ms consultants, inc.
engineers - architects - planners

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Introduction

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

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

Intersection Observations and Recommendations

1. SR 31 & Mill Wood Boulevard

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

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

2. SR 31 & Mill Road/Echo Drive

Observations:

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

Recommendations:

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

3. Maple Street & Amrine Mill Road

Observations:

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

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

4. Fifth Street & Damascus Road

Observations:

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

Recommendations:

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

5. Fifth Street & Emmaus Road

Observations:

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

Recommendations:

- Implementation of shorter cycle length during some non-peak traffic times, particularly on weekdays before 11:00 AM (based on traffic count data).
- The broken visor on the NB vehicular signal head should be replaced.
- The intersection should be rewired and re-programmed for Approach Monitoring.
- The bare wiring coming into the cabinet should be replaced.
- When a future signal improvement project is undertaken, consideration should be given to providing pedestrian features (indications, pushbuttons) to cross Fifth Street.

6. Fifth Street & Park Avenue

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

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

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

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

8. **Fifth Street & Maple Street**

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

**Recommendations:**
- Replace the entire signal span with a single messenger wire run.
- Replace the missing visor on the WB vehicular signal head.
- Replace the disconnect switch with one which meets ODOT specifications.
- In order to correct the flexible conduit through the handhole, a blind-half-coupling should be installed in the pole and rigid conduit should be installed
between the controller cabinet and the pole. A new handhole cover should then be installed.
- The intersection should be rewired/re-programmed for Approach Monitoring.

9. **Fifth Street & Court Street**

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

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

10. **Fifth Street & Main Street**

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

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

11. **Fifth Street & Plum Street**

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

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

12. **Fifth Street & Walnut Street**

Observations:
- Low traffic volumes on Walnut Street – unclear whether signal warrant would be met.
  - Due to pretimed operation, the north-south phase (which includes pedestrian crossing time) is called every cycle, resulting in delays to Fifth Street despite the minimal Walnut Street traffic.
The wood signal poles and messenger wire span are worn.
The seal around the exterior base of the controller cabinet needs replaced.

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

13. Fifth Street & Vine Street

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

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

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

Observations:
- Several near-collisions were observed with southbound left turn vehicles not yielding to northbound through vehicles.
  - Due to angle of northbound approach, southbound vehicles have difficulty determining whether northbound traffic is making a left turn or going straight through.
- Long vehicle queues were often present on Delaware Avenue/Fifth Street, but traffic appeared to always make it through intersection within one cycle.
- Two (of three) backplates are broken on the EB vehicular signal heads.
- Various lamp outages are noted in the pedestrian signal heads.
- Incoming power surge protector (Surrestor) case is broken.
- There are trees surrounding the top of the strain pole on the SW corner.
- The weatherhead cover at the top of the strain pole on the SW corner is missing.

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

15. Delaware Avenue & Charles Lane

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

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

16. Delaware Avenue & Coleman’s Crossing

Observations:
- This signal was observed to have the “yellow trap” condition for the eastbound left turn. The signal progressed directly from the east-west through movement to the westbound left turn movement (no intervening minor street call). A driver in the eastbound left turn lane would see the yellow indication and assume that the westbound through movement is also receiving a yellow indication. However, the westbound through movement remains green if the
north-south phase is not called. This is an undesirable condition that can lead to crashes.

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

**Recommendations:**

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

17. Delaware Avenue & US 33 EB ramps

**Observations:**

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

**Recommendations:**

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

18. Delaware Avenue & US 33 WB ramps

**Observations:**

- During non-peak times of day, the signal operates on a relatively long (100-second) cycle length. Traffic on ramp is frequently waiting at a red light while few/no vehicles are passing through on Delaware Avenue.
- The long cycle length, combined with only one exit ramp approach lane, causes occasionally long queues on the ramp.
- The seal around the exterior base of the controller cabinet needs replaced.
Recommendations:
- A shorter cycle length (80 seconds) is recommended for non-peak times of day.
- Seal the area around the exterior base of the controller cabinet to keep water, dust and debris out of the cabinet.

19. Delaware Avenue & Watkins Road

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

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

20. Fourth Street & Main Street

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

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

21. Sixth Street & Main Street

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

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

22. Ninth Street & London Avenue

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

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

23. Scottslawn Road & Industrial Parkway

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

Recommendations:
- Relocation of overhead communication lines should be investigated on the NE corner.
- Provide and install a plug in the blind-half-coupling in the strain pole on the NE corner.
- Uncover the foundation on the strain pole on the NE corner.
24. Main Street & Elwood Avenue (Flasher)

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

Recommendations:
- Replacement of this flasher installation is recommended.

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Intersection No.</th>
<th>Date: 3/22/08</th>
<th>Personnel: KES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SR 31 &amp; 46th</td>
<td></td>
</tr>
</tbody>
</table>

**Signal Poles/Span**
- Type: [X] Strain Pole/Span Wire, [X] Mast Arm
- Type: [X] Steel, [X] Wood
- Condition: [X] Good
- NEC needs BHC plug at top of pole

**Overhead Mounted Signs** - None
- Mounting: [X] Free-Swinging, [ ] Rigid Mounted
- Condition: [ ]

**Vehicular Signal Heads**
- Type/Mounting: [X] LED, [X] Free-Swinging, [ ] Rigid Mounted, [ ] Backplates
- Size: [X] 12”, [ ] 8”
- Condition: [X] Good

**Pedestrian Signal Heads** - None
- Type: [ ] LED, [ ] Incandescent, [ ] Fiber optic
- Style: [ ] Legend, [ ] Symbol (Hollow), [ ] Symbol (Filled)
- Condition: [ ]

**Pedestrian Pushbuttons** - None
- ADA Compliant: [ ] Yes, [ ] No
- Signs Present: [ ] Yes, [ ] No
- No. PPB’s per Pole: [ ]
- Total No. PPB’s: [ ]
- Functional/Condition: [X] Good, [ ] Poor, [ ] Non-Functional, [ ] Non-Operable

**Vehicular Detection**
- Type: [X] Loop Detectors
- Loop/Pavement Condition: [ ] NB Good, [ ] SB Good, [ ] EB Good, [ ] WB Good
- Other: [ ]
- Loop Placement Notes: [ ]
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City of Marysville, Ohio
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Power Service
Disconnect Switch: No Locked
Condition: Good
Meter Base: Good
Riser/Weatherhead: King in concrete bemos

Conduit/Pull Boxes
Type: X Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: X Base Pole
Exterior Condition: Good
Work Pad: Good
Interior Condition: Good
Controller: ASC/25-2100
Conflict Monitor: E01
Master Controller: No
Battery Backup: No
Preempt: No
Lightning Protection: X Cabinet No Loops
Loop Settings:
Loop Failures: No
Signal Timing:

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

Miscellaneous Items
Overhead Utilities Clear: X Poles/Span/Arms ___ Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps: No
Other: Installing 10/02
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No: 2
Date: 3/24/15
Personnel: KES

Signal Poles/Span
Type: X Strain Pole/Span Wire
     Steel Wood X Anchor Base Embedded Utility Pole
Condition: ____________________________

Overhead Mounted Signs - None
Mounting: Free-Swinging Rigid Mounted
Condition: ____________________________

Vehicular Signal Heads
Type/Mounting: X LED X Incandescent
               X Free-Swinging Rigid Mounted Backplates
Size: X 12" Good
Condition: ____________________________

Pedestrian Signal Heads - None
Type: LED Incandescent Fiberoptic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition: ____________________________

