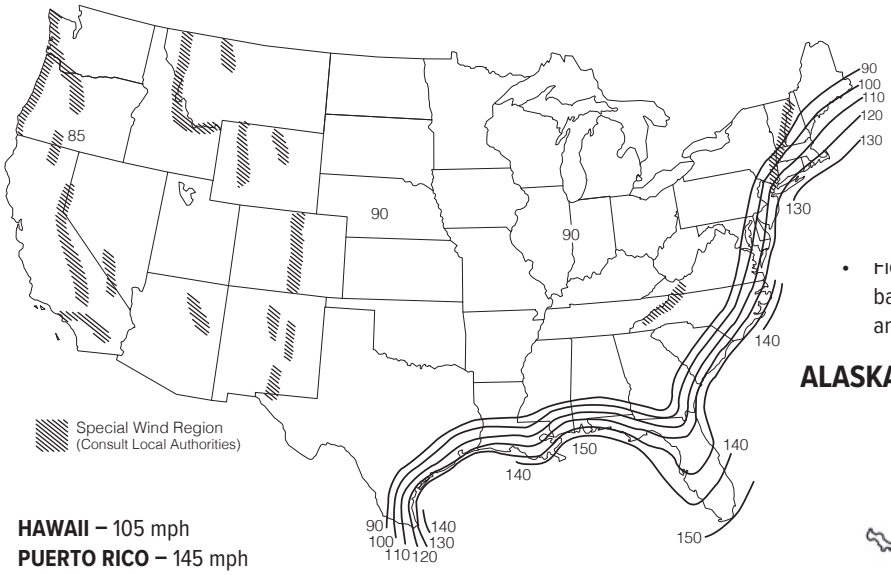
TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

SQUARE STRAIGHT STEEL

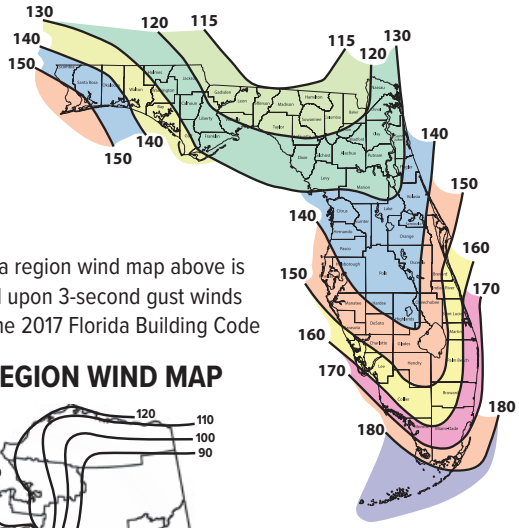
ASCE7-05 WIND MAP



HAWAII – 105 mph

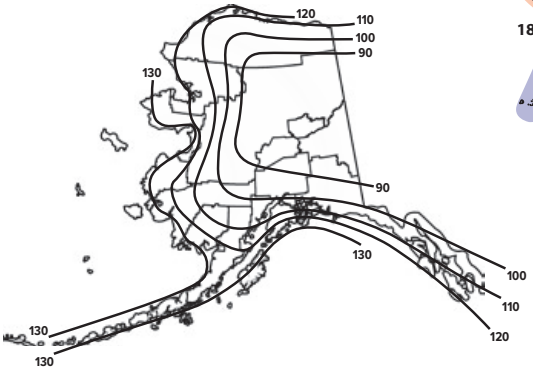
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	**85**	**90**	**100**	**105**	**110**	**120**	**130**	**140**	**145**	**150**
SSS-B-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-B-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-B-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-B-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-B-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-B-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-B-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-B-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-B-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-B-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-B-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-B-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-B-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-B-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-B-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-B-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-B-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-B-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-B-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-B-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-B-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-B-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-B-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-B-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	**115**	**120**	**130**	**140**	**150**	**160**	**170**	**180**
SSS-B-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-B-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-B-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	9.1	7.6
SSS-B-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-B-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-B-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-B-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-B-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-B-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-B-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-B-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-B-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-B-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-B-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-B-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-B-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-B-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-B-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-B-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-B-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR

SSS-B Series Poles

SQUARE STRAIGHT STEEL

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

NOTES

Wind-speed Website disclaimer:
Current has no connection to the linked website and makes no representations as to its accuracy. While the information presented on this third-party website provides a useful starting point for analyzing wind conditions, Current has not verified any of the information on this third party website and assumes no responsibility or liability for its accuracy. The material presented in the windspeed website should not be used or relied upon for any specific application without competent examination and verification of its accuracy, suitability and applicability by engineers or other licensed professionals. Current does not intend that the use of this information replace the sound judgment of such competent professionals, having experience and knowledge in the field of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the results of the windspeed report provided by this website. Users of the information from this third party website assume all liability arising from such use. Use of the output of these referenced websites do not imply approval by the governing building code bodies responsible for building code approval and interpretation for the building site described by latitude/longitude location in the windspeed report. http://windspeed.atcouncil.org

NOTES

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings.
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

Due to our continued efforts to improve our products, product specifications are subject to change without notice.

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VIPER Area/Site

VIPER LUMINAIRE

DATE: | LOCATION:

TYPE: PL2 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-2-UNV-A-DBT

MICRO STRIKE | OPTICS STRIKE

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls™, wiSCAPE and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixture has shipped

c UL us IP65

BUY AMERICAN SOLUTIONS
See Certification Specifications

DLC LISTED

DLC LISTED PREMIUM

10-DAY QUICK SHIP PROGRAM

QS

CONTROL TECHNOLOGY

NX LIGHTING CONTROLS

wiSCAPE™

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (160, 320, 480, or 720 LED counts) maximize uniformity in applications and come standard with mid-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class distributions and maximum pole spacing in new applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics maximize target zone illumination with minimal losses at the house-side, reducing light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero up-light at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 11
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option (ASQU) or accessory for square and round poles
- All mounting hardware included

INSTALLATION (CONTINUED)

- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1 mounted to a pole greater that 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options cannot be combined

CONTROLS

- Photo control, occupancy sensor programmable controls, and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)

CONTROLS (CONTINUED)

- 0- 10V Dimming Drivers are standard and dimming leads are extended out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard
- NX Lighting Controls™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all product variations listed in this document are DLC® qualified. Refer to http://www.designlights.org for the most up-to-date list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020.

WARRANTY

- 5 year warranty

KEY DATA	
Lumen Range	5,000–80,000
Wattage Range	36–600
Efficacy Range (LPW)	92–155
Weight lbs. (kg)	13.7-30.9 (6.2-13.9)

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DATE: | LOCATION:

TYPE: PL2 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-2-UNV-A-DBT

= Service Program
Limit of 15 luminaires

VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE OPTICS – ORDERING GUIDE

Example: VP–2–320L-145–3K7–2–R–UNV–A3–BLT

CATALOG # VP-2-320L-185-4K7-2-UNV-A-DBT

VP –	–	2 –	320L-185 –	4K7 –	2 –	–	UNV –
Series	**Optic Platform**	**Size**	**Light Engine**	**CCT/CRI**	**Distribution**	**Optic Rotation**	**Voltage**
VP Viper	Micro Strike	1 Size 1	160L-35 [6] 5500 lumens	AP AP-Amber Phosphor Converted	2 Type 2	BLANK No Rotation	UNV 120-277V
			160L-50 [6] 7500 lumens	27K8 2700K, 80 CRI	3 Type 3	L Optic rotation left	120 120V
			160L-75 10000 lumens	3K7 3000K, 70 CRI	4F Type 4 Forward	R Optic rotation right	208 208V
			160L-100 12500 lumens	3K8 3000K, 80 CRI	4W Type 4 Wide		240 240V
			160L-115 15000 lumens	35K8 3500K, 80 CRI	5QW Type 5 Square Wide		277 277V
			160L-135 18000 lumens	3K9 3000K, 90 CRI			347 347V
			160L-160 21000 lumens	4K7 4000K, 70 CRI			480 480V
		2 Size 2	320L-145 21000 lumens	4K8 4000K, 80 CRI			
			320L-170 24000 lumens	4K9 4000K, 90 CRI			
			320L-185 27000 lumens	5K7 5000K, 70 CRI			
			320L-210 30000 lumens	5K8 5000K, 80 CRI			
			320L-235 33000 lumens				
			320L-255 36000 lumens				
			320L-315 [6] 40000 lumens				
		3 Size 3	480L-285 40000 lumens				
			480L-320 44000 lumens				
			480L-340 48000 lumens				
			480L-390 52000 lumens				
			480L-425 55000 lumens				
			480L-470 60000 lumens				
		4 Size 4	720L-435 60000 lumens				
			720L-475 65000 lumens				
			720L-515 70000 lumens				
			720L-565 [6] 75000 lumens				
			720L-600 [6] 80000 lumens				
			CLO Custom Lumen Output [1]				

A –	DBT –	–
Mounting	**Color**	**Options**
A Arm mount for square pole/flat surface (B3 Drill Pattern) (Does not include round pole adapter)	BLT Black Matte Textured	F Fusing
A_ Arm mount for round pole [2]	BLS Black Gloss Smooth	2PF Dual Power Feed
ASQU Universal arm mount for square pole. Can be used with B3 or S2 Drill Pattern	DBT Dark Bronze Matte Textured	2DR Dual Driver
A_U Universal arm mount for round pole [2]	DBS Dark Bronze Gloss Smooth	TE Tooless Entry
AAU Adjustable arm for pole mounting (universal drill pattern)	GTT Graphite Matte Textured	BC Backlight Control [8]
AA_U Adjustable arm mount for round pole [2]	LGS Light Grey Gloss Smooth	TB Terminal Block
ADU Decorative upswept Arm (universal drill pattern)	LGT Light Grey Gloss Textured	
AD_U Decorative upswept arm mount for round pole [2]	PSS Platinum Silver Smooth	
MAF Mast arm fitter for 2-3/8" OD horizontal arm	WHT White Matte Textured	
K Knuckle	WHS White Gloss Smooth	
T Trunnion	VGT Verde Green Textured	
WB Wall Bracket, horizontal tenon with MAF	**Color Option**	
WM Wall mount bracket with decorative upswept arm	CC Custom Color	
WA Wall mount bracket with adjustable arm		

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	wiSCAPE® In-Fixture Module [3,4]
WIRSC	wiSCAPE® Module and Occupancy Sensor [3,4]
Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [9]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]
Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [10]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]
Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Replace "_" with "2" for 2.5"-3.4" OD pole, "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
3 – Networked Controls cannot be combined with other control options
4 – Not available with 2PF option
5 – Not available with Dual Driver option
6 – Some voltage restrictions may apply when combined with controls
7 – Not available with 480V
8 – BC not available on 4F and type 5 distributions
9 – BTS and BTSO are only available on Size 3 and Size 4
10 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

STRIKE OPTIC – ORDERING GUIDE

Example: VP–ST–1–36L-39–3K7–2–UNV–A–BLT

CATALOG #

VP –

Series	
VP	Viper

– | Optic Platform | |
|---|---|
| ST | Strike |

– | Size | |
|---|---|
| 1 | Size 1 |
| 2 | Size 2 |
| 3 | Size 3 |
| 4 | Size 4 |

– | Light Engine | |
|---|---|
| 36L-39 [8] | 5500 lumens |
| 36L-55 [8] | 7500 lumens |
| 36L-85 | 10000 lumens |
| 36L-105 | 12500 lumens |
| 36L-120 | 14000 lumens |
| 72L-115 | 15000 lumens |
| 72L-145 | 18000 lumens |
| 72L-180 | 21000 lumens |
| 72L-210 | 24000 lumens |
| 72L-240 | 27000 lumens |
| 108L-215 [8] | 27000 lumens |
| 108L-250 | 30000 lumens |
| 108L-280 | 33000 lumens |
| 108L-325 | 36000 lumens |
| 108L-365 | 40000 lumens |
| 162L-320 | 40000 lumens |
| 162L-365 [10] | 44000 lumens |
| 162L-405 | 48000 lumens |
| 162L-445 | 52000 lumens |
| 162L-485 | 55000 lumens |
| 162L-545 [8] | 60000 lumens |
| CLO | Custom Lumen Output [1] |

– | CCT/CRI | |
|---|---|
| AM | monochromatic amber, 595nm |
| 27K8 | 2700K, 80 CRI |
| 3K7 | 3000K, 70 CRI |
| 3K8 | 3000K, 80 CRI |
| 3K9 | 3000K, 90 CRI |
| 35K8 | 3500K, 80 CRI |
| 4K7 | 4000K, 70 CRI |
| 4K8 | 4000K, 80 CRI |
| 4K9 | 4000K, 90 CRI |
| 5K7 | 5000K, 70 CRI |
| 5K8 | 5000K, 80 CRI |

– | Distribution | |
|---|---|
| FR | Auto Front Row |
| 2 | Type 2 |
| 3 | Type 3 |
| 4F | Type 4 Forward |
| 4W | Type 4 Wide |
| 5QN | Type 5 Square Narrow |
| 5QW | Type 5 Square Wide |
| 5QM | Type 5 Square Medium |
| 5W | Type 5 Wide (Round) |
| 5RW | Type 5 Rectangular |
| C | Corner Optic |
| TC | Tennis Court Optic |

– | Optic Rotation | |
|---|---|
| BLANK | No Rotation |
| L | Optic rotation left |
| R | Optic rotation right |

– | Voltage | |
|---|---|
| UNV | 120-277V |
| 120 | 120V |
| 208 | 208V |
| 240 | 240V |
| 277 | 277V |
| 347 | 347V |
| 480 | 480V |

–

Mounting	
A	Arm mount for square pole/flat surface
A_	Arm mount for round pole [3]
ASQU	Universal arm mount for square pole
A_U	Universal arm mount for round pole [3]
AAU	Adjustable arm for pole mounting (universal drill pattern)
AA_U	Adjustable arm mount for round pole [3]
ADU	Decorative upswept Arm (universal drill pattern)
AD_U	Decorative upswept arm mount for round pole [3]
MAF	Mast arm fitter for 2-3/8" OD horizontal arm
K	Knuckle
T	Trunnion
WB	Wall Bracket, horizontal tenon with MAF
WM	Wall mount bracket with decorative upswept arm
WA	Wall mount bracket with adjustable arm

– | Color | |
|---|---|
| BLT | Black Matte Textured |
| BLS | Black Gloss Smooth |
| DBT | Dark Bronze Matte Textured |
| DBS | Dark Bronze Gloss Smooth |
| GTT | Graphite Matte Textured |
| LGS | Light Grey Gloss Smooth |
| LGT | Light Grey Gloss Textured |
| PSS | Platinum Silver Smooth |
| WHT | White Matte Textured |
| WHS | White Gloss Smooth |
| VGT | Verde Green Textured |

Color Option	
CC	Custom Color

– | Options | |
|---|---|
| F | Fusing |
| E | Battery Backup [1,2,7,8,9] |
| 2PF | Dual Power Feed |
| 2DR | Dual Driver |
| TE | Tooless Entry |
| BC | Backlight Control |
| TB | Terminal Block |

Network Control Options	
NXWS16F	NX Networked Wireless Enabled Integral NXSMP2-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXWS40F	NX Networked Wireless Enabled Integral NXSMP2-HMO PIR Occupancy Sensor with Automatic Dimming Photocell and Bluetooth Programming [1,3,4]
NXW	NX Networked Wireless Radio Module NXRM2 and Bluetooth Programming, without Sensor [3,4]
WIR	wiSCAPE® In-Fixture Module [3,4]
WIRSC	wiSCAPE® Module and Occupancy Sensor [3,4]

Stand Alone Sensors	
BTS-14F	Bluetooth® Programmable, BTSMP-LMO PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
BTS-40F	Bluetooth® Programmable, BTSMP-HMO PIR Occupancy Sensor with Automatic Dimming® Photocell and 360° Lens [11]
BTSO-12F	Bluetooth® Programmable, BTSMP-OMNI-O PIR Occupancy Sensor with Automatic Dimming Photocell and 360° Lens [11]
7PR	7-Pin Receptacle [4]
7PR-SC	7-Pin Receptacle with shorting cap [4]
3PR	3-Pin twist lock [4]
3PR-SC	3-Pin receptacle with shorting cap [4]
3PR-TL	3-Pin PCR with photocontrol [4]

Programmed Controls	
SCP-_F	Sensor Control Programmable, 8F or 40F [12]
ADD	AutoDim Timer Based Dimming [4]
ADT	AutoDim Time of Day Dimming [4]

Photocontrols	
PC	Button Photocontrol [4,7]

1 – Items with a grey background can be done as a custom order. Contact brand representative for more information
2 – Battery temperature rating -20C to 55C
3 – Replace "_" with "3" for 3.5"-4.13" OD pole, "4" for 4.18"-5.25" OD pole, "5" for 5.5"-6.5" OD pole
4 – Networked Controls cannot be combined with other control options
5 – Not available with 2PF option
6 – Not available with 480V
7 – Not available with 347 or 480V
8 – Not available with Dual Driver option
9 – Only available in Size 1 housing, up to 105 Watts
10 – Some voltage restrictions may apply when combined with controls
11 – BTS and BTSO are only available on Size 3 and Size 4
12 – At least one SCPREMOTE required to program SCP motion sensor. Must select 8ft or 40ft.

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VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ORDERING GUIDE (CONTINUED)

CATALOG # _____

Accessory Type		Size		Option		Color	
SHD	Shield	1	Size 1	HSS-90-B	House Side Shield 90° Back	BLS	Black Gloss Smooth
		2	Size 2	HSS-90-F	House Side Shield 90° Front	BLT	Black Matte Textured
		3	Size 3	HSS-90-S	House Side Shield 90° Side	DBS	Dark Bronze Gloss Smooth
		4	Size 4	HSS-270-BSS	House Side Shield 270° Back/Side/Side	DBT	Dark Bronze Matte Textured
				HSS-270-FSS	House Side Shield 270° Front/Side/Side	GTT	Graphite Matte Textured
				HSS-270-FSB	House Side Shield 270° Front/Side/Back	LGS	Light Gray Gloss Smooth
				HSS-360	House Side Shield 360°	PSS	Platinum Silver Smooth
				BC	Back Light Control	WHS	White Gloss Smooth
MTG	Mounting			A	Arm Mount for square pole/flat surface	WHT	White Matte Textured
				ASQU	Universal Arm Mount for square pole	VGT	Green Landscape Decorative
				AAU	Adjustable Arm for pole mounting	LEG	Legacy Colors
				ADU	Decorative upswept Arm	**Color Option**	
				RPA	Round Pole Adapter	CC	Custom Color
				MAF	Mast Arm Fitter for 2-3/8" OD horizontal arm		
				K	Knuckle		
				T	Trunnion		
				WB	Wall Bracket (compatible with universal arm mounts)		

Accessory Type		Option	
MSC	Miscellaneous	BIRD SPK	Bird Spike

Current Control Solutions — Accessories (Sold Separately)

NX Lighting Controls

- ☐ **NXOFM-1R1D-UNV** — On-fixture Module (7-pin), On / Off / Dim, Daylight Sensor with NX Radio and Bluetooth® Radio, 120–480VAC

wiSCAPE® Lighting Control

- ☐ **WIR-RME-L** — On-fixture Module (7-pin or 5-pin), On / Off / Dim, Daylight Sensor with wiSCAPE Radio, 110–480VAC
- ☐ **SCP-REMOTE** — Remote Control for SCP/_F option. Order at least one per project to program and control the occupancy sensor

For additional information related to these accessories please visit currentlighting.com/beacon. Options provided for use with integrated sensor, please view specification sheet ordering information table for details.

CONTROLS

wiSCAPE™ NX LIGHTING CONTROLS™

Control Option	Sensor	Networkable	Scheduling	Occupancy	Daylight Harvesting	On/Off Control	Programming	Pair with Sensor	Sensor Mounting Height
NXW	–	✔	✔	–	–	✔	✔	–	–
NXWS_F	NXSMP2	✔	✔	✔	✔	✔	✔	–	16ft, 40ft
BTSO12F	BTSMP-OMNI-O	–	–	✔	✔	✔	Bluetooth	–	12ft
BTS_F	BTSMP	–	–	✔	✔	✔	Bluetooth	–	14ft, 40ft
SCP_F	–	–	–	✔	–	✔	✔	–	–
ADD	–	–	✔	–	–	✔	–	✔	–
ADT	–	–	✔	–	–	✔	–	✔	–
7PR	–	Paired with external control	Paired with external control	–	Paired with external control	Paired with external control	–	✔	–
7PR-SC	–	–	–	–	–	–	–	✔	–
3PR	–	–	–	–	–	Paired with external control	–	✔	–
3PR-SC	–	–	–	–	–	–	–	✔	–
3PR-TL	–	–	–	–	✔	✔	–	✔	–
WIR	–	✔	✔	–	✔	✔	Gateway	–	–
WIRSC	BTSMP	✔	✔	✔	✔	✔	Gateway	–	14ft, 40ft

DATE: | LOCATION:

TYPE: PL2 | PROJECT:

CATALOG #: VP-2-320L-185-4K7-2-UNV-A-DBT

VIPER Area/Site

VIPER LUMINAIRE

DELIVERED LUMENS

For delivered lumens, please see Lumens Data PDF on www.Currentlighting.com

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	0	25,000	*TM-21-11 36,000	50,000	100,000	Calculated L_{70} (Hours)
25°C / 77°F	1.00	0.97	0.96	0.95	0.91	408,000
40°C / 104°F	0.99	0.96	0.95	0.94	0.89	356,000

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

Ambient Temperature		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Micro Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	–	0.841	–
3000K	0.977	0.861	0.647
3500K	–	0.900	–
4000K	1	0.926	0.699
5000K	1	0.937	0.791
Monochromatic Amber Multiplier			
Amber	0.250		

Strike Lumen Multiplier			
CCT	70 CRI	80 CRI	90 CRI
2700K	0.9	0.81	0.62
3000K	0.933	0.853	0.659
3500K	0.959	0.894	0.711
4000K	1	0.9	0.732
5000K	1	0.9	0.732
Monochromatic Amber Multiplier			
Amber	0.255		

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: MICRO STRIKE

# OF LEDS	160						
NOMINAL WATTAGE	35	50	75	100	115	135	160
SYSTEM POWER (W)	34.9	50.5	72.1	97.2	111.9	132.2	157.8
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	0.29	0.42	0.63	0.83	0.96	1.13	1.33
208	0.17	0.24	0.36	0.48	0.55	0.65	0.77
240	0.15	0.21	0.31	0.42	0.48	0.56	0.67
277	0.13	0.18	0.27	0.36	0.42	0.49	0.58
347	0.10	0.14	0.22	0.29	0.33	0.39	0.46
480	0.07	0.10	0.16	0.21	0.24	0.28	0.33

# OF LEDS	320						
NOMINAL WATTAGE	145	170	185	210	235	255	315
SYSTEM POWER (W)	150	166.8	185.7	216.2	240.9	261.5	312
INPUT VOLTAGE (V)	CURRENT (Amps)						
120	1.21	1.42	1.54	1.75	1.96	2.13	2.63
208	0.70	0.82	0.89	1.01	1.13	1.23	1.51
240	0.60	0.71	0.77	0.88	0.98	1.06	1.31
277	0.52	0.61	0.67	0.76	0.85	0.92	1.14
347	0.42	0.49	0.53	0.61	0.68	0.73	0.91
480	0.30	0.35	0.39	0.44	0.49	0.53	0.66

# OF LEDS	480					
NOMINAL WATTAGE	285	320	340	390	425	470
SYSTEM POWER (W)	286.2	316.7	338.4	392.2	423.2	468
INPUT VOLTAGE (V)	CURRENT (Amps)					
120	2.38	2.67	2.83	3.25	3.54	3.92
208	1.37	1.54	1.63	1.88	2.04	2.26
240	1.19	1.33	1.42	1.63	1.77	1.96
277	1.03	1.16	1.23	1.41	1.53	1.70
347	0.82	0.92	0.98	1.12	1.22	1.35
480	0.59	0.67	0.71	0.81	0.89	0.98

# OF LEDS	720				
NOMINAL WATTAGE	435	475	515	565	600
SYSTEM POWER (W)	429.3	475	519.1	565.2	599.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	3.63	3.96	4.29	4.71	5.00
208	2.09	2.28	2.48	2.72	2.88
240	1.81	1.98	2.15	2.35	2.50
277	1.57	1.71	1.86	2.04	2.17
347	1.25	1.37	1.48	1.63	1.73
480	0.91	0.99	1.07	1.18	1.25

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

VIPER Area/Site

VIPER LUMINAIRE

ELECTRICAL DATA: STRIKE

# OF LEDS	36				
NOMINAL WATTAGE	39	55	85	105	120
SYSTEM POWER (W)	39.6	56.8	83.6	108.2	120.9
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	0.33	0.46	0.71	0.88	0.96
208	0.19	0.26	0.41	0.50	0.55
240	0.16	0.23	0.35	0.44	0.48
277	0.14	0.20	0.31	0.38	0.42
347	0.11	0.16	0.24	0.30	0.33
480	0.08	0.11	0.18	0.22	0.24

# OF LEDS	72				
NOMINAL WATTAGE	115	145	180	210	240
SYSTEM POWER (W)	113.7	143.2	179.4	210.2	241.7
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	1.00	1.21	1.50	1.75	1.79
208	0.58	0.70	0.87	1.01	1.03
240	0.50	0.60	0.75	0.88	0.90
277	0.43	0.52	0.65	0.76	0.78
347	0.35	0.42	0.52	0.61	0.62
480	0.25	0.30	0.38	0.44	0.45

# OF LEDS	108				
NOMINAL WATTAGE	215	250	280	325	365
SYSTEM POWER (W)	214.8	250.8	278.3	324.7	362.6
INPUT VOLTAGE (V)	CURRENT (Amps)				
120	2.00	2.08	2.33	3.04	2.67
208	1.15	1.20	1.35	1.75	1.54
240	1.00	1.04	1.17	1.52	1.33
277	0.87	0.90	1.01	1.32	1.16
347	0.69	0.72	0.81	1.05	0.92
480	0.50	0.52	0.58	0.76	0.67

# OF LEDS		162				
NOMINAL WATTAGE	320	365	405	445	485	545
SYSTEM POWER (W)	322.1	362.6	403.6	445.1	487.1	543.9
INPUT VOLTAGE (V)		CURRENT (Amps)				
120	2.71	2.67	3.38	3.71	4.04	4.54
208	1.56	1.54	1.95	2.14	2.33	2.62
240	1.35	1.33	1.69	1.85	2.02	2.27
277	1.17	1.16	1.46	1.61	1.75	1.97
347	0.94	0.92	1.17	1.28	1.40	1.57
480	0.68	0.67	0.84	0.93	1.01	1.14

VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

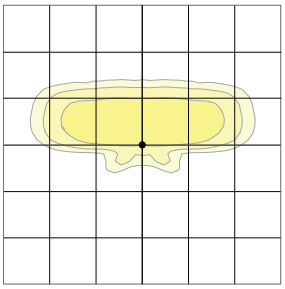
TYPE: PROJECT:

CATALOG #:

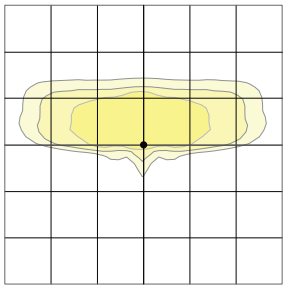
MICRO STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

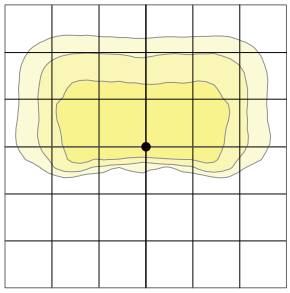
Type 2



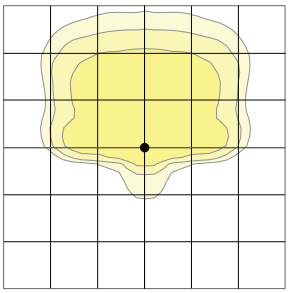
Type 3



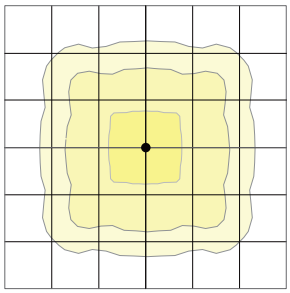
Type 4 Wide



Type 4F



Type 5QW



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

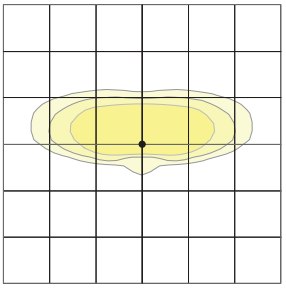
TYPE: PL2 PROJECT:

CATALOG #: VP-2-320L-185-4K7-2-UNV-A-DBT

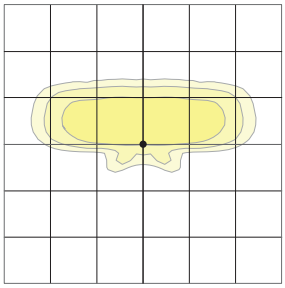
OPTIC STRIKE PHOTOMETRY

The following diagrams represent the general distribution options offered for this product. For detailed information on specific product configurations, see website photometric test reports.

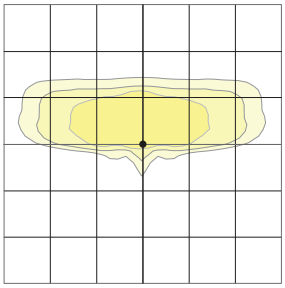
Type FR – Front Row/Auto Optic



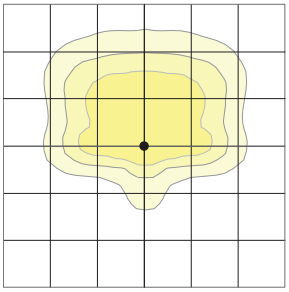
Type 2



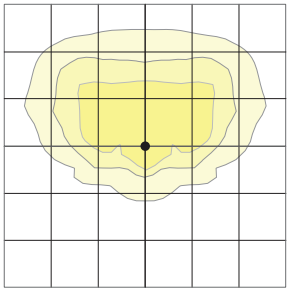
Type 3



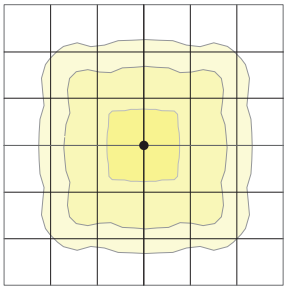
Type 4 Forward



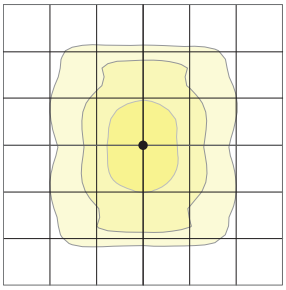
Type 4 Wide



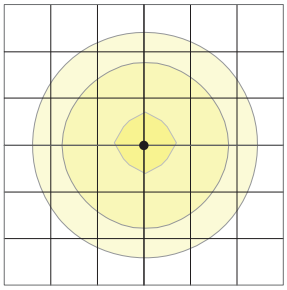
Type 5QM



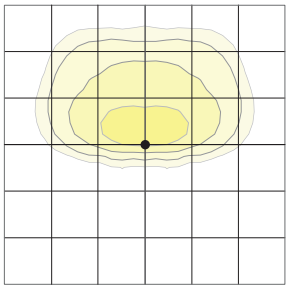
Type 5RW (rectangular)



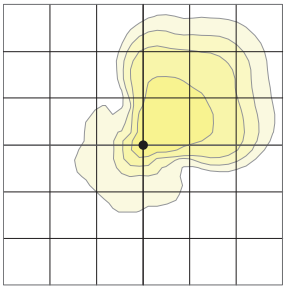
Type 5W (round wide)



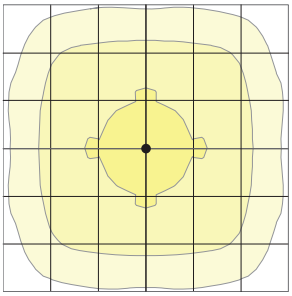
Type TC



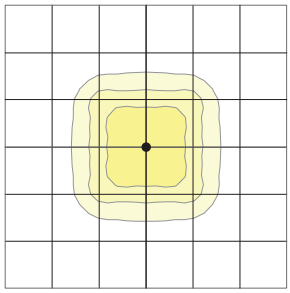
Type Corner



Type 5QW



Type 5QN



BEACON
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VIPER Area/Site

VIPER LUMINAIRE

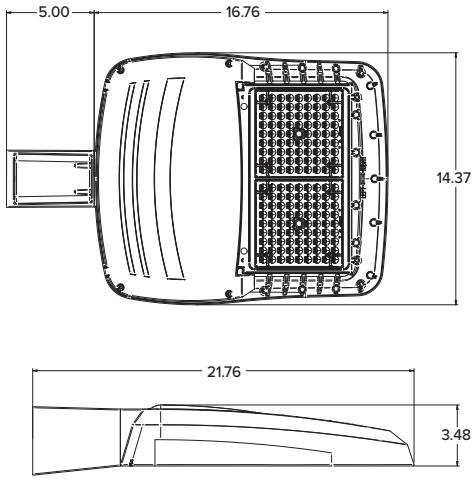
DATE: | LOCATION:

TYPE: PL2 | PROJECT:

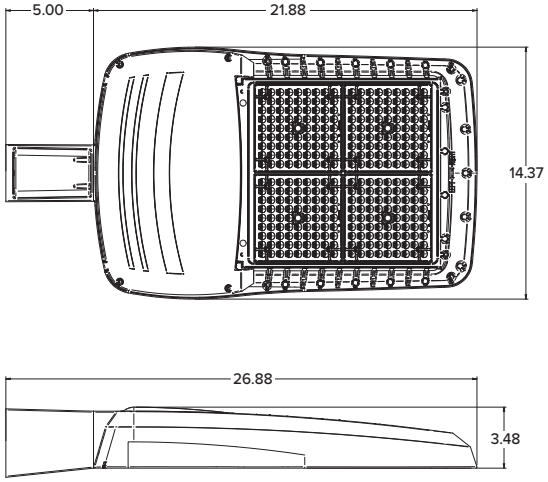
CATALOG #: VP-2-320L-185-4K7-2-UNV-A-DBT

DIMENSIONS

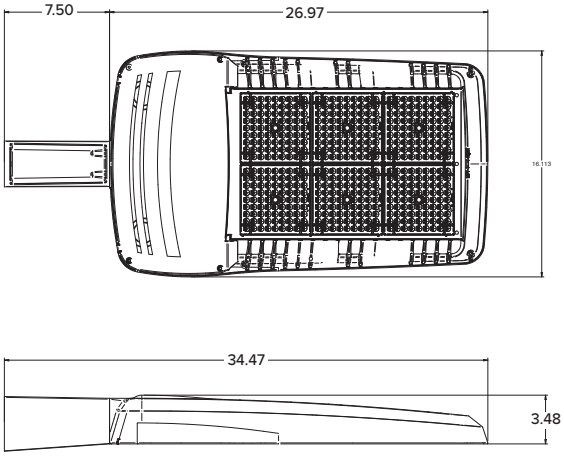
SIZE 1



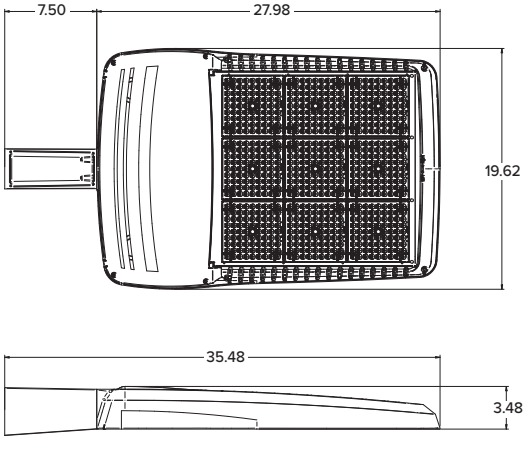
SIZE 2



SIZE 3



SIZE 4



	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Config.
Single Fixture	0.454	0.555	0.655	0.698	
Two at 180	0.908	1.110	1.310	1.396	
Two at 90	0.583	0.711	0.857	0.948	
Three at 90	1.037	1.266	1.512	1.646	
Three at 120	0.943	1.155	1.392	1.680	
Four at 90	1.166	1.422	1.714	1.896	

	Weight	
	lbs	kgs
VP1 (Size 1)	13.7	6.2
VP2 (Size 2)	16.0	7.26
VP3 (Size 3)	25.9	11.7
VP4 (Size 4)	30.8	13.9

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

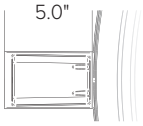
VIPER Area/Site

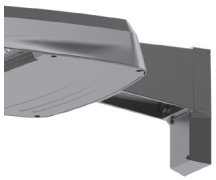
VIPER LUMINAIRE

MOUNTING

A–STRAIGHT ARM MOUNT

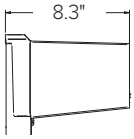
Fixture ships with integral arm for ease of installation. Compatible with Current Outdoor B3 drill pattern for ease of installation on square poles. For round poles add applicable suffix (2/3/4/5)

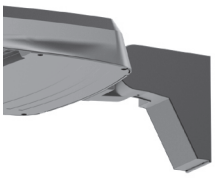




ASQU–UNIVERSAL ARM MOUNT

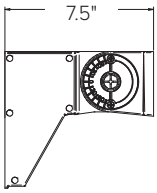
Universal mounting block for ease of installation. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5)

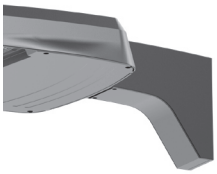




AAU–ADJUSTABLE ARM FOR POLE MOUNTING

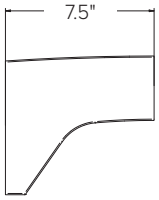
Rotatable arm mounts directly to pole. Compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2 and B3. For round poles add applicable suffix (2/3/4/5). Rotatable in 15˚ aiming angle increments. Micro Strike configurations have a 45° aiming limitation.
Strike configurations have a 30° aiming limitation.

