

**BOA Meeting Agenda  
Peculiar City Board of Aldermen  
Meeting and Public Hearing  
City Hall – 250 S. Main St  
Monday November 16, 2015 6:30 p.m.**

*Notice is hereby given that the Board of Aldermen of the City of Peculiar will hold a regularly scheduled meeting on Monday, November 16, 2015 at 6:30 pm, in the Council Chambers at 250 S. Main St. Representatives of the news media may obtain copies of this notice by contacting the City Clerk at City Hall, 250 S. Main St Peculiar, MO 64078 or by calling 816-779-2221. All proposed Ordinances and Resolutions will be available for viewing prior to the meeting in the Council Chambers.*

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. City Clerk – Read the Board of Alderman Statement
5. Consent Agenda – (Will be read at the December 7, 2015 Worksession Meeting)
  - A. Approval of the Draft Minutes of October 19, 2015 BOA Meeting.
  - B. Approval of the Draft Minutes of November 2, 2015 Worksession Meeting.
6. New Business –
  - A. Public Hearing & Resolution 2015-57 – A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI APPROVING SPECIAL USE PERMIT #SUP-2015-01 FOR A DOG CARE FACILITY TO CONDUCT OVERNIGHT BOARDING OF DOGS AT 117 N. MAIN STREET.  
  
(New Business- B thru F will be read at the December 7, 2015 Worksession Meeting)
  - B. Resolution 2015-58 – A RESOLUTION TO ACCEPT THE CERTIFICATION OF ELECTION RESULTS BY THE COUNTY CLERK FOR THE SPECIAL ELECTION HELD NOVEMBER 3, 2015.
  - C. Bill No. 2015-29 - AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI ESTABLISHING SECTION 135.090 OF PECULIAR MUNICIPAL CODE TITLED “MOTOR FUEL FEE.”  
1<sup>st</sup> Reading
  - D. Bill No. 2015-30 - AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI CALLING FOR A GENERAL MUNICIPAL ELECTION ON APRIL 5, 2016 AND ESTABLISHING FILING DATES FOR SAID ELECTION.  
1<sup>st</sup> Reading
  - E. Resolution 2015-59 - A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI APPROVING THE CITY OF PECULIAR TO ASSUME THE COST OF STREET LIGHT ELECTRICITY AND MAINTENANCE FOR THE TWIN OAKS SUBDIVISION.
  - F. Resolution 2015-60 – A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, APPROVING AND ACCEPTING THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION TRAFFIC ENGINEERING ASSISTANCE PROGRAM AGREEMENT (CASS COUNTY), MISSOURI, OF THE FINAL ENGINEERING STUDY OF THE ROAD SEGMENT ANALYSIS OF ROUTE C BETWEEN PECULIAR DRIVE AND SCHUG AVENUE.
7. 2014-2015 Fiscal Year State of the City Report & City Administrator Report
8. Aldermen Concerns
9. Alderman Directives
10. Adjournment

**Board of Aldermen Regular Meeting Minutes  
Monday October 19, 2015**

A regular meeting and public hearing of the Board of Aldermen of the City of Peculiar, Missouri, was held in the Council Chambers in City Hall at 6:30 p.m. on Monday, October 19, 2015. Mayor Holly Stark called the meeting to order and all who were present joined in reciting the Pledge of Allegiance.

The following Aldermen responded to roll call: Kelsie McCrea, Jerry Ford, Patrick Roberts, Veronika Ray, Matt Hammack and Donald Turner.

City Staff present for the meeting were City Administrator Brad Ratliff, City Attorney Reid Holbrook, City Planner Cliff McDonald, Chief of Police Harry Gurin, City Engineer Carl Brooks, Business Office Manager Trudy Prickett and City Clerk Janet Burlingame.

**City Clerk Janet Burlingame recited the Board of Alderman Statement.**

**Consent Agenda**

- A. Approval of the Draft Minutes of September 21, 2015 BOA Meeting.**
- B. Approval of the Draft Minutes of October 5, 2015 Worksession Meeting.**

Alderman Ford moved to accept the consent agenda with an amendment to change Draft Minutes of October 5, 2015 regarding Unfinished Business B, Alderman Hammack was present during the meeting and voted "Aye" and Alderman McCrea should be marked absent. Seconded by Alderman Turner, consent agenda was approved by a 6-0 voice vote.