Pedestrian Pushbuttons - None
ADA Compliant: Yes No
Signs Present: Yes No
No. PPB's per Pole: _________
Total No. PPB's _________
Functional/Condition: ____________________________

Vehicular Detection
Type: X Loop Detectors Video Other:
Loop/Pavement Condition: NB Good / Good
                   SB / 
                   EB / 
                   WB / Good
Other: ____________________________

Loop Placement Notes: ____________________________
TRAFFIC SIGNAL DATA SHEET
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Power Service
Disconnect Switch: No Locked
Condition: Good
Meter Base: Good
Riser/Weatherhead: Good

Conduit/Pull Boxes
Type: Concrete        Plastic        Other:
Condition: Good

Controller Cabinet
Mounting: Base        Pole
Exterior Condition: Good
Work Pad: Good
Interior Condition: Good
Controller: E-MOUNT ASC/25-2100
Conflict Monitor: 500
Master Controller: ASC/20M-1000
Battery Backup: No = Gen Hookup Panel
Preempt: No
Lightning Protection: Cabinet        Loops
Loop Settings: L3 (ER)     L5 (SOUT LANE)
Loop Failures: L4 (SS1T 0000)    L6 (NEW 1000) L7 (NEW 2000) L8 (NEW 3000)
Signal Timing:

Interconnect
Type: Overhead        Underground        Wireless/Radio
      Twisted Pair        Fiber optic
Communication Panel: Premise MODERN

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms        Signal Heads
Sidewalks/Access to PPB's/Curb Ramps: None
Need no red crossing signs
Other: Inspect 2/09
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
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Intersection No.: 3  Date: 3/20/20  Personnel: KES
Intersection: Maple St & Amanda Pl

Signal Poles/Span
Type: \(\times\) Strain Pole/Span Wire  \(\times\) Mast Arm
\(\times\) Steel  Wood  \(\times\) Anchor Base  Embedded  Utility Pole
Condition: New

Overhead Mounted Signs
Mounting: Free-Swinging  Rigid Mounted
Condition:

Vehicular Signal Heads
Type/Mounting: \(\times\) LED  Incandescent  \(\times\) Free-Swinging  Rigid Mounted  Backplates
Size: \(\times\) 12"  8"
Condition: New

Pedestrian Signal Heads
Type: \(\times\) LED  Incandescent  Fiberoptic
Style: \(\times\) Legend  Symbol (Hollow)  Symbol (Filled)
Condition: Good

Pedestrian Pushbuttons
ADA Compliant: Yes  No  Signs Present: Yes  No
No. PPB’s per Pole: 3  Total No. PPB’s: 4
Functional/Condition: Crossing  all  j w l  legs
No Ped Crossing  all  w l b  &  s  legs

Vehicular Detection
Type: \(\times\) Loop Detectors
Loop/Pavement Condition: NB  Video  Other:
SB  EB  WB
Condition:
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: New
Meter Base: New/Re
Riser/Weatherhead: New

Conduit/Pull Boxes
Type: Concrete
Plastic
Other:
Condition: 

Controller Cabinet
Mounting: Pole
Base
Exterior Condition: New
Work Pad: New
Interior Condition: New
Controller: Cost/Re
Conflict Monitor: No
Master Controller: No
Battery Backup: No
Preempt: No
Lightning Protection: Yes Cabinet
No Loops
Loop Settings: 
Loop Failures: New

Signal Timing:

Interconnect
Type: Overhead
Underground
Twisted Pair
Wireless/Radio
Fiber optic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: Poles/Spans/Arms
Yes/No
Signal Heads

Sidewalks/Access to PWB's/Curb Ramps:
Yes/No

Installs/2/01

Other: 

Page 2
### TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

<table>
<thead>
<tr>
<th>Intersection No.:</th>
<th>4</th>
<th>Date:</th>
<th>3/24/00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel:</td>
<td>KES</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Signal Poles/Span
- Type: Strain Pole/Span Wire, Mast Arm
- Condition: 

#### Overhead Mounted Signs
- Mounting: Free-Swinging, Rigid Mounted
- Condition: Good

#### Vehicular Signal Heads
- Type/Mounting: LED, Incandescent, Free-Swinging, Rigid Mounted, Backplates
- Size: 12" x 8"
- Condition: Same as Crossarms

#### Pedestrian Signal Heads
- Type: LED, Incandescent, Fiberoptic
- Style: Legend, Symbol (Hollow), Symbol (Filled)
- Condition: All Directions

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

#### Vehicular Detection
- Type: Loop Detectors
- Loop/Pavement Condition: NB, SB, EB, WB
- Loop Placement Notes: 

---

Page 1
**TRAFFIC SIGNAL DATA SHEET**  
City of Marysville, Ohio  
by ms consultants, inc

**Power Service**
- Disconnect Switch:  
  - Condition:  
    - Meter Base:  
      - Riser/Weatherhead:  

**Conduit/Pull Boxes**
- Type:  
  - Condition:  

**Controller Cabinet**
- Mounting:  
  - Exterior Condition:  
  - Work Pad:  
  - Interior Condition:  
  - Controller:  
  - Conflict Monitor:  
  - Master Controller:  
  - Battery Backup:  
  - Preempt:  
  - Lightning Protection:  
  - Loop Settings:  
  - Loop Failures:  
  - Signal Timing:  

**Interconnect**
- Type:  
  - Communication Panel:  

**Miscellaneous Items**
- Overhead Utilities Clear:  
- Sidewalks/Access to PPB’s/Curb Ramps:  
  - No  
  - NE Sw - Curb Drops  
- Other:  
  - INSTALL 3/98
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 5 Date: 3/20/03 Personnel: KES
Intersection: FIFTH ST & EMMAUS RD

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

Overhead Mounted Signs - None
Mounting: ______ Free-Swinging ______ Rigid Mounted
Condition: ____________________________

Vehicular Signal Heads
Type/Mounting: LED ______ Incandescent ______ Free-Swinging ______ Rigid Mounted ______ Backplates
Size: ______ 12" ______ 8"
Condition: GOOD ______ Broken Wire NS

Pedestrian Signal Heads - None
Type: ______ LED ______ Incandescent ______ Fiberoptic
Style: ______ Legend ______ Symbol (Hollow) ______ Symbol (Filled)
Condition: ____________________________

Pedestrian Pushbuttons - None
ADA Compliant: Yes ______ No Signs Present: ______ Yes ______ No
No. PPB's per Pole: Total No. PPB's ______
Functional/Condition: ____________________________

Vehicular Detection
Type: X Loop Detectors ______ Video ______ Other: ______
Loop/Pavement Condition: NB ______ SB ______ EB ______ WB ______ Other ______
Loop Placement Notes: ____________________________
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: None
Meter Base: Fair
Riser/Weatherhead: Fair

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition: Good
Work Pad: None
Interior Condition: Good
Controller: Poor Corrosion
Conflict Monitor: Eagle
Master Controller: No
Battery Backup: No
Preempt: No
Lightning Protection: Cabinet Loops
Loop Settings:
Loop Failures: None
Signal Timing:

Interconnect
Type: Overhead Underground Wireless
Twisted Pair Fiber optic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: Poles/Span Arms Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps:
Other: No Approach Monitoring Has Bpio Backpanel.
All Wiring Is Base Coming Down Pole Into Bottom Or Can
Scheduled For 1-2” Led Upgrade
### TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

<table>
<thead>
<tr>
<th>Intersection No.: 6</th>
<th>Date: 3/10/22</th>
<th>Personnel: KBS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intersection: Fifth St &amp; Park Ave</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Signal Poles/Span