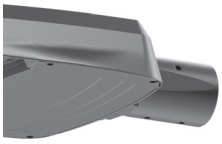




ADU–DECORATIVE UPSWEPT ARM

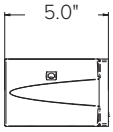
Upswept Arm compatible with drill patterns from 2.5" to 4.5" and Current drill pattern S2. For round poles add applicable suffix (2/3/4/5).

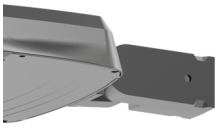




MAF–MAST ARM FITTER

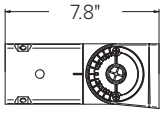
Fits 2-3/8" OD horizontal tenons.

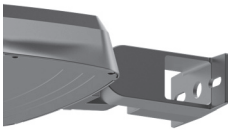




K–KNUCKLE

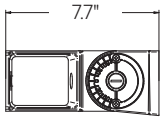
Knuckle mount 15˚ aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.





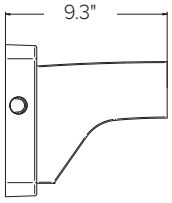
T–TRUNNION

Trunnion for surface and crossarm mounting using (1) 3/4" or (2) 1/2" size through bolts. Micro Strike configurations have a 45° aiming limitation. Strike configurations have a 30° aiming limitation.



WM–WALL MOUNT

Compatible with universal arm mount, adjustable arm mount, and decorative arm mount. The WA option uses the same wall bracket but replaces the decorative arm with an adjustable arm.



VIPER Area/Site

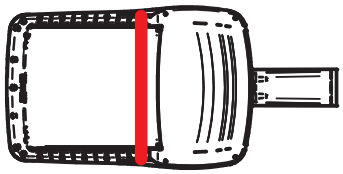
VIPER LUMINAIRE

ADDITIONAL INFORMATION (CONTINUED)

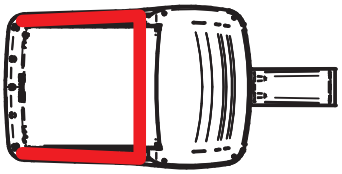
HOUSE SIDE SHIELD FIELD INSTALL ACCESSORIES

HSS has a depth of 5" for all Viper sizes
Not to be used with Occupancy Sensors as the shield may block the light to the sensor.

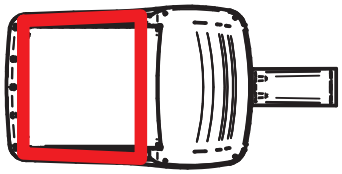
VPR2x HSS-90-B-xx



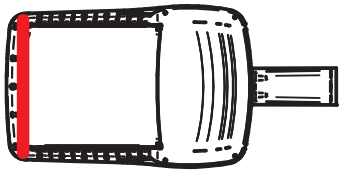
VPR2x HSS-270-BSS-xx



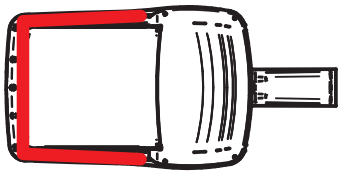
VPR2x HSS-360-xx



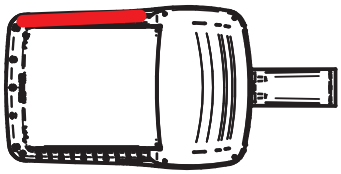
VPR2x HSS-90-F-xx



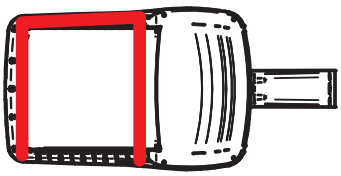
VPR2x HSS-270-FSS-xx



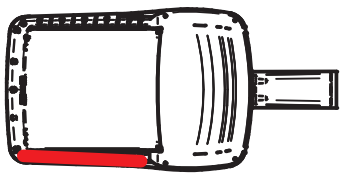
VPR2x HSS-90-S-xx



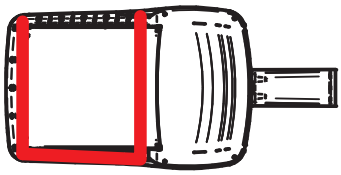
VPR2x HSS-270-FSB-xx



VPR2x HSS-90-S-xx



VPR2x HSS-270-FSB-xx



VIPER Area/Site

VIPER LUMINAIRE

DATE: LOCATION:

TYPE: PROJECT:

CATALOG #:

ADDITIONAL INFORMATION (CONTINUED)

PROGRAMMED CONTROLS

ADD-AutoDim Timer Based Options

- Light delay options from 1-9 hours after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1-9 hours after the light has been dimmed previously.

EX: ADD-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	1-9 Hours	6 - Delay 6 hours
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50% brightness
Auto-Dim Return	Delay 0-9 Hours	R6 - Return to full output after 6 hours

ADT-AutoDim Time of Day Based Option

- Light delay options from 1AM-9PM after the light is turned on to dim the light by 10-100%. To return the luminaire to its original light level there are dim return options from 1AM-9PM after the light has been dimmed previously.

EX: ADT-6-5-R6

ADD Control Options	Configurations Choices	Example Choice Picked
Auto-Dim Options	12-3 AM and 6-11 PM	6 - Dim at 6PM
Auto-Dim Brightness	10-100% Brightness	5 - Dim to 50%
Auto-Dim Return	12-6 AM and 9-11P	R6 - Return to full output at 6AM

BEACON
design . performance . technology

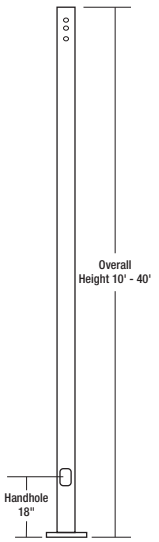
DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #: SSSB25-40A-1-B3-DBT

SSS-B Series Poles

SQUARE STRAIGHT STEEL



APPLICATIONS

- Lighting installations for side and top mounting of luminaires with effective projected area (EPA) not exceeding maximum allowable loading of the specified pole in its installed geographic location

CONSTRUCTION

- SHAFT: One-piece straight steel with square cross section, flat sides and minimum 0.23" radius on all corners; Minimum yield of 46,000 psi (ASTM-A500, Grade B); Longitudinal weld seam to appear flush with shaft side wall; Steel base plate with axial bolt circle slots welded flush to pole shaft having minimum yield of 36,000 psi (ASTM A36)
- BASE COVER: Two-piece square aluminum base cover included standard
- POLE CAP: Pole shaft supplied with removable cover when applicable; Tenon and post-top configurations also available
- HAND HOLE: Rectangular 3x5 steel hand hole frame (2.38" x 4.38" opening); Mounting provisions for grounding lug located behind gasketed cover
- ANCHOR BOLTS: Four galvanized anchor bolts provided per pole with minimum yield of 55,000 psi (ASTM F1554). Galvanized hardware with two washers and two nuts per bolt for leveling

  Anchor bolt part numbers: 3/4 x 30 x 3 — TAB-30-M38

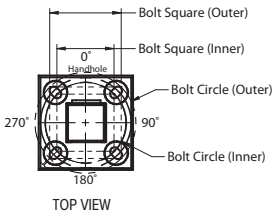
  1 x 36 x 4 — TAB-36-M38

FINISH

- Durable thermoset polyester powder coat paint finish with nominal 3.0 mil thickness
- Powder paint prime applied over "white metal" steel substrate cleaned via mechanical shot blast method
- Decorative finish coat available in multiple standard colors; Custom colors available; RAL number preferable

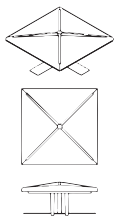
WAREHOUSE 'STOCKED' POLES:

- SSSH20-40A-4-HV-DB-RDC, SSSH25-40A-4-HV-DB-RDC and SSSH30-50B-4-HV-DB-RDC
- The HV designation in the above catalog numbers is a combination drill pattern of the Current S2 pattern and the Beacon B3/B4 Viper pattern (rectangular arm mounting)

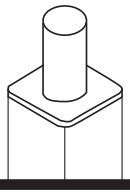


TOP VIEW

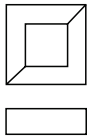
POLE CAP



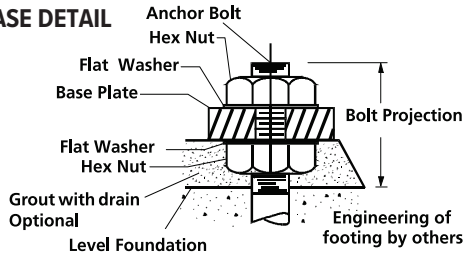
TENON



BASE COVER



BASE DETAIL



ORDERING INFORMATION

ORDERING EXAMPLE: SSSB25-40A-1-B3-DBT

Reference page 2 for available configurations

SSS – B – 25 – 40 – A/B/C – 2L – B3 – BLT – UL

SERIES	HEIGHT	SHAFT	THICKNESS
SSS-B Square Straight Steel Pole Beacon	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix	Reference page 2 Ordering matrix

MOUNTING	
1	Single arm mount
2	Two fixtures at 180˚
2L	Two fixtures at 90˚
3T	Three fixtures at 90˚
4	Four fixtures at 90˚
TA	Tenon (2.38" OD x 4" Tall)
TB	Tenon (2.88" OD x 4" Tall)
TC	Tenon (3.5" OD x 6" Tall)
TR[1]	Removable Tenon (2.375 x 4.25)
OT	Open Top (includes pole cap)

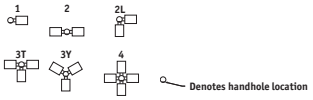
FINISH	
BLT	Black Matte Textured
BLS	Black Gloss Smooth
DBT	Dark Bronze Matte Textured
DBS	Dark Bronze Gloss Smooth
GTT	Graphite Matte Textured
LGS	Light Grey Gloss Smooth
PSS	Platinum Silver Smooth
WHT	White Matte Textured
WHS	White Gloss Smooth
VGT	Verde Green Textured

Color Option	
CC	Custom Color

OPTIONS	
GFI[2]	20 Amp GFCI Receptacle and Cover
EHH[2]	Extra Handhole
C05[2]	.5" Coupling
C07[2]	.75" Coupling
C20[2]	2" Coupling
MPB[2]	Mid-pole Luminaire Bracket
VM2	2nd mode vibration damper
LAB	Less Anchor Bolts
UL	UL Certified

DRILL PATTERN	
B1	Cruzer, "AM" arm
B3	2 bolt (2-½" spacing), Viper "A" arm
S2	2 bolt (3-½" spacing), Viper "AD" arm

MOUNTING ORIENTATION



1 Removable tenon used in conjunction with side arm mounting. First specify desired arm configuration followed by the **"TR"** notation. Example: **SSS-B-25-40-A-1-B1-TR-BBT**

2 Specify option location using logic found on page 2 **(Option Orientation)**

3 VM1 recommended on poles 20' and taller with EPA of less than 1.

ACCESSORIES - Order Separately

Catalog Number	Description
VM1[3]	1st mode vibration damper
VM2SXX	2nd mode vibration damper

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

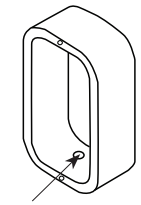
SQUARE STRAIGHT STEEL

ORDERING INFORMATION Cont.

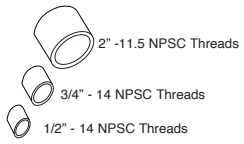
Catalog Number	Height		Nominal Shaft Dimensions	Wall Thickness	Bolt Circle (suggested)	Bolt Circle (range)	Bolt Square (range)	Base Plate Square	Anchor bolt size	Bolt Projection	Pole weight
	Feet	Meters									
SSS-B-10-40-A-XX-XX	10	3.0	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	77
SSS-B-12-40-A-XX-XX	12	3.7	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	90
SSS-B-14-40-A-XX-XX	14	4.3	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	103
SSS-B-16-40-A-XX-XX	16	4.9	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	116
SSS-B-18-40-A-XX-XX	18	5.5	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	129
SSS-B-20-40-A-XX-XX	20	6.1	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	142
SSS-B-25-40-A-XX-XX	25	7.6	4" square	0.125"	9"	8" - 10"	5.66" - 7.07"	9"	3/4" x 30" x 3"	3.5	175
SSS-B-14-40-B-XX-XX	14	4.3	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	152
SSS-B-16-40-B-XX-XX	16	4.9	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	171
SSS-B-18-40-B-XX-XX	18	5.5	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	190
SSS-B-20-40-B-XX-XX	20	6.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	209
SSS-B-25-40-B-XX-XX	25	7.6	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	257
SSS-B-30-40-B-XX-XX	30	9.1	4" square	.188"	11"	10" - 12"	7.07" - 8.48"	10.50"	3/4" x 30" x 3"	3.5	304
SSS-B-16-50-B-XX-XX	16	4.9	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	219
SSS-B-18-50-B-XX-XX	18	5.5	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	243
SSS-B-20-50-B-XX-XX	20	6.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	267
SSS-B-25-50-B-XX-XX	25	7.6	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	327
SSS-B-30-50-B-XX-XX	30	9.1	5" square	.188"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	387
SSS-B-25-50-C-XX-XX	25	7.6	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	427
SSS-B-30-50-C-XX-XX	30	9.1	5" square	.25"	11"	10.25" - 13.25"	7.25" - 9.37"	11.50"	1" x 36" x 4"	4.5	507
SSS-B-20-60-B-XX-XX	20	6.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	329
SSS-B-25-60-B-XX-XX	25	7.6	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	404
SSS-B-30-60-B-XX-XX	30	9.1	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	479
SSS-B-35-60-B-XX-XX	35	10.7	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	554
SSS-B-40-60-B-XX-XX	40	12.2	6" square	.188"	12"	11.00" - 13.25"	7.81" - 9.37"	12.25"	1" x 36" x 6"	4.5	629

NOTE Factory supplied template must be used when setting anchor bolts. Beacon Products will deny any claim for incorrect anchorage placement resulting from failure to use factory supplied template and anchor bolts.

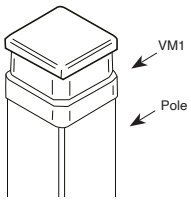
EHH - EXTRA HANDHOLE



C05 - C07 - C20 - COUPLING

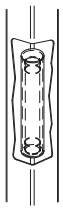


VM1 - VIBRATION DAMPER 1ST MODE



Field Installed Pole Top damper designed to reduce pole top deflection or sway. VM1 is recommended for pole systems 25' and taller with a total EPA of 1.0 or less.

VM2 - VIBRATION DAMPER 2ND MODE



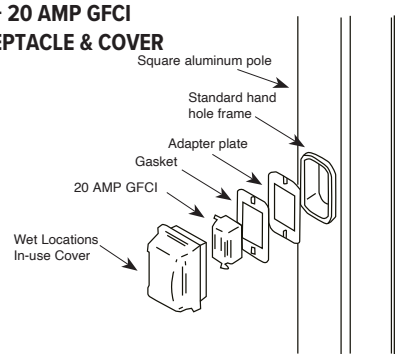
Factory installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

VM2SXX - VIBRATION DAMPER 2ND MODE

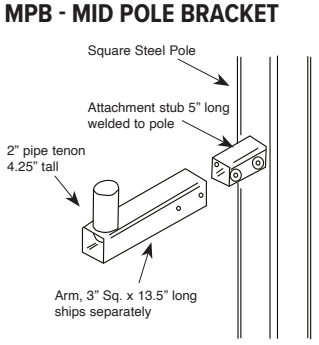
VM2S08 – 8'
VM2S12 – 12'
VM2S16 – 16'
VM2S20 – 20'
VM2S24 – 24'

Field installed, internal damper designed to alter pole resonance to reduce movement and material fatigue caused by 2nd mode vibration.

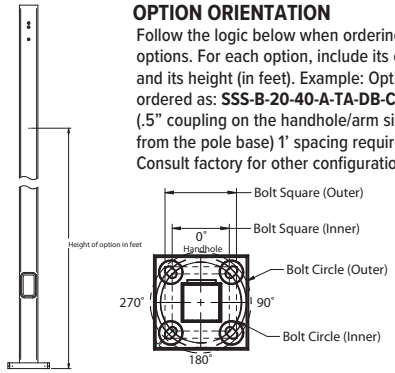
GFI – 20 AMP GFCI RECEPTACLE & COVER



MPB - MID POLE BRACKET



OPTION ORIENTATION



Follow the logic below when ordering location specific options. For each option, include its orientation (in degrees) and its height (in feet). Example: Option C07 should be ordered as: **SSS-B-20-40-A-TA-DB-C05-0-15** (.5" coupling on the handhole/arm side of pole, 15 feet up from the pole base) 1' spacing required between option. Consult factory for other configurations.

For more information about pole vibration and vibration dampers, please consult our website.
Due to our continued efforts to improve our products, product specifications are subject to change without notice.

BEACON
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DATE: | LOCATION:

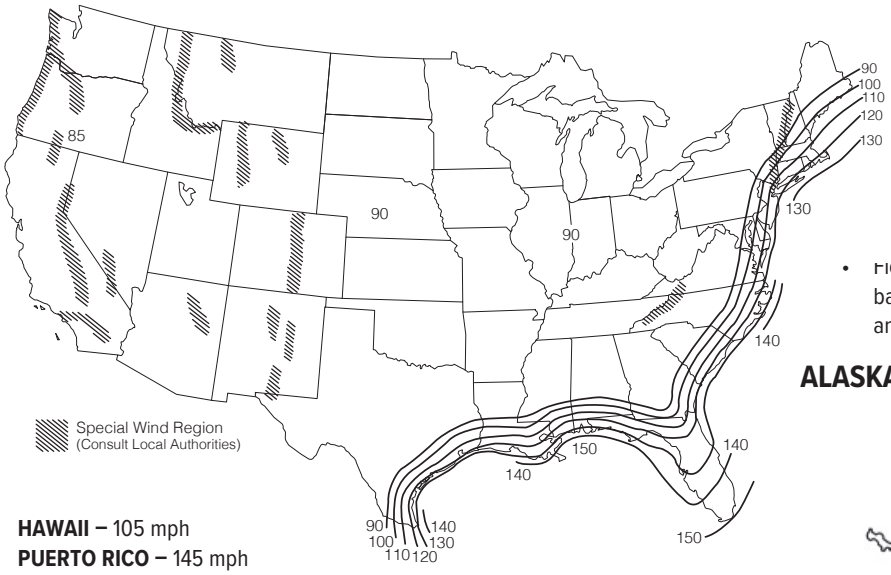
TYPE: | PROJECT:

CATALOG #:

SSS-B Series Poles

SQUARE STRAIGHT STEEL

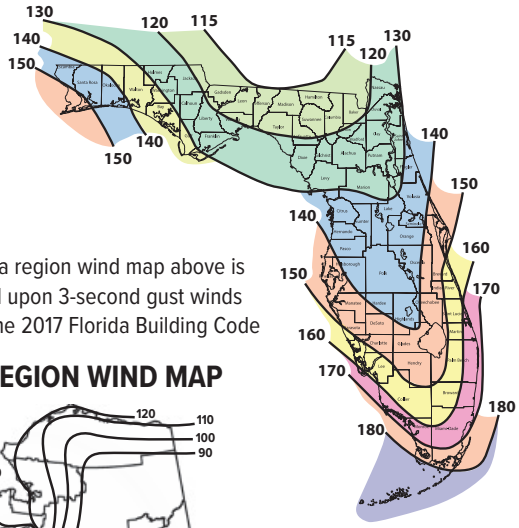
ASCE7-05 WIND MAP



HAWAII – 105 mph

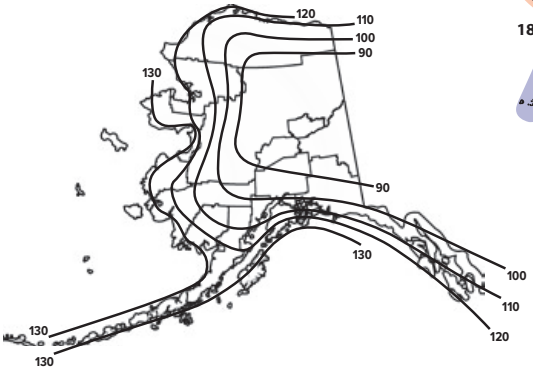
PUERTO RICO – 145 mph

FLORIDA REGION WIND MAP



- Florida region wind map above is based upon 3-second gust winds and the 2017 Florida Building Code

ALASKA REGION WIND MAP



ASCE 7-05 wind map EPA Load Rating - 3 second gust wind speeds (Use for all locations except Florida)										
Catalog Number	**85**	**90**	**100**	**105**	**110**	**120**	**130**	**140**	**145**	**150**
SSS-B-10-40-A	25.0	25.0	25.0	22.8	20.6	17.0	14.2	11.9	11.0	10.1
SSS-B-12-40-A	25.0	25.0	20.0	18.0	16.1	13.2	10.8	8.9	8.1	7.4
SSS-B-14-40-A	23.1	20.4	16.1	14.3	12.8	10.2	8.2	6.6	5.9	5.3
SSS-B-16-40-A	19.0	16.7	13.0	11.5	10.1	7.9	6.2	4.7	4.1	3.6
SSS-B-18-40-A	15.6	13.6	10.0	9.0	7.8	5.9	4.4	3.1	2.6	2.1
SSS-B-20-40-A	12.7	10.9	7.9	6.9	5.9	4.2	2.8	1.7	1.3	0.9
SSS-B-25-40-A	7.3	5.9	3.8	2.9	2.1	0.8	NR	NR	NR	NR
SSS-B-14-40-B	25.0	25.0	23.3	20.8	18.6	15.1	12.3	10.2	9.2	8.4
SSS-B-16-40-B	25.0	24.9	19.4	17.3	15.4	12.3	9.9	8.0	7.2	6.4
SSS-B-18-40-B	24.0	20.8	16.1	14.2	12.5	9.8	7.7	6.1	5.3	4.7
SSS-B-20-40-B	20.2	17.5	13.2	11.6	10.1	7.7	5.9	4.4	3.8	3.2
SSS-B-25-40-B	12.8	11.0	7.9	6.7	5.5	3.7	2.3	1.2	0.7	NR
SSS-B-30-40-B	8.0	6.6	4.1	3.1	2.2	0.8	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	24.8	20.1	16.5	13.6	12.3	11.2
SSS-B-18-50-B	25.0	25.0	25.0	22.9	20.4	16.4	13.2	10.7	9.6	8.6
SSS-B-20-50-B	25.0	25.0	21.3	18.9	16.7	13.2	10.4	8.1	7.2	6.3
SSS-B-25-50-B	20.7	17.8	13.3	11.5	9.8	7.2	5.0	3.3	2.6	1.9
SSS-B-30-50-B	13.5	11.3	7.7	6.2	4.9	2.8	1.1	NR	NR	NR
SSS-B-25-50-C	25.0	25.0	19.4	17.1	15.1	11.7	9.0	6.9	6.0	5.1
SSS-B-30-50-C	20.1	17.3	12.7	10.9	9.3	6.6	4.5	2.8	2.1	1.4
SSS-B-20-60-B	25.0	25.0	25.0	25.0	25.0	20.2	16.1	12.9	11.5	10.3
SSS-B-25-60-B	25.0	25.0	20.6	18.0	15.6	11.8	8.7	6.2	5.2	4.2
SSS-B-30-60-B	21.4	18.1	12.9	10.7	8.8	5.7	3.3	1.3	NR	NR
SSS-B-35-60-B	14.0	11.3	6.9	5.2	3.6	1.0	NR	NR	NR	NR
SSS-B-40-60-B	8.1	5.8	2.2	nr	NR	NR	NR	NR	NR	NR

Florida Building Code 2017 EPA Load Rating - 3 second gust wind speeds (Use for Florida only)								
Catalog Number	**115**	**120**	**130**	**140**	**150**	**160**	**170**	**180**
SSS-B-10-40-A	25.0	25.0	25.0	25.0	21.4	18.4	15.9	13.9
SSS-B-12-40-A	25.0	25.0	23.6	19.8	16.7	14.2	12.1	10.4
SSS-B-14-40-A	25.0	23.1	19.0	15.7	13.1	10.9	9.1	7.6
SSS-B-16-40-A	20.8	18.7	15.2	12.3	10.1	8.2	6.7	5.4
SSS-B-18-40-A	16.8	15.0	11.9	9.4	7.5	5.9	4.5	3.4
SSS-B-20-40-A	13.6	11.9	9.2	7.1	5.3	3.9	2.7	1.7
SSS-B-25-40-A	7.4	6.2	4.1	2.5	1.1	NR	NR	NR
SSS-B-14-40-B	25.0	23.6	19.4	16.1	13.4	11.2	9.4	7.8
SSS-B-16-40-B	21.4	19.2	15.6	12.7	10.4	8.5	6.9	5.6
SSS-B-18-40-B	17.2	15.4	12.2	9.7	7.7	6.1	4.7	3.6
SSS-B-20-40-B	13.9	12.3	9.5	7.3	5.5	4.1	2.9	1.9
SSS-B-25-40-B	7.7	6.4	4.3	2.6	1.3	NR	NR	NR
SSS-B-30-40-B	3.2	2.1	NR	NR	NR	NR	NR	NR
SSS-B-16-50-B	25.0	25.0	25.0	25.0	25.0	21.4	18.2	15.5
SSS-B-18-50-B	25.0	25.0	25.0	24.4	20.4	17.0	14.2	11.9
SSS-B-20-50-B	25.0	25.0	24.4	19.9	16.3	13.4	11.0	8.9
SSS-B-25-50-B	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-B	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-25-50-C	21.8	19.3	15.0	11.5	8.8	6.5	4.7	3.1
SSS-B-30-50-C	13.7	11.7	8.2	5.5	3.3	1.5	NR	NR
SSS-B-20-60-B	25.0	25.0	25.0	21.9	17.8	14.5	11.7	9.4
SSS-B-25-60-B	23.8	20.9	16.1	12.3	9.2	6.6	4.5	2.8
SSS-B-30-60-B	14.6	12.3	8.4	5.3	2.8	0.8	NR	NR
SSS-B-35-60-B	7.5	5.6	2.4	NR	NR	NR	NR	NR
SSS-B-40-60-B	1.8	NR	NR	NR	NR	NR	NR	NR

SSS-B Series Poles

SQUARE STRAIGHT STEEL

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

NOTES

Wind-speed Website disclaimer:
Current has no connection to the linked website and makes no representations as to its accuracy. While the information presented on this third-party website provides a useful starting point for analyzing wind conditions, Current has not verified any of the information on this third party website and assumes no responsibility or liability for its accuracy. The material presented in the windspeed website should not be used or relied upon for any specific application without competent examination and verification of its accuracy, suitability and applicability by engineers or other licensed professionals. Current does not intend that the use of this information replace the sound judgment of such competent professionals, having experience and knowledge in the field of practice, nor to substitute for the standard of care required of such professionals in interpreting and applying the results of the windspeed report provided by this website. Users of the information from this third party website assume all liability arising from such use. Use of the output of these referenced websites do not imply approval by the governing building code bodies responsible for building code approval and interpretation for the building site described by latitude/longitude location in the windspeed report. http://windspeed.atcouncil.org

NOTES

- Allowable EPA, to determine max pole loading weight, multiply allowable EPA by 30 lbs.
- The tables for allowable pole EPA are based on the ASCE 7-05 Wind Map or the Florida Region Wind Map for the 2010 Florida Building Code. The Wind Maps are intended only as a general guide and cannot be used in conjunction with other maps. Always consult local authorities to determine maximum wind velocities, gusting and unique wind conditions for each specific application
- Allowable pole EPA for jobsite wind conditions must be equal to or greater than the total EPA for fixtures, arms, and accessories to be assembled to the pole. Responsibility lies with the specifier for correct pole selection. Installation of poles without luminaires or attachment of any unauthorized accessories to poles is discouraged and shall void the manufacturer's warranty
- Wind speeds and listed EPAs are for ground mounted installations. Poles mounted on structures (such as bridges and buildings) must consider vibration and coefficient of height factors beyond this general guide; Consult local and federal standards
- Wind Induced Vibration brought on by steady, unidirectional winds and other unpredictable aerodynamic forces are not included in wind velocity ratings.
- Extreme Wind Events like, Hurricanes, Typhoons, Cyclones, or Tornadoes may expose poles to flying debris, wind shear or other detrimental effects not included in wind velocity ratings

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VILLAGE OF PLAIN CITY
PLANNING COMMISSION

JULY 7, 2023

PLANNING STAFF REPORT

Application: PUD-23-7: Preliminary Development Plan
Location: The Spot, Perry Pike/US 42
Applicant: Pizzino Engineering & Consulting LLC

Proposed Project
Applicant is requesting approval for Preliminary Development Plans for Planned Commercial Development.

Project Site Description
The site consists of 11.661 acres that was previous rezoned as PCD, Planned Unit Development. The conceptual drawings layout potentially 9 commercial buildings with a road connecting Perry Pike and State Route 42. Proposed tenants for development include grocery store, child daycare, laundry facility, light commercial retail and restaurants.

Village Planner Comments
Suggested discussion items to discuss with Developer;

- Buffering between adjacent properties and uses.
- Architectural standards throughout development. Standalone buildings vs multi-tenant spec style buildings similar that are represented in the concept sketches. Planning Commission's expectations for future buildings.
- Connecting road through development private or public.
- Sidewalk specs within development and along Perry Pike and St Rt 42.
- Thoughts on stormwater management. If retention ponds are required, locations and landscaping ideas.

Staff recommendations
As Plain City grows, Village Staff have recognized the want and need for more commercial amenities for our community. We are excited to receive our first commercial development plan for Planning Commission's review. The goal for the Preliminary Development Plan review, is that both the Planning Commission and applicant leave the meeting with an understanding of what is to be expected so that the developer can properly begin to prepare for Final Development Plan and engineering. Following Planning Commissions discussions and review, if the Commission feels that there is a clear plan to move forward, Staff recommends approval of the Preliminary Development Plan.

Derek Hutchinson
Plain City Planner
dhutchinson@plain-city.com
614-873-3527 ext. 105

Village Center of Plain City
Traffic Impact Study

Prepared For:

Perry Pike Development, LLC

Prepared By:

SMART
SURVEYING · ENGINEERING · ENVIRONMENTAL
SERVICES

1900 Crown Park Court, Suite E
Columbus, OH 43235
(614) 914-5543
www.SmartServices-Inc.com

March 2022

REV. 2
3/2022

SSI Project #: 799902

Village Center of Plain City
Traffic Impact Study

Prepared For:

Perry Pike Development, LLC
8500 Rausch Drive
Plain City, OH 43064

Telephone:

Prepared By:

Smart Services, Inc.
1900 Crown Park Court, Suite E
Columbus, OH 43235

Telephone: (614) 914-5543
e-mail: tstanhope@smartservices-inc.com

Under the direction of:

Registered Engineer No. E-64507, Ohio

3-21-2022
Date

STATE OF OHIO
REGISTERED
PROFESSIONAL ENGINEER

March 2022

REV. 2
3/2022

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APPENDIX

BACKGROUND

Paradigm Development Group is proposing to develop an approximately 11.66-acre site with retail and office land uses. The site is located on the north side of Perry Pike west of Jefferson Avenue (US 42). Figure 1 shows the location of the site. The site will have three proposed accesses; one on the proposed north-south street that intersects Perry Pike opposite Village Boulevard, one on Jefferson Avenue (US 42) between Perry Pike and an existing private road at the north end of the site and one as an extension of the existing private road that also intersects Jefferson Avenue (US 42). Figure 2 shows the site layout. The permitting agency for the accesses is the Village of Plain City and they are requiring a traffic impact study. The proposed scope is adapted from a previous draft TIS performed by Smart Services and dated 3/2021 submitted for this site that was never approved. The Village's engineering consultant, Mannik Smith Group, provided comments in a letter dated 5/19/2021. This revision incorporates the relevant comments.