Alderman McCrea	Aye	Alderman Ray	Aye
Alderman Ford	Aye	Alderman Hammack	Aye
Alderman Roberts	Aye	Alderman Turner	Aye

**Public Comment – Cottage Housing Development Concept presented by Chris Chiodini.**

Cottage Housing Developer Chris Chiodini addressed the Board of Alderman to present a Real Estate Development Concept. This development concept has been done very successfully in other parts of the country, specifically in-and-around the Seattle area. Mr. Chiodini stated this type of project is usually developed on an un-developed infill lot, less than one acre in size and is very close to the downtown area of the city. Mr. Chiodini gave further explanation on key issues and benefits in creating a Cottage Housing Development. Discussion ensued amongst the Mayor and Board of Aldermen.

**Unfinished Business –**

- A. Bill No. 2015-27 - AN ORDINANCE AMENDING CHAPTER 500: GENERAL PROVISIONS OF THE PECULIAR MUNICIPAL CODE TO ESTABLISH A NEW CHAPTER 500: BUILDING AND CONSTRUCTION CODE OF THE CITY OF PECULIAR.**

City Planner Cliff McDonald explained Bill No. 2015-27 1<sup>st</sup> Reading was unanimously approved by the Board of Alderman, there have been no changes and no one opposed the 1<sup>st</sup> Reading. Alderman Ford and Alderman Hammack asked for clarification between Chapter 400 and Chapter 500. Mr. McDonald stated this is strictly the Building & Construction Codes. All that has been done is amending Chapter 500 because of the way it was formatted to allow for an administrative section and placement of the ICC Building Code as well as the property maintenance code. Discussion ensued amongst Board Members and City Staff.

Alderman Roberts made a motion to have the second reading of Bill No. 2015-27 by title only. The motion was seconded by Alderman Ford and was approved by a 6-0 voice vote. Alderman Roberts made a motion to accept the second reading of Bill No. 2015-27 and place on final passage as ordinance number 10192015. The motion was seconded by Alderman Ford and was accepted by a 6-0 roll call vote.

Alderman Ford	Aye	Alderman Ray	Aye
Alderman McCrea	Aye	Alderman Roberts	Aye
Alderman Hammack	Aye	Alderman Turner	Aye

**Topic for Discussion –**

- A. Marketing Video Review**

City Administrator Brad Ratliff gave a brief overview of the marketing video being presented to the Mayor and Board of Alderman.

**City Administrator Report -**

- **FarMart 2015**
- **Mayor's Christmas Lighting**

- **April Annexation**
- **Prescription Drug Takeback**
- **Senior Citizen Safety**
- **School Road Safety**
- **Incode Project Planning**
- **Snow Plow Information**
- **Codes Department**
- **Tiger Grant VII 2015**
- **MoDot Interstate Highway 49 and 211<sup>th</sup> Street Interchange**
- **Peculiar Monument Sign Project**
- **City Wide Storm Water Improvements**
- **CIP Water Main Nos.1**
- **Broadband**
- **Parks Recreational Programs**

**Aldermen Concerns -**

Alderman McCrea explained a call she received concerning the right-of-way at 66 Acre Park needing to be mowed. There are additional concerns at 227<sup>th</sup> Street.

**Aldermen Directives -**

Received Public Comment regarding Cottage Housing Development  
 Chapter 500 Ordinance approved and will be updated  
 Marketing Review presented to the Board  
 Alderman McCrea's concerns at 66 Acre Park & 227<sup>th</sup> Street

**Adjournment –**

On a motion from Alderman Ford, second from Alderman Turner, the meeting was adjourned at 7:23 pm with a 6-0 voice vote.

Regular session minutes were taken and transcribed by Janet Burlingame, City Clerk.

---

Janet Burlingame, City Clerk

**Board of Aldermen Regular Meeting Minutes  
Monday, November 2, 2015**

A regular work session meeting and public hearing of the Board of Aldermen of the City of Peculiar, Missouri, was held in the Council Chambers in City Hall at 6:30 p.m. on Monday, November 2, 2015. Mayor Holly Stark called the meeting to order and all who were present joined in reciting the Pledge of Allegiance.

The following Aldermen responded to roll call: Donald Turner, Matt Hammack, Kelsie McCrea, Jerry Ford and Veronika Ray. Pat Roberts was marked excused absence.

City Staff present for the meeting were City Administrator Brad Ratliff, City Attorney Reid Holbrook, City Planner Cliff McDonald, Chief of Police Harry Gurin, City Engineer Carl Brooks, Parks Director Grant Purkey and City Clerk Janet Burlingame.

**City Clerk Janet Burlingame recited the Board of Alderman Statement.**

**Mayor's Appointment – Dan Fausett to the Planning Commission**

**Resolution 2015-56 - A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI  
APPROVING THE APPOINTMENT OF MR. DAN FAUSETT TO THE PLANNING COMMISSION.**

Alderman Ford made a motion to adopt Resolution 2015-56. The motion was seconded by Alderman Hammack and was accepted by a 5-0 roll call vote.