<table>
<thead>
<tr>
<th>Type: X Strain Pole/Span Wire</th>
<th>Mast Arm: Steel X Wood</th>
<th>Condition: Fair</th>
</tr>
</thead>
</table>

### Overhead Mounted Signs

<table>
<thead>
<tr>
<th>Mounting: X Free-Swinging</th>
<th>Rigid Mounted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition: Fair</td>
<td></td>
</tr>
</tbody>
</table>

### Vehicular Signal Heads

<table>
<thead>
<tr>
<th>Type/Mounting: LED X Incandescent</th>
<th>Free-Swinging</th>
<th>Rigid Mounted</th>
<th>Backplates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size: X 12&quot;</td>
<td>8&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition: Some visible blocked/missing</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Pedestrian Signal Heads

<table>
<thead>
<tr>
<th>Type: X Incandescent</th>
<th>Fiberoptic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Style: X Legend</td>
<td>Symbol (Hollow) Symbol (Filled)</td>
</tr>
<tr>
<td>Condition: Good</td>
<td></td>
</tr>
</tbody>
</table>

### Pedestrian Pushbuttons

<table>
<thead>
<tr>
<th>ADA Compliant: Yes</th>
<th>No</th>
<th>Signs Present: Yes</th>
<th>No</th>
<th>Total No. PPB's: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. PPB's per Pole:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Functional/Condition: For West Leg Only</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

### Vehicular Detection

<table>
<thead>
<tr>
<th>Type: X Loop Detectors</th>
<th>Video</th>
<th>Other:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop/Pavement Condition: NB</td>
<td>Good</td>
<td>Fair</td>
</tr>
<tr>
<td></td>
<td>SB</td>
<td>Good</td>
</tr>
<tr>
<td></td>
<td>EB</td>
<td></td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: Noted
Meter Base: Good
Riser/Weatherhead: Noted

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition: Good
Work Pad: None
Interior Condition: Good - WATER IN BOTTOM OF CABINET
Controller: PDC
Conflict Monitor: PDF
Master Controller: None
Battery Backup: No
Preempt: No
Lightning Protection: Cabinet Loops
Loop Settings:
Loop Failures:
Signal Timing:

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

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

Other: NO Approach Monitoring
       SIGNAL ON FLASH - ONLY CYCLES MONDAY TO LABOR DAY

Page 2
**TRAFFIC SIGNAL DATA SHEET**

City of Marysville, Ohio

by ms consultants, inc

<table>
<thead>
<tr>
<th>Intersection No.</th>
<th>Date: 3/26/95</th>
<th>Personnel: KES</th>
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<tbody>
<tr>
<td><strong>Intersection:</strong></td>
<td><strong>Fifth St. &amp; Grove St./Fourth St.</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Signal Poles/Span**

<table>
<thead>
<tr>
<th>Type</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strain Pole/Span Wire</td>
<td></td>
</tr>
<tr>
<td>Steel</td>
<td>Good</td>
</tr>
<tr>
<td>Wood</td>
<td></td>
</tr>
<tr>
<td>Mast Arm</td>
<td></td>
</tr>
<tr>
<td>Anchor Base</td>
<td></td>
</tr>
<tr>
<td>Embedded</td>
<td></td>
</tr>
<tr>
<td>Utility Pole</td>
<td></td>
</tr>
</tbody>
</table>

**Overhead Mounted Signs – None**

<table>
<thead>
<tr>
<th>Mounting</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free-Swinging</td>
<td></td>
</tr>
<tr>
<td>Rigid Mounted</td>
<td></td>
</tr>
</tbody>
</table>

**Vehicular Signal Heads**

<table>
<thead>
<tr>
<th>Type/Mounting</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LED</td>
<td>Good</td>
</tr>
<tr>
<td>Incandescent</td>
<td></td>
</tr>
<tr>
<td>Rigid Mounted</td>
<td></td>
</tr>
<tr>
<td>Backplates</td>
<td></td>
</tr>
<tr>
<td>Free-Swinging</td>
<td></td>
</tr>
<tr>
<td>12&quot;</td>
<td></td>
</tr>
</tbody>
</table>

Optically Programmed: Yes for 198/R Fourth

**Pedestrian Signal Heads**

<table>
<thead>
<tr>
<th>Type</th>
<th>Style</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LED</td>
<td>Legend</td>
<td>Good</td>
</tr>
<tr>
<td>Incandescent</td>
<td>Symbol (Hollow)</td>
<td></td>
</tr>
<tr>
<td>Fiberoptic</td>
<td>Symbol (Filled)</td>
<td></td>
</tr>
</tbody>
</table>

All Legs - Total: 8

**Pedestrian Pushbuttons**

<table>
<thead>
<tr>
<th>ADA Compliant</th>
<th>Signs Present</th>
<th>No. PPB’s per Pole</th>
<th>Total No. PPB’s</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>4</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>No</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Functional/Condition**

<table>
<thead>
<tr>
<th>Bells</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Functional</td>
<td>Good</td>
</tr>
</tbody>
</table>

**Vehicular Detection**

<table>
<thead>
<tr>
<th>Type</th>
<th>Video</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop Detectors</td>
<td>Good</td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Loop Placement Notes: 
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: No Locke
Condition: Good - Mto to Side of Cabinet - Lig Service
Meter Base: None
Riser/Weatherhead: None

Conduit/Pull Boxes
Type: Concrete  Plastic  Other:  
Condition:  

Controller Cabinet
Mounting: Base  Pole
Exterior Condition: Good
Work Pad: Good
Interior Condition:
Controller: Poex 3000
Conflict Monitor: Poex 12ELRA
Master Controller: Poex 3B00E
Battery Backup: No
Preempt: Yes
Lightning Protection: Cabinet  No Loops
Loop Settings:  
Loop Failures: None
Signal Timing:  

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

Miscellaneous items
Overhead Utilities Clear: No Poles/Spans/Arms  Signal Heads
Wnc - Coms Turning Most Arm
Sec - Coms Close to Ma
Sidewalls/Access to PPB's/Curb Ramps:  
Other: Install 4/10

Page 2
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, Inc

Intersection No.: 8 Date: 3/4/02 Personnel: KEO
Intersection: Fifth St. & Maple St.

Signal Poles/Span
Type: X Strain Pole/Span Wire ○ Mast Arm
○ Steel ○ Wood
Anchor Base Embedded ○ Utility Pole
Condition: Strain Pole (NEO) New
Utility Pole (HD) Fair
Spans Wire is Underspaced for New Install

Overhead Mounted Signs
Mounting: X Free-Swinging ○ Rigid Mounted
Condition: Good

Vehicular Signal Heads
Type/Mounting: LED X Incandescent
X Free-Swinging ○ Rigid Mounted ○ Backplates
Size: 12" ○ 8"
Condition: Good
WB Visor Missing

Pedestrian Signal Heads - No
Type: LED ○ Incandescent ○ Fiber optic
Style: Legend Symbol (Hollow) Symbol (Filled)
Condition:

Pedestrian Pushbuttons - No
ADA Compliant: Yes ○ No Signs Present: Yes ○ No
No. PPB's per Pole: Total No. PPB's
Functional/Condition:

Vehicular Detection - None
Type: Loop Detectors ○ Video ○ Other:
Loop/Pavement Condition: NB ○ SB ○ EB ○ WB ○ Other
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: New
Meter Base: New
Riser/Weatherhead: Good

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition: New
Work Pac: Parking Lot
Interior Condition: New
Controller: ASC/55, 200
Conflict Monitor: ED2
Master Controller: No
Battery Backup: No
Preempt: No
Lightning Protection: Cabinet Loops
Loop Settings:
Loop Failures:

Signal Timing:

Interconnect
Type: Overhead Underground Wireless/Radio
Twisted Pair Fiber optic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms Signal Heads

Sidewalks/Access to PPB/Curb Ramps: 5 SW/Ramps and 3 Qubes
No SW/RA-Ramps and 500

Other: Install 1/07
Connections to Park Serv, 1 CAB are flex conduit through NH cover
No Approach Monitoring
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 9  Date: 3/3/06  Personnel: KES
Intersection: FIFTH ST & COURT ST

Signal Poles/Span
Type:  Strain Pole/Span Wire  Mast Arm
       Steel  Wood  Anchor Base  Embedded  Utility Pole
Condition:  Good
            Decorative
            Cor-10

Overhead Mounted Signs
Mounting:  Free-Swinging  Rigid Mounted
            SNS only

Vehicular Signal Heads
Type/Mounting:  LED  Incandescent
                Free-Swinging  Rigid Mounted
                12"  8"
Size:  Good

Pedestrian Signal Heads
Type:  Incandescent  Fiberoptic
Style:  Legend  Symbol (Hollow)  Symbol (Filled)
Condition:  Good

Pedestrian Pushbuttons  Name
ADA Compliant:  Yes  No  Signs Present:  Yes  No
No. PPB’s per Pole:  Total No. PPB’s:
Functional/Condition:

Vehicular Detection  Name
Type:  Loop Detectors  Video  Other:
Loop/Pavement Condition:  NB  SB  EB  WB  Other
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: None – Unfed
Meter Base: None
Riser/Weatherhead: None

Conduit/Pull Boxes
Type: Concrete X Plastic Other:
Condition: 

Controller Cabinet
Mounting: X Base Pole
Exterior Condition: Good
Work Pad: Sidewalk
Interior Condition: Good
Controller: Pep 3000
Conflict Monitor: Pep 3000
Master Controller: No
Battery Backup: No
Preempt: EPS II
Lightning Protection: Y Cabinet Loops
Loop Settings:
Loop Failures:
Signal Timing:

Interconnect
Type: Overhead X Underground Wireless/Radio
X Twisted Pair Fiber optic
Communication Panel: Yes

Miscellaneous Items
Overhead Utilities Clear: Y Poles/Span/Arms Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps: SW/Ramp All Around
Other: Install 3/18
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

<table>
<thead>
<tr>
<th>Intersection No.:</th>
<th>Date: 3/7/06</th>
<th>Personnel: KB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fifth St &amp; Main St</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Signal Poles/Span**
- Type: Strain Pole/Span Wire
- X Mast Arm
- X Steel
- Wood
- Anchor Base
- Embedded
- Embedded
- Utility Pole
- Condition: Decorative

**Overhead Mounted Signs**
- Mounting: X Free-Swinging
- X Rigid Mounted
- Condition: Good

**Vehicular Signal Heads**
- Type/Mounting: X LED
- Incandescent
- X Free-Swinging
- Rigid Mounted
- Backplates
- Size: 12"
- 8"
- Condition: Good

**Pedestrian Signal Heads**
- Type: LED
- Incandescent
- Fiber optic
- Style: Legend
- Symbol (Hollow)
- X Symbol (Filled)
- Condition: Good

**Pedestrian Pushbuttons**
- ADA Compliant: Yes
- No
- Signs Present: Yes
- No
- No. PPB's per Pole: __________
- Total No. PPB's: __________
- Functional/Condition: __________

**Vehicular Detection**
- Type: Loop Detectors
- Video
- Other: __________
- Loop/Pavement Condition: NB
- SB
- EB
- WB
- Other: __________
- Loop Placement Notes: __________
### TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

#### Power Service
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disconnect Switch</td>
<td>Locked</td>
</tr>
<tr>
<td>Condition</td>
<td>N/A - Lvy Feed</td>
</tr>
<tr>
<td>Meter Base</td>
<td></td>
</tr>
<tr>
<td>Riser/Weatherhead</td>
<td></td>
</tr>
</tbody>
</table>

#### Conduit/Pull Boxes
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Concrete, Plastic, Other</td>
</tr>
<tr>
<td>Condition</td>
<td></td>
</tr>
</tbody>
</table>

#### Controller Cabinet
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mounting</td>
<td>Base, Pole</td>
</tr>
<tr>
<td>Exterior Condition</td>
<td>Good</td>
</tr>
<tr>
<td>Work Pad</td>
<td>Sidewalk</td>
</tr>
<tr>
<td>Interior Condition</td>
<td>Good</td>
</tr>
<tr>
<td>Controller</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>Conflict Monitor</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>Master Controller</td>
<td>No</td>
</tr>
<tr>
<td>Battery Backup</td>
<td>No</td>
</tr>
<tr>
<td>Preempt</td>
<td>Yes</td>
</tr>
<tr>
<td>Lightning Protection</td>
<td>Cabinet, Loops</td>
</tr>
<tr>
<td>Loop Settings</td>
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</tr>
<tr>
<td>Loop Failures</td>
<td></td>
</tr>
<tr>
<td>Signal Timing</td>
<td></td>
</tr>
</tbody>
</table>

#### Interconnect
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Overhead, Underground, Wireless/Radio, Twisted Pair, Fiber optic</td>
</tr>
<tr>
<td>Communication Panel</td>
<td></td>
</tr>
</tbody>
</table>

#### Miscellaneous Items
<table>
<thead>
<tr>
<th>Item</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overhead Utilities Clear</td>
<td>Poles/Span/Arms</td>
</tr>
<tr>
<td>Sidewalk/Access to PPB’s/Curb Ramps</td>
<td>Sidewalk &amp; Ramps All Around</td>
</tr>
<tr>
<td>Other</td>
<td>INSTALL 1/18</td>
</tr>
<tr>
<td>1FC + wires (30awg) in bottom of cabinet (live 3)</td>
<td></td>
</tr>
<tr>
<td>Wire (30awg) hanging out of FC + term block</td>
<td></td>
</tr>
<tr>
<td>Power feed/meters in downtown</td>
<td></td>
</tr>
</tbody>
</table>
TRAFFIC SIGNAL DATA SHEET  
City of Marysville, Ohio  
by ms consultants, inc

Intersection No.: 11  
Date: 3/7/06  
Personnel: Yes

<table>
<thead>
<tr>
<th>Signal Poles/Span</th>
<th>Type:</th>
<th>Strain Pole/Span Wire</th>
<th>Mast Arm</th>
<th>Steel</th>
<th>Wood</th>
<th>Anchor Base</th>
<th>Embedded</th>
<th>Utility Pole</th>
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<tbody>
<tr>
<td>Condition:</td>
<td>Good</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Column Poles</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Decorative</td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Overhead Mounted Signs</th>
<th>Mounting:</th>
<th>Free-Swinging</th>
<th>Rigid Mounted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition:</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicular Signal Heads</th>
<th>Type/Mounting:</th>
<th>LED</th>
<th>Incandescent</th>
<th>Free-Swinging</th>
<th>Rigid Mounted</th>
<th>Backplates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size:</td>
<td>12&quot;</td>
<td></td>
<td>8&quot;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Condition:</td>
<td>Good</td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Pedestrian Signal Heads</th>
<th>Type:</th>
<th>LED</th>
<th>Incandescent</th>
<th>Fiberoptic</th>
</tr>
</thead>
<tbody>
<tr>
<td>Style:</td>
<td>Legend</td>
<td>Symbol (Hollow)</td>
<td>Symbol (Filled)</td>
<td></td>
</tr>
<tr>
<td>Condition:</td>
<td>Various</td>
<td>Lamps</td>
<td>out</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Pedestrian Pushbuttons</th>
<th>ADA Compliant:</th>
<th>Yes</th>
<th>No</th>
<th>Signs Present:</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. PPB's per Pole:</td>
<td></td>
<td></td>
<td></td>
<td>Total No. PPB's</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Functional/Condition:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicular Detection</th>
<th>Type:</th>
<th>Loop Detectors</th>
<th>Video</th>
<th>Other:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop/Pavement Condition:</td>
<td>NB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>SB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>EB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loop Placement Notes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Page 1
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