An MOU for REV. 2 dated 12/16/2021 was updated for the current preliminary site plan. The Village provided comments in an email dated 2/22/2022. The MOU comments were incorporated into the TIS. The study area is included within the *Madison Meadows TIS* dated 7/24/2019 also performed by Smart Services, Inc. The study area intersections are as follows:

- Jefferson Avenue (US 42) & Ex. Private Drive
- Jefferson Ave. (US 42) & Der Dutchman Access (S)/Prop. Site Access (SE)
- Jefferson Avenue (US 42) & Perry Pike/West Avenue
- Perry Pike & Village Boulevard/Site Access (S)

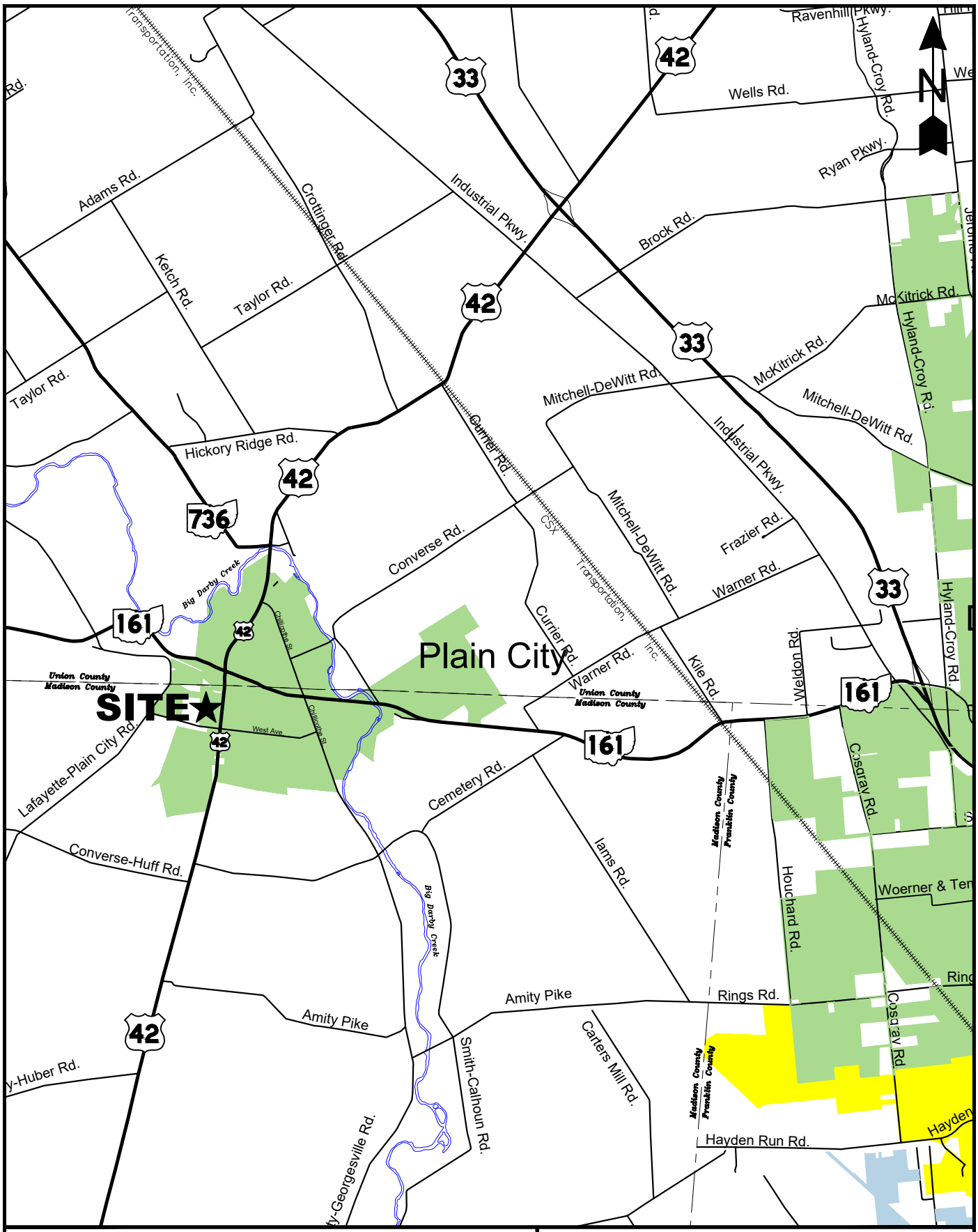
EXISTING CONDITIONS

Perry Pike is a two-lane street with a speed limit of 35 MPH inside the Village corporation limits. Table 1 shows a summary of the traffic count basis with peak hours and traffic control. The referenced count reports are in the Appendix.

INTERSECTION (Ex. Traffic Control)	SOURCE	AM PEAK HOUR	PM PEAK HOUR
Jefferson Avenue (US 42) & Perry Pike/West Avenue (Traffic Signal)	Smart Services, Inc.	3/7/2019 7:00-8:00 AM	3/7/2019 4:15-5:15 PM
Perry Pike & Village Boulevard ("Stop" sign on Village Blvd.)	Smart Services, Inc.	3/7/2019 *7:00-8:00 AM	3/7/2019 4:15-5:15 PM
Jefferson Avenue (US 42) & Ex. Der Dutchman	Smart Services, Inc.	3/10/2022 **7:00-8:00 AM	3/10/2022 **4:15-5:15 PM

*=Since small vehicle different matched peak of adjacent intersection.
**=One-hour samples taken consistent with the adjacent intersection.

TABLE 1 – Summary of Existing Traffic Basis



VILLAGE CENTER OF PLAIN CITY
TRAFFIC IMPACT STUDY

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3/2021

FIGURE 1

SITE LOCATION

0' 100' 200' 400'

SCALE

FIGURE 2

SITE LAYOUT

VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

REV. 2
3/2022

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SMART SERVICES

PROJECTED SITE TRAFFIC

Trip Generation

In traffic engineering, the accepted method for computing trip generation is utilizing data from the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers. The following is the land use assumptions provided by the developer:

- 9,977 SF Variety Store (ITE Code #814)
- 28,082 SF Shopping Center (ITE Code #822)
- 7,500 SF Day Care Center (ITE Code #565)
- 17,100 SF Medical-Dental Office Building (ITE Code #720)
- 1 tunnel Automated Car Wash (ITE Code #848)

Table 2 shows the trip generation calculations.

Pass-by trips were also considered in the analysis. Pass-by trips are trips to commercial developments that are already on the adjacent street. For example, someone may stop to get gas on the way home from work. This reduces the impact of traffic on the adjacent street. It also changes the distribution of traffic since traffic enters the site from one direction and continues in the same direction after leaving the site. The traffic volume entering the site is not changed. The percentage of Pass-by trips are found in the *Trip Generation Handbook-An ITE Recommended Practice, 3rd Edition* published by ITE. The pass-by percentage is applied after the reduction for internal capture. Table 2 also shows the pass-by percentages.

LOT ACREAGE	LAND USE	TIME OF DAY	DATA SET *Trip Generation Manual, 11th Edition* (Unless noted Otherwise)	RATE OR EQUATION FROM: *Trip Generation Manual 11th Edition*	Pass-By % From *Trip Generation Handbook 3rd Edition* unless noted	TOTAL TRIPS	TOTAL PRIMARY TRIPS	ENTERING				EXITING			
								%	TOTAL TRIPS	PASS-BY TRIPS	PRIMARY TRIPS	%	TOTAL TRIPS	PASS-BY TRIPS	PRIMARY TRIPS
0.63, 0.73, & 3.46	Strip Retail Plaza (< 40k) (ITE Code #822)	Daily	Weekday	Average Rate= 54.45	NA	1529	1529	50%	765	0	765	50%	764	0	764
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	Average Rate= 2.36	No Data	66	66	60%	40	0	40	40%	26	0	26
	Ind. Variable (X) = 28.08 1000 SF Gross Leasable Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	ln(T)=0.71ln(X)+2.72	34.0% *Similar to 820	162	107	51%	83	28	55	49%	79	27	52
1.41	Variety Store (ITE Code #814)	Daily	Weekday	Average Rate= 63.66	NA	635	635	50%	318	0	318	50%	317	0	317
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	Average Rate= 3.04	No Data	30	30	55%	17	0	17	45%	13	0	13
	Ind. Variable (X) = 9.98 1000 SF Gross Floor Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	Average Rate= 6.70	34.0%	67	44	50%	34	12	22	50%	33	11	22
1.71	Medical-Dental Office Building - Stand Alone (ITE Code #720)	Daily	Weekday	Average Rate= 36.00	NA	616	616	50%	308	0	308	50%	308	0	308
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	ln(T)=0.90ln(X)+1.34	NA NA	49	49	79%	39	0	39	21%	10	0	10
	Ind. Variable (X) = 17.10 1000 SF Gross Floor Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	T=4.07(X)-3.17	NA NA	66	66	30%	20	0	20	70%	46	0	46
1.91	Day Care Center (ITE Code #565)	Daily	Weekday	Average Rate= 47.62	NA	357	357	50%	179	0	179	50%	178	0	178
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	Average Rate= 11.00	NA NA	83	83	53%	44	0	44	47%	39	0	39
	Ind. Variable (X) = 7.50 1000 SF Gross Floor Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	Average Rate= 11.12	NA NA	83	83	47%	39	0	39	53%	44	0	44
0.8	Automated Car Wash (ITE Code #948)	Daily	Weekday	Average Rate= 0.00	NA	0	0	50%	0	0	0	50%	0	0	0
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	Average Rate= 0.00	No Data	0	0	50%	0	0	0	50%	0	0	0
	Ind. Variable (X) = 1.0 1000 SF Gross Floor Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	Average Rate= 77.50	No Data	78	78	50%	39	0	39	50%	39	0	39
TOTALS		Daily				3137	3137		1570	0	1570		1567	0	1567
		AM Peak				228	228		140	0	140		88	0	88
		PM Peak				456	378		215	40	175		241	38	203

TABLE 2 - SITE TRIP GENERATION SUMMARY

Trip Distribution

Primary Distribution - The primary distribution was assumed based on where housing is located relative to the site. The following is the assumed distribution:

- 35% to/from the north on US 42
- 25% to/from the south on US 42
- 20% to/from the west on Perry Pike
- 20% to/from the east on West Avenue

The distribution was assigned to the driveways based on direction of movement and difficulty of turn. Figures 3 and 4 shows the application of the primary distribution to the street network.

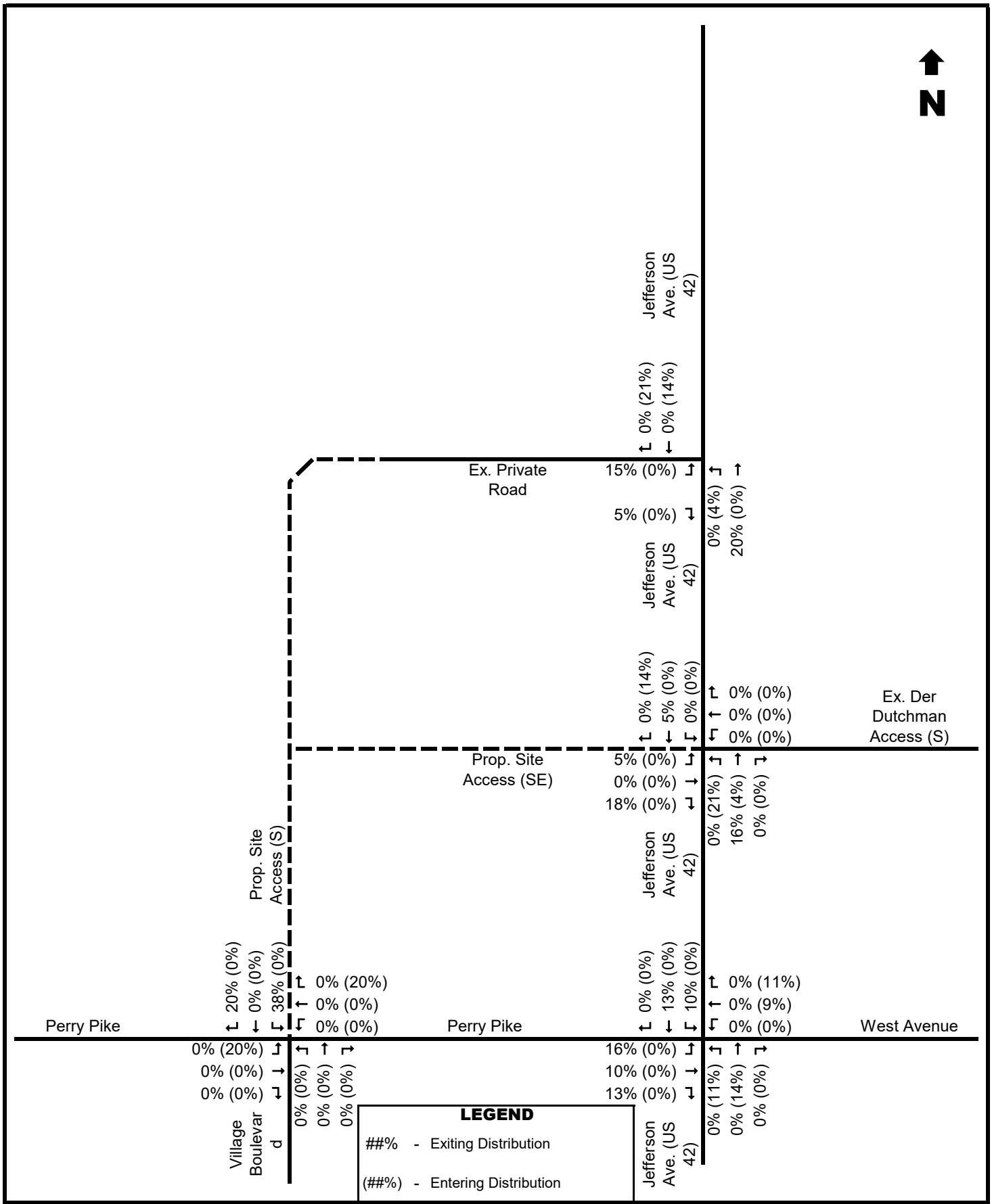
Pass-By Distribution – Pass-by Trips to the commercial areas along US 42 were calculated based on the existing traffic. The following is the results with the volume basis in parenthesis:

AM Peak

- 47% south to north (NB) on US 42 [371/(371+420)]
- 53% north to south (SB) on US 42 [420/(371+420)]

PM Peak

- 48% south to north (NB) on US 42 [466/(466+503)]
- 52% north to south (SB) on US 42 [503/(466+503)]



VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

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FIGURE 3

SITE PRIMARY DISTRIBUTION - AM PEAK

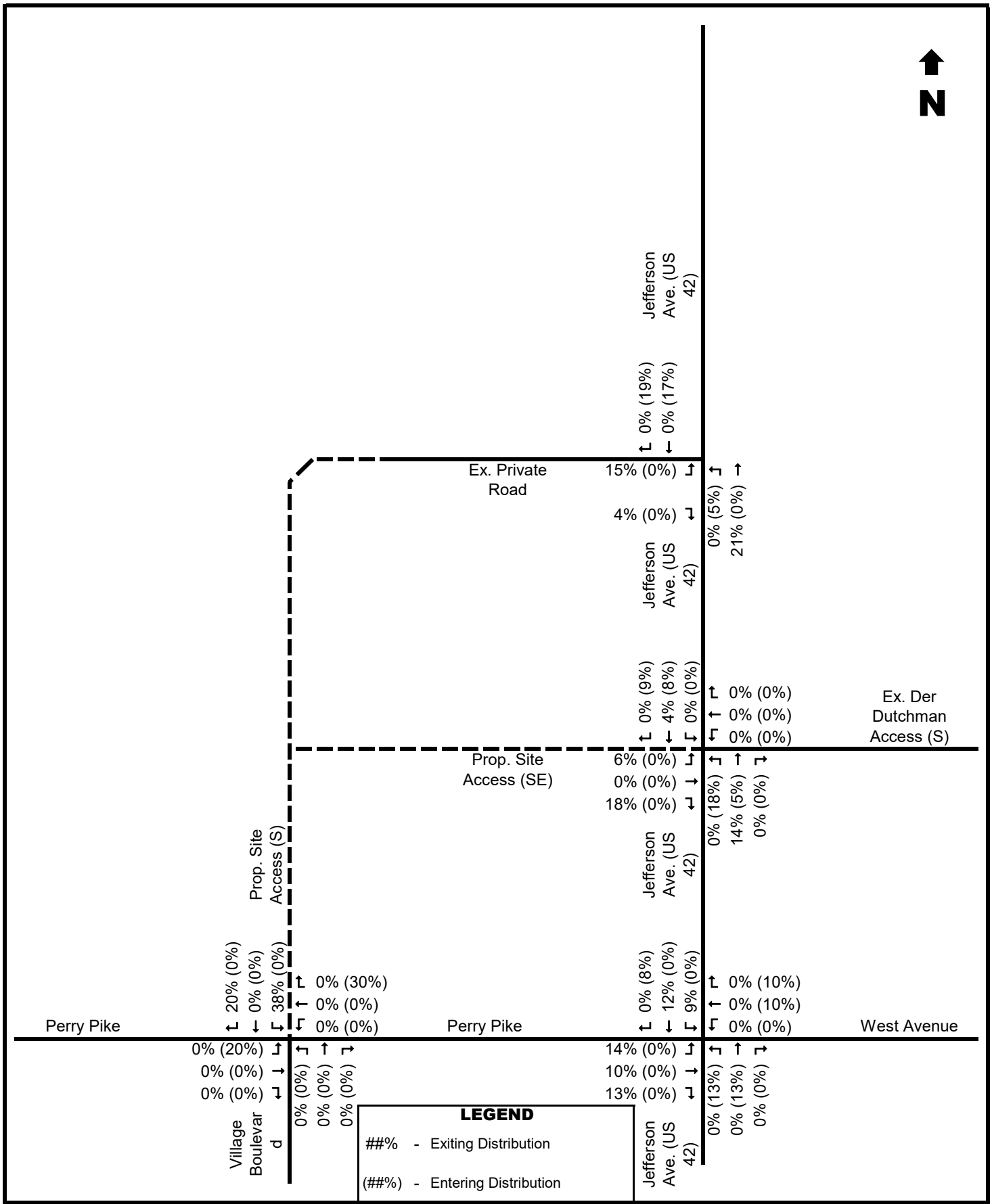

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FIGURE 4

SITE PRIMARY DISTRIBUTION - PM PEAK

2022 & 2032 TRAFFIC

The Village of Plain City requires a 10-year design horizon for the analysis. Opening day is 2022, therefore the design year is 2032. There are two components to the background traffic. The first is the application of background growth rates and the second is the projected trips from area developments.

Background Growth Rates

As part of the *Madison Meadows TIS*, annual growth rates for the study area intersections were provided by Mid-Ohio Regional Planning Commission (MORPC). The original correspondence from MORPC is in the Appendix. Table 3 shows the growth factors applied to the 2019 base counts.

SEGMENT	LINEAR ANNUAL GROWTH RATE	2019 TO 2022 FACTOR	2019 TO 2032 FACTOR
Perry Pike	1.0%	1.030	1.130
Village Boulevard	0.5%	1.015	1.065
Jefferson Avenue (US 42)	2.0%	1.060	1.260

TABLE 3 – Growth Factor Summary for 2019 Counts

Area Development Background Traffic

Background traffic was developed for the existing bank that has access to Jefferson Avenue (US 42) via the existing private street. Table 4 shows the trip generation for the bank which was only assigned to the turns since the traffic should be in the other counts.

In addition, estimated site traffic from the *Madison Meadows TIS* and *Madison Meadows II TIS* was extended through the subject study area. Relevant exhibits from the *Madison Meadows TIS* and *Madison Meadows II TIS* are in the Appendix.

Exhibits

Figures 5 and 6 show the components of the 2022 'Build' traffic. Figures 7 and 8 show the components of the 2032 'Build' traffic. To assist with review, exhibits showing the 2022 'No Build' and 2032 'No Build' traffic are in the Appendix.

LOT ACREAGE	LAND USE	TIME OF DAY	DATA SET *Trip Generation Manual, 11th Edition* (Unless noted Otherwise)	RATE OR EQUATION FROM: *Trip Generation Manual 11th Edition*	Pass-By % From *Trip Generation Handbook 3rd Edition* unless noted	TOTAL TRIPS	TOTAL PRIMARY TRIPS	ENTERING		EXITING	
								%	TOTAL TRIPS	%	TOTAL TRIPS
Ex	Drive-in Bank (ITE Code #912)	Daily	Weekday	Average Rate= 100.35	NA	337	337	50%	169	50%	168
		AM Peak	Peak Hour of Adj. Street Traffic, One Hour between 7 & 9 AM	Average Rate= 9.95	NA NA	33	33	58%	19	42%	14
	Ind. Variable (X) = 3.36 1000 SF Gross Floor Area	PM Peak	Peak Hour of Adj. Street Traffic, One Hour between 4 & 6 PM	Average Rate= 21.01	NA NA	71	71	50%	36	50%	35
TOTALS		Daily				337	337		169		168
		AM Peak				33	33		19		14
		PM Peak				71	71		36		35

TABLE 4 - SITE TRIP GENERATION SUMMARY

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between

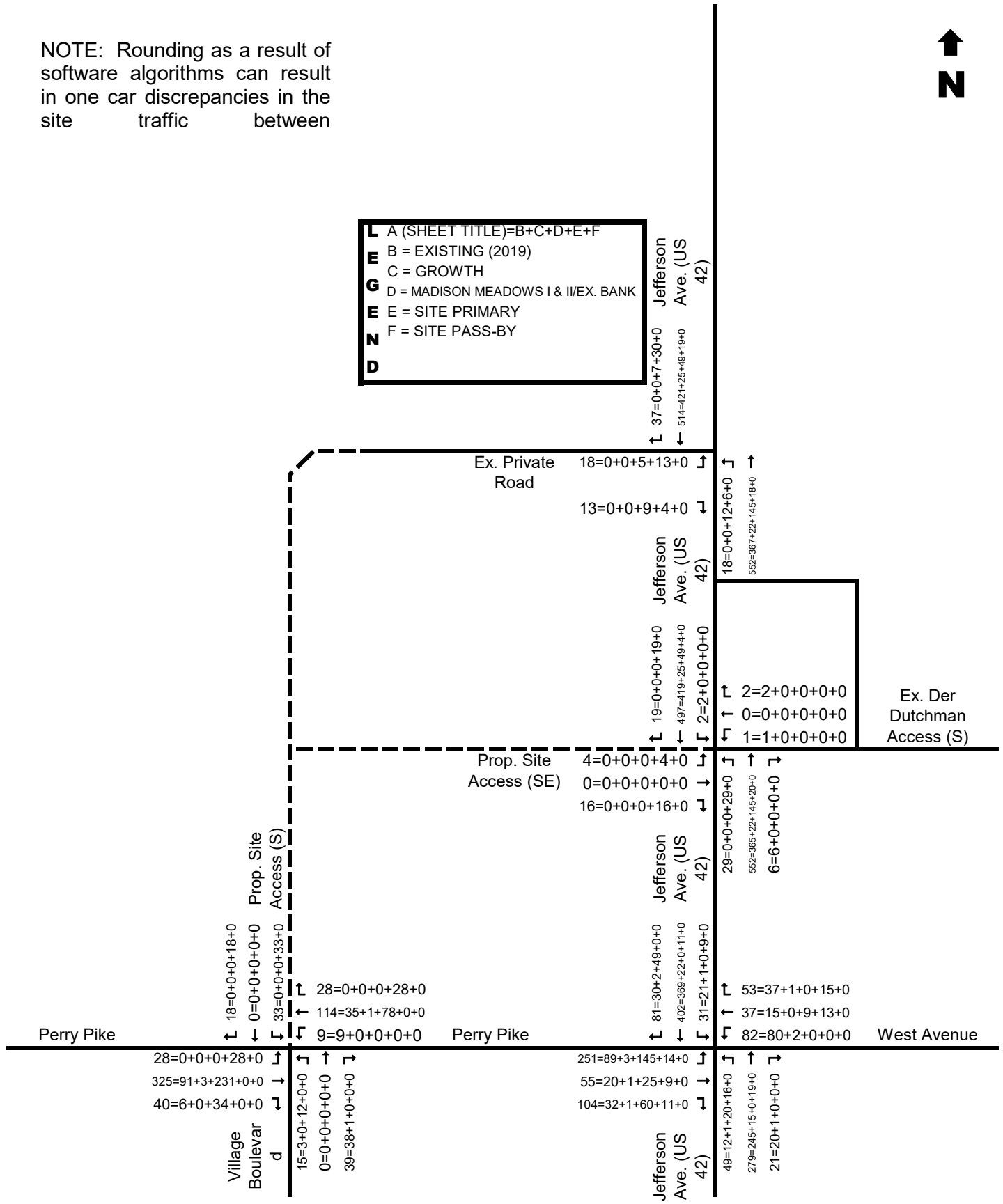

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FIGURE 5

2022 'BUILD' - AM PEAK

NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.

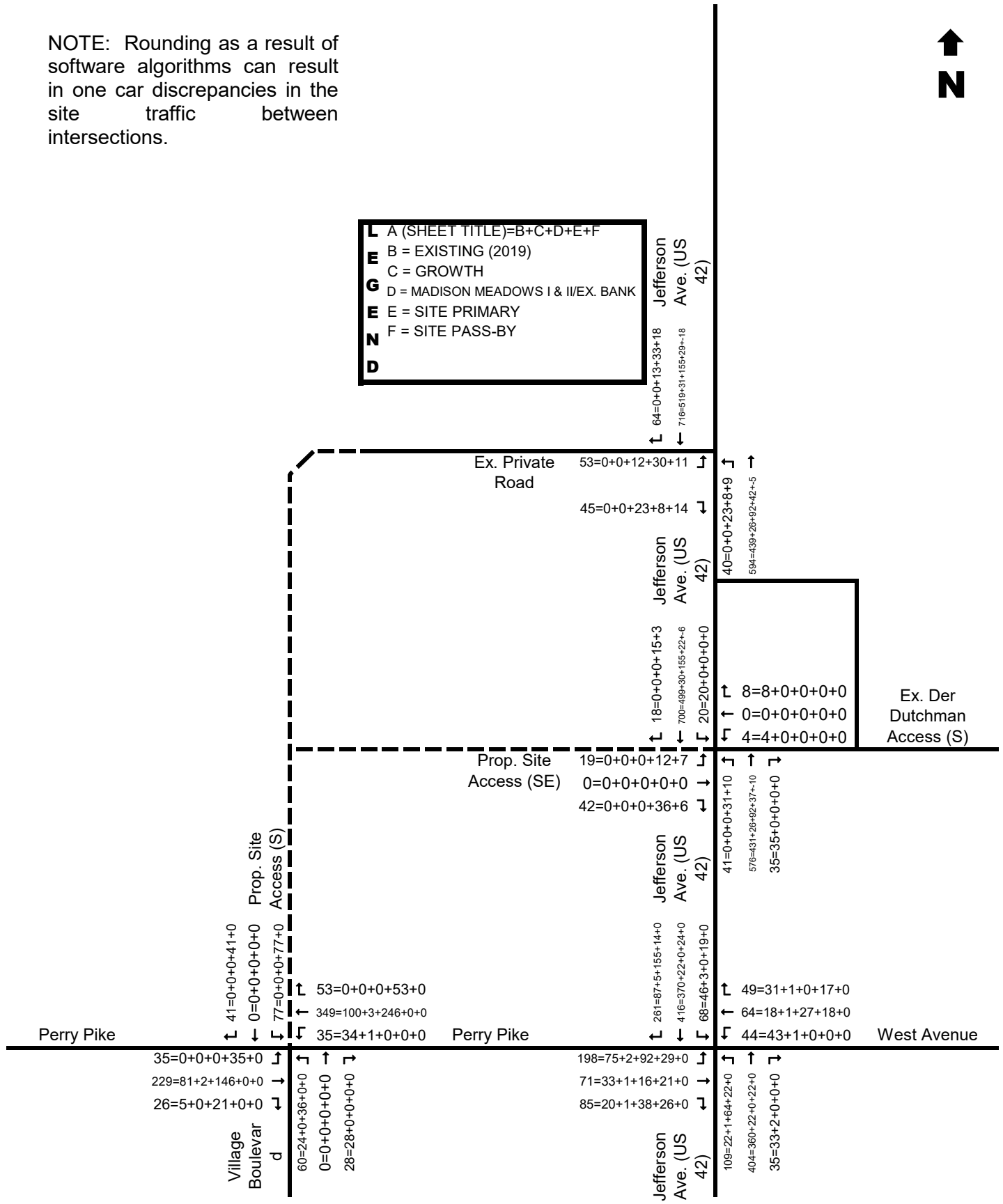

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FIGURE 6

2022 'BUILD' - PM PEAK

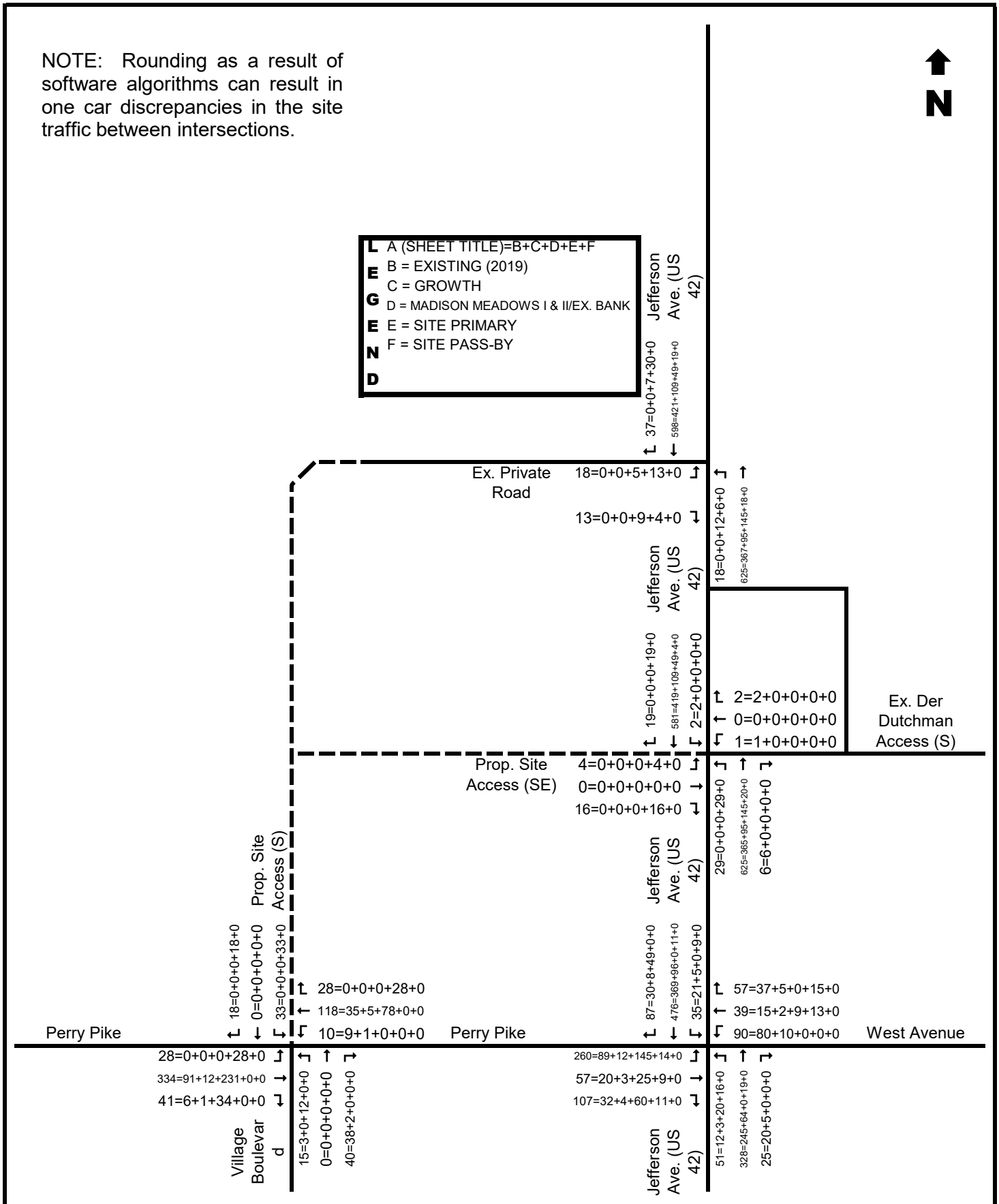

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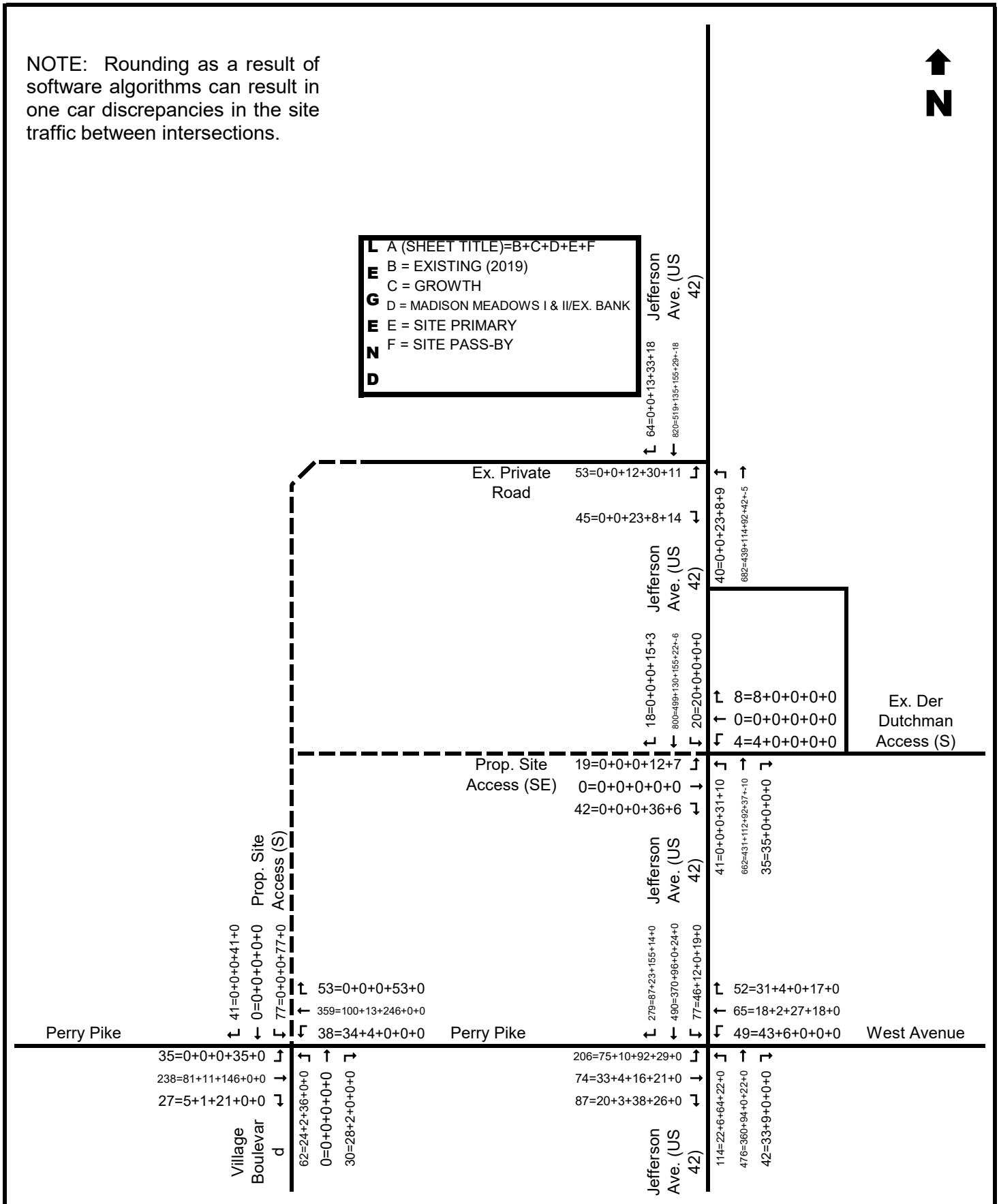
FIGURE 7

2032 'BUILD' - AM PEAK



VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

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FIGURE 8

2032 'BUILD' - PM PEAK

TRAFFIC ANALYSIS

Turn Lane Warrant Analysis

The procedure to determine whether turn lanes are warranted is according to the *ODOT L&D Manual* published by the Ohio Department of Transportation (ODOT). The speed limit of 35 MPH was used for the analysis. The results are shown in Table 5. The graphs from the *ODOT L&D Manual* are in the Appendix.