Alderman Ford	Aye	Alderman Ray	Aye
Alderman McCrea	Aye	Alderman Roberts	Absent
Alderman Hammack	Aye	Alderman Turner	Aye

**Topic for Discussion –**

**A. Bartlett & West Presentation – Wet/Dry Basin Storm Water Improvements**

Bartlett & West Representative Todd Kempker was given the task of providing information to the Board of Aldermen regarding the wet/dry basin mitigation cost and potential engineering cost of the storm water improvements pertaining to the I-49 & Peculiar Way Interchange.

Alderman Pat Roberts was present at the meeting at 6:36 p.m.

Mr. Kempker discussed in detail a wet basin option, a dry basin option, a dry basin option that can convert to a wet basin at a later date and cost associated with the various options. Discussion ensued amongst the Board of Aldermen and Mr. Kempker. City Administrator Brad Ratliff stated that none of the options are affordable. However, we need to finalize a plan as we move forward. There needs to be a phased approach system as the Community Improvement District (CID) develops. Discussion continued to ensue amongst the Mayor, Board of Aldermen, City Staff and Mr. Kempker. The Mayor and Board of Aldermen directed Mr. Kempker to provide a cost of what a final design would be and to let Staff decide on money allotted.

**Aldermen Concerns –**

Alderman Hammack reminded all present that the Election Day is November 3<sup>rd</sup>. Alderman Ray requested gravel in construction work sites around town be swept from the pavement to better assist motorist. Alderman Ford mentioned the litter on the on & off ramps and is it possible to install signs that read "Do Not Litter"? Alderman Ford recommended that a Capitol Improvement Citizen Committee be formed and asked if the cost of the decorative street lights could be waived. Mayor Stark announced the dedication of the Veterans Memorial Plaza at the Wills Cemetery on November 8<sup>th</sup> at 2:00 p.m. City Administrator Brad Ratliff informed the Mayor and Council that the City of Peculiar did not receive the Tiger VII Grant.

**Aldermen Directives –**

Notify Dan Fausett of his appointment to the Planning & Zoning Board  
Bartlett & West present a budget on design of a Wet Basin Storm Water Improvement  
Remove gravel from pavement at current construction areas  
Make a plan on removing litter from on & off ramps  
Consider a Capitol Improvements Citizen Committee  
Decorative Street Lights Resolution

**Executive Session –**

Alderman Roberts made a motion to enter into executive session pursuant to RSMo 610.021(1) beginning at 7:40 p.m. for 30 minutes. Seconded by Alderman Ford and was approved by a 6-0 roll call vote.

Alderman Ford	Aye	Alderman Ray	Aye
Alderman McCrea	Aye	Alderman Roberts	Aye



City Administrator  
*Brad Ratliff*

City Clerk  
*Janet Burlingame*

City Engineer  
*Carl Brooks*

Business Office  
*Trudy Prickett*



Chief of Police  
*Harry Gurin*

City Planner  
*Cliff McDonald*

City Attorney  
*Reid Holbrook*

Parks Director  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

---

**To:** Board of Aldermen  
**From:** Clifford L. McDonald  
**Date:** November 16, 2015  
**Re:** Special Use Permit (SUP) Application Process/Review.

---

### GENERAL INFORMATION

---

**Applicant:** City Staff

**Status of Applicant:** N/A

**Requested Actions:** Board of Aldermen to review the Administrative Actions associated with considering a Special Use Permit Application.

**Date of Application:** October 19th, 2015

**Purpose:** Review the Administrative Actions associated with a Special Use Permit Application

**Property Location (if applicable):** N/A

---

### PROPOSAL

---

See “Requested Actions” above.

---

### PREVIOUS ACTIONS

---

There has been no review and actions on this issue recently.

---

### KEY ISSUES

---

The Planning Commission and Board of Aldermen act with both Legislative and Administrative Authority in the performance of their duties. It is very important that both the Commission and Board understand which action they are performing when dealing with the Zoning Ordinance.

Almost all planning and zoning decisions made by the Planning Commission, and Board of Aldermen fall into one of two categories: *Legislative Decisions* or *Quasi-judicial Decisions*. The basic difference between the two categories is that **Legislative Decisions establish policies for future application**, while **Quasi-judicial** (or Administrative Decisions) **are the application of those policies.**

Examples of Legislative Decisions – those that establish policies – include:

- adoption of plans
- adoption of ordinances (or amendments to ordinances)
- passing budgets

All Legislative Decisions are made by the Board of Aldermen, but not every decision made by them is a Legislative Decision.