**Power Service**
- Disconnect Switch: Locked
- Condition: None - UG Feed
- Meter Base: None
- River/Weatherhead: None

**Conduit/Pull Boxes**
- Type: Concrete, Plastic, Other:
- Condition:

**Controller Cabinet**
- Mounting: Base, Pole
- Exterior Condition: Good
- Work Pad: S-PERMA
- Interior Condition: Good
- Controller: PEER 3000
- Conflict Monitor: PEER CERCA
- Master Controller: No
- Battery Backup: No
- Preempt: EPS II
- Lightning Protection: Cabinet, Loops
- Loop Settings:
- Loop Failures:
- Signal Timing:

**Interconnect**
- Type: Overhead, Underground, Wireless/Radio, Twisted Pair, Fiber optic
- Communication Panel:

**Miscellaneous Items**
- Overhead Utilities Clear: Poles/ Span/ Arms, Signal Heads
- Sidewalks/ Access to PPB's/ Curb Ramps: Sidewalk Everywhere, Ramps All Corners
- Other: accessibility

Page 2
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 12  Date: 3/7/08  Personnel: KES
Intersection: 5TH ST & WALNUT ST

Signal Poles/Span
Type: X Strain Pole/Span Wire  Mast Arm
      X Steel  X Wood  Ancho: Base  Embedded  Utility Pole
Condition: Wood

Overhead Mounted Signs
Mounting: X Free-Swinging  Rigid Mounted
Condition: SN05 only - Good

Vehicular Signal Heads
Type/Mounting: LED  X Incandescent
       X Free-Swinging  Rigid Mounted  Backplates
Size: 12”  8”
Condition: Good

Pedestrian Signal Heads - None
Type: LED  Incandescent  Fiberoptic
Style: Legend  Symbol (Hollow)  Symbol (Filled)
Condition: 

Pedestrian Pushbuttons - None
ADA Compliant: Yes  No  Signs Present: Yes  No
No. PPB’s per Pole:  Total No. PPB’s
Functional/Condition:

Vehicular Detection - None
Type: Loop Detectors  Video  Other:
Loop/Pavement Condition: NB  SB  EB  WB  Other:
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: None

Riser/Weatherhead: Good

Conduit/Pull Boxes
Type: Concrete, Plastic, Other:
Condition:

Controller Cabinet
Mounting: X Base, Pole
Exterior Condition: Good - Needs sealed around gland
Work Pad: Yes
Interior Condition: Good
Controller: PCB 3300E
Conflict Monitor: ED
Master Controller: No
Battery Backup: No
Preempt: No
Lightning Protection: Cabinet Loops
Loop Settings:
Loop Failures:
Signal Timing:

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

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms, Signal Heads
Sidewalks/Access to PPB's/Curb Ramps: ADA Ramps on Swing

Other: Install

Page 2
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 13
Intersection: FIFTH ST & NINE ST
Date: 3/2/08
Personnel: KBS

Signal Poles/Span
Type: X Strain Pole/Span Wire
      X Heart Anchor Base
      Steel       X Wood
Condition: Embedded

Overhead Mounted Signs
Mounting: X Free-Swinging
          Rigid Mounted
Condition: 6NO ONLY - GOOD

Vehicular Signal Heads
Type/Mounting: X LED
               X Incandescent
Size: 12" Free-Swinging
      8" Rigid Mounted
Condition: WORK

Pedestrian Signal Heads - NONE
Type: LED
      Incandescent
      Fiberoptic
Style: Legend
      Symbol (Hollow)
      Symbol (Filled)
Condition: 

Pedestrian Pushbuttons - NONE
ADA Compliant: Yes
No. PB's per Pole: 
No. PB's in Total: 0

Vehicular Detection - NONE
Type: Loop Detectors
      Video
      Other:
Loop/Pavement Condition: NB
      SB
      EB
      WB
      Other:
Loop Placement Notes: 

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

Power Service
Disconnect Switch: No Locked
Condition:
Meter Base:
Riser/Weatherhead:

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition:
Work Pad:
Interior Condition:
Controller:
Conflict Monitor:
Master Controller:
Battery Backup:
Preempt:
Lightning Protection: Cabinet Loops
Loop Settings:
Loop Failures:
Signal Timing:

Interconnect No
Type: Overhead Underground Wireless/Radio
Twisted Pair Fiber optic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps:
Other:

Page 2
**TRAFFIC SIGNAL DATA SHEET**

City of Marysville, Ohio
by ms consultants, inc

**Intersection No.:** 14  
**Date:** 3/7/25  
**Personnel:** KBS

### Signal Poles/Span

- **Type:** [ ] Strain Pole/Span Wire  
- [ ] Mast Arm  
- [ ] Wood  
- [ ] Steel  
- [ ] Anchor Base  
- [ ] Embedded  
- [ ] Utility Pole

**Condition:** Good

### Overhead Mounted Signs

- **Mounting:** [ ] Free-Swinging  
- [ ] Rigid Mounted

**Condition:** Good

### Vehicular Signal Heads

- **Type/Mounting:** [ ] LED  
- [ ] Incandescent  
- [ ] Rigid Mounted  
- [ ] Backplates

- **Size:** [ ] Free-Swinging  
- [ ] 12"  
- [ ] 8"  
- [ ] Backplates

**Condition:** Good

- [ ] (2 or 3) BACKPLATES ARE BROKEN (EB HEADS)

### Pedestrian Signal Heads

- **Type/Style/Condition:** [ ] LED  
- [ ] Incandescent  
- [ ] Fiber optic  
- [ ] Legend  
- [ ] Symbol (Hollow)  
- [ ] Symbol (Filled)

**Condition:** Paint Chipping  
Some Lens Out

### Pedestrian Pushbuttons

- **ATA Compliant:** Yes  
- [ ] No  
- **Signs Present:** [ ] Yes  
- [ ] No  
- **Total No. PPB's:** 10

**Functional/Condition:** 7 LEGS (W+I) NO AOA PPB IN LANE 1  
1 NO A OA PPB IN LANE 2

### Vehicular Detection

- **Type/Loop Detectors:** [ ] Loop  
- [ ] Video  
- [ ] Other

- **Loop/Pavement Condition:** Good  
- [ ] SB  
- [ ] EB  
- [ ] WB  
- [ ] Other

**Loop Placement Notes:**

---

Page 1
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Y Locked
Condition: ____________________________
Meter Base: ____________________________
Riser/Weatherhead: ____________________________

Conduit/Pull Boxes
Type: Concrete Plastic Other: ____________________________
Condition: ____________________________

Controller Cabinet
Mounting: Base Pole
Exterior Condition: ____________________________
Work Pad: ____________________________
Interior Condition: ____________________________
Controller: ____________________________
Conflict Monitor: ____________________________
Master Controller: No
Battery Backup: No
Preempt: ____________________________
Lightning Protection: Cabinet Loops
Loop Settings: ____________________________
Loop Failures: None
Signal Timing: ____________________________