MOVEMENT	2022 'NO BUILD'	2022 'BUILD'	2032 'NO BUILD'	2032 'BUILD'
Perry Pike EB left turn at Prop. Site Access	NA	Warrant Not Met	NA	Warrant Not Met
Perry Pike WB right turn at Prop. Site Access (S)	NA	Warrant Not Met	NA	Warrant Not Met
Jefferson Ave (US 42) NB left turn at Prop. Site Access (SE)	NA	Warrant Met	NA	Warrant Met
Jefferson Ave (US 42) SB right turn at Prop. Site Access (SE)	NA	Warrant Not Met	NA	Warrant Not Met
Jefferson Ave (US 42) NB left turn at Ex. Private Road	Warrant Met	Warrant Met	Warrant Met	Warrant Met
Jefferson Ave (US 42) SB right turn at Ex. Private Road	Warrant Not Met	Warrant Met	Warrant Not Met	Warrant Met

TABLE 5 – Summary of Turn Lane Warrant Analysis

Signalized Capacity Analysis

Signalized capacity analyses were performed at the existing signalized intersection of Jefferson Avenue (US 42) & Perry Pike. The purpose of the analysis was to determine if any mitigation is necessary to accommodate the site traffic. In the analyses, delays are computed which correspond to a Level of Service (LOS) "A" through "F". Typically, LOS D and above is considered an acceptable LOS. Since driver expectations are different for various types of traffic control, there are different LOS criteria for unsignalized intersections versus signalized intersections. LOS criteria for signalized intersections are shown in Table 6.

LEVEL OF SERVICE	DELAY (seconds/vehicle)
A	<10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: *Highway Capacity Manual 2010*

TABLE 6 - Level of Service Criteria for Signalized Intersections

The following comprises the background of the signalized capacity analysis:

- *HCS 7* was used to perform the analysis.
- The existing lane configurations and phasing were used as the base analysis.
- The existing truck percentage was used for all lane groups.
- The following default values and guidance were applied per the ODOT *L&D Manual:*
  - Peak hour factor used was the HCS7 default of 0.92.
  - The signal was assumed to be uncoordinated and the timing input was entered as field measured phase times.
  - Right turn on red (RTOR) = 0
  - Cycle length = 60 to 120 seconds. [120 seconds was used which is a typical cycle length used in planning.]
- Timing was adjusted for each case such that critical approach delays were balanced within one second when possible.

A summary of the results is shown in Table 7. The *HCS7* reports are in the Appendix. The results are discussed in the Conclusions section.

INTERSECTION	TIME	YEAR	DELAY (LEVEL OF SERVICE)				
			Intersection	Eastbound	Westbound	Northbound	Southbound
Jefferson Ave. (US 42) & Perry Pike/West Avenue (#4095)	AM Peak	2022 'No Build' Traffic	24.8 (C)	26.5 (C)	20.3 (C)	22.7 (C)	26.1 (C)
		2022 'Build' Traffic	26.1 (C)	28.1 (C)	20.0 (B)	24.5 (C)	27.6 (C)
		2032 'No Build' Traffic	26.6 (C)	28.4 (C)	21.1 (C)	23.3 (C)	29.1 (C)
		2032 'Build' Traffic	28.0 (C)	31.7 (C)	21.5 (C)	24.5 (C)	29.8 (C)
		2032 'Build' Traffic W/ Nb Lt Phase	33.3 (C)	40.3 (D)	25.3 (C)	18.8 (B)	40.5 (D)
	PM Peak	2022 'No Build' Traffic	25.7 (C)	27.9 (C)	24.1 (C)	23.1 (C)	27.0 (C)
		2022 'Build' Traffic	26.0 (C)	41.2 (D)	28.9 (C)	20.3 (C)	22.2 (C)
		2032 'No Build' Traffic	27.6 (C)	31.6 (C)	26.5 (C)	23.5 (C)	29.3 (C)
		2032 'Build' Traffic	28.6 (C)	54.2 (D)	32.0 (C)	20.3 (C)	23.0 (C)
		2032 'Build' Traffic W/ Nb Lt Phase	39.5 (D)	53.5 (D)	31.8 (C)	18.4 (B)	50.8 (D)

Village Center of Plain City Traffic Impact Study - REV. 2: 3/2022

TABLE 7 - Signalized (HCS 7) Capacity Summary

Unsignalized Capacity Analyses

Unsignalized capacity analyses were performed at study area intersections. In the analyses, delays are computed which correspond to a Level of Service (LOS) "A" through "F". Typically, Level of Service (LOS) "D" or above is considered an acceptable LOS. For a Two-Way Stop condition, the unsignalized capacity analysis gives LOS results for vehicles that must wait for gaps to make their maneuver. In this case, it would be the left turns from the major street and the minor street movements. All other movements are free flowing, so they do not encounter delay. Since driver expectations are different for various types of traffic control, there are different LOS criteria for unsignalized intersections versus signalized intersections. The LOS criteria for two-way stop control are shown in Table 8.

LEVEL OF SERVICE	DELAY (seconds/vehicle)
A	<10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: *Highway Capacity Manual 2010*

TABLE 8 - Level of Service Criteria for Unsignalized Intersections

The following comprises the background of the analysis:

- *HCS 7* was used to perform the analysis.
- A Peak Hour Factor (PHF) of 0.92 was used.
- A 3% heavy vehicle percentage was assumed.
- The warranted turn lanes were considered in the analyses.

The results are shown in Tables 9 and 10. The results are discussed in the Conclusions section. The *HCS 7* reports are in the Appendix.

INTERSECTION	TIME	YEAR	DELAY (LEVEL OF SERVICE)					
			Main Street		Minor Street			
			Eastbound Left	Westbound Left	Northbound All			Southbound All
Prop. Site Access (S)/Village Boulevard & Perry Pike	AM Peak	2022 'Build' Traffic	7.6 (A)	8.1 (A)	12.1 (B)			13.8 (B)
		2032 'Build' Traffic	7.6 (A)	8.1 (A)	12.3 (B)			14.1 (B)
	PM Peak	2022 'Build' Traffic	8.3 (A)	7.9 (A)	21.4 (C)			23.1 (C)
		2032 'Build' Traffic	8.3 (A)	7.9 (A)	22.7 (C)			24.5 (C)

Village Center of Plain City Traffic Impact Study - REV. 2: 3/2022

TABLE 9 - Unsignalized Capacity Summary - (2-Way-Stop, East-West Major Street)

INTERSECTION	TIME	YEAR	DELAY (LEVEL OF SERVICE)					
			Main Street		Minor Street			
			Northbound Left	Southbound Left	Eastbound All	Eastbound Left	Eastbound Right	Westbound All
Jefferson Ave. (US 42) & Ex. Private Road	AM Peak	2022 'Build' Traffic	8.8 (A)		20.2 (C)			
		2032 'Build' Traffic	9.1 (A)		24.5 (C)			
	PM Peak	2022 'Build' Traffic	9.9 (A)		49.7 (E)			
		2032 'Build' Traffic	10.4 (B)		87.6 (F)			
		2032 'Build' Traffic W/ Nb Lt Phase	10.4 (B)		59.2 (F)	94.8 (F)	17.4 (C)	
Jefferson Ave. (US 42) & Prop. Site Access (SE)/Ex. Der Dutchman Access (S)	AM Peak	2022 'Build' Traffic	8.7 (A)	8.7 (A)	15.8 (C)			18.1 (C)
		2032 'Build' Traffic	9.0 (A)	9.0 (A)	18.4 (C)			21.4 (C)
	PM Peak	2022 'Build' Traffic	9.6 (A)	9.0 (A)	34.9 (D)			27.7 (D)
		2032 'Build' Traffic	10.0 (A)	9.4 (A)	51.8 (F)			36.6 (E)

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TABLE 10 - Unsignalized Capacity Summary - (2-Way Stop, North-South Major Street)

Turn Lane Length

The turn lane length for the warranted and recommended turn lanes per the analyses were calculated. The calculation was performed per Section 400 of the *ODOT L&D Manual*. The design speed in the calculation was assumed to be 5 MPH above the posted speed limit which would be 40 MPH on Jefferson Avenue (US 42) and Perry Pike. The results are shown in Table 11. The calculations are in the Appendix.

MOVEMENT	2022 'NO BUILD'	2022 'BUILD'	2032 'NO BUILD'	2032 'BUILD'
	ODOT L&D Manual	*ODOT L&D Manual*	*ODOT L&D Manual*	*ODOT L&D Manual*
Jefferson Ave (US 42) NB LT at Ex. Private Road	**125'**	**125'**	**125'**	**125'**
Ex. Private Road EB LT at Jefferson Ave (US 42)	**NA**	**NA**	**NA**	**100'**
Jefferson Ave (US 42) SB RT at Ex. Private Road	**NA**	**125'**	**NA**	**125'**
Jefferson Ave (US 42) NB LT at Prop. Site Access (SE)	**NA**	**125'**	**NA**	**125'**

TABLE 11 – Turn Lane Length Results (Includes the 50' diverging taper)

Queing Analyses

Per MOU comment #6, queuing was evaluated for the west and north legs of the Jefferson Avenue (US 42) & Perry Pike/West Avenue. Since the request was due to the access locations, only 2032 was analyzed.

Jefferson Avenue (US 42) southbound at Perry Pike - There is approximately 270 feet of storage on Jefferson Avenue (US 42) between the proposed access and Perry Pike/West Avenue. Note that there is also an existing gas station full access between the two intersections. There are two methods. The first is the 95th percentile queues from the signalized capacity analyses and the second is the turn lane length calculation per Section 400 of the *ODOT L&D Manual*. The results of the comparison are shown in Table 12. The additional signalized turn lane calculations are in the Appendix. The results will be discussed in the conclusions section.

AVAILABLE STORAGE (Approx.)	STREET	LANE	PEAK HOUR	2032 'BUILD' w/ NB LT PHASE	
				HCS 95th Percentile Queue	*ODOT L&D Manual Lane Length/ Storage*
*270' (Ex. SB LT 185')	US 42 SB at Perry Pike/West Avenue	SB Left Turn	AM Peak	30.4'	265'/ 150'
			PM Peak	642'	
		SB thru-right	AM Peak	66.2'	NA/ 855'
			PM Peak	924.6'	
	US 42 NB at Prop. Site Access (SE)	NB Left Turn	AM Peak	**2.5	125'/ 50'
			PM Peak	**5.0	
		NB thru-right	AM Peak	NA (Free Flow)	NA (Free Flow)
			PM Peak	NA (Free Flow)	

*=Existing gas station full access also is between the two intersections.
**=Output of unsignalized reported in vehicles. So result was assumed to be vehicle x 25 feet.

TABLE 12 – Summary of southbound queuing

Perry Pike eastbound at Jefferson Avenue (US 42) - There is approximately 350 feet of storage on Perry Pike between the proposed site access opposite Village Boulevard and Jefferson Avenue (US 42). Note that there is also an existing gas station full access between the two intersections. There are two methods. The first is the 95th percentile queues from the signalized capacity analyses and the second is the turn lane length calculation per Section 400 of the *ODOT L&D Manual*. The results of the comparison are shown in Table 13. The additional signalized turn lane calculations are in the Appendix. The results will be discussed in the conclusions section.

AVAILABLE STORAGE (Approx.)	STREET	LANE	PEAK HOUR	2032 'BUILD' w/ NB LT PHASE	
				HCS 95th Percentile Queue	*ODOT L&D Manual Lane Length/ Storage*
*350'	US 42 SB at Perry Pike/West Avenue	EB thru-right	AM Peak	486'	NA/ 525'
			PM Peak	473'	
	US 42 NB at Prop. Site Access (SE)	WB thru-right	AM Peak	NA (Free Flow)	NA (Free Flow)
			PM Peak	NA (Free Flow)	

*=Existing gas station full access also is between the two intersections.

TABLE 13 – Summary of southbound queuing

CONCLUSIONS

2022 'Build' and 2032 'Build' volumes were developed for use in turn lane warrant, capacity, and turn lane length analyses. Below is a summary of the conclusions for each condition:

2022 'No Build'

- Jefferson Ave. (US 42) & Ex. Private Drive
  - A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is not warranted.
- Jefferson Ave. (US 42) & Perry Pike/West Avenue
  - The intersection and all approaches operate at an acceptable LOS.

2022 'Build'

- Jefferson Avenue (US 42) & Ex. Private Drive
  - Same as 'No Build': A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - The impeded movements operate at an acceptable Level of Service (LOS) with the exception of the eastbound approach which operates at LOS E. This is an expected result and driveway intersection with a major street.
- Jefferson Ave. (US 42) & Der Dutchman Access (S)/Prop. Site Access (SE)
  - A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is not warranted.
  - The impeded movements operate at an acceptable Level of Service (LOS).
  - The 2032 southbound queue analysis from Jefferson Avenue (US 42) & Perry Pike/West Avenue extends beyond the access.
- Jefferson Avenue (US 42) & Perry Pike/West Avenue
  - Same as 'No Build': The intersection and all approaches operate at an acceptable LOS.
- Perry Pike & Village Boulevard/Site Access (S)
  - An eastbound left turn lane is not warranted.
  - A westbound left turn lane is not warranted.
  - The impeded movements operate at an acceptable Level of Service (LOS)
  - The 2032 eastbound queue analysis from Jefferson Avenue (US 42) & Perry Pike/West Avenue extends beyond the access. In the future, potential capacity improvements by others at Jefferson Avenue (US 42) & Perry Pike/West Avenue likely will be needed. The addition of

an eastbound left turn lane or right turn lane on Perry Pike would provide more storage between the two intersections.

2032 'No Build'

- Jefferson Avenue (US 42) & Perry Pike/West Avenue
  - The intersection and all approaches operate at an acceptable LOS.
- Jefferson Avenue (US 42) & Ex. Private Drive
  - A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is not warranted.

2032 'Build'

- Jefferson Avenue (US 42) & Perry Pike/West Avenue
  - Same as 'No Build': The intersection and all approaches operate at an acceptable LOS.
- Jefferson Avenue (US 42) & Ex. Private Drive
  - Same as 'No Build': A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - The impeded movements operate at an acceptable Level of Service (LOS) with the exception of the eastbound and westbound approaches which operate below the LOS D-E threshold. This is an expected result and driveway intersection with a major street. The developer can provide an eastbound left turn lane which will allow the right turns not to be delayed by the left turns. The minimum length of the eastbound left turn lane is 100 feet which includes the 50-foot diverging taper.
- Jefferson Ave. (US 42) & Der Dutchman Access (S)/Prop. Site Access (SE)
  - A northbound left turn lane is warranted. The length of the lane is 125 feet which includes the 50-foot diverging taper.
  - A southbound right turn lane is not warranted.
  - The impeded movements operate at an acceptable Level of Service (LOS) with the exception of the eastbound approach which operates at LOS E. This is an expected result and driveway intersection with a major street.
  - The southbound queue from Jefferson Avenue (US 42) & Perry Pike/West Avenue extends beyond the access.
- Perry Pike & Village Boulevard/Site Access
  - An eastbound left turn lane is not warranted.
  - A westbound left turn lane is not warranted.
  - The impeded movements operate at an acceptable Level of Service (LOS)

- ○The eastbound queue analysis from Jefferson Avenue (US 42) & Perry Pike/West Avenue extends beyond the access. In the future, potential capacity improvements by others at Jefferson Avenue (US 42) & Perry Pike/West Avenue likely will be needed. The addition of an eastbound left turn lane or right turn lane on Perry Pike would provide more storage between the two intersections.

Figure 9 shows a concept widening that creates the storage areas needed on Jefferson Avenue (US 42) for the site as well as accommodating existing driveways on the east side.

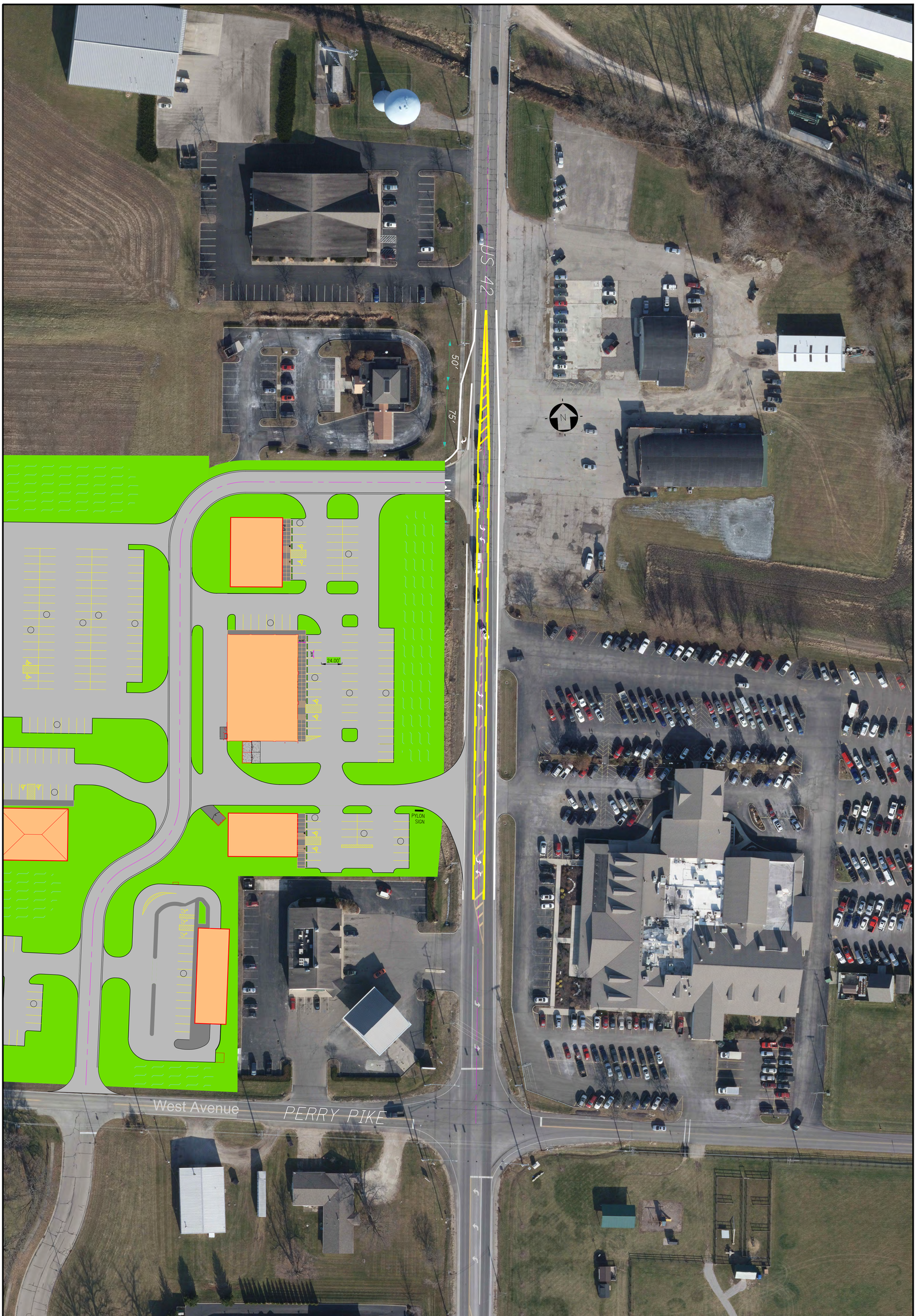

	FIGURE 9	**TURN LANE WIDENING CONCEPT**	CALCULATED PBW / CHECKED TJS	0 50 / 25 100 HORIZONTAL SCALE IN FEET

APPENDIX

From:	Haley Lupton
To:	Todd Stanhope
Cc:	Taylor Brill
Subject:	FW: Village Center of Plain City TIS REV 2 - Memo of Understanding/Preliminary Analysis
Date:	Friday, February 11, 2022 1:29:22 PM
Attachments:	image005.png image006.png

Good afternoon,

Please see below for the traffic study comments from the engineer.

Thank you,
Haley

Haley Lupton
Acting Village Administrator
The Village of Plain City
Office: 614.873.3527 x 119
800 Village Blvd., Plain City, Ohio 43064
Mailing Address:
P.O. Box 167, Plain City, OH 43064

From: Randy L. VanTilburg <RVanTilburg@manniksmithgroup.com>
Sent: Thursday, February 10, 2022 5:17 PM
To: Haley Lupton <hlupton@plain-city.com>
Cc: Taylor Brill <tbrill@plain-city.com>
Subject: RE: Village Center of Plain City TIS REV 2 - Memo of Understanding/Preliminary Analysis

Haley,

Here are our comments from our traffic team regarding the Traffic MOU.

1. The site plan has changed and has some higher intensity uses. This will likely present higher traffic impacts in terms of lane warrants and lane storage lengths.
2. On page 1, the MOU indicates that the site will have two new access points, however in the first paragraph should be more specific to the intent of the additional access to the existing drive to the north.
3. On page 2, the listing of intersections is confusing. Please bullet these in the MOU or final version of the full report for clarity.
4. Growth rates are consistent with the previous study.
5. AM and PM study periods are consistent with the last study.
6. On Page 2, clarify that operational analyses will be performed on all four intersections. Also clarify that queueing/storage lengths will be evaluated for the west leg of Perry Pike form US 42 to and including Village Boulevard and the site drive and for US 42 from Perry Pike to the existing drive to the north. All vehicular queueing conditions in these areas should be

addressed/presented due to the close drive/intersection spacing.

7. Trip Generation appears correct with ITE Trip Generation Manual 11th Edition (most current) used.
8. Trip distribution looks correct except we noted that the figure is off by 2.
9. Figure shows 243 existing trips and trip table shows 241 trips. This is minor but should be corrected. Also the Der Dutchman left and right turn movements into and out of the site should be estimates (even if by using trip generation as opposed to field counts). These movements should be included in the operational analyses as a 4-way intersection.
10. Turn lane warrants should be provided for all turn movements at all three site access locations.
11. Since the land uses are not confirmed, any changes in land uses may require revisiting the trip generation to verify any increase or decrease in site traffic predictions. For instance a restaurant, especially a fast food with a drive thru, would result in a significant increase in the predicted site traffic. If the changes in site traffic prediction is minor based on a revisit of trip generation, the traffic study would not likely be required to be revised. A significant change (more than a 10% increase) may require a revisit of the traffic study.

Randy VanTilburg, PE
Senior Associate & Senior Project Manager
The Mannik & Smith Group, Inc.
1160 Dublin Road, Suite 100
Columbus, OH 43215
(office) 614-441-4222 ext. 1204
(cell) 614-546-9269

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From: Haley Lupton <hlupton@plain-city.com>
Sent: Friday, December 17, 2021 10:48 AM
To: Randy L. VanTilburg <RVanTilburg@manniksmithgroup.com>
Subject: FW: Village Center of Plain City TIS REV 2 - Memo of Understanding/Preliminary Analysis

Good morning Randy,

The traffic study is resuming. Todd Stanhope said that M&S was working on comments…. Can you fill me in/do you have comments that they need to address before I sign an MOU?

December 16, 2021

Ms. Haley Lupton, MPA
Village Administrator
The Village of Plain City
P.O. Box 167
Plain City, OH 43064

Re: Village Center of Plain City TIS REV. 2 – Memo of Understanding
Village of Plain City, Madison County, Ohio

Dear Ms. Lupton:

Please consider this letter a Memo of Understanding (MOU) and preliminary analysis for the revised traffic impact study (TIS) for the subject development.

MEMO OF UNDERSTANDING

Paradigm Development Group is proposing to develop an approximately 11.66-acre site with retail and office land uses. The site is located on the north side of Perry Pike west of Jefferson Avenue (US 42). The site will have two proposed full accesses; one on the proposed north-south street that intersects Perry Pike opposite Village Boulevard and the other on Jefferson Avenue (US 42) between Perry Pike and an existing private road at the north end of the site. The existing private road also intersects Jefferson Avenue (US 42). The permitting agency for the accesses is the Village of Plain City and they are requiring a traffic impact study. The proposed scope is adapted from a previous DRAFT TIS performed by Smart Services and dated 3/2021 submitted for this site that was never approved. The MOU was updated for the current preliminary site plan. The study area is included within the *Madison Meadows TIS* dated 7/24/2019 also performed by Smart Services, Inc.

Specific end users for the site are unknown at this time. The TIS will be based on the preliminary site plan attached for reference. The following are the land use assumptions being used in the TIS (It is noted that these could be refined in the TIS process if there are revisions to the site plan or specific end users become known.):

- 9,977 SF Variety Store (ITE Code #814)
- 28,082 SF Shopping Center (ITE Code #822)
- 7,500 SF Day Care Center (ITE Code #565)
- 17,100 SF Medical-Dental Office Building (ITE Code #720)
- 1 tunnel Automated Car Wash (ITE Code #848)

The following is our understanding of the scope of the study based on a previous TIS of the site:

- The study area will be the intersections of Perry Pike & Village Boulevard/Proposed public street and Jefferson Avenue (US 42) & Perry Pike as well as the private street intersections with Jefferson Avenue (US 42) and Perry Pike. In addition, the proposed full access on Jefferson Avenue (US 42) will be analyzed.
- The time of analysis will be the weekday AM Peak hour (one hour between 7 and 9 AM) and the PM Peak hour (one hour between 4 and 6 PM).
- Data Collection – Study area data from the *Madison Meadows TIS* will be utilized so no data collection is needed for the TIS.
- Trip Generation – Projected trips will be calculated using *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE).
- Horizon Year Traffic Development – The Village of Plain City requires a 10-year design horizon. Opening day is assumed to be 2022, therefore the design year is 2032. Annual growth rates obtained from MORPC as part of the *Madison Meadows TIS* will be utilized and are shown in Table A.

SEGMENT	LINEAR ANNUAL GROWTH RATE
Perry Pike	1.0%
Village Boulevard	0.5%
Jefferson Avenue (US 42)	2.0%

TABLE A – Growth Factor Summary for 2019 Counts

- Site Traffic from the *Madison Meadows TIS* will be added to the background.
- Analyses
  - A turn lane warrant analysis will be performed at the intersection of Perry Pike & Village Boulevard/Site Access.
  - The length of any warranted turn lanes will be calculated.
  - A signalized capacity analysis will be performed at the intersection of Jefferson Avenue (US 42) & Perry Pike for the purpose of determining if any signal timing adjustments will be needed to accommodate the site traffic.
  - Since there is a proposed full access point on US 42 between Perry Pike & the existing private road, analysis of back-to-back left turn lanes will be performed. Since it is critical to the site plan, a preliminary analysis has been provided.

A report will be produced that includes the data and provides the conclusions as well as the methods and analyses used.

If this MOU is acceptable to you, please indicate your approval in the space provided below. If not, please let us know what items need to be changed.

PRELIMINARY ANALYSIS

To assist the reviewer with evaluating the access, back-to-back left turn lanes were evaluated on US 42 between Perry Pike & the existing private road.

Traffic Development

Input to these calculations were developed based on the new site plan and parameters in the current MOU. See revised Tables 2 and 4 as well as revised Figures 6 and 7.

Left Turn Lane Length Analysis

There is approximately 270 feet of storage on Jefferson Avenue (US 42) between the proposed access and Perry Pike/West Avenue. Note that there is also an existing gas station full access between the two intersections. The method for turn lane length calculation is per Section 400 of the *ODOT L &D Manual*. The results of the calculations per the *ODOT L&D Manual* are shown in Table B for both the total turn length and just the storage. The calculations are attached. **The results show that considering only storage, the distance will accommodate the proposed access.**

STREET	STORAGE (Approx.)	LANE	PEAK HOUR	2032 'Build'	
				**ODOT L&D Manual Lane Length*	**ODOT L&D Manual Storage Only*
***US 42 btw Prop. Site Access and Perry Pike/West Avenue**	**270' (Ex. SB LT 185')**	**NB Left Turn**	**AM Peak**	**125'**	**50'**
			PM Peak	**125'**	**50'**
		SB Left Turn	**AM Peak**	**215'**	**100'**
			PM Peak	**265'**	**150'**

*=Existing gas station full access also is between the two intersections.

TABLE B – Summary of Back-to-Back Left Turn

If you have any questions, please contact me. Thank you!

Sincerely,

SMART SERVICES, INC.

Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

Submitted: One electronic copy (PDF format) via e-mail

Cc: D. Hatcher

Village of Plain City

Approved:_____ Date:_____

May 19, 2021

Nathan Cahall, Village Administrator
Village of Plain City
213 S. Chillicothe Street
Plain City, OH 43064

Subject: Perry Pike Development

Dear Nathan:

Our team has reviewed the plans for the above referenced project. Below is a comprehensive list of comments.

Sheet C1

1. Please adjust viewport window so that text isn't cut off on the periphery and enlarge existing contour text for readability.

Sheet O1

2. Please add a 10' asphalt multi-use path along the frontage Perry Pike as discussed in the 5/11 meeting.
3. Please add a 5' concrete sidewalk along the frontage of Jefferson Ave. as discussed in the 5/11 meeting.
4. Please add a 20' landscaping buffer along Jefferson Ave. as discussed in the 5/11 meeting.
5. Please provide a lighting plan that matches the lighting on the existing Village Boulevard as discussed in the 5/11 meeting.
6. Please label Curve 3.
7. Please display proposed contours for the improvements beyond the basin on the grading sheet.
8. Please note that per Village code, proposed streets that are a continuation of an existing street across an intersection shall maintain the same name.
9. Add applicable Village standard notes from Appendix D of the Zoning Code.
10. The Village Code dictates that all arterial roadways require a 100' minimum right of way. An additional 20' will be required to be dedicated to Jefferson Ave. as discussed in the 5/11 meeting.
11. The Village Code dictates that all minor collector roadways require a 66' minimum right of way. An additional 8' will be required to be dedicated to Perry Pike as discussed in the 5/11 meeting.

Sheet S1

12. Consider showing only the street and storm profiles within the roadway sheets.
13. Please adjust the leader to point to the drainage detail at the top of the page.
14. Please ensure all structures have a legible label on each sheet that they are shown, for example STM 1.
15. Please label storm structure names within the profile view (all sheets).
16. Curb is misspelled in the underdrain connection note.
17. Clarify the profile label "existing san grade"

1160 Dublin Road, Suite 100, Columbus, Ohio 43215 Tel: 614.441.4222 Fax: 888.488.7340 www.MannikSmithGroup.com

Sheet S2

18. Correct the curve label at the bend of the roadway to be C3.
19. Please note that per the Village Code, all street centerline radii are to have a minimum dimension of 200' or a variance request will need to be submitted and reviewed for acceptance.
20. Label the existing and proposed ground within the profile (all sheets).
21. Please note that per Village Code, grade breaks with a delta greater than 2% shall have a vertical curve of 100'. The VC at station 4+50 should be modified from 75' to 100'

Sheet S3

22. The word "To" is misspelled in the note about the curb underdrains.
23. Please note that per Village Code, grade breaks with a delta greater than 2% shall have a vertical curve of 100'. The VC at station 5+75 should be modified from 75' to 100'.
24. See comment 19 above.

Sheet S4

25. Please adjust either the grading or alignment and location of HW 1 so that the face of the headwall aligns with the contour.
26. Per the meeting on 5/11, the basin will have a vertical wall, please provide wall details and revised grading.

Sheet S5

27. Please note that per the Village Code, the ROW/Easement for a local street should be 54' and a pavement width of 30', there is no differentiation between private and public roadways in the Code. Is the Village accepting the 50' easement for private streets? If so, a variance should be requested.
28. Please adjust your pavement section to be the following (per Village Code for Local Streets):
    - 1 ½ " Asphalt Concrete Surface Course Item 441
    - 1 ½" Asphalt Concrete Intermediate Course Item 441
    - 3" Item 301, Bituminous Aggregate Base
    - 6" Aggregate Base Item 304
29. Please label the slopes along the curb line and cross slopes of the crosswalk within the intersection details. It looks like there are some locations that are too flat, too steep, or areas where the drainage is getting trapped where there is not a drainage structure. Ideally, the slope of the curb line will be a minimum of 0.4% and a maximum of 1.56% at a curb ramp.

Sheet S6

30. See comment 27 above.

Sheet E2

31. Add dandy bags in the roadway and remove the "if tracking" notes.
32. Change "impeded" to "impede" for the dandy bag note on the basin detail.
33. Correct the misspelling of "upon" in the note about the outlet structure installation.

Sheets SS1

34. Consider showing only the Sanitary Sewer in the profile for clarity (all Sanitary sheets)
35. Add applicable Village standard notes from Appendix D Zoning Code.

Sheets SS2 & SS3

36. Add inverts to the profile for the sanitary structures.
37. Provide 0.1' drops all sanitary structures.
38. Provide service lateral design schedules for the station, depth, size, length, etc.

Sheet W1

39. Correct the misspelling of "Sleeve" in the detail for the 10x10 tee.
40. Add applicable Village standard notes from Appendix D Zoning Code.
41. Consider showing only the Watermain in the profile for clarity (all watermain sheets).
42. Confirm that all future buildings will be within 300' of a hydrant or 500' of a second. Consider providing an exhibit to illustrate the hydrant coverage for each lot and potential building.
43. Village Code states that all water mains shall be a minimum of 8".
44. Please consider turning off pavement marking and other extra layers to help clean up the view for the water main plans.
45. Label and show the existing hydrants, modify viewport as necessary to show the hydrant measured 338' from the proposed hydrant at 1+98.54.
46. Confirm that the watermain has 4 feet of cover, it looks more like 1' in the profile.

Sheet W2

47. Please label the existing fire hydrant on Jefferson Ave.
48. Please label Jefferson Ave. within the plan view.
49. Add a note that the existing 10" along Jefferson Ave is Transite pipe and special care will need to be taken for the tap.
50. See No. 46 above.
51. Label the Utility Easements (all sheets).
52. See No. 43 above.

Sheet W3

53. See No. 43 above.
54. See No. 46 above.
55. Please correct the proposed hydrant at the bottom of the plan view to be legible.

Sheet W4

56. Reference the hydrant with City of Columbus Type A Setting detail instead the detail as shown.
57. Show the detail L9901 instead of the service detail as shown.

Drainage Report

58. Correct the typo "of-site" about midway down the page.
59. Reference the ONDR/OEPA Rainwater and Land Development Appendix 9 for post-construction HSG rating per soil type. Given their recommendations, we would expect all proposed pervious areas on the site to be classified as D. Please review and adjust the model accordingly.
60. Please provide the outlet flows from the proposed basin so that we can confirm that they are less than the allowable.
61. Please identify the time of concentration calculation points along the flow path on the drainage exhibits so that we can better verify the calcs.
62. There may be a calculation method discrepancy, we entered in the TOC data for the pre-conditions as shown in your table and found a TOC of over 17 minutes. It appears the biggest discrepancies are for the shallow concentrated flow – we used cultivated rows for the velocity factor to match your CN values.
63. Please consider utilizing the Ohio EPA WQV calculator spreadsheets.
64. On the Pre-Developed Exhibit, please enlarge the contour elevation text, label the existing outlet, and mark the TOC points on the map for each delineation.
65. On the Post-Developed Exhibit, rename it from Pre to Post, please enlarge the contour elevation text, label the outlet, and mark the TOC points on the map for each delineation.
66. Within the Storm Sewer Calcs – please verify that all of the slopes match those shown in the plans.
67. Within the Storm Sewer Calcs – please verify that all of the inverts match those shown in the plans.
68. Within the Storm Sewer Calcs – please verify that all of the pipe diameters match those shown in the plans.

69. Within the Storm Sewer Calcs – please label all the drainage structures to match the labels on the plans. For example CB1A to CB1A should be shown as CB1A4 to CB1A3 in the first two columns.
70. Please note that per Village Code, all storm sewer velocities should be between 3 and 7 fps. Please revise the design to meet these requirements accordingly.
71. Where are the storm sewer calculations for the following: CB3A to 3B, 3B to ExCB, MHx to 3A, 3A to 3, 3C to 3, 3 to EX CB. Please ensure all proposed structures and pipes have calculations.
72. It appears that there are 3 pipes that have flows greater than capacity, please adjust the design accordingly.
73. Please update the CB tributary area exhibit for general readability and ensure that the displayed areas match those shown in the calcs.
74. Please provide the calculation package for the basin rating curve.
75. Please clarify why the vertical orifice is lower than the water quality orifice.
76. Please clarify why the Q100 is less than the Q5 and Q100 is less than the WQV.
77. Please clarify the intent of the basin as the owner has stated that it is intended to have a permanent pool and a retaining wall instead of the armored 1:1 slope.

Traffic Impact Study

78. Trip Generation: The study was conducted to ITE standards for the development of site traffic (Trip Generation). It should be noted that the two restaurants account for 82% and 65% (AM and PM) of the total site traffic as these are the high traffic generators for the site. It is our understanding that these restaurants will be located off the shared site drive on Jefferson Avenue (US 42). This issue will be discussed in further detail under trip distribution.
79. Background Growth Rate: MORCP was engaged to provide background traffic growth to expand current traffic data collected for the study to Opening Day (2022) and Horizon year (2032). The growth rates provided (Perry Pike 1%, Village Road 0.5% and Jefferson Avenue 2%) are on the higher side and are appropriate for a growing city such as Plain City.
80. Trip Distribution: Referencing Figure 3, the site entering traffic is 53% from the Jefferson Avenue site drive and 47% Perry Pike site drive. The site exiting traffic does not follow the same distribution with 32% exiting the Jefferson Avenue site drive and 68% exiting the Perry Pike site drive. Also in consideration that the highest site generators (the 2 restaurants) generate 82% and 65% (AM and PM) of the site traffic and are expected to be situated near Jefferson Avenue, hence suggesting that more than half of the site traffic would use the Jefferson Avenue site drive. The report should discuss the reasoning behind the site traffic distribution. Site entering and exiting trips should be rechecked to the trip generation table for the primary trips and passby trips as our sums were not equating between the traffic figure and the trip generation table. Any changes in site traffic volumes may affect lane warrants and operational analyses.
81. Turn Lanes: Turn lanes per ODOT criteria are based on Horizon Year or 2032 in this case. 2022 traffic lane warrants are not required. Turn warrant results indicate:
    a. Jefferson Avenue and the site drive warranted for a NB left lane (215 feet in length) and a SB right lane (125 feet in length). For the left turn lane, the 215 feet will result in pavement transition sections overlapping the pavement widening transitions for the SB left turn lane on Jefferson Avenue at Perry Pike. This could create some difficulties in the geometry.
    b. A left turn lane warrant was not evaluated for the existing site drive on Jefferson Avenue and should be addressed. Operational performance (LOS), should be considered as part of this evaluation in addition to the ODOT graphical warrants.
    c. Perry Pike and the site drive was not shown to warrant for turn lanes (WB right or EB left).
    d. A left turn lane warrant was not evaluated for the proposed site drive on Perry Pike and should be addressed. Operational performance (LOS), should be considered as part of this evaluation in addition to the ODOT graphical warrants.
    e. The site plan does not reflect the left turn and right turn lane additions at Jefferson Avenue and the site drive.

82. Operational Analyses (Level of Service): The operational evaluation of the Jefferson Avenue and Perry Pike/West Avenue intersection noted negligible impacts to the intersection with an intersection level of service (LOS) C maintained. However, the NB left turn does degrade (per the HCM reports provided in the appendix) to a LOS D in 2032 for both No Build and Build. This is not a project precipitated impact as the NB Left turn LOS D occurs with the site or without the site. The City may need to add a NB protected left turn phase (green left arrow) to this intersection within the next 10 years. Operational analyses were not performed on the two site drives and should be included in the study. Of particular concern is the operational performance of both site drive left turn exit movements.

We recommend the above comments be addressed and revised drawings be resubmitted for review.

Sincerely,

Randy VanTilburg, PE
Associate / Senior Project Manager

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Jefferson_Ave_(US_42)_&_Perry_Pike_628779_03-07-2019
Site Code :
Start Date : 3/7/2019
Page No : 1

Groups Printed- Cars - Trucks

	Jefferson Ave (US 42) Southbound				West Ave Westbound				Jefferson Ave (US 42) Northbound				Perry Pike Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	119	2	127	31	4	11	46	1	47	0	48	24	6	8	38	259
07:15 AM	6	112	9	127	38	5	8	51	6	74	5	85	24	2	7	33	296
07:30 AM	6	67	8	81	3	1	9	13	2	62	11	75	22	7	8	37	206
07:45 AM	3	71	11	85	8	5	9	22	3	62	4	69	19	5	9	33	209
Total	21	369	30	420	80	15	37	132	12	245	20	277	89	20	32	141	970
08:00 AM	11	91	11	113	5	6	13	24	4	49	7	60	22	5	8	35	232
08:15 AM	3	62	6	71	5	4	6	15	6	60	5	71	20	10	6	36	193
08:30 AM	5	66	4	75	6	7	10	23	2	64	3	69	20	6	2	28	195
08:45 AM	7	69	11	87	3	4	3	10	2	54	7	63	16	3	3	22	182
Total	26	288	32	346	19	21	32	72	14	227	22	263	78	24	19	121	802
04:00 PM	10	86	30	126	4	3	12	19	8	101	11	120	11	11	8	30	295
04:15 PM	9	87	16	112	13	8	13	34	4	93	7	104	21	8	4	33	283
04:30 PM	14	86	27	127	10	2	6	18	7	81	6	94	20	11	8	39	278
04:45 PM	9	96	26	131	13	5	7	25	3	79	9	91	14	5	6	25	272
Total	42	355	99	496	40	18	38	96	22	354	33	409	66	35	26	127	1128
05:00 PM	14	101	18	133	7	3	5	15	8	107	11	126	20	9	2	31	305
05:15 PM	15	82	23	120	7	10	6	23	4	76	5	85	16	3	5	24	252
05:30 PM	11	80	19	110	7	4	18	29	6	94	10	110	17	6	7	30	279
05:45 PM	13	62	27	102	6	6	13	25	8	58	7	73	14	9	7	30	230
Total	53	325	87	465	27	23	42	92	26	335	33	394	67	27	21	115	1066
Grand Total	142	1337	248	1727	166	77	149	392	74	1161	108	1343	300	106	98	504	3966
Apprch %	8.2	77.4	14.4		42.3	19.6	38		5.5	86.4	8		59.5	21	19.4		
Total %	3.6	33.7	6.3	43.5	4.2	1.9	3.8	9.9	1.9	29.3	2.7	33.9	7.6	2.7	2.5	12.7	
Cars	141	1168	244	1553	165	77	147	389	72	994	104	1170	292	105	95	492	3604
% Cars	99.3	87.4	98.4	89.9	99.4	100	98.7	99.2	97.3	85.6	96.3	87.1	97.3	99.1	96.9	97.6	90.9
Trucks	1	169	4	174	1	0	2	3	2	167	4	173	8	1	3	12	362
% Trucks	0.7	12.6	1.6	10.1	0.6	0	1.3	0.8	2.7	14.4	3.7	12.9	2.7	0.9	3.1	2.4	9.1

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Jefferson_Ave_(US_42)_&_Perry_Pike_628779_03-07-2019
Site Code :
Start Date : 3/7/2019

	Jefferson Ave (US 42) Southbound				West Ave Westbound				Jefferson Ave (US 42) Northbound				Perry Pike Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	119	2	127	31	4	11	46	1	47	0	48	24	6	8	38	259
07:15 AM	6	112	9	127	38	5	8	51	6	74	5	85	24	2	7	33	296
07:30 AM	6	67	8	81	3	1	9	13	2	62	11	75	22	7	8	37	206
07:45 AM	3	71	11	85	8	5	9	22	3	62	4	69	19	5	9	33	209
Total Volume	21	369	30	420	80	15	37	132	12	245	20	277	89	20	32	141	970
% App. Total	5	87.9	7.1		60.6	11.4	28		4.3	88.4	7.2		63.1	14.2	22.7		
PHF	.875	.775	.682	.827	.526	.750	.841	.647	.500	.828	.455	.815	.927	.714	.889	.928	.819
Cars	21	324	30	375	79	15	37	131	12	205	20	237	83	20	32	135	878
% Cars	100	87.8	100	89.3	98.8	100	100	99.2	100	83.7	100	85.6	93.3	100	100	95.7	90.5
Trucks	0	45	0	45	1	0	0	1	0	40	0	40	6	0	0	6	92
% Trucks	0	12.2	0	10.7	1.3	0	0	0.8	0	16.3	0	14.4	6.7	0	0	4.3	9.5
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	9	87	16	112	13	8	13	34	4	93	7	104	21	8	4	33	283
04:30 PM	14	86	27	127	10	2	6	18	7	81	6	94	20	11	8	39	278
04:45 PM	9	96	26	131	13	5	7	25	3	79	9	91	14	5	6	25	272
05:00 PM	14	101	18	133	7	3	5	15	8	107	11	126	20	9	2	31	305
Total Volume	46	370	87	503	43	18	31	92	22	360	33	415	75	33	20	128	1138
% App. Total	9.1	73.6	17.3		46.7	19.6	33.7		5.3	86.7	8		58.6	25.8	15.6		
PHF	.821	.916	.806	.945	.827	.563	.596	.676	.688	.841	.750	.823	.893	.750	.625	.821	.933
Cars	46	341	87	474	43	18	30	91	21	325	32	378	74	33	20	127	1070
% Cars	100	92.2	100	94.2	100	100	96.8	98.9	95.5	90.3	97.0	91.1	98.7	100	100	99.2	94.0
Trucks	0	29	0	29	0	0	1	1	1	35	1	37	1	0	0	1	68
% Trucks	0	7.8	0	5.8	0	0	3.2	1.1	4.5	9.7	3.0	8.9	1.3	0	0	0.8	6.0

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Perry_Pike_&_Village_Blvd_628783_03-07-2019
Site Code :
Start Date : 3/7/2019
Page No : 1

Groups Printed- Cars - Trucks

	Perry Pike Westbound			Village Blvd Northbound			Perry Pike Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	4	0	11	11	25	4	29	44
07:15 AM	3	12	15	2	9	11	21	0	21	47
07:30 AM	1	7	8	1	11	12	26	1	27	47
07:45 AM	3	14	17	0	7	7	19	1	20	44
Total	9	35	44	3	38	41	91	6	97	182
08:00 AM	0	16	16	1	12	13	21	0	21	50
08:15 AM	3	13	16	3	7	10	24	4	28	54
08:30 AM	4	6	10	0	12	12	19	1	20	42
08:45 AM	4	11	15	0	6	6	15	0	15	36
Total	11	46	57	4	37	41	79	5	84	182
04:00 PM	7	28	35	5	6	11	16	3	19	65
04:15 PM	8	26	34	7	6	13	26	2	28	75
04:30 PM	10	28	38	8	9	17	18	0	18	73
04:45 PM	9	22	31	5	6	11	13	2	15	57
Total	34	104	138	25	27	52	73	7	80	270
05:00 PM	7	24	31	4	7	11	24	1	25	67
05:15 PM	13	15	28	4	5	9	11	4	15	52
05:30 PM	9	25	34	3	1	4	21	1	22	60
05:45 PM	14	17	31	0	2	2	20	0	20	53
Total	43	81	124	11	15	26	76	6	82	232
Grand Total	97	266	363	43	117	160	319	24	343	866
Apprch %	26.7	73.3		26.9	73.1		93	7		
Total %	11.2	30.7	41.9	5	13.5	18.5	36.8	2.8	39.6	
Cars	96	263	359	42	117	159	310	22	332	850
% Cars	99	98.9	98.9	97.7	100	99.4	97.2	91.7	96.8	98.2
Trucks	1	3	4	1	0	1	9	2	11	16
% Trucks	1	1.1	1.1	2.3	0	0.6	2.8	8.3	3.2	1.8

Smart Services, Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Perry_Pike_&_Village_Blvd_628783_03-07-2019
Site Code :
Start Date : 3/7/2019

	Perry Pike Westbound			Village Blvd Northbound			Perry Pike Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	7	8	1	11	12	26	1	27	47
07:45 AM	3	14	17	0	7	7	19	1	20	44
08:00 AM	0	16	16	1	12	13	21	0	21	50
08:15 AM	3	13	16	3	7	10	24	4	28	54
Total Volume	7	50	57	5	37	42	90	6	96	195
% App. Total	12.3	87.7		11.9	88.1		93.8	6.2		
PHF	.583	.781	.838	.417	.771	.808	.865	.375	.857	.903
Cars	7	50	57	5	37	42	85	5	90	189
% Cars	100	100	100	100	100	100	94.4	83.3	93.8	96.9
Trucks	0	0	0	0	0	0	5	1	6	6
% Trucks	0	0	0	0	0	0	5.6	16.7	6.3	3.1
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	8	26	34	7	6	13	26	2	28	75
04:30 PM	10	28	38	8	9	17	18	0	18	73
04:45 PM	9	22	31	5	6	11	13	2	15	57
05:00 PM	7	24	31	4	7	11	24	1	25	67
Total Volume	34	100	134	24	28	52	81	5	86	272
% App. Total	25.4	74.6		46.2	53.8		94.2	5.8		
PHF	.850	.893	.882	.750	.778	.765	.779	.625	.768	.907
Cars	34	100	134	23	28	51	80	5	85	270
% Cars	100	100	100	95.8	100	98.1	98.8	100	98.8	99.3
Trucks	0	0	0	1	0	1	1	0	1	2
% Trucks	0	0	0	4.2	0	1.9	1.2	0	1.2	0.7

Smart Services Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Jefferson Avenue (US 42) & Der Dutchman (S) - AM Peak
Site Code : 00000000
Start Date : 3/10/2022
Page No : 1

Groups Printed- Class 1

	Jefferson Avenue (US 42) Southbound			Der Dutchman Drive (S) Westbound			Jefferson Avenue (US 42) Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	141	142	0	1	1	46	1	47	190
07:15 AM	0	128	128	0	0	0	81	2	83	211
07:30 AM	1	57	58	1	0	1	85	1	86	145
07:45 AM	0	95	95	0	1	1	80	2	82	178
Total	2	421	423	1	2	3	292	6	298	724
Grand Total	2	421	423	1	2	3	292	6	298	724
Apprch %	0.5	99.5		33.3	66.7		98	2		
Total %	0.3	58.1	58.4	0.1	0.3	0.4	40.3	0.8	41.2	

Smart Services Inc.

88 W. Church Street
Newark, OH 43055
(740) 345-4700

File Name : Jefferson Avenue (US 42) & Der Dutchman (S) - PM Peak
Site Code : 00000000
Start Date : 3/10/2022
Page No : 1

Groups Printed- Class 1

	Jefferson Avenue (US 42) Southbound			Der Dutchman Drive (S) Westbound			Jefferson Avenue (US 42) Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	5	99	104	0	2	2	108	6	114	220
04:15 PM	5	122	127	0	2	2	132	4	136	265
04:30 PM	9	162	171	0	3	3	117	7	124	298
04:45 PM	4	142	146	1	3	4	127	14	141	291
Total	23	525	548	1	10	11	484	31	515	1074
05:00 PM	2	152	154	3	0	3	117	10	127	284
Grand Total	25	677	702	4	10	14	601	41	642	1358
Apprch %	3.6	96.4		28.6	71.4		93.6	6.4		
Total %	1.8	49.9	51.7	0.3	0.7	1	44.3	3	47.3	

	Jefferson Avenue (US 42) Southbound			Der Dutchman Drive (S) Westbound			Jefferson Avenue (US 42) Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	5	122	127	0	2	2	132	4	136	265
04:30 PM	9	162	171	0	3	3	117	7	124	298
04:45 PM	4	142	146	1	3	4	127	14	141	291
05:00 PM	2	152	154	3	0	3	117	10	127	284
Total Volume	20	578	598	4	8	12	493	35	528	1138
% App. Total	3.3	96.7		33.3	66.7		93.4	6.6		
PHF	.556	.892	.874	.333	.667	.750	.934	.625	.936	.955

From: Hwashik Jang
To: Todd Stanhope; Zhuojun Jiang
Cc: Nick Gill; ncahall@plain-city.com; bryan@co.madison.oh.us; "Thom Ries"
Subject: RE: Growth Rate Request - US 42, Perry Pike, Village Parkway, and Lafayette-Plain City Road
Date: Tuesday, April 16, 2019 8:09:00 AM
Attachments: image003.png

Todd,

We have completed processing growth rates for your traffic study.
Please use a linear annual growth rate as summarized in the following table below.

Location	Linear Annual Growth Rate
Perry Pike e/o Lafayette-Plain City Road	1.00%
Lafayette-Plain City Road n/o Perry Pike	1.00%
Lafayette-Plain City Road s/o Perry Pike	1.00%
Perry Pike e/o Village Blvd	1.00%
Perry Pike w/o Village Blvd	1.00%
Village Blvd s/o Perry Pike	0.50%
Perry Pike e/o Jefferson Ave	1.00%
Jefferson Ave n/o Perry Pike	2.00%
Perry Pike w/o Jefferson Ave	1.00%
Jefferson Ave s/o Perry Pike	2.00%
Jefferson Ave n/o Village Blvd	2.00%
TAZ 1523 TOTAL Village Blvd w/o Jefferson Ave	0.50%
Jefferson Ave s/o Village Blvd	2.00%

Note: The above rates were derived based on planning level analysis by using MORPC's regional travel demand model.

If you have any questions, please let me know.

Thanks,

HWASHIK JANG
Senior Planner | **Mid-Ohio Regional Planning Commission**
T: 614.233.4145 | hjang@morpc.org
111 Liberty Street, Suite 100 | Columbus, OH 43215

From: Todd Stanhope [mailto:tstanhope@smartservices-inc.com]
Sent: Friday, March 29, 2019 10:14 AM

To: Zhuojun Jiang <zjiang@morpc.org>
Cc: Nick Gill <NGILL@morpc.org>; Hwashik Jang <hjang@morpc.org>; ncahall@plain-city.com; bryan@co.madison.oh.us; 'Thom Ries' <tries@terrainevolution.com>
Subject: Growth Rate Request - US 42, Perry Pike, Village Parkway, and Lafayette-Plain City Road

Zhuojun

We are performing a traffic impact study for a site that will have access Lafayette-Plain City Road and Perry Pike as well as access to existing and future developments to the east. Please provide annual growth rates for all legs of the following study area intersections:

-Lafayette-Plain City Road & Perry Pike
-Perry Pike & Village Boulevard
-Jefferson Avenue (US 42) & Perry Pike
-Jefferson Avenue (US 42) & Village Boulevard

Below is MORPC's requested information about the study:

1. Traffic Data upon which you would be applying these growth rates (preferably 24 hour counts). As part of the project, AM and PM peak hour (7-9 AM, 4-6 PM) turning movement counts were taken at the following intersections (The count reports are attached):

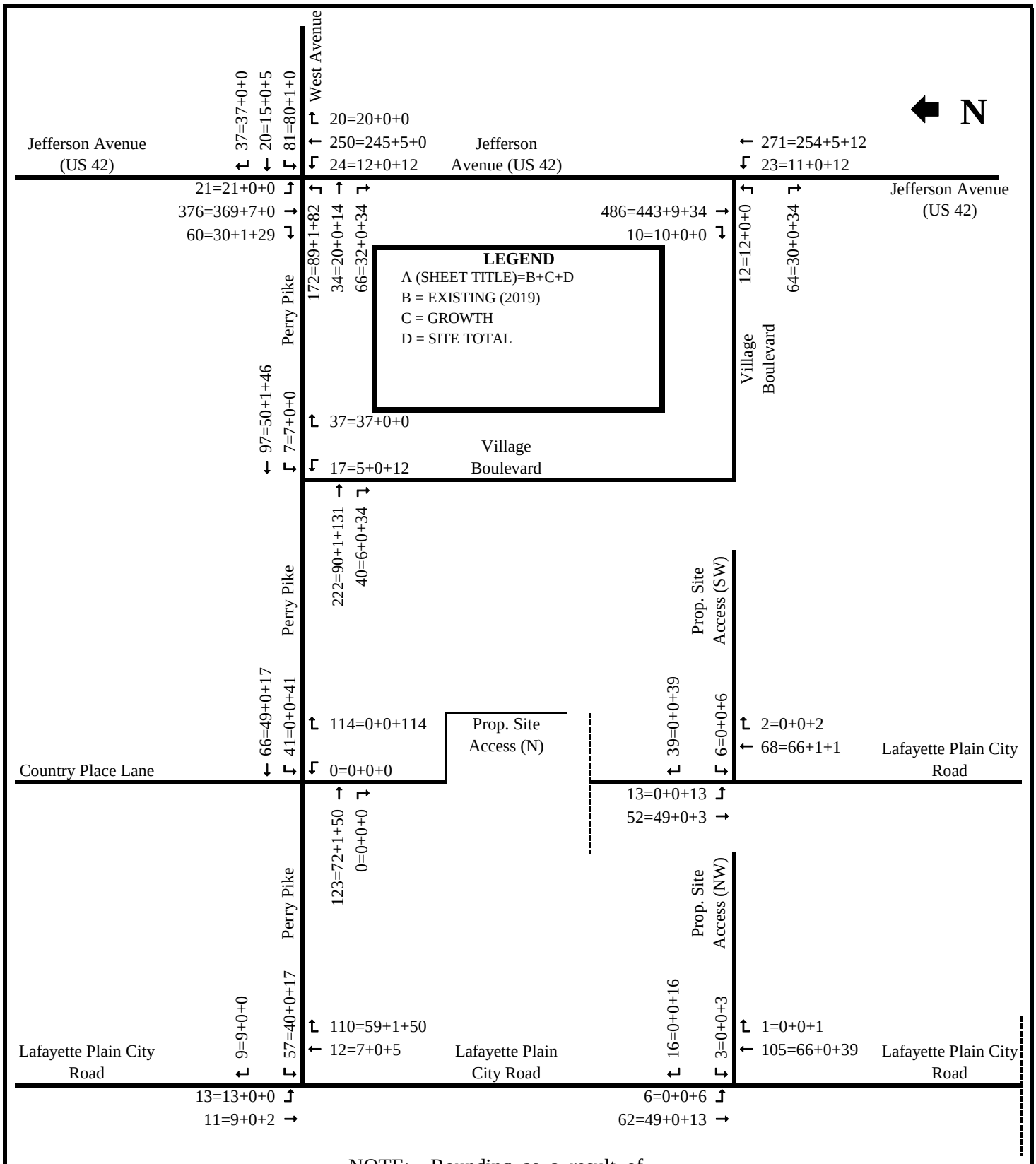
   -Lafayette-Plain City Road & Perry Pike
   -Perry Pike & Village Boulevard
   -Jefferson Avenue (US 42) & Perry Pike
   -Jefferson Avenue (US 42) & Village Boulevard

2. Open Year & Design Year, for this study: 2019 and 2029
3. Roadway network assumptions: Any roadway assumptions/changes in the vicinity, such as change in number of lanes or roadway alignments, etc: None anticipated.
4. Land use assumptions: General info on proposed site location & development, such as: site map, Trip Generation (excel file, preferably). Trip generation for the 150 single family units, 91 patio homes (condos), and 264 multifamily units will be calculated as part of the study and is not available at this time.
5. Project Review Contact Person: Nathan Cahall will be coordinating the review of the study for the Village of Plain City. Bryan Dhume will be coordinating the review for the Madison County Engineer's Office. Their e-mail addresses are in the cc: line.

Thank you!

Todd J. Stanhope, PE, PTOE
Director of Traffic Engineering

***Smart Services, Inc.* (Columbus Office)**
*A **DBE / EDGE** Certified Business*



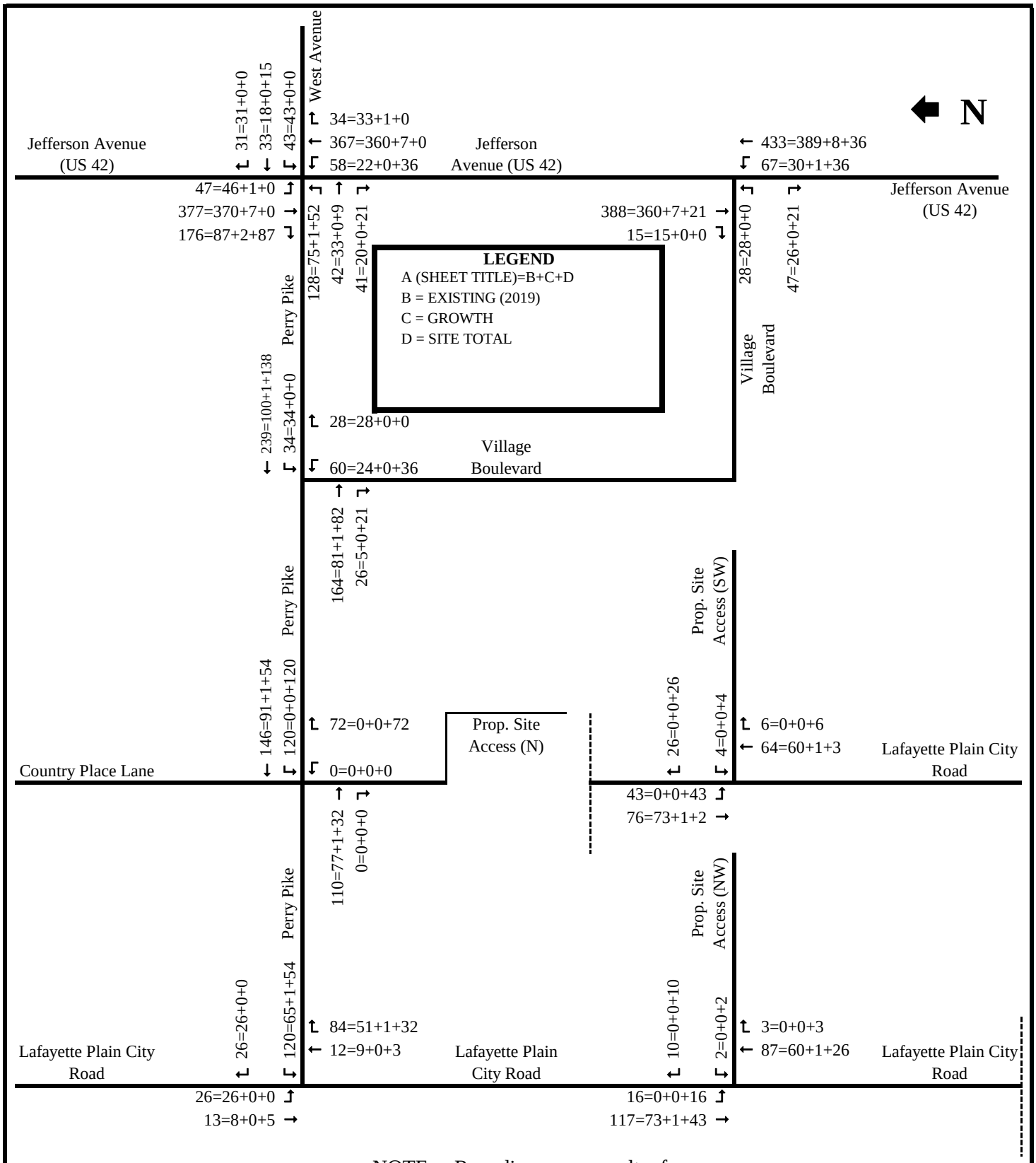
NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.

MADISON MEADOWS TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES, INC. REV. 1 7/2019

FIGURE 3

2020 'BUILD' - AM PEAK



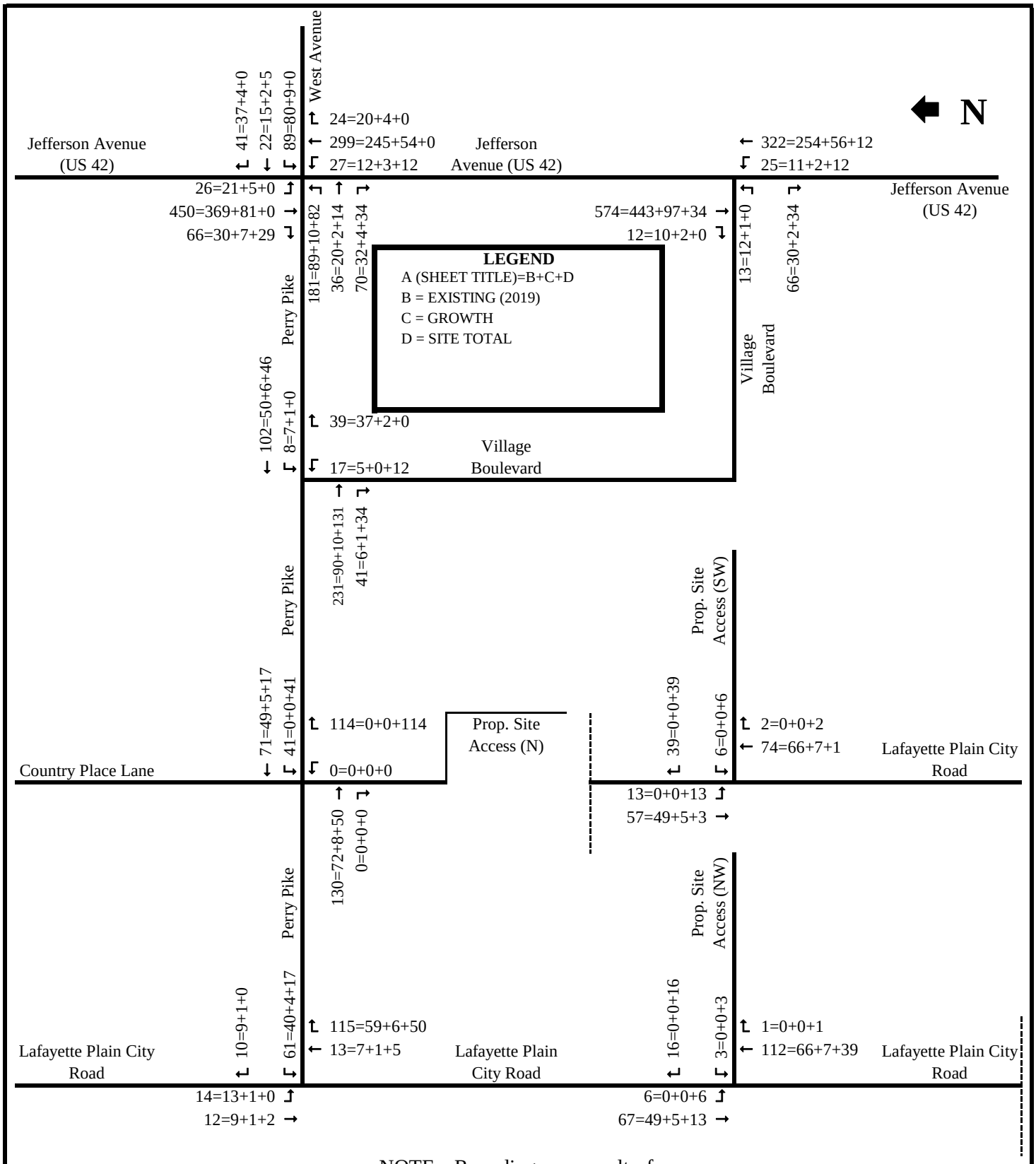
NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.

MADISON MEADOWS TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES, INC. REV. 1 7/2019

FIGURE 4

2020 'BUILD' - PM PEAK



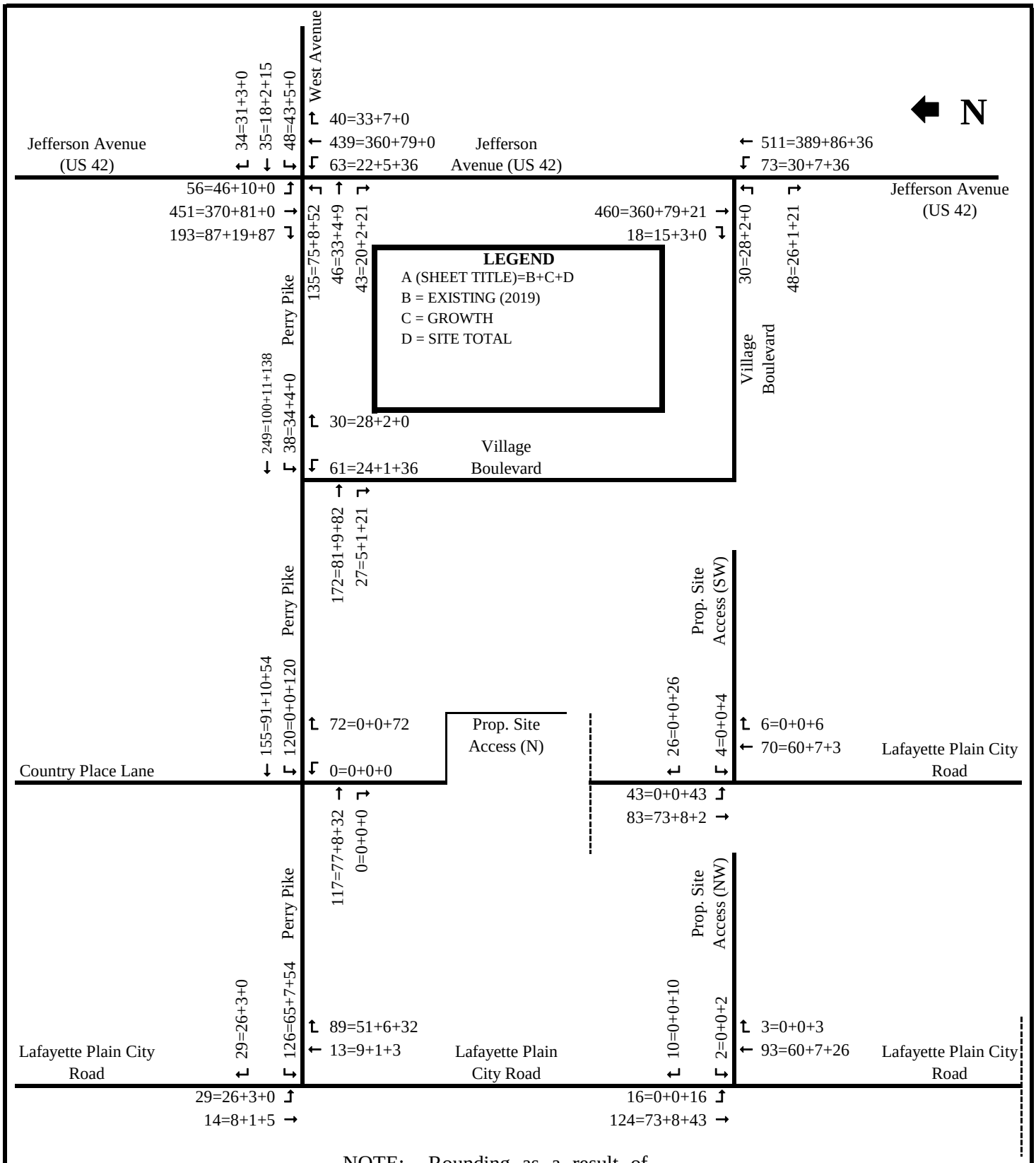
NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.