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

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms Signal Heads
SW Corner - Clear Tree Around Pole
Sidewalks/Access to PPB's/Curb Ramps: ____________________________
Other: Cab 6/91
SW Corner - Weatherhead Cover Needs Replaced
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 15
Date: 3/17/06
Personnel: KES

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

Overhead Mounted Signs - None
Mounting: Free-Swinging Rigid Mounted
Condition:

Vehicular Signal Heads
Type/Mounting: DELE X LED E Free-Swinging
Franklin/Owens X Incandescent
Free-Swinging Rigid Mounted Backplates
Size: X 12" Diameter 8" Engraved
Condition:

Pedestrian Signal Heads
Type: X LED X Incandescent Fiberoptic
Style: Legend Symbol (Hollow) X Symbol (Filled)
Condition:

ADA Compliant: X Yes No Signs Present: X Yes X No
No. PB6's per Pole: 1
Total No. PB6's 2
Functional/Condition: Missing Sign on SVC

Vehicular Detection
Type: X Loop Detectors Video Other
Loop/Pavement Condition: NB Good SB
EB WB Other
Loop Placement Notes:
**Power Service**

- Disconnect Switch: \( \square \) Locked
- Condition: \( \square \) Good
- Meter Base: \( \square \) New
- Riser/Weatherhead: \( \square \) Good

**Conduit/Pull Boxes**

- Type: \( \checkmark \) Concrete \( \_ \) Plastic \( \_ \) Other:
- Condition:

**Controller Cabinet**

- Mounting: \( \_ \) Base \( \times \) Pole
- Exterior Condition: \( \square \) Good
- Work Ped: \( \square \) Good
- Interior Condition: \( \square \) Good
- Controller: \( \square \) RC/242000
- Conflict Monitor: \( \square \) ED2
- Master Controller: \( \_ \) NM
- Battery Backup: \( \_ \) No
- Preempt: \( \_ \) No
- Lightning Protection: \( \checkmark \) Cabinet \( \checkmark \) Loops
- Loop Settings:
- Loop Failures: \( \_ \) Single Fault (48)
- Signal Timing:

**Interconnect**

- Type: \( \_ \) Overhead \( \_ \) Underground \( \times \) Wireless/Radio
- \( \_ \) Twisted Pair \( \_ \) Fiberoptic
- Communication Panel:

**Miscellaneous Items**

- Overhead Utilities Clear: \( \checkmark \) Poles/Span/Arms \( \_ \) Signal Heads
- Sidewalks/Access to PPB's/Curb Ramps: \( \square \) Good
- 3\( \_ \) on 3\( \_ \) 5\( \times \) 5\( \_ \) - No as on NEC
- Other: \( \_ \) Install 2/400

---

[Page 2]
### TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

**Intersection No.:** 16  
**Date:** 3/7/02  
**Personnel:** KES

#### Signal Poles/Span
- **Type:** X Steel  
- **Span Wire:** Mast Arm  
- **Condition:** Good

#### Overhead Mounted Signs
- **Mounting:** X Free-Swinging  
- **Condition:** Good

#### Vehicular Signal Heads
- **Type/Mounting:** X LED  
- **Size:** 12"  
- **Condition:** Good

#### Pedestrian Signal Heads
- **Type:** X LED  
- **Condition:** Good

#### Pedestrian Pushbuttons
- **ADA Compliant:** Yes  
- **No. PPB’s per Pole:** 1  
- **Total No. PPB’s:** 2

#### Vehicular Detection
- **Type:** X Loop Detectors  
- **Loop/Pavement Condition:** NB: Good

---

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

Power Service
Disconnect Switch: Locked
Condition: None
Meter Base: 1200
Riser/Weatherhead: U/G H/3 TO G/R/MET

Conduit/Pull Boxes
Type: Concrete
Plastic
Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition: Good
Work Pad: Yes
Interior Condition: Good
Controller: ASC - 31/2/00
Conflict Monitor: C01
Master Controller: No
Battery Backup: No
Preempt: None
Lightning Protection: Yes Cabinet Yes Loops
Loop Settings: OK
Loop Failures: L2 (W/B) Failure
Signal Timing:

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

Miscellaneous Items
Overhead Utilities Clear: Yes Pole/Span/Arms Yes Signal Heads
Sidewalks/Access to PPB's/Curb Ramps: Good

Other: Install / Plan: Yes
TELEMETRY UNPLUGGED FROM TIMER
(List noted yellow ball trap during count)
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 17
Intersection: DELMARHIRE AVE. & US 63 W/ ROPS
Personnel: KPS
Date: 3/17/20
EB

Signal Poles/Span
Type: [ ] Strain Pole/Span Wire [ ] Mast Arm
[ ] Steel [ ] Wood [ ] Anchor Base [ ] Embedded [ ] Utility Pole
Condition:

Overhead Mounted Signs
Mounting: [X] Free-Swinging [ ] Rigid Mounted
Condition: [X] Good

Vehicular Signal Heads
Type/Mounting: [X] LED [ ] Incandescent
[ ] Free-Swinging [ ] Rigid Mounted [ ] Backplates
Size: [X] 12" [ ] 8"
Condition: [X] Good - Some Chipping

Pedestrian Signal Heads
Type: [X] LED [ ] Incandescent [ ] Fiberoptic
Style: [X] Legend [ ] Symbol (Hollow) [ ] Symbol (Filled)
Condition: [X] Good

Pedestrian Pushbuttons
- None
ADA Compliant: [ ] Yes [ ] No
Signs Present: [ ] Yes [ ] No
No. PB’s per Pole: ____________________________________________
Total No. PB’s: ____________________________________________
Functional/Condition: ________________________________________

Vehicular Detection
Type: [X] Loop Detectors
Loop/Pavement Condition: NB [X] Good
[ ] Other
SB [ ] Good
EB [ ] Good
WB [ ] Good
Other [ ]
Loop Placement Notes: ______________________________________
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: Locked
Condition: Good
Meter Base: Good
Riser/Weatherhead: Good

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:

Controller Cabinet
Mounting: Base Pole
Exterior Condition: Good
Work Pad: Good
Interior Condition: Good
Controller: PSC/UP
Conflict Monitor: EDI
Master Controller: No
Battery Backup: No
Preempt: EBS II
Lightning Protection: Cabinet Loops
Loop Settings: Harmless for Future Use
Loop Failures: No
Signal Timing:

Interconnect
Type: Overhead Underground Wireless/Radio
Twisted Pair Fiber optic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: Poles/Spans/Arms Signal Heads
Sidewalks/Access to PPB's/Curb Ramps: SW S S E
Other: Install
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 18
Date: 3/7/08
Personnel: YES

Intersection: Delaware Ave. & W 33rd St
WB

Signal Poles/Span
Type: x Strain Pole/Span Wire
x Steel

Mast Arm
Wood
Anchor Base
Embedded
Utility Pole

Condition: GOOD

Overhead Mounted Signs
Mounting: x Free-Swinging

Rigid Mounted

Condition: GOOD

Vehicular Signal Heads
Type/Mounting:

x LED

Incandescent

Free-Swinging

Rigid Mounted

Backplates

Size: x 12"

8"

Condition: GOOD

Pedestrian Signal Heads
Type: x LED

Incandescent

Fiberoptic

Style: x Legend

Symbol (Hollow)

Symbol (Filled)

Condition: GOOD

Pedestrian Pushbuttons ~ Noise
ADA Compliant: Yes
No

Signs Present: Yes
No

No. PPB’s per Pole: Total No. PPB’s

Functional/Condition:

Vehicular Detection
Type: x Loop Detectors

Video

Other:

Loop/Pavement Condition: NB

SB

EB

WB

Other

Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: _No_ Locked
Condition: _Good_
Meter Base: _None_
Riser/Weatherhead: _UG_

Conduit/Pull Boxes
Type: _X_ Concrete _ _ Plastic _ _ Other:
Condition: 

Controller Cabinet
Mounting: _X_ Base _ _ Pole
Exterior Condition: _Good - Needs Sealed_
Work Pad: _105_
Interior Condition: _Good_
Controller: _120/1200_
Conflict Monitor: _EO_
Master Controller: _No_
Battery Backup: _No_
Preempt: _890 II_
Lightning Protection: _Y_ Cabinet _ _ Loops
Loop Settings: __________
Loop Failures: _None_
Signal Timing: 

Interconnect
Type: _X_ Overhead _ _ Underground _ _ Wireless/Radic
      _X_ Twisted Pair _ _ Fiber optic
Communication Panel: 

Miscellaneous Items
Overhead Utilities Clear: _Y_ Poles/Span/Arms _ _ Signal Heads

Sidewalks/Access to PPB’s/Curb Ramps: _ME 5. 5de_

Other: _105_

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

Intersection No.: 19
Date: 3/17/00
Personnel: ICS
Intersection: Delaware Ave & Watkins Road

Signal Poles/Span
- Type: Check Marked Options
  - Strain Pole/Span Wire
  - Steel
  - Mast Arm
  - Wood
  - Anchor Base
  - Embedded
  - Utility Pole
  - Condition:

Overhead Mounted Signs
- Mounting: Free-Swinging
  - Rigid Mounted
  - Condition:

Vehicular Signal Heads
- Type/Mounting: CHECK MARKED
  - LED
  - Incandescent
  - Free-Swinging
  - Rigid Mounted
  - Backplates
- Size:
  - 12"
  - 8"
  - Condition:

Pedestrian Signal Heads
- Type: CHECK MARKED
  - LED
  - Incandescent
  - Fiber optic
  - Style: Legend
  - Symbol (Hollow)
  - Symbol (Filled)
  - Condition: Good

Pedestrian Pushbuttons
- ADA Compliant: Yes
- No.
- Signs Present: Yes
- No.
- Nc. PPB’s per Pole:
  - Total No. PPB’s: 4
  - Functional/Condition:

Vehicular Detection
- Type: Loop Detectors
- Loop/Pavement Condition:
  - NB: Good
  - SB:
  - EB: Good
  - WB: Good
  - Other:

Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: ☑ Locked
Condition: ☑ Good
Meter Base: ☑ Good
Riser/Weatherhead: ☑ Good

Conduit/Pull Boxes
Type: ☑ Concrete ☑ Plastic ☑ Other:
Condition:

Controller Cabinet
Mounting: ☑ Base ☑ Pole
Exterior Condition: ☑ Good
Work Pad:
Interior Condition:
Controller: AS/280
Conflict Monitor: 043/131,000
Master Controller: AS/280-1,000
Battery Backup: 100
Preempt: 200
Lightning Protection: ☑ Cabinet ☑ Loops
Loop Settings:
Loop Failures:
Signal Timing:

Interconnect
Type: ☑ Overhead ☑ Underground ☑ Wireless/Radio
       ☑ Twisted Pair ☑ Fiberoptic
Communication Panel: 180

Miscellaneous Items
Overhead Utilities Clear: ☑ Poles/Span/Arms ☑ Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps: No Sidewalks
Other: 4/97

Page 2
<table>
<thead>
<tr>
<th><strong>TRAFFIC SIGNAL DATA SHEET</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City of Marysville, Ohio</strong></td>
</tr>
<tr>
<td><strong>by ms consultants, inc</strong></td>
</tr>
</tbody>
</table>

**Intersection No.:** 2D  
**Date:** 3/7/08  
**Personnel:** KEB

**Signal Poles/Span**

<table>
<thead>
<tr>
<th>Type</th>
<th></th>
<th>Span</th>
<th></th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strain Pole/Span</td>
<td></td>
<td>Wire</td>
<td>X</td>
<td>Mast Arm</td>
</tr>
<tr>
<td>X Steel</td>
<td></td>
<td>Wood</td>
<td></td>
<td>Anchor Base</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Embedded</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Utility Pole</td>
</tr>
</tbody>
</table>

**Overhead Mounted Signs**

<table>
<thead>
<tr>
<th>Mounting</th>
<th></th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free-Swinging</td>
<td>X</td>
<td>Good - Beds only</td>
</tr>
<tr>
<td>Rigid Mounted</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Vehicular Signal Heads**

<table>
<thead>
<tr>
<th>Type/Mounting</th>
<th></th>
<th>Size</th>
<th></th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LED</td>
<td>X</td>
<td>12” Free-Swinging</td>
<td></td>
<td>Good</td>
</tr>
<tr>
<td>Incandescent</td>
<td>X</td>
<td>8” Rigid Mounted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Backplates</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Pedestrian Signal Heads**

<table>
<thead>
<tr>
<th>Type</th>
<th></th>
<th>Style</th>
<th></th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>LED</td>
<td>X</td>
<td>Legend Symbol (Hollow)</td>
<td></td>
<td>Good</td>
</tr>
<tr>
<td>Incandescent</td>
<td></td>
<td>Symbol (Filled)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Vehicular Pushbuttons**

- **ADA Compliant:** No  
  - Yes  No  
  - Signs Present: Yes No  
  - Total No. PPB’s:  
  - Functional/Condition:  

**Pedestrian Lamps Cut**

**Vehicular Detection**

<table>
<thead>
<tr>
<th>Type</th>
<th></th>
<th>Loop Detectors</th>
<th></th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop/Pavement Condition:</td>
<td></td>
<td>NB</td>
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<td>Other</td>
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</table>

**Loop Placement Notes:**  

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

Power Service
Disconnect Switch: Locked
Condition: None
UG Feeds: None
Riser/Weatherhead: None

Conduit/Pull Boxes
Type: Concrete, Plastic, Other:
Condition:

Controller Cabinet
Mounting: Base, Pole
Exterior Condition: Good - Minor Damage/Shift (W3 HN3), NEEDS REPAIR
Work Pad: Sidewalk
Interior Condition: NEEDS CLEANED
Controller: PEER T3000
Conflict Monitor: PEER CELDA
Master Controller: NO
Battery Backup: EPS II
Preempt:
Lightning Protection: Cabinet, Loops
Loop Settings:
Loop Failures:
Signal Timing:

Interconnect
Type: Overhead, Underground, Wireless/Radio
Twisted Pair, Fiber optic
Communication Panel: 165

Miscellaneous Items
Overhead Utilities Clear: Poles/Span/Arms, Signal Heads
Sidewalks/Access to PPB's/Curb Ramps: SW 7 Ramps All Around
Other: Install 4/98
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 21  Date: 3/17/02  Personnel: YES
Intersection: SIXTH ST & MAIN ST

Signal Poles/Span
Type: _____Strain Pole/Span Wire  X Mast Arm
      _____Steel  _____Wood  _____Anchor Base  _____Embedded  _____Utility Pole
Condition: Good

Overhead Mounted Signs
Mounting: X Free-Swinging  __________Rigid Mounted
Condition: Good

Vehicular Signal Heads
Type/Mounting: X LED  _____Incandescent
               X Free-Swinging  _____Rigid Mounted  _____Backplates
Size: X 12"  _____8"
Condition: Good

Pedestrian Signal Heads
Type: _____Incandescent  _____Fiberoptic
Style: _____Legend  _____Symbol (Hollow)  X Symbol (Filled)
Condition: Good