MADISON MEADOWS TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES, INC. REV. 1 7/2019

FIGURE 5

2030 'BUILD' - AM PEAK

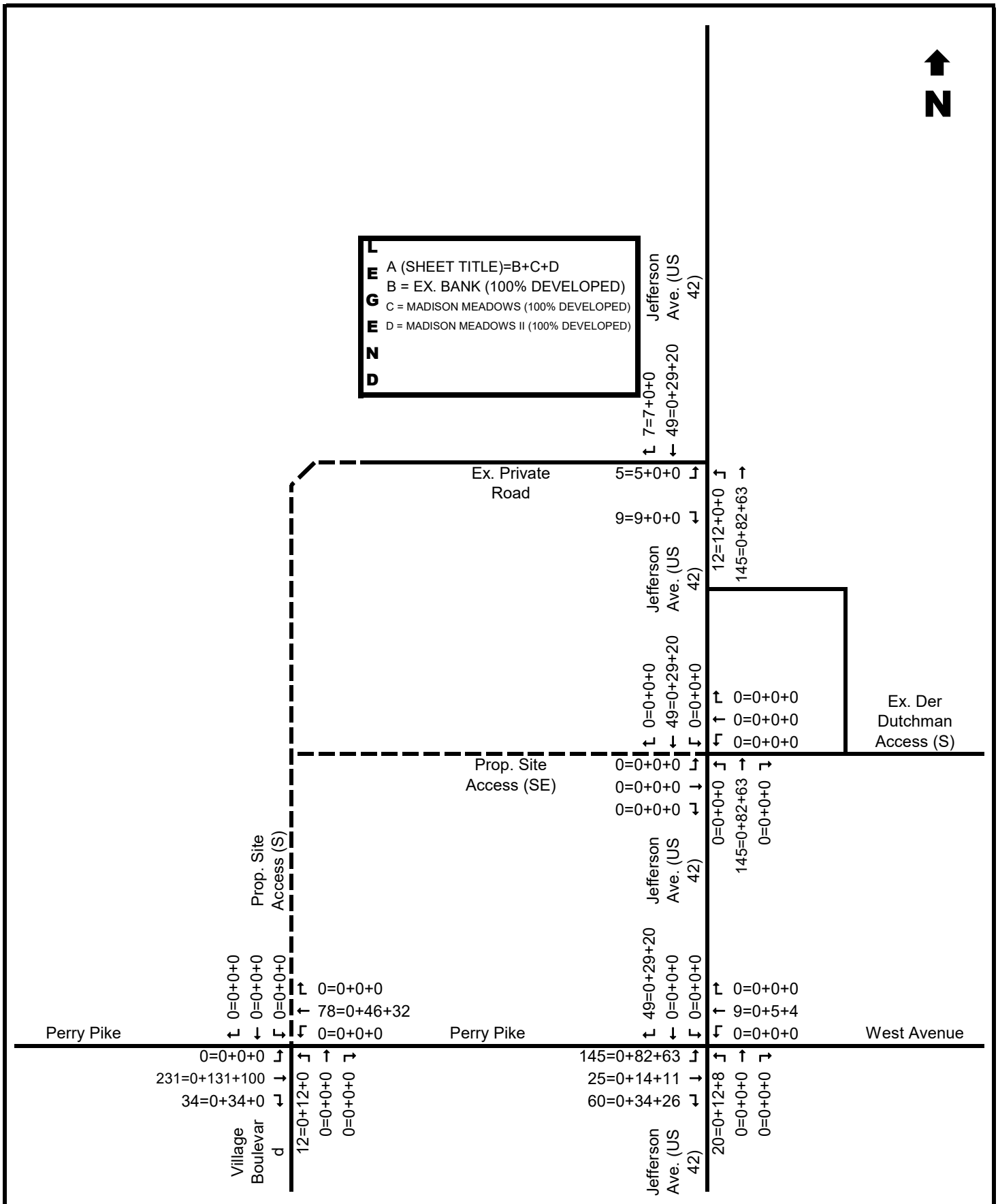


NOTE: Rounding as a result of software algorithms can result in one car discrepancies in the site traffic between intersections.

MADISON MEADOWS
TRAFFIC IMPACT STUDY
PREPARED BY: SMART SERVICES, INC. REV. 1 7/2019

FIGURE 6

2030 'BUILD' - PM PEAK



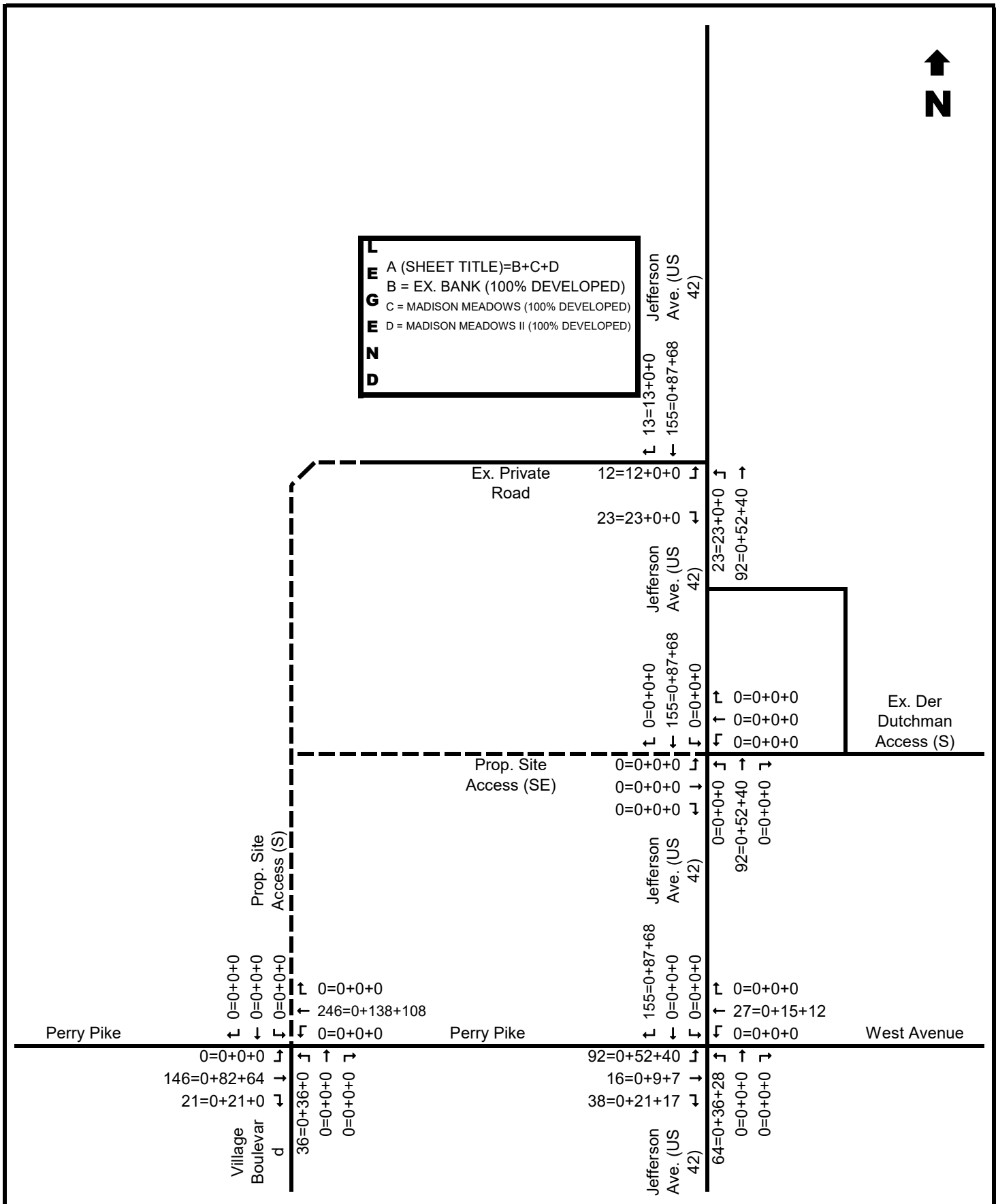
VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

REV. 2 3/2022

APPENDIX EXHIBIT

MADISON MEADOWS I & II/EX. BANK (2032) - AM PEAK



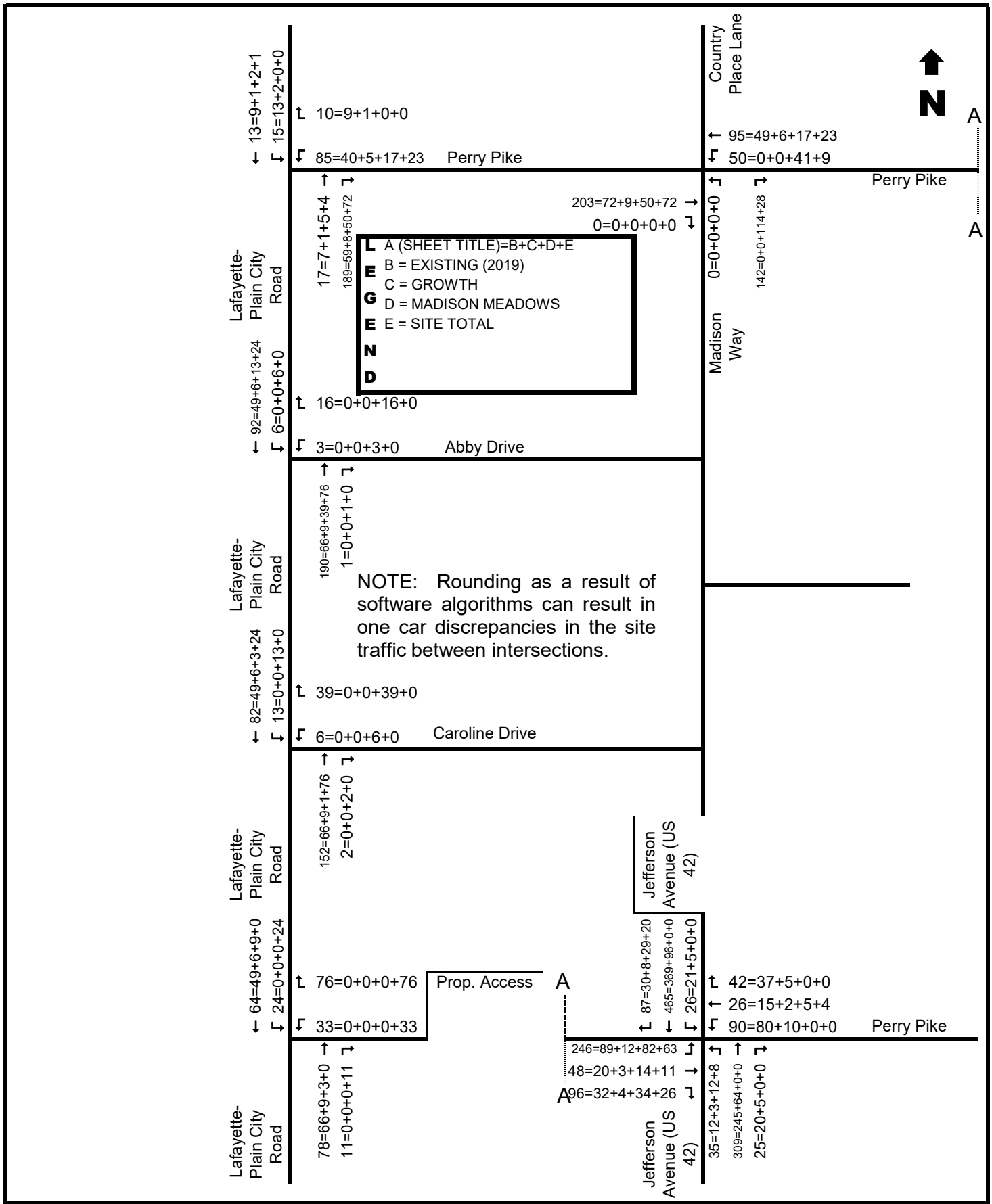
VILLAGE CENTER OF PLAIN CITY
TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

REV. 2
3/2022

APPENDIX EXHIBIT

MADISON MEADOWS I & II/EX. BANK (2032) - PM PEAK



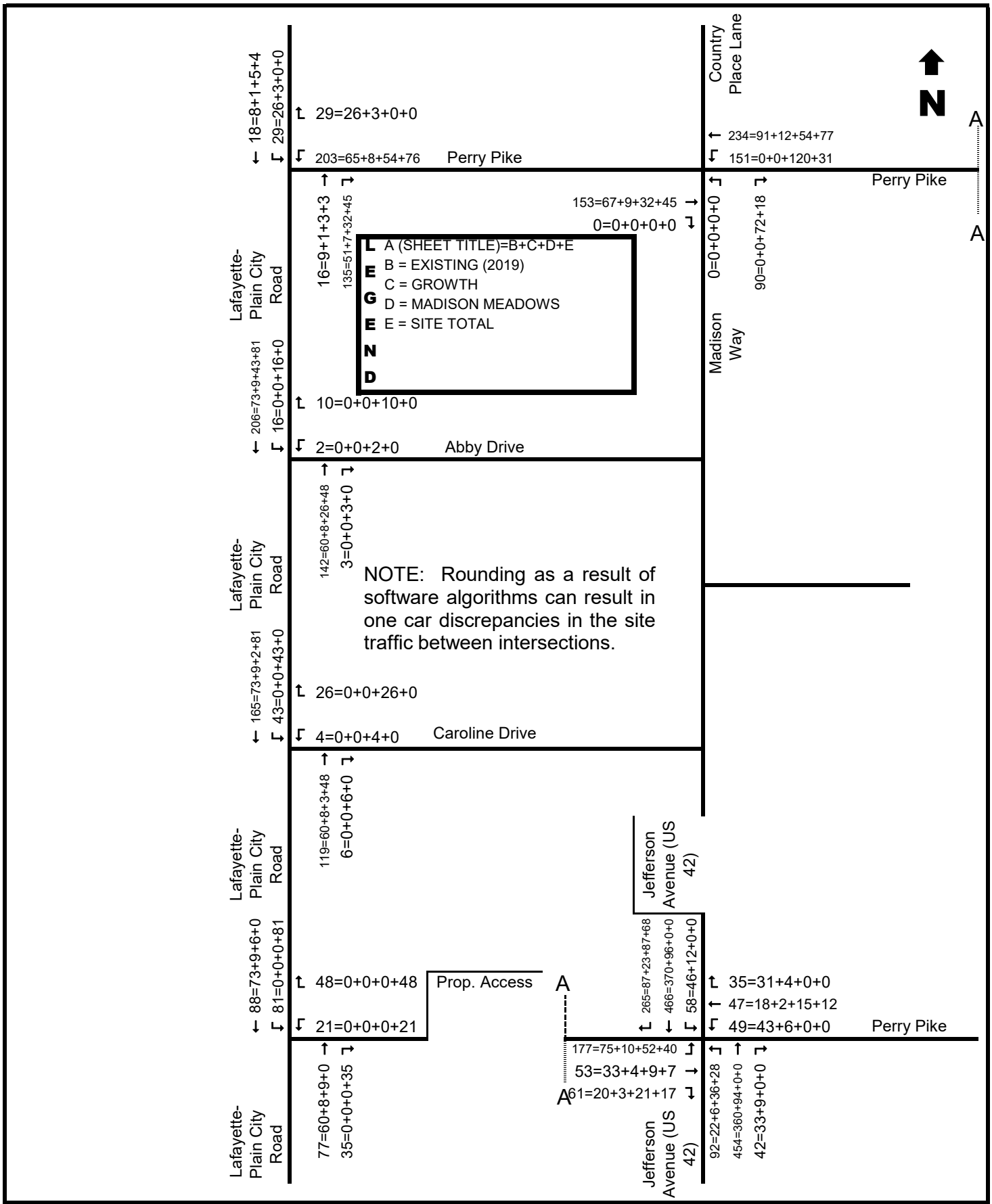
MADISON MEADOWS II TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

REV. 1
12/2021

FIGURE 6

2032 'BUILD' - AM PEAK



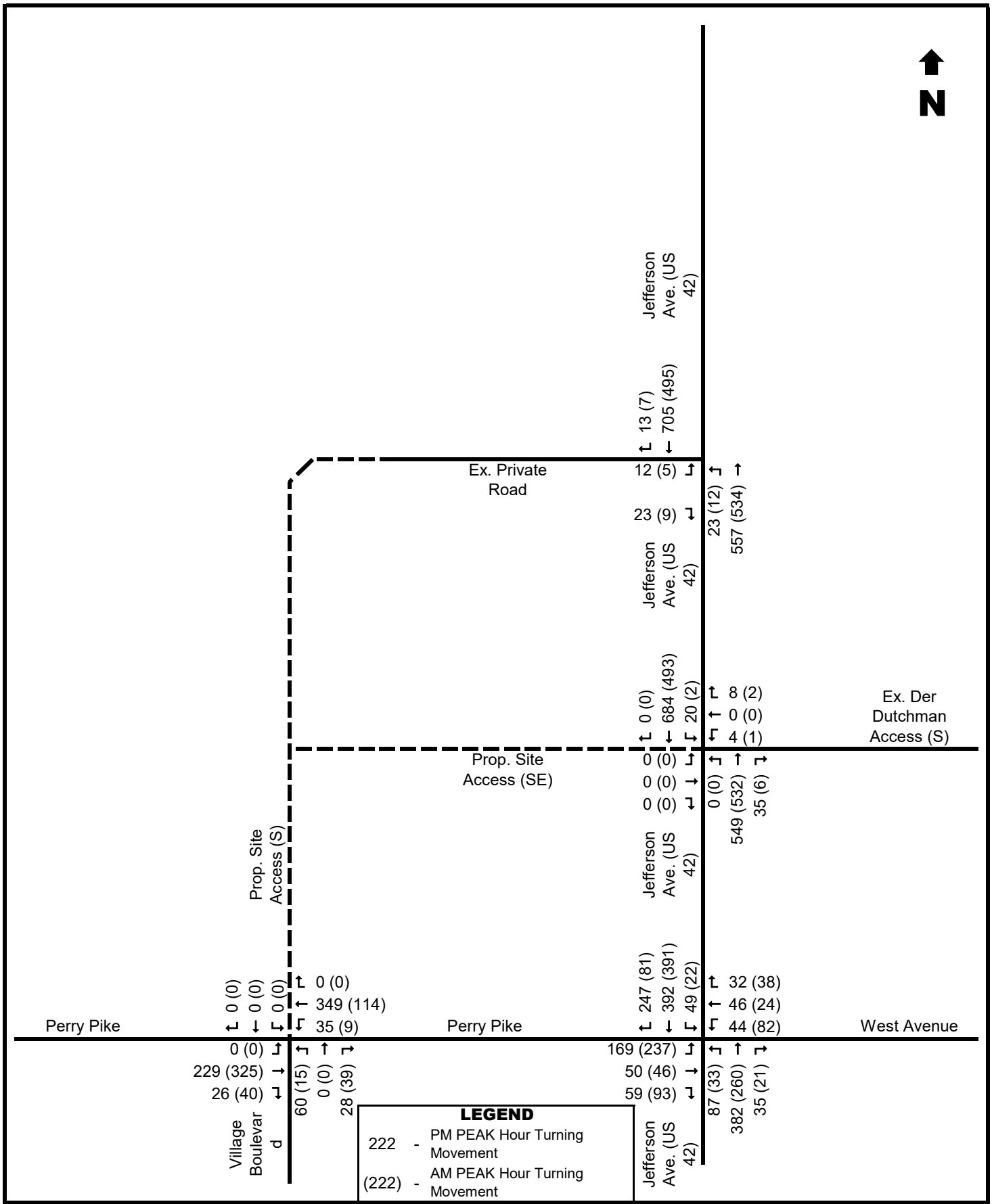
MADISON MEADOWS II TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

REV. 1
12/2021

FIGURE 7

2032 'BUILD' - PM PEAK



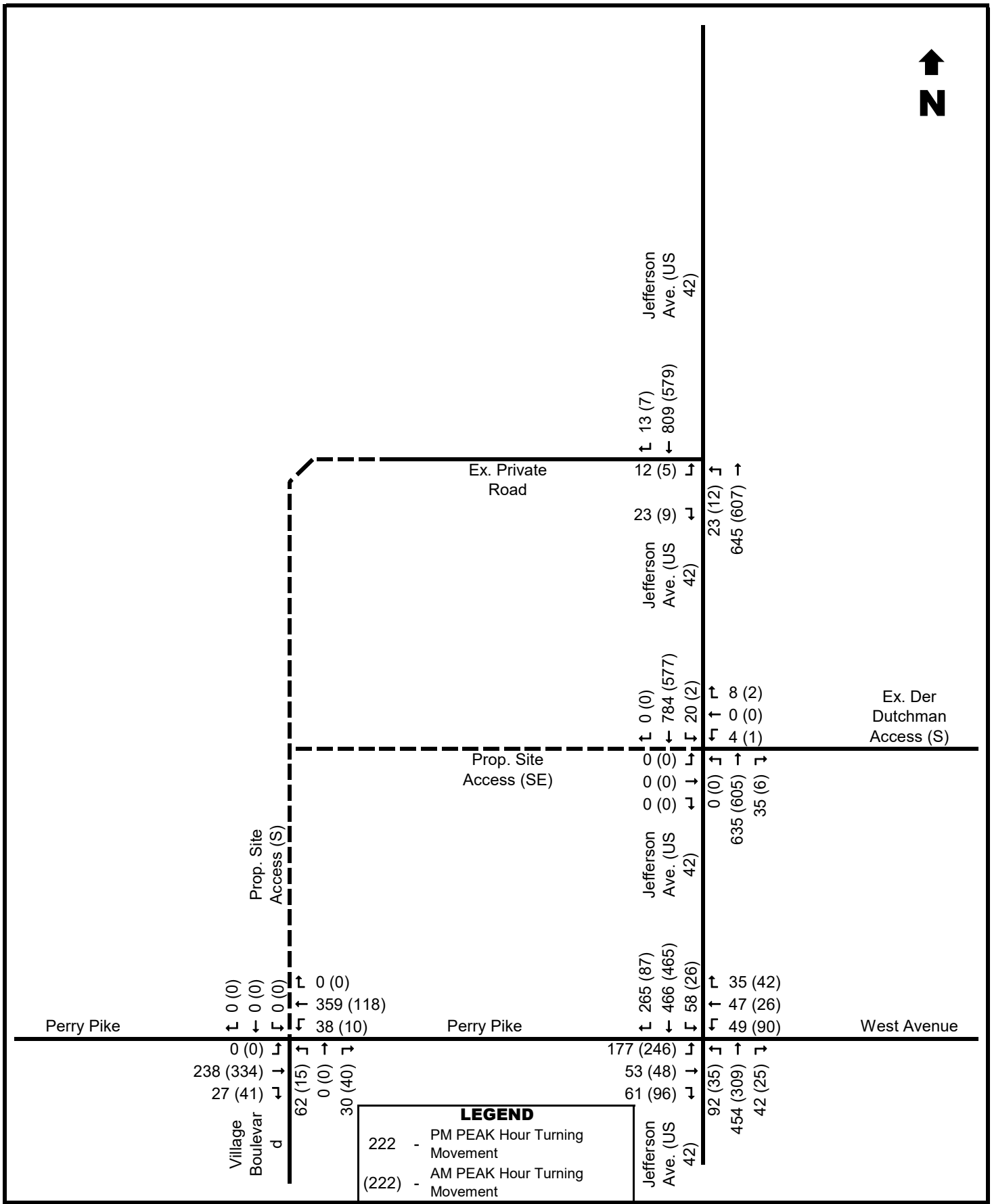
VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

REV. 2 3/2022

APPENDIX EXHIBIT

2022 'NO BUILD' TRAFFIC



VILLAGE CENTER OF PLAIN CITY
TRAFFIC IMPACT STUDY

PREPARED BY: SMART SERVICES

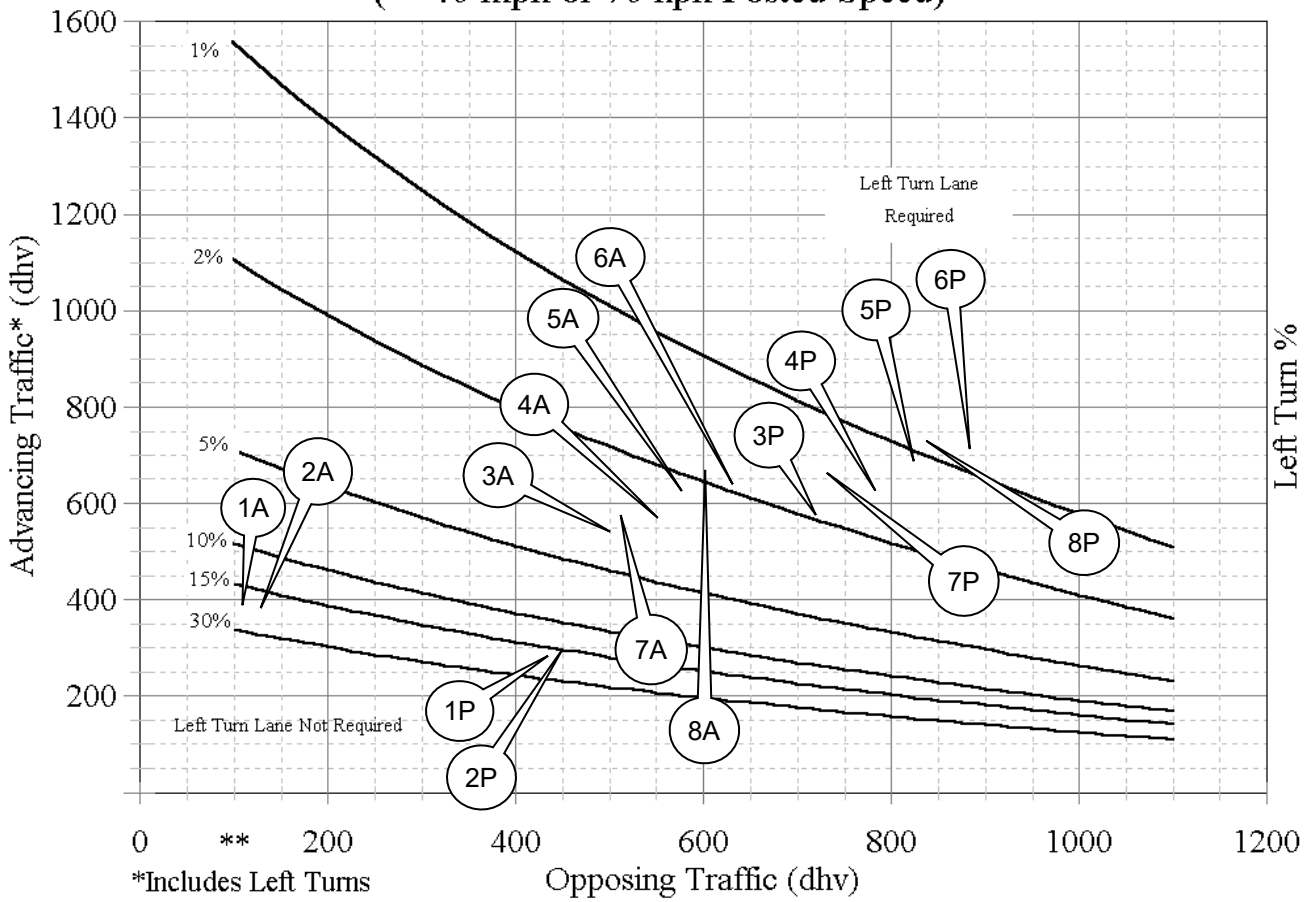
REV. 2
3/2022

APPENDIX EXHIBIT

2032 'NO BUILD' TRAFFIC

2-Lane Highway Left Turn Lane Warrant

(=<40 mph or 70 kph Posted Speed)



** There is no minimum number of turns

WARRANT SUMMARY

ID	INTERSECTION [MOVEMENT] - VOLUME SET	AM PEAK (A)	PM PEAK (P)		RESULT
1	Prop. Site Access (S)/Village Boulevard & Perry Pike [EB LT] - 2022 'BUILD'	(151,393 / 7.1%)	(437,290 / 12.1%)		NOT MET
2	Prop. Site Access (S)/Village Boulevard & Perry Pike [EB LT] - 2032 'BUILD'	(156,403 / 6.9%)	(450,300 / 11.7%)		NOT MET
3	**Jefferson Ave. (US 42) & Ex. Private Road [NB LT] - 2022 'NO BUILD'**	(502,546 / 2.2%)	**(718,580 / 4%)**		**MET**
4	**Jefferson Ave. (US 42) & Ex. Private Road [NB LT] - 2022 'BUILD'**	**(551,570 / 3.2%)**	**(780,634 / 6.3%)**		**MET**
5	**Jefferson Ave. (US 42) & Ex. Private Road [NB LT] - 2032 'NO BUILD'**	(586,619 / 1.9%)	**(822,668 / 3.4%)**		**MET**
6	**Jefferson Ave. (US 42) & Ex. Private Road [NB LT] - 2032 'BUILD'**	**(635,643 / 2.8%)**	**(884,722 / 5.5%)**		**MET**
7	**Jefferson Ave. (US 42) & Prop. Site Access (SE)/Ex. Der Dutchman Access (S) [NB LT] - 2022 'BUILD'**	**(518,587 / 4.9%)**	**(738,652 / 6.3%)**		**MET**
8	**Jefferson Ave. (US 42) & Prop. Site Access (SE)/Ex. Der Dutchman Access (S) [NB LT] - 2032 'BUILD'**	**(602,660 / 4.4%)**	**(838,738 / 5.6%)**		**MET**

VILLAGE CENTER OF PLAIN CITY
TRAFFIC IMPACT STUDY
PREPARED BY: SMART SERVICES
REV. 2
3/2022

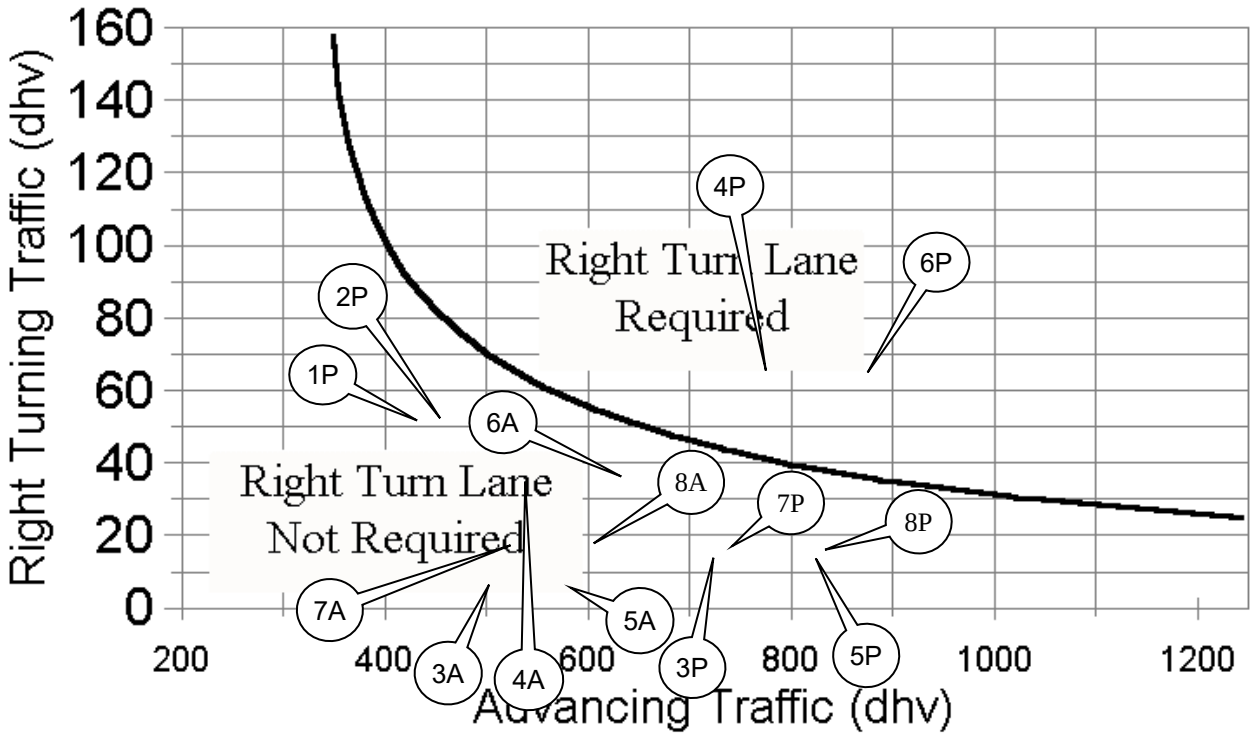
APPENDIX

2 LANE HIGHWAY LEFT TURN LANE WARRANT (=< 40 MPH)

2-Lane Highway Right Turn Lane Warrant

=< 40 mph or 70 kph Posted Speed

Note: Only volumes that are within the chart were plotted. All others are not met.



WARRANT SUMMARY

ID	INTERSECTION [MOVEMENT] - VOLUME SET	AM PEAK (A)	PM PEAK (P)		RESULT
1	Prop. Site Access (S)/Village Boulevard & Perry Pike [WB RT] - 2022 'BUILD'	(151,28)	(437,53)		NOT MET
2	Prop. Site Access (S)/Village Boulevard & Perry Pike [WB RT] - 2032 'BUILD'	(156,28)	(450,53)		NOT MET
3	Jefferson Ave. (US 42) & Ex. Private Road [SB RT] - 2022 'NO BUILD'	(502,7)	(718,13)		NOT MET
4	**Jefferson Ave. (US 42) & Ex. Private Road [SB RT] - 2022 'BUILD'**	(551,37)	**(780,64)**		**MET**
5	Jefferson Ave. (US 42) & Ex. Private Road [SB RT] - 2032 'NO BUILD'	(586,7)	(822,13)		NOT MET
6	**Jefferson Ave. (US 42) & Ex. Private Road [SB RT] - 2032 'BUILD'**	(635,37)	**(884,64)**		**MET**
7	Jefferson Ave. (US 42) & Prop. Site Access (SE)/Ex. Der Dutchman Access (S) [SB RT] - 2022 'BUILD'	(518,19)	(738,18)		NOT MET
8	Jefferson Ave. (US 42) & Prop. Site Access (SE)/Ex. Der Dutchman Access (S) [SB RT] - 2032 'BUILD'	(602,19)	(838,18)		NOT MET

VILLAGE CENTER OF PLAIN CITY TRAFFIC IMPACT STUDY

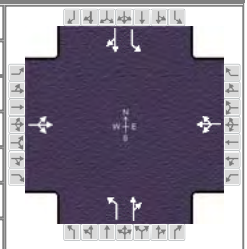
PREPARED BY: SMART SERVICES REV. 2 3/2022

APPENDIX

2 LANE HIGHWAY RIGHT TURN LANE WARRANT (=< 40 MPH)

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 No Bui…		
Project Description	2022 No Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	237	46	93	82	24	38	33	260	21	22	391	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	56.0	54.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8		

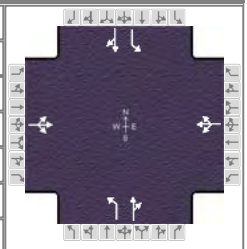
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	237	46	93	82	24	38	33	260	21	22	391	81
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		4			1		0	15		0	11	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		54.0		54.0		56.0		56.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

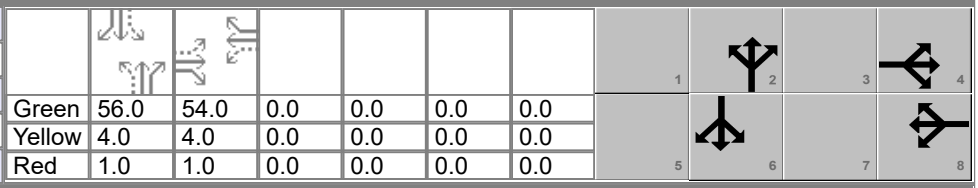
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 No Bui…		
Project Description	2022 No Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	237	46	93	82	24	38	33	260	21	22	391	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	56.0	54.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

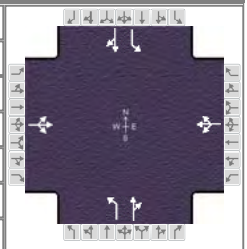
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		59.0		59.0		61.0		61.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.0		3.0
Queue Clearance Time (g_s), s		28.7		9.8		33.8		30.0
Green Extension Time (g_e), s		1.2		1.2		1.6		1.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		409			157		36	305		24	513	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1418			1421		901	1655		1091	1685	
Queue Service Time (g_s), s		19.0			0.0		3.8	14.5		1.8	28.0	
Cycle Queue Clearance Time (g_c), s		26.7			7.8		31.8	14.5		16.2	28.0	
Green Ratio (*g/C*)		0.45			0.45		0.47	0.47		0.47	0.47	
Capacity (*c*), veh/h		687			687		270	773		437	786	
Volume-to-Capacity Ratio (*X*)		0.595			0.228		0.133	0.395		0.055	0.652	
Back of Queue (*Q*), ft/ln (95 th percentile)		354.9			121		36.9	252.6		19.9	435.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		13.8			4.8		1.5	9.0		0.8	16.0	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.25	0.00		0.13	0.00	
Uniform Delay (d_1), s/veh		25.5			20.2		36.7	20.9		26.2	24.5	
Incremental Delay (d_2), s/veh		1.0			0.1		0.1	0.1		0.0	1.5	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		26.5			20.2		36.8	21.1		26.3	26.1	
Level of Service (LOS)		C			C		D	C		C	C	
Approach Delay, s/veh / LOS	26.5	C		20.2	C		22.7	C		26.1	C	
Intersection Delay, s/veh / LOS	24.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.16	A	0.75	A	1.05	A	1.37	A

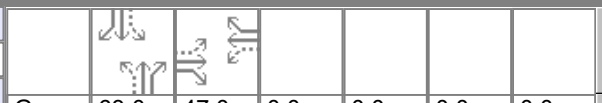
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 No Bui…		
Project Description	2022 No Build - PM Peak				

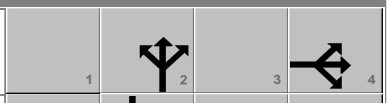


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	50	59	44	46	32	87	382	35	49	392	247

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	63.0	47.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



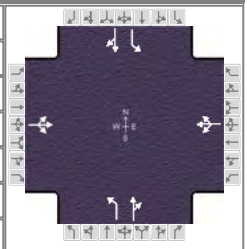
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	50	59	44	46	32	87	382	35	49	392	247
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		5	9		0	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		47.0		47.0		63.0		63.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

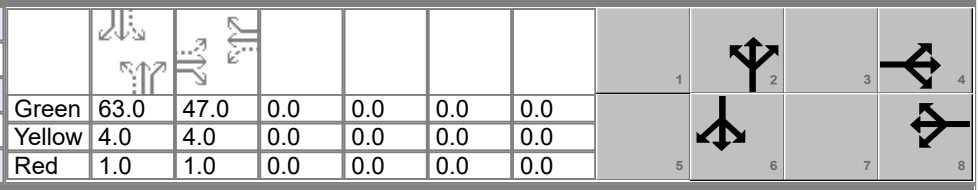
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 No Bui…		
Project Description	2022 No Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	169	50	59	44	46	32	87	382	35	49	392	247

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	63.0	47.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

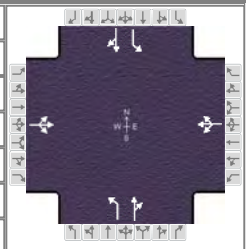
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		52.0		52.0		68.0		68.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		20.6		8.2		56.0		41.6
Green Extension Time (g_e), s		0.9		0.9		2.1		3.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.40		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		302			133		95	453		53	695	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1468			1567		732	1740		952	1693	
Queue Service Time (g_s), s		12.4			0.0		14.3	20.1		4.6	39.6	
Cycle Queue Clearance Time (g_c), s		18.6			6.2		54.0	20.1		24.6	39.6	
Green Ratio (*g/C*)		0.39			0.39		0.52	0.52		0.52	0.52	
Capacity (*c*), veh/h		623			655		203	914		401	889	
Volume-to-Capacity Ratio (*X*)		0.485			0.203		0.467	0.496		0.133	0.781	
Back of Queue (*Q*), ft/ln (95 th percentile)		270			112.2		118.8	318.1		44.9	565.9	
Back of Queue (*Q*), veh/ln (95 th percentile)		10.7			4.5		4.6	11.9		1.8	21.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.79	0.00		0.30	0.00	
Uniform Delay (d_1), s/veh		27.7			24.0		44.7	18.3		26.2	23.0	
Incremental Delay (d_2), s/veh		0.2			0.1		0.6	0.2		0.1	4.1	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		27.9			24.1		45.3	18.5		26.3	27.1	
Level of Service (LOS)		C			C		D	B		C	C	
Approach Delay, s/veh / LOS	27.9	C		24.1	C		23.1	C		27.0	C	
Intersection Delay, s/veh / LOS	25.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.68	B	1.68	B
Bicycle LOS Score / LOS	0.99	A	0.71	A	1.39	A	1.72	B

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 Build -…		
Project Description	2022 Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	55	104	82	37	53	49	279	21	31	402	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	55.0	55.0	0.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

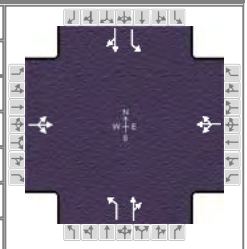
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	55	104	82	37	53	49	279	21	31	402	81
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		4			1		0	15		0	11	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		55.0		55.0		55.0		55.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

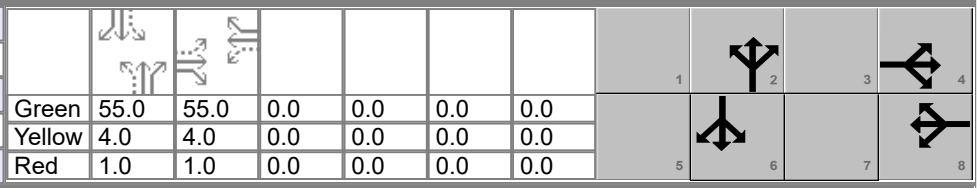
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 Build -…		
Project Description	2022 Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	251	55	104	82	37	53	49	279	21	31	402	81

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	55.0	55.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

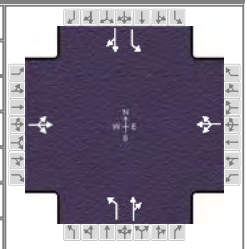
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		60.0		60.0		60.0		60.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.0		3.0
Queue Clearance Time (g_s), s		33.4		11.0		37.4		31.4
Green Extension Time (g_e), s		1.4		1.4		1.7		1.8
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		446			187		53	326		34	525	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1382			1456		892	1657		1070	1686	
Queue Service Time (g_s), s		22.3			0.0		6.0	15.9		2.6	29.4	
Cycle Queue Clearance Time (g_c), s		31.4			9.0		35.4	15.9		18.6	29.4	
Green Ratio (*g/C*)		0.46			0.46		0.46	0.46		0.46	0.46	
Capacity (*c*), veh/h		682			712		250	759		409	773	
Volume-to-Capacity Ratio (*X*)		0.654			0.263		0.213	0.429		0.082	0.679	
Back of Queue (*Q*), ft/ln (95 th percentile)		397.3			144.6		57.6	273.7		29.4	457.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		15.4			5.7		2.3	9.8		1.2	16.8	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.38	0.00		0.20	0.00	
Uniform Delay (d_1), s/veh		26.3			19.9		39.5	21.9		28.2	25.6	
Incremental Delay (d_2), s/veh		1.8			0.1		0.2	0.1		0.0	2.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		28.1			20.0		39.6	22.1		28.2	27.6	
Level of Service (LOS)		C			C		D	C		C	C	
Approach Delay, s/veh / LOS	28.1	C		20.0	C		24.5	C		27.6	C	
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.69	B	1.69	B
Bicycle LOS Score / LOS	1.22	A	0.80	A	1.11	A	1.41	A

HCS7 Signalized Intersection Input Data

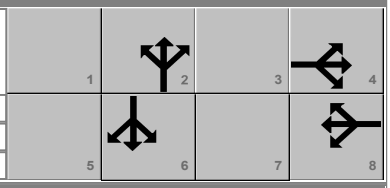
General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 Build -…		
Project Description	2022 Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	71	85	44	64	49	109	404	35	68	416	261

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	69.0	41.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



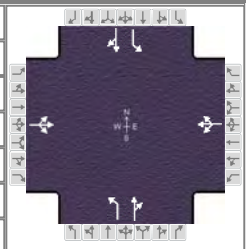
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	71	85	44	64	49	109	404	35	68	416	261
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		5	9		0	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		41.0		41.0		69.0		69.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2022 Build -…		
Project Description	2022 Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	198	71	85	44	64	49	109	404	35	68	416	261

Signal Information													
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	69.0	41.0	0.0	0.0	0.0	0.0			
				Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
				Red	1.0	1.0	0.0	0.0	0.0	0.0			

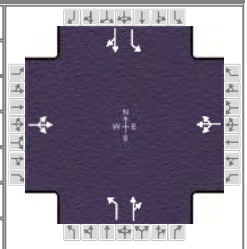
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		46.0		46.0		74.0		74.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.2		3.2
Queue Clearance Time (*g s*), s		32.6		10.9		59.4		41.2
Green Extension Time (*g e*), s		0.9		1.2		2.7		3.5
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.07		0.00		0.27		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		385			171		118	477		74	736	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1394			1580		704	1742		932	1694	
Queue Service Time (*g s*), s		21.7			0.0		18.2	19.2		6.1	39.2	
Cycle Queue Clearance Time (*g c*), s		30.6			8.9		57.4	19.2		25.3	39.2	
Green Ratio (*g/C*)		0.34			0.34		0.57	0.57		0.57	0.57	
Capacity (*c*), veh/h		523			578		235	1001		446	974	
Volume-to-Capacity Ratio (*X*)		0.736			0.295		0.504	0.476		0.166	0.756	
Back of Queue (*Q*), ft/ln (95 th percentile)		406.2			162.7		143.8	299.1		57.2	537.8	
Back of Queue (*Q*), veh/ln (95 th percentile)		16.1			6.5		5.5	11.2		2.3	20.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.96	0.00		0.38	0.00	
Uniform Delay (*d 1*), s/veh		36.5			28.8		40.7	14.9		22.3	19.2	
Incremental Delay (*d 2*), s/veh		4.7			0.1		0.7	0.1		0.1	3.1	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		41.2			28.9		41.4	15.1		22.4	22.2	
Level of Service (LOS)		D			C		D	B		C	C	
Approach Delay, s/veh / LOS	41.2	D		28.9	C		20.3	C		22.2	C	
Intersection Delay, s/veh / LOS	26.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.12	A	0.77	A	1.47	A	1.82	B

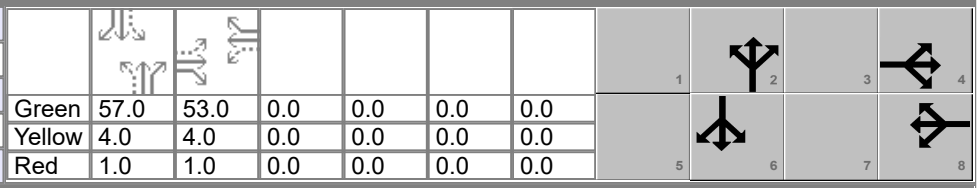
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 No Bui…		
Project Description	2032 No Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	48	96	90	26	42	35	309	25	26	465	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.0	53.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

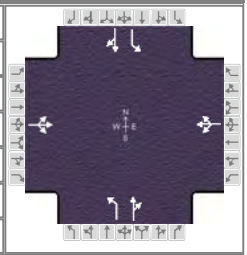
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	48	96	90	26	42	35	309	25	26	465	87
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		4			1		0	15		0	11	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		53.0		53.0		57.0		57.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

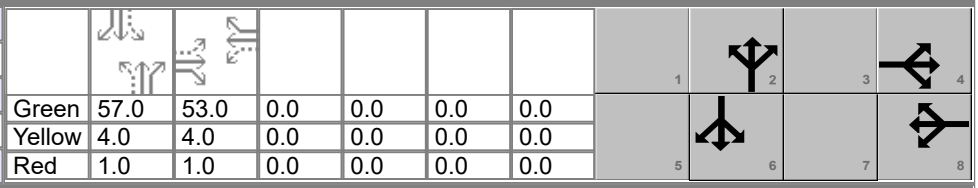
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 No Bui…		
Project Description	2032 No Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246	48	96	90	26	42	35	309	25	26	465	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	57.0	53.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

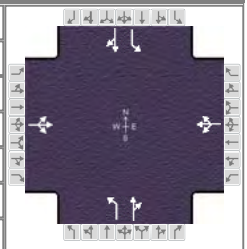
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		58.0		58.0		62.0		62.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.0		3.0
Queue Clearance Time (g_s), s		31.0		10.8		41.4		36.7
Green Extension Time (g_e), s		1.3		1.3		1.9		1.9
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.01		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		424			172		38	363		28	600	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1407			1420		832	1655		1035	1689	
Queue Service Time (g_s), s		20.2			0.0		4.7	17.7		2.3	34.7	
Cycle Queue Clearance Time (g_c), s		29.0			8.8		39.4	17.7		20.0	34.7	
Green Ratio (*g/C*)		0.44			0.44		0.48	0.48		0.48	0.48	
Capacity (*c*), veh/h		670			674		215	786		399	802	
Volume-to-Capacity Ratio (*X*)		0.633			0.255		0.177	0.462		0.071	0.748	
Back of Queue (*Q*), ft/ln (95 th percentile)		380			136.9		42.3	295.7		24.4	532.4	
Back of Queue (*Q*), veh/ln (95 th percentile)		14.7			5.4		1.7	10.6		1.0	19.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.28	0.00		0.16	0.00	
Uniform Delay (d_1), s/veh		26.9			21.1		41.7	21.2		27.9	25.6	
Incremental Delay (d_2), s/veh		1.5			0.1		0.1	0.2		0.0	3.5	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		28.4			21.1		41.8	21.3		27.9	29.1	
Level of Service (LOS)		C			C		D	C		C	C	
Approach Delay, s/veh / LOS	28.4	C		21.1	C		23.3	C		29.1	C	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.68	B	1.68	B
Bicycle LOS Score / LOS	1.19	A	0.77	A	1.15	A	1.52	B

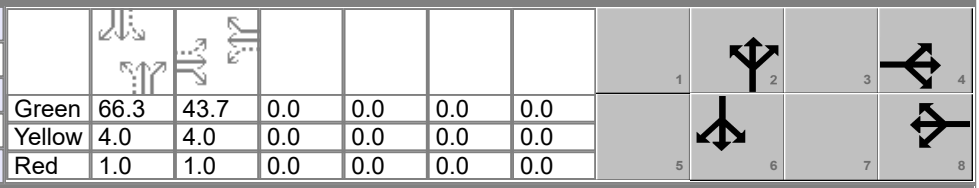
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 No Bui…		
Project Description	2032 No Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	53	61	49	47	35	92	454	42	58	466	265

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	66.3	43.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

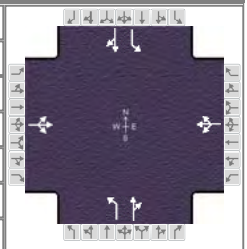
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	53	61	49	47	35	92	454	42	58	466	265
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		5	9		0	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		43.7		43.7		66.3		66.3
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

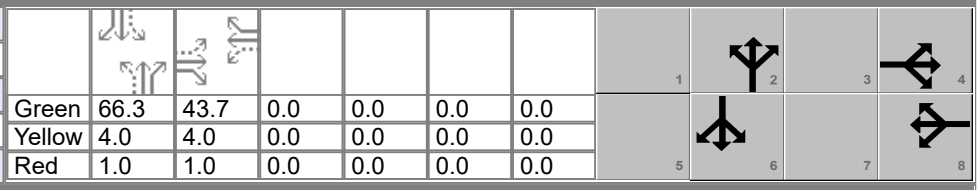
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 No Bui…		
Project Description	2032 No Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	177	53	61	49	47	35	92	454	42	58	466	265

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	66.3	43.7	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

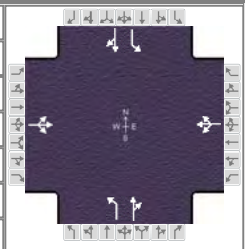
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		48.7		48.7		71.3		71.3
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.2		3.2		3.2		3.2
Queue Clearance Time (g_s), s		23.1		9.2		66.9		49.1
Green Extension Time (g_e), s		0.9		0.9		0.0		3.6
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		1.00		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		316			142		100	539		63	795	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1454			1553		667	1740		880	1700	
Queue Service Time (g_s), s		13.9			0.0		17.8	24.1		6.0	47.1	
Cycle Queue Clearance Time (g_c), s		21.1			7.2		64.9	24.1		30.1	47.1	
Green Ratio (*g/C*)		0.36			0.36		0.55	0.55		0.55	0.55	
Capacity (*c*), veh/h		578			607		167	961		369	939	
Volume-to-Capacity Ratio (*X*)		0.547			0.235		0.600	0.561		0.171	0.846	
Back of Queue (*Q*), ft/ln (95 th percentile)		298.7			128.1		142.5	366.5		54.8	666	
Back of Queue (*Q*), veh/ln (95 th percentile)		11.9			5.1		5.5	13.7		2.2	25.4	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.95	0.00		0.37	0.00	
Uniform Delay (d_1), s/veh		30.9			26.4		49.8	17.4		27.2	22.6	
Incremental Delay (d_2), s/veh		0.6			0.1		4.2	0.5		0.1	6.9	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		31.6			26.5		54.0	17.9		27.3	29.4	
Level of Service (LOS)		C			C		D	B		C	C	
Approach Delay, s/veh / LOS	31.6	C		26.5	C		23.5	C		29.3	C	
Intersection Delay, s/veh / LOS	27.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.67	B	1.67	B
Bicycle LOS Score / LOS	1.01	A	0.72	A	1.54	B	1.90	B

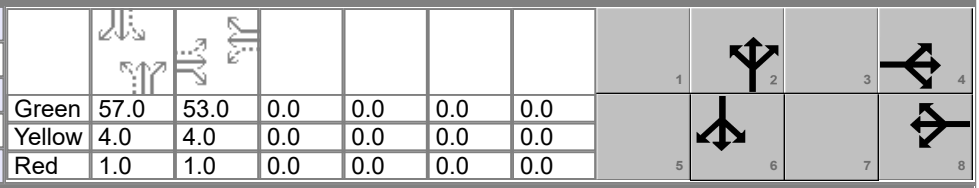
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build -…		
Project Description	2032 Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.0	53.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

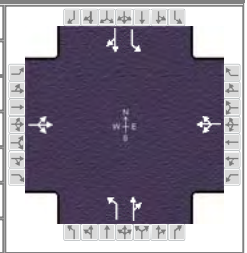
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		4			1		0	15		0	11	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		53.0		53.0		57.0		57.0
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

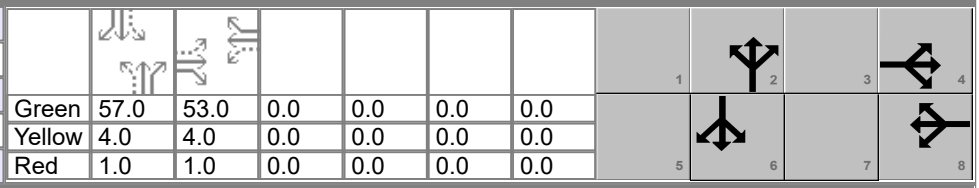
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build -…		
Project Description	2032 Build - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.0	53.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

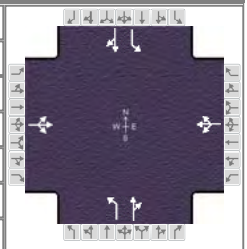
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		58.0		58.0		62.0		62.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.0		3.0
Queue Clearance Time (g_s), s		36.6		12.3		44.9		37.8
Green Extension Time (g_e), s		1.4		1.5		1.9		2.1
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.00		0.06		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		461			202		55	384		38	612	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1367			1452		823	1657		1015	1690	
Queue Service Time (g_s), s		24.3			0.0		7.1	19.0		3.2	35.8	
Cycle Queue Clearance Time (g_c), s		34.6			10.3		42.9	19.0		22.2	35.8	
Green Ratio (*g/C*)		0.44			0.44		0.48	0.48		0.48	0.48	
Capacity (*c*), veh/h		652			686		206	787		382	803	
Volume-to-Capacity Ratio (*X*)		0.707			0.295		0.270	0.488		0.100	0.762	
Back of Queue (*Q*), ft/ln (95 th percentile)		434.9			164.3		63.9	312.7		34	548.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		16.9			6.5		2.6	11.2		1.4	20.2	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.43	0.00		0.23	0.00	
Uniform Delay (d_1), s/veh		28.7			21.5		43.6	21.5		29.1	25.9	
Incremental Delay (d_2), s/veh		3.0			0.1		0.3	0.2		0.0	3.9	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		31.7			21.5		43.8	21.7		29.1	29.8	
Level of Service (LOS)		C			C		D	C		C	C	
Approach Delay, s/veh / LOS	31.7	C		21.5	C		24.5	C		29.8	C	
Intersection Delay, s/veh / LOS	28.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	1.68	B	1.68	B
Bicycle LOS Score / LOS	1.25	A	0.82	A	1.21	A	1.56	B

HCS7 Signalized Intersection Input Data

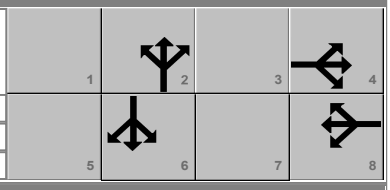
General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build -…		
Project Description	2032 Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	72.7	37.3	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



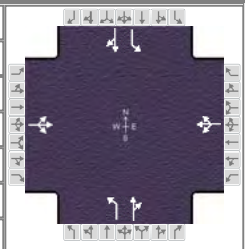
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		5	9		0	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		37.3		37.3		72.7		72.7
Yellow Change Interval (*Y*), s		4.0		4.0		4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0		1.0		1.0
Minimum Green (G_{min}), s		10		10		10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0		2.0		2.0
Recall Mode		Off		Off		Min		Min
Dual Entry		Yes		Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

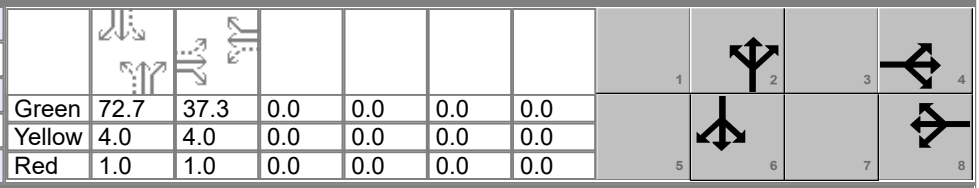
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build -…		
Project Description	2032 Build - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	72.7	37.3	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

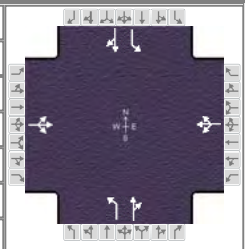
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		42.3		42.3		77.7		77.7
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3		3.2		3.2
Queue Clearance Time (*g s*), s		36.5		12.1		70.0		47.8
Green Extension Time (*g e*), s		0.1		1.3		1.4		4.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		1.00		0.00		1.00		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		399			180		124	563		84	836	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1360			1566		642	1741		861	1700	
Queue Service Time (*g s*), s		24.4			0.0		22.3	22.6		7.5	45.8	
Cycle Queue Clearance Time (*g c*), s		34.5			10.1		68.0	22.6		30.1	45.8	
Green Ratio (*g/C*)		0.31			0.31		0.61	0.61		0.61	0.61	
Capacity (*c*), veh/h		470			526		204	1055		419	1030	
Volume-to-Capacity Ratio (*X*)		0.849			0.343		0.607	0.534		0.200	0.812	
Back of Queue (*Q*), ft/ln (95 th percentile)		476			183.3		168.3	334.8		65.7	614.7	
Back of Queue (*Q*), veh/ln (95 th percentile)		18.9			7.3		6.5	12.5		2.6	23.5	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		1.12	0.00		0.44	0.00	
Uniform Delay (*d 1*), s/veh		41.1			31.8		44.7	13.8		22.6	18.3	
Incremental Delay (*d 2*), s/veh		13.1			0.1		3.7	0.3		0.1	4.7	
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		54.2			32.0		48.4	14.1		22.6	23.0	
Level of Service (LOS)		D			C		D	B		C	C	
Approach Delay, s/veh / LOS	54.2	D		32.0	C		20.3	C		23.0	C	
Intersection Delay, s/veh / LOS	28.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.66	B	1.66	B
Bicycle LOS Score / LOS	1.15	A	0.79	A	1.62	B	2.00	B

HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build…		
Project Description	2032 Build w NB LT Phase - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	7.0	50.5	47.5	0.0	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
Red	1.0	1.0	1.0	0.0	0.0	0.0					

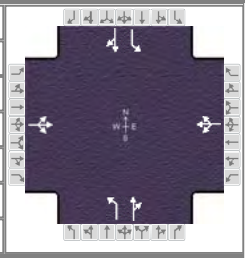
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		4			1		0	15		0	11	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		47.5		47.0	7.0	60.5		50.5
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		10		10	6	10		10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

HCS7 Signalized Intersection Results Summary

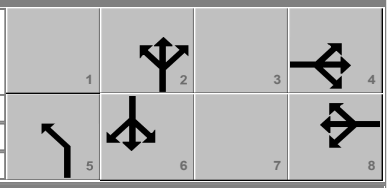
General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	AM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 7:00
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build…		
Project Description	2032 Build w NB LT Phase - AM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	260	57	107	90	39	57	51	328	25	35	476	87

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.0	50.5	47.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



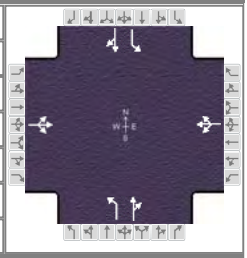
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		8.0		8.0	1.0	4.0		6.3
Phase Duration, s		52.5		52.5	12.0	67.5		55.5
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.0	3.0		3.0
Queue Clearance Time (g_s), s		39.8		13.2	3.9	19.3		41.5
Green Extension Time (g_e), s		1.1		1.5	0.0	1.9		1.6
Phase Call Probability		1.00		1.00	1.00	1.00		1.00
Max Out Probability		0.14		0.00	0.82	0.00		0.12

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		461			202		55	384		38	612	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1355			1456		1810	1657		1015	1690	
Queue Service Time (g_s), s		26.6			0.0		1.9	17.3		2.9	39.5	
Cycle Queue Clearance Time (g_c), s		37.8			11.2		1.9	17.3		8.2	39.5	
Green Ratio (*g/C*)		0.40			0.40		0.50	0.52		0.42	0.42	
Capacity (*c*), veh/h		585			621		241	863		442	711	
Volume-to-Capacity Ratio (*X*)		0.788			0.326		0.230	0.445		0.086	0.860	
Back of Queue (*Q*), ft/ln (95 th percentile)		486.1			181.2		33.9	285.3		30.4	642	
Back of Queue (*Q*), veh/ln (95 th percentile)		18.8			7.2		1.4	10.2		1.2	23.6	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.23	0.00		0.20	0.00	
Uniform Delay (d_1), s/veh		33.7			25.2		23.4	17.9		24.2	31.6	
Incremental Delay (d_2), s/veh		6.5			0.1		0.2	0.1		0.0	10.0	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		40.3			25.3		23.6	18.1		24.3	41.6	
Level of Service (LOS)		D			C		C	B		C	D	
Approach Delay, s/veh / LOS	40.3	D		25.3	C		18.8	B		40.5	D	
Intersection Delay, s/veh / LOS	33.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	1.25	A	0.82	A	1.21	A	1.56	B

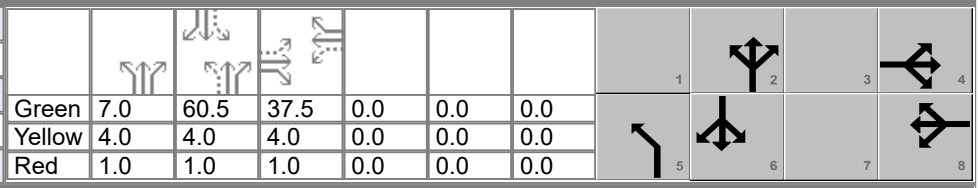
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build…		
Project Description	2032 Build w NB LT Phase - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	60.5	37.5	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

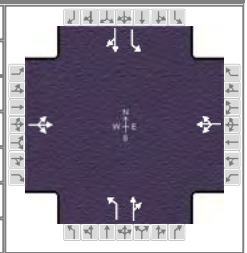
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		1			1		5	9		0	6	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		150	0		150	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	50	50	50	50	50	50

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		37.5		36.5	7.0	67.5		60.5
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		10		10	7	10		10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

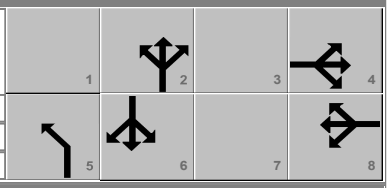
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Smart Services, Inc.			Duration, h	0.250
Analyst	TJS	Analysis Date	Mar 11, 2022	Area Type	Other
Jurisdiction	Village of Plain City	Time Period	PM Peak	PHF	0.92
Urban Street	Jefferson Avenue (US 42)	Analysis Year	2032	Analysis Period	1> 16:15
Intersection	Jefferson Avenue (US 4…	File Name	Jefferson Ave (US 42) & Perry Pike - 2032 Build…		
Project Description	2032 Build w NB LT Phase - PM Peak				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	206	74	87	49	65	52	114	476	42	77	490	279

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	60.5	37.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		8.0		8.0	1.0	4.0		6.3
Phase Duration, s		42.5		42.5	12.0	77.5		65.5
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.3		3.3	3.0	3.0		3.0
Queue Clearance Time (g_s), s		36.4		12.1	5.9	24.7		59.6
Green Extension Time (g_e), s		0.2		1.3	0.0	3.4		0.5
Phase Call Probability		1.00		1.00	1.00	1.00		1.00
Max Out Probability		1.00		0.00	1.00	0.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		399			180		124	563		84	836	
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1361			1566		1739	1741		861	1700	
Queue Service Time (g_s), s		24.3			0.0		3.9	22.7		7.6	57.6	
Cycle Queue Clearance Time (g_c), s		34.4			10.1		3.9	22.7		18.3	57.6	
Green Ratio (*g/C*)		0.31			0.31		0.58	0.60		0.50	0.50	
Capacity (*c*), veh/h		472			528		177	1052		417	857	
Volume-to-Capacity Ratio (*X*)		0.845			0.342		0.699	0.535		0.201	0.975	
Back of Queue (*Q*), ft/ln (95 th percentile)		472.7			182.8		101.3	336.5		66.2	924.6	
Back of Queue (*Q*), veh/ln (95 th percentile)		18.8			7.3		3.9	12.6		2.6	35.3	
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.68	0.00		0.44	0.00	
Uniform Delay (d_1), s/veh		40.9			31.7		27.5	13.9		22.7	29.0	
Incremental Delay (d_2), s/veh		12.6			0.1		9.8	0.3		0.1	24.6	
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh		53.5			31.8		37.4	14.2		22.8	53.6	
Level of Service (LOS)		D			C		D	B		C	D	
Approach Delay, s/veh / LOS	53.5	D		31.8	C		18.4	B		50.8	D	
Intersection Delay, s/veh / LOS	39.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.93	B	1.66	B	1.68	B
Bicycle LOS Score / LOS	1.15	A	0.79	A	1.62	B	2.00	B

HCS7 Two-Way Stop-Control Report

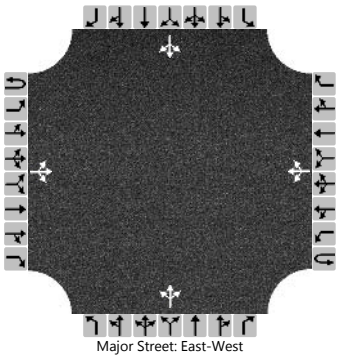
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - AM Peak
Intersection Orientation	East-West
Project Description	Village Center of Plain City TIS

Site Information

Intersection	Perry Pike & Village Blvd
Jurisdiction	Village of Plain City
East/West Street	Perry Pike
North/South Street	Village Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		28	325	40		9	114	28		15	0	39		33	0	18
Percent Heavy Vehicles (%)		0				0				0	3	0		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.53	6.20		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.03	3.30		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				10					59				55	
Capacity, c (veh/h)		1438				1173					563				463	
v/c Ratio		0.02				0.01					0.10				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.4	
Control Delay (s/veh)		7.6				8.1					12.1				13.8	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.7				0.6				12.1				13.8			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

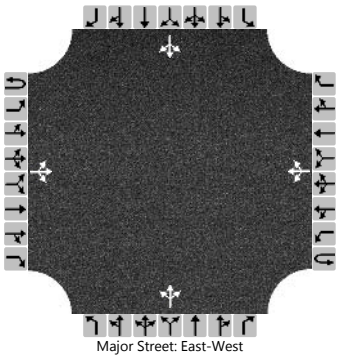
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - PM Peak
Intersection Orientation	East-West
Project Description	Village Center of Plain City TIS

Site Information

Intersection	Perry Pike & Village Blvd
Jurisdiction	Village of Plain City
East/West Street	Perry Pike
North/South Street	Village Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		35	229	26		35	349	53		60	0	28		77	0	41
Percent Heavy Vehicles (%)		0				0				4	3	0		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.14	6.53	6.20		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.54	4.03	3.30		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38				38					96				128	
Capacity, c (veh/h)		1134				1297					314				325	
v/c Ratio		0.03				0.03					0.30				0.40	
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.3				1.8	
Control Delay (s/veh)		8.3				7.9					21.4				23.1	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	1.3				0.9				21.4				23.1			
Approach LOS									C				C			