ADA Compliant: Yes  _____No  Signs Present: Yes  _____No
No. PBP's per Pole: _________  Total No. PBP's: _________
Functional/Condition: _________

Pedestrian Pushbuttons - _______

Vehicular Detection - _______
Type: Loop Detectors  _____Video  _____Other: _________
Loop/Pavement Condition: NB  _____SB  _____EB  _____WB  _____Other: _________
Loop Placement Notes: _________
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

**Power Service**
Disconnect Switch: _____ Locked
Condition: **None - LG FEED**
Meter Base: **None**
Riser/Weatherhead: **None**

**Conduit/Pull Boxes**
Type: _____ Concrete    **X** Plastic    __ Other: __
Condition: __________________________

**Controller Cabinet**
Mounting: **X** Base    Pole
Exterior Condition: **Good**
Work Pad: **Sidewalk**
Interior Condition: **Good**
Controller: **Pre 2000**
Conflicted Monitor: **PEEK CELRA**
Master Controller: **No**
Battery Backup: **No**
Preempt: **EMER**
Lightning Protection: **1** Cabinet    **2** Loops
Loop Settings: __________________________
Loop Failures: __________________________
Signal Timing: __________________________

**Interconnect**
Type: **X** Overhead    **X** Underground    ____ Wireless/Radio
____ Twisted Pair    ____ Fiberoptic
Communication Panel: **Yes**

**Miscellaneous Items**
Overhead Utilities Clear: **No** Poles/Spans/Arms    **Signal Heads**
SEC: **Comms laying on mast arm**
NGC: **Tree around pole**
Sidewalks/Access to PPB’s/Curb Ramps: **SW/RE-PH ALL ABOVE**
Other: **Install 2/3**

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Intersection No.: 22          Date: 3/12/06          Personnel: KES
Intersection: NINTH ST & LONDON AVE.

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

Overhead Mounted Signs
Mounting:  X Free-Swinging
Condition: NS ONLY

Vehicular Signal Heads
Type/Mounting:  X LED    Incandescent
                X Free-Swinging
Size:  X 12”
Condition: Good

Pedestrian Signal Heads
Type:  X Incandescent
Style:  Legend
Condition: Good

Pedestrian Pushbuttons
ADA Compliant:  X Yes    ___ No
Signs Present:  XYes    ___ No
No. PPB’s per Pole: 1/6
Total No. PPB’s: 6
Condition: Good

Vehicular Detection
Type:  X Loop Detectors
Loop/Pavement Condition: NB  Good
          SB
          EB
          WB
Other
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnected Switch: Locked
Condition: None - Unguarded
Meter Base: Good - Fitted on Outside of Cad
Riser/Weatherhead: None

Conduit/Pull Boxes
Type: Yes - Concrete Plastic Other:
Condition: 

Controller Cabinet
Mounting: X Base Pole
Exterior Condition: Good
Work Pad: Yes
Interior Condition: Good
Controller: ASC/24-2000
Conflict Monitor: 599-1126
Master Controller: No
Battery Backup: No
Preempt: Some
Lightning Protection: Y Cabinet Y Loops
Loop Settings:
Loop Failures:
Signal Timing:

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

Miscellaneous Items
Overhead Utilities Clear: Y Poles/Span/Arms - Y Signal Heads
Sidewalks/Access to PPB/s/Curb Ramps: Swl: Curb Re: 09 All Around
No Pops N. Leg - No Signs Present
Other: 6/03
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 23  Date: 3/12/08  Personnel: KEG
Intersection: Scotts Lawn & Industrial Parking

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

Overhead Mounted Signs  - None
Mounting: Free-Swinging  Rigid Mounted
Condition:

Vehicular Signal Heads
Type/Mounting: X LED  Incandescent
   Free-Swinging  Rigid Mounted  Backplates
Size: X 12”
Condition: All Good

Pedestrian Signal Heads  - None
Type: LED  Incandescent  Fiber optic
Style: Legend  Symbol (Hollow)  Symbol (Filled)
Condition:

Pedestrian Pushbuttons  - None
ADA Compliant: Yes  No  Signs Present: Yes  No
No. PPB’s per Pole:  Total No. PPB’s
Functional/Condition:

Vehicular Detection
Type: X Loop Detectors
Loop/Pavement Condition: NB  V Good  Other
   SB  EB  WB  Other
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: [ ] Locked
Condition: [ ] Good
Meter Base: [ ] Good
Riser/Weatherhead: [ ] Good

Conduit/Pull Boxes
Type: [ ] Concrete, [ ] Plastic, [ ] Other:
Condition:

Controller Cabinet
Mounting: [ ] Base, [ ] Pole
Exterior Condition: [ ] Good
Work Pad: [ ]
Interior Condition: [ ] Good
Controller: [ ] Preco 3000
Conflict Monitor: [ ] EPI-1544, [ ] TIE
Master Controller: [ ] No
Battery Backup: [ ] No
Preempt: [ ] EPS2
Lightning Protection: [ ] Cabinet, [ ] Loops
Loop Settings:
Loop Failures: [ ] None
Signal Timing:

Interconnect - [ ] No
Type: [ ] Overhead, [ ] Underground, [ ] Wireless/Radio
[ ] Twisted Pair, [ ] Fiberoptic
Communication Panel:

Miscellaneous Items
Overhead Utilities Clear: [ ] Poles/Span/Arms, [ ] Yes, [ ] Signal heads

Sidewalks/Access to PPB's/Curb Ramps: [ ] None

Other: [ ] NE Corner SP - Needs plug, [ ] Fuel Covered
[ ] Install/Curb Ramps: 11/98
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City of Marysville, Ohio
by ms consultants, inc

Intersection No.: 24
Date: 3/20/08
Personnel: KES

Signal Poles/Span
Type: X Strain Pole/Span Wire X Mast Arm
      Steel X Wood
Condition: FAIR

Overhead Mounted Signs
Mounting: X Free-Swinging     Rigid Mounted
Condition: Stop Sign w/ Integral Flashers

Vehicular Signal Heads
Type/Mounting: X LED     Incandescent
               Free-Swinging     Rigid Mounted
Size: 12"      8"
Condition:

Pedestrian Signal Heads
Type: X LED     Incandescent     Fiber optic
Style: Legend    Symbol (Hollow)    Symbol (Filled)
Condition:

Pedestrian Pushbuttons
ADA Compliant: Yes     No
Signs Present: Yes     No
No. PPG’s per Pole:
Total No. PPG’s:
Functional/Condition:

Vehicular Detection
Types: Loop Detectors     Video     Other:
Loop/Pavement Condition: NB     SB     EB
     WB     Other
Loop Placement Notes:
TRAFFIC SIGNAL DATA SHEET
City of Marysville, Ohio
by ms consultants, inc

Power Service
Disconnect Switch: No Locked
Condition: Poor
Meter Base: Poor
Riser/Weatherhead: Poor

Conduit/Pull Boxes
Type: Concrete Plastic Other:
Condition:________________________

Controller Cabinet - Flasher needs replaced
Mounting: Base Pole
Exterior Condition:________________________
Work Pad:________________________
Interior Condition:________________________
Controller:________________________
Conflict Monitor:________________________
Master Controller:________________________
Battery Backup:________________________
Preempt:________________________
Lightning Protection: Cabinet Loops
Loop Settings:________________________
Loop Failures:________________________
Signal Timing:________________________

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

Miscellaneous Items
Overhead Utilities Clear: Poles/SpanArms Signal Heads
Sidewalks/Access to PPB’s/Curb Ramps:________________________
Other:________________________