HCS7 Two-Way Stop-Control Report

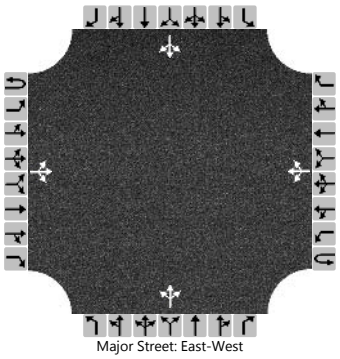
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - AM Peak
Intersection Orientation	East-West
Project Description	Village Center of Plain City TIS

Site Information

Intersection	Perry Pike & Village Blvd
Jurisdiction	Village of Plain City
East/West Street	Perry Pike
North/South Street	Village Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		28	334	41		10	118	28		15	0	40		33	0	18
Percent Heavy Vehicles (%)		0				0				0	3	0		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.53	6.20		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.03	3.30		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30				11					60				55	
Capacity, c (veh/h)		1433				1162					554				452	
v/c Ratio		0.02				0.01					0.11				0.12	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.4				0.4	
Control Delay (s/veh)		7.6				8.1					12.3				14.1	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.7				0.6				12.3				14.1			
Approach LOS									B				B			

HCS7 Two-Way Stop-Control Report

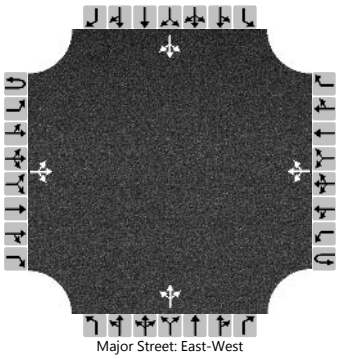
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - PM Peak
Intersection Orientation	East-West
Project Description	Village Center of Plain City TIS

Site Information

Intersection	Perry Pike & Village Blvd
Jurisdiction	Village of Plain City
East/West Street	Perry Pike
North/South Street	Village Boulevard
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		35	238	27		38	359	53		62	0	30		77	0	41
Percent Heavy Vehicles (%)		0				0				4	3	0		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.14	6.53	6.20		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.54	4.03	3.30		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		38				41					100				128	
Capacity, c (veh/h)		1123				1286					302				310	
v/c Ratio		0.03				0.03					0.33				0.41	
95% Queue Length, Q_{95} (veh)		0.1				0.1					1.4				1.9	
Control Delay (s/veh)		8.3				7.9					22.7				24.5	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)		1.3				1.0				22.7				24.5		
Approach LOS										C				C		

HCS7 Two-Way Stop-Control Report

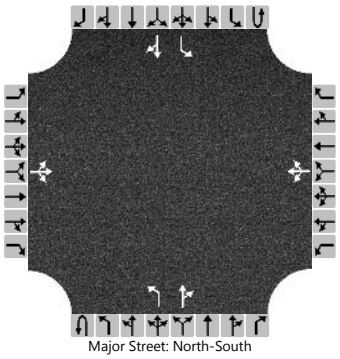
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - AM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Pr SE Access
Jurisdiction	Village of Plain City
East/West Street	Pr SE Access Der Dutchman
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		4	0	16		1	0	2		29	552	6		2	497	19
Percent Heavy Vehicles (%)		3	3	3		0	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.10	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				3			32				2		
Capacity, c (veh/h)			354				277			1005				967		
v/c Ratio			0.06				0.01			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.0			0.1				0.0		
Control Delay (s/veh)			15.8				18.1			8.7				8.7		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)		15.8				18.1				0.4				0.0		
Approach LOS		C				C										

HCS7 Two-Way Stop-Control Report

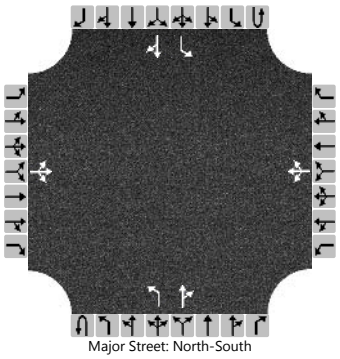
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - PM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Pr SE Access
Jurisdiction	Village of Plain City
East/West Street	Pr SE Access Der Dutchman
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		19	0	42		4	0	8		41	576	35		20	700	18
Percent Heavy Vehicles (%)		3	3	3		0	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.10	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			66				13			45				22		
Capacity, c (veh/h)			185				171			832				920		
v/c Ratio			0.36				0.08			0.05				0.02		
95% Queue Length, Q_{95} (veh)			1.5				0.2			0.2				0.1		
Control Delay (s/veh)			34.9				27.7			9.6				9.0		
Level of Service (LOS)			D				D			A				A		
Approach Delay (s/veh)		34.9				27.7				0.6				0.2		
Approach LOS		D				D										

HCS7 Two-Way Stop-Control Report

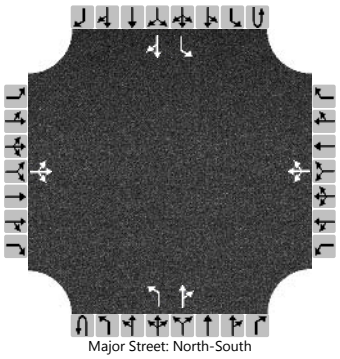
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - AM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Pr SE Access
Jurisdiction	Village of Plain City
East/West Street	Pr SE Access Der Dutchman
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		4	0	16		1	0	2		29	625	6		2	581	19
Percent Heavy Vehicles (%)		3	3	3		0	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.10	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22				3			32				2		
Capacity, c (veh/h)			291				223			930				903		
v/c Ratio			0.07				0.01			0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.2				0.0			0.1				0.0		
Control Delay (s/veh)			18.4				21.4			9.0				9.0		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)		18.4				21.4				0.4				0.0		
Approach LOS		C				C										

HCS7 Two-Way Stop-Control Report

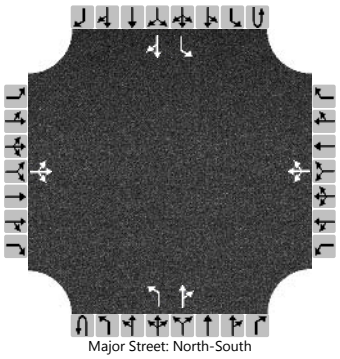
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - PM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Pr SE Access
Jurisdiction	Village of Plain City
East/West Street	Pr SE Access Der Dutchman
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		19	0	42		4	0	8		41	662	35		20	800	18
Percent Heavy Vehicles (%)		3	3	3		0	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.10	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.50	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			66				13			45				22		
Capacity, c (veh/h)			140				127			758				849		
v/c Ratio			0.47				0.10			0.06				0.03		
95% Queue Length, Q_{95} (veh)			2.2				0.3			0.2				0.1		
Control Delay (s/veh)			51.8				36.6			10.0				9.4		
Level of Service (LOS)			F				E			B				A		
Approach Delay (s/veh)		51.8				36.6				0.6				0.2		
Approach LOS		F				E										

HCS7 Two-Way Stop-Control Report

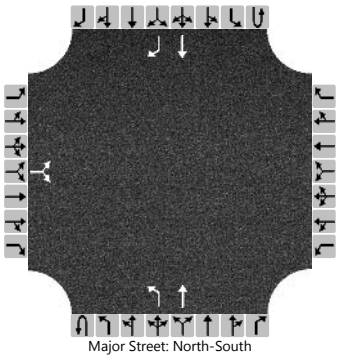
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - AM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Ex. Priv Drive
Jurisdiction	Village of Plain City
East/West Street	Ex Private Drive
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		18		13						18	552				514	37
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			34							20						
Capacity, c (veh/h)			270							973						
v/c Ratio			0.12							0.02						
95% Queue Length, Q_{95} (veh)			0.4							0.1						
Control Delay (s/veh)			20.2							8.8						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		20.2								0.3						
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

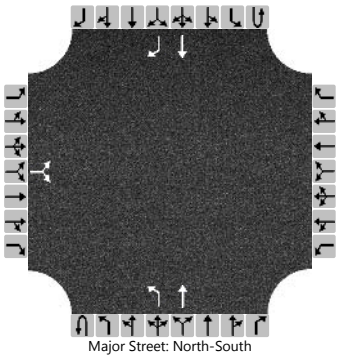
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2022
Time Analyzed	2022 Build - PM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Ex. Priv Drive
Jurisdiction	Village of Plain City
East/West Street	Ex Private Drive
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		53		45						40	594				716	64
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			107							43						
Capacity, c (veh/h)			181							785						
v/c Ratio			0.59							0.06						
95% Queue Length, Q_{95} (veh)			3.2							0.2						
Control Delay (s/veh)			49.7							9.9						
Level of Service (LOS)			E							A						
Approach Delay (s/veh)		49.7								0.6						
Approach LOS		E														

HCS7 Two-Way Stop-Control Report

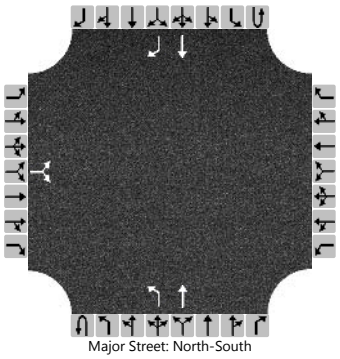
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - AM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Ex. Priv Drive
Jurisdiction	Village of Plain City
East/West Street	Ex Private Drive
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		18		13						18	625				598	37
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			34							20						
Capacity, c (veh/h)			218							900						
v/c Ratio			0.15							0.02						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			24.5							9.1						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		24.5								0.3						
Approach LOS		C														

HCS7 Two-Way Stop-Control Report

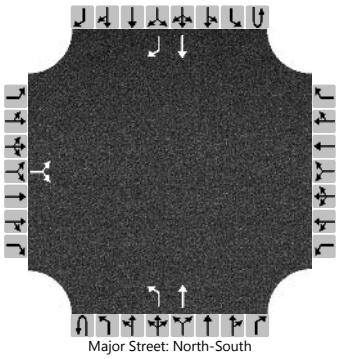
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build - PM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Ex. Priv Drive
Jurisdiction	Village of Plain City
East/West Street	Ex Private Drive
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		53		45						40	682				820	64
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			107							43						
Capacity, c (veh/h)			138							712						
v/c Ratio			0.77							0.06						
95% Queue Length, Q_{95} (veh)			4.6							0.2						
Control Delay (s/veh)			87.6							10.4						
Level of Service (LOS)			F							B						
Approach Delay (s/veh)		87.6								0.6						
Approach LOS		F														

HCS7 Two-Way Stop-Control Report

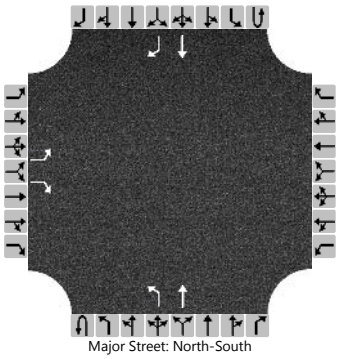
General Information

Analyst	TJS
Agency/Co.	Smart Services, Inc.
Date Performed	3/14/2022
Analysis Year	2032
Time Analyzed	2032 Build w EBLT-PM Peak
Intersection Orientation	North-South
Project Description	Village Center of Plain City TIS

Site Information

Intersection	US 42 & Ex. Priv Drive
Jurisdiction	Village of Plain City
East/West Street	Ex Private Drive
North/South Street	US 42
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		53		45						40	682				820	64
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

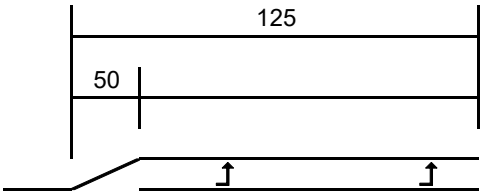
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		58		49						43						
Capacity, c (veh/h)		92		340						712						
v/c Ratio		0.63		0.14						0.06						
95% Queue Length, Q_{95} (veh)		3.0		0.5						0.2						
Control Delay (s/veh)		94.8		17.4						10.4						
Level of Service (LOS)		F		C						B						
Approach Delay (s/veh)		59.2								0.6						
Approach LOS		F														

(3) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - NB LT - 2022 'NO BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	23	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	580	VPH			
Turning % (>10% HIGH)	4.0%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.4				
Storage Length (Calc) =	50	feet			

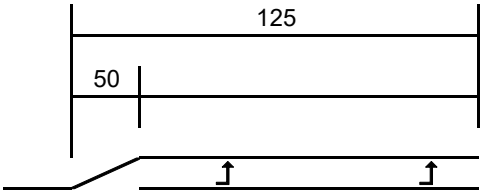


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(4) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - NB LT - 2022 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	40	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	634	VPH			
Turning % (>10% HIGH)	6.3%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.7				
Storage Length (Calc) =	50	feet			

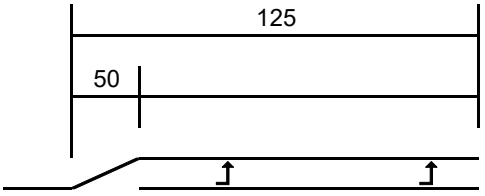


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(5) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - NB LT - 2032 'NO BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	23	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	668	VPH			
Turning % (>10% HIGH)	3.4%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.4				
Storage Length (Calc) =	50	feet			

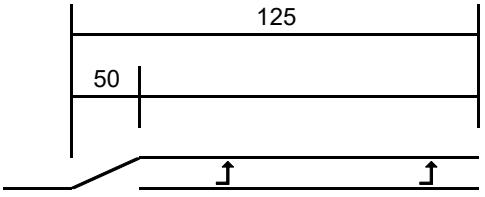


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(6) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - NB LT - 2032 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	40	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	722	VPH			
Turning % (>10% HIGH)	5.5%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.7				
Storage Length (Calc) =	50	feet			

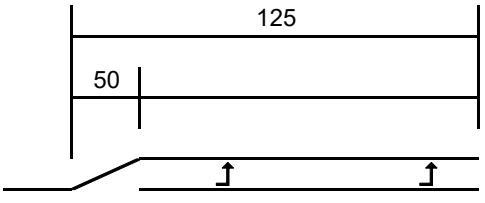


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(7) JEFFERSON AVE. (US 42) & PROP. SITE ACCESS (SE)/EX. DER DUTCHMAN ACCESS (S) - NB LT - 2022 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	41	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	652	VPH			
Turning % (>10% HIGH)	6.3%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.7				
Storage Length (Calc) =	50	feet			

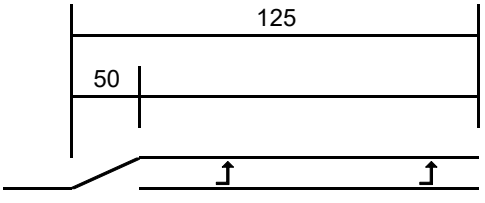


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(8) JEFFERSON AVE. (US 42) & PROP. SITE ACCESS (SE)/EX. DER DUTCHMAN ACCESS (S) - NB LT - 2032 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	41	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	738	VPH			
Turning % (>10% HIGH)	5.6%	LOW			
Design Condition =	B				
Vehicles per Cycle =	0.7				
Storage Length (Calc) =	50	feet			

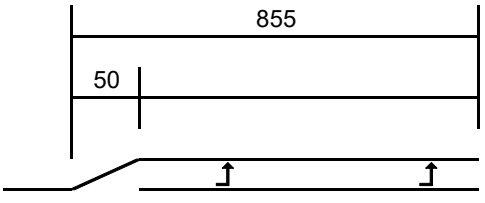


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(23) JEFFERSON AVE. (US 42) & PERRY PIKE/WEST AVENUE - SB LT - 2032 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Signalized		Design Condition (Rev)=	C	
Speed =	40	MPH	Storage Length (Adj) =	150	feet
Cycle Length =	120	seconds	Deceleration/Div. Taper =	115	feet
Turning Volume =	77	VPH	Turn Lane Length =	265	feet
# of Turning Lanes =	1		Adjacent Lane Volume =	769	
Advancing Volume =	846	VPH	# of Adjacent Lanes =	1	
Turning % (>10% HIGH)	9.1%	LOW	Adj. Lane vehicles per cycle	26.0	
Design Condition =	B or C				
Vehicles per Cycle =	2.6		No Block Distance =	855	feet
Storage Length (Calc) =	150	feet	Turn Lane Length (Actual) =	855	feet

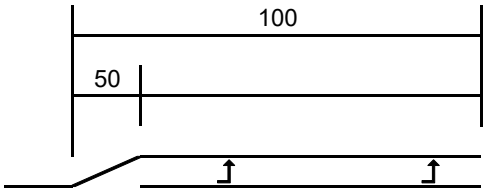


Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(9) JEFFERSON AVE. (US 42) & PROP. SITE ACCESS (SE)/EX. DER DUTCHMAN ACCESS (S) - EB LT - 2032 'BUILD'

Critical Analysis Period: PM PEAK

Type =	Unsignalized Stopped Crossroad				
Speed =	25	MPH	Storage Length (Adj) =	50	feet
Cycle Length =	60	seconds	Deceleration/Div. Taper =	50	feet
Turning Volume =	19	VPH	Turn Lane Length =	100	feet
# of Turning Lanes =	1				
Advancing Volume =	61	VPH			
Turning % (>10% HIGH)	31.1%	HIGH			
Design Condition =	A				
Vehicles per Cycle =	0.3				
Storage Length (Calc) =	50	feet			



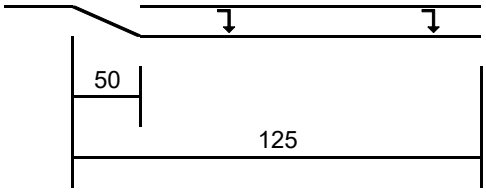
Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

(4) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - SB RT - 2022 'BUILD'

Critical Analysis Period: PM Peak

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	64	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	780	VPH			
Turning % (>10% HIGH)	8.2%	LOW			
Design Condition =	B				
Vehicles per Cycle =	1.07				
Storage Length (Calc) =	50	feet			

Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.

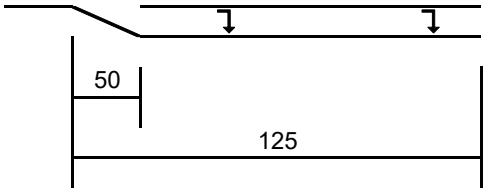


(6) JEFFERSON AVE. (US 42) & EX. PRIVATE ROAD - SB RT - 2032 'BUILD'

Critical Analysis Period: PM Peak

Type =	Unsignalized Through Road				
Speed =	40	MPH	Storage Length (Adj) =	NA	
Cycle Length =	60	seconds	Deceleration/Div. Taper =	125	feet
Turning Volume =	64	VPH	Turn Lane Length =	125	feet
# of Turning Lanes =	1				
Advancing Volume =	884	VPH			
Turning % (>10% HIGH)	7.2%	LOW			
Design Condition =	B				
Vehicles per Cycle =	1.07				
Storage Length (Calc) =	50	feet			

Calculations based on 401-7E in ODOT L&D Manual. All dimensions are in feet.



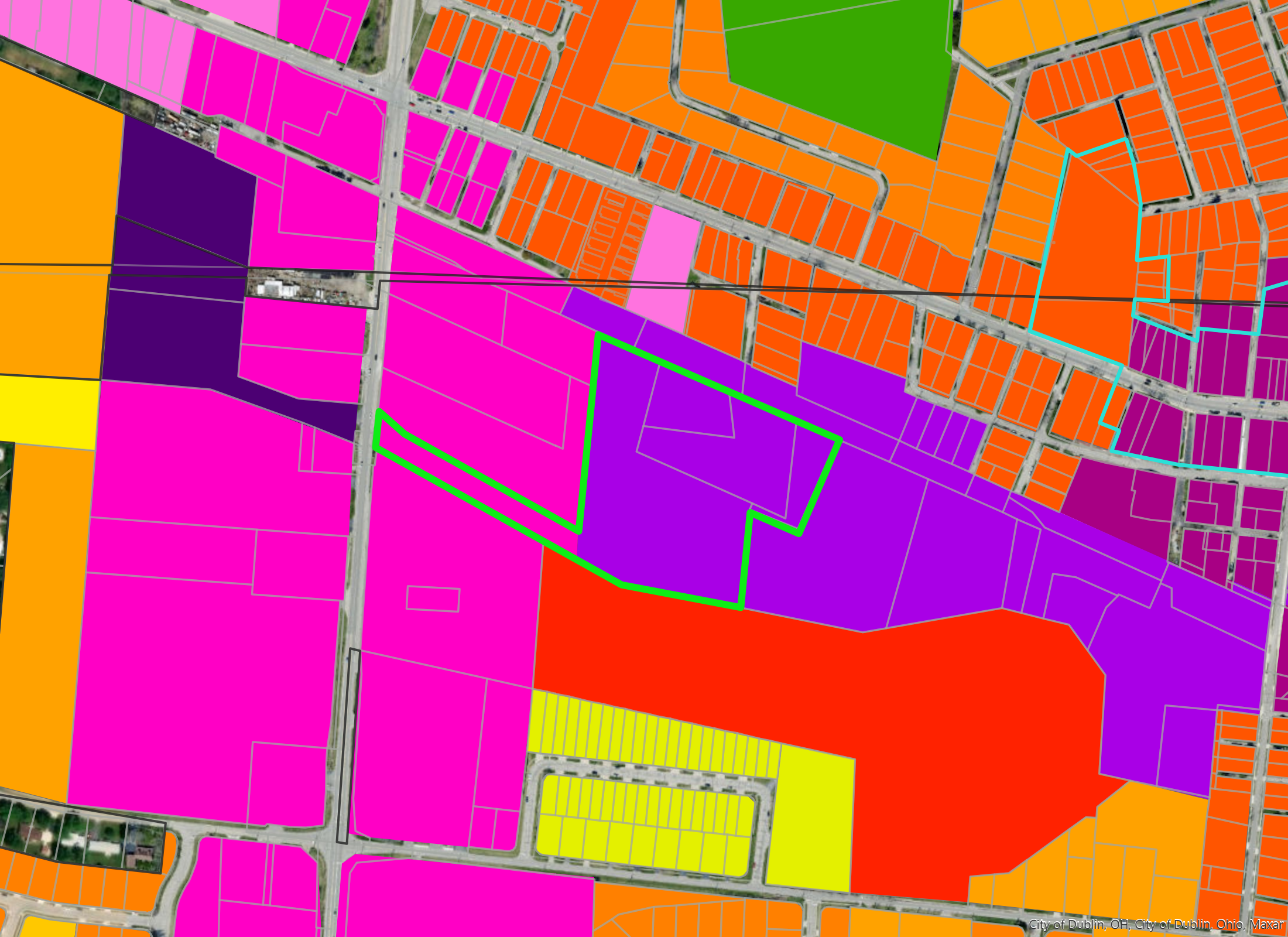
(24) JEFFERSON AVE. (US 42) & PERRY PIKE/WEST AVENUE - EB - 2032 'BUILD'

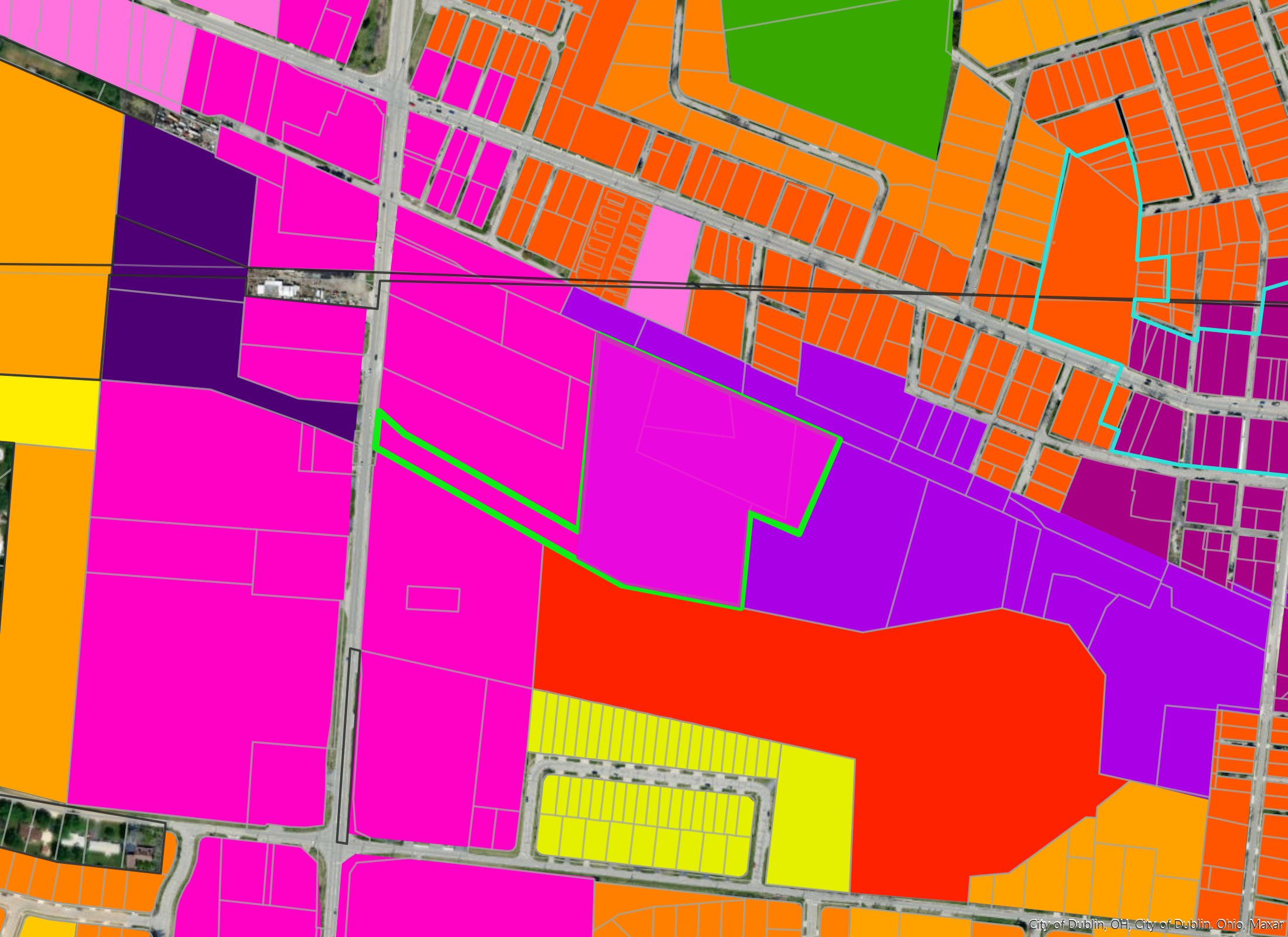
Calculations based on 401-7E in ODOT L&D Manual.

Type =	Signalized
Speed =	40 MPH
# of Through Lanes =	1

AM PEAK CALCULATIONS		PM PEAK CALCULATIONS	
Cycle Length =	120 seconds	Cycle Length =	120 seconds
Approach Volume =	424	Approach Volume =	367
Approach vehicles per cycle =	14	Approach vehicles per cycle =	12
Storage Length =	525 feet	Storage Length =	475 feet

525 feet


City of Dublin, OH, City of Dublin, Ohio, Maxar


City of Dublin, OH, City of Dublin, Ohio, Maxar

June 27, 2023

To Whom It May Concern,

This letter is being written to you because your property is within 250 feet of the property located at 225 Guy Street and/or 265 Jefferson Street. Parcel #04-00230.000 and 04-00503.001. This official notice is required by Section 1136.03 of the Village's Codified Ordinances.

The Village of Plain City's Planning and Zoning Commission will hold a public hearing for the following:

1. PZ-23-4: 225 Guy Street (Parcel #04-00230.000); Rezoning of 3.82 +/- acres from Restricted Industrial District ("I1") to Community Business District ("B2"); Applicant: Steven D. Bell. (Public Hearing)
2. PZ-23-5: 265 Jefferson Street (Parcel #04-00503.001); Rezoning of 6.94 +/- acres from Restricted Industrial District ("I1") to Community Business District ("B2"); Applicant: Steven D. Bell. (Public Hearing)

The meeting will be Wednesday, July 19, 2023 at 6:30 PM in Council Chambers 800 Village Blvd., Plain City, OH 43064

The application documents and details for this meeting can be found on **www.plain-city.com** under the *Public Meetings* tab on the home page. If you have any questions, feel free to contact me.

Respectfully,

Derek Hutchinson
Village Planner

04-00809.000
04-00466.000
04-00571.000
04-00434.000
04-00376.000
04-00253.000
04-00515.000
04-00727.000
04-00554.000
04-00502.000
04-00728.001
04-00503.003
04-00532.000
04-00591.000
04-00594.000
04-00826.000
04-00808.000
04-00810.000
04-00503.000
04-00503.002
04-00689.000
04-00061.000
04-00827.000
1800030900000
1800030880000
1800010050000

JUNE 29, 2023

TO: *MARYSVILLE JOURNAL-TRIBUNE*
FROM: DEREK HUTCHINSON, VILLAGE PLANNER
VILLAGE OF PLAIN CITY
SUBJECT: LEGAL NOTICE BELOW, FOR ONE-TIME PUBLICATION

PUBLIC NOTICE

PUBLIC HEARING TO BE HELD BEFORE THE VILLAGE OF PLAIN CITY PLANNING AND ZONING COMMISSION, ON WEDNESDAY, JULY 19, 2023 AT 6:30 P.M., IN COUNCIL CHAMBERS, MUNICIPAL BUILDING, 800 VILLAGE BLVD., PLAIN CITY, OHIO; REZONING A TOTAL OF 10.76 +/- ACRES AT 225 GUY STREET AND 265 JEFFERSON STREET (PARCELS 04-00230.000 and 04-00503.001 AS IDENTIFIED BY THE MADISON COUNTY AUDITOR'S OFFICE) FROM RESTRICTED INDUSTRIAL DISTRICT ("I1") TO COMMUNITY BUSINESS DISTRICT ("B2"); APPLICANT: STEVEN D. BELL (APPLICATIONS PZ-23-4 AND PZ-23-5)

DEREK HUTCHINSON
VILLAGE PLANNER
VILLAGE OF PLAIN CITY

Village of Plain City
Planning and Zoning Department
PLANNING COMMISSION

July 7, 2023

PLANNING STAFF REPORT

Application: PZ-23-4, PZ-23-4: Rezoning
Location: Parcel# 04-00230.000 / 04-00503.001
Zoning District: I1 Restricted Industrial / Proposed B2 Community Business District
Applicant: Steve Bell, Architect for Property Owners

Proposed Project

Applicant is requesting Rezoning from I1, Restricted Industrial to B2, Community Business District.

Project Site Description

225 Guy total 3.82 acres and 265 Jefferson total of 6.94 acres.

Village Planner Comments

The property located at 225 Guy has 3 existing commercial buildings. The property at 265 Jefferson is the current location for Outdoor FX. The Jefferson parcel is currently split B2 and I1. The property owners are proposing utilizing the properties at 225 Guy for businesses that would are permitted within a B2 District. At the suggestion of the Village Planner, to aid in the Village's effort to "clean up" existing Zoning Districts, by rezoning the entire 265 Jefferson parcel to B2 would allow a contiguous rezoning of B2 for 225 Guy parcels.

Staff recommends approval of request to rezone 225 Guy and 265 Jefferson to B2, Community Business District.

Derek Hutchinson
Village Planner
dhutchinson@plain-city.com
614-873-3527 ext. 105

APPLICATION FOR ZONING AMENDMENT

REZONING / MAP AMENDMENT

PLANNING AND ZONING COMMISSION

Proposed changes or amendments may be initiated by one or more owners or lessees of land within the area that is proposed to be changed by amendment of the Zoning District Map or by one or more owners or lessees of land to be affected by change or amendment of other provisions of the Zoning Ordinance.

1. APPLICANT INFORMATION		
Applicant Name: Steven D. Bell, Pres. Concept Buildings, Inc.		
Applicant Address: 20209 Barker Road Marysville, Ohio 43040		
Phone: 937-537-0324	Email: sbell324@hotmail.com	
☐ Owner	☐ Lessee	☒ Other Owner's Agent

2. OWNER INFORMATION (IF DIFFERENT THAN APPLICANT)	
Owner Name: Critzer & Greiner Investments, LLC	
Owner Address: 265 Jefferson Street Plain City, Ohio 43064	
Phone: 614-332-8846 (Lucas Greiner)	Email: Lucas@outdoor-fx.net

3. PROPERTY INFORMATION	
Street Address: 2235 Guy Avenue Plain City, Ohio 43064	
County: Madison	Parcel Number: 04-00230.000 (225 Guy Avenue)
Current Zoning District and Use: I 1	04-00503.001 (265 Jefferson Street)
Proposed Zoning District and Use: B2	

1136.02 INITATION OF ACTION BY OWNER OR LESSEE OF LAND.
Two copies of a provided application form shall be filed with the Plain City not less than twenty (20) days prior to the public hearing of the Planning and Zoning Commission at which the proposal is to be considered.

(a) Application. The application for any proposed change or amendment shall contain:

(1) A description or statement of the present and proposed provisions of the Zoning Ordinance or the proposed change of the district boundaries of the Zoning District Map.

(2) A description, by map and text, of the property to be affected by the proposed change or amendment.

(3) A statement of the relation of the proposed change or amendment to the general health, safety, and welfare of the public in terms of need or appropriateness within the area by reason of changed or changing conditions and the relation to appropriate plans for the area.

(4) A statement of the relation of the proposed change or amendment to the comprehensive plan.

(5) Notice to Property Owners. If the proposed amendment intends to rezone or redistrict
(6) ten (10) or less parcels of land, as listed on the tax duplicate, written notice of the hearing shall be mailed by the Zoning Inspector, by first class mail, at least twenty (20) calendar days before the day of the public hearing to all owners of property within and contiguous to, directly across the street from and within 250 feet of the area to be rezoned or redistricted to the addresses of such owners appearing on the County Auditor's tax list. Failure of delivery of the notifications as provided in the Section shall not invalidate any such amendment. The notice shall contain the same information as required of notices published in newspapers.

Such list shall be in accordance with the Madison/Union County Auditor's current tax list and provided by the applicant.

(7) Such information as may be otherwise required by the provisions of the Zoning Ordinance.

(b) Fees. When making application for an amendment, the investigation and compliance fees, in such amount as may be established by Council from time to time, shall be paid to the Municipality for each application.

Incomplete applications will not be processed. Applicant or representative must be present at the Planning and Zoning Hearing.

I certify that the information contained in this application and its supplements is true and correct.

D. Ball, PRES. 5-22-23

Applicant Signature Date

Auditor Map

6/6/2023, 1:10:09 PM

Parcels	Blue: Blue	Blue: Blue	Blue: Blue	Blue: Blue	Blue: Blue
17270E726528N.ecw	17270E681648N.ecw	17270E647328N.ecw	17270E618288N.ecw	17165E618288N.ecw	16848E620928N.ecw
Red: Red	Red: Red	Red: Red	Red: Red	Red: Red	Red: Red
Green: Green	Green: Green	Green: Green	Green: Green	Green: Green	Green: Green

1:2,257

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.09 km

Madison County OH