Examples of Quasi-judicial (Administrative) Decisions – those that apply previously-established policies – include decisions on:

- variances
- special use/conditional use
- subdivision plats
- zoning code violations
- site plan review

The decisions of a Board of Adjustment, and many decisions of a Planning Commission are Quasi-judicial (Administrative) Decisions. One court has described Quasi-judicial Decisions in this way:

1. The action occurs in response to a landowner application followed by a statutorily mandated public hearing;
2. As a result of the application, readily identifiable proponents and opponents weigh in on the process; and
3. The decision is localized in its application affecting a particular group of citizens more acutely than the public at large

The distinction between Legislative and Quasi-judicial (Administrative) Decision-making in zoning practice is an important one. In Quasi-judicial proceedings the decision-making body must follow stricter procedural requirements (The term “Quasi-judicial” literally means court-like; implying that proceedings must be similar to those followed in court proceedings). If the requirements are not followed, the decision could be invalidated by a court if it is challenged. ***Quasi-judicial proceedings must follow basic standards of due process, including:***

- Proper notice of the hearing
- Providing everyone with an interest in the proceedings an opportunity to be heard and to hear what others have to say
- Full disclosure to everyone of the facts being considered by the decision-making body (i.e., no ex parte contacts)
- An impartial decision-maker free from bias and conflicts of interest
- Decisions based on the facts of the case, not on political pressure or vocal opposition.

As the City recently received an application for a Special Use Permit, I thought it would be a very opportune time to review the difference between Legislative & Administrative Decisions with both the Commission and Board, and to present the format in which the application will be presented. IAW the City of Peculiar Municipal Code, the review criteria for a Special Use Permit is as follows:

**SECTION 400.600: APPROVAL CRITERIA (for Special Permits)**

In order for the Commission to recommend approval or disapproval of an application for a special permit or for the Board to approve or deny an application for a special permit, they shall make findings of fact to determine that the following criteria are met:

1. The proposed use is consistent with the intent of the Comprehensive Plan;
2. The proposed use is one specifically permitted by this code;
3. The proposed use does not adversely impact the public health, safety or general welfare;
4. The proposed use does not adversely impact the public infrastructure system;
5. The proposed use is compatible with the use, scale, orientation and setback of properties in the general vicinity;

The proposed use conforms to all conditions and performance standards as set for the in this Article, when applicable. (Ord. No. 111808 §1(400-504), 11-18-08)

**STAFF COMMENTS AND SUGGESTIONS**

As a reminder, if the requirements and due process are not followed, the decision could be invalidated by a court if it is challenged.

---

**STAFF RECOMMENDATION**

I recommend the Planning Commission and Board of Aldermen become familiar with the above review criteria in preparation for the pending Public Hearings and Administrative Decision on the Special Use Permit application.

---

**ATTACHMENTS**

None:

---

**STAFF CONTACT:**

Clifford L. McDonald,  
PH: 816-779-2226  
E-mail: cmcdonald@cityofpeculiar.com

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*

**Business Office**  
*Trudy Prickett*



**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Parks Director**  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

---

**To:** Board of Aldermen  
**From:** Clifford L. McDonald  
**Date:** November 16, 2015  
**Re:** Special Use Permit Application, #SUP-2015-01, from: Dogs, Kids, Magic LLC;  
Mr. Greg Hobson owner, for 117 N. Main Street

---

#### **GENERAL INFORMATION**

---

**Applicant:** Mr. Greg Hobson, owner of Dogs, Kids, Magic LLC.

**Status of Applicant:** N/A

**Requested Actions:** Board of Aldermen to consider Special Use Permit Application, #SUP-2015-01 for 117 N. Main Street and render a decision for/against approval.

**Date of Application:** October 21, 2015

**Purpose:** The purpose is to review the Special Use Permit Application submitted by Dogs, Kids, Magic LLC; Mr. Greg Hobson owner, requesting approval for his Dog Care business to conduct “Overnight Boarding” of dogs inside the facility at 117 N. Main Street.

**Property Location (if applicable):** 117 N. Main Street, Peculiar, Missouri

---

#### **PROPOSAL**

---

See “Requested Actions” above.

---

#### **PREVIOUS ACTIONS**

---

The Planning Commission held a Public Hearing on November 12, 2015 to consider this Special Use Permit request to allow for the overnight boarding of dogs at 117 N. Main Street. No one spoke against the Special Use Permit Application, and no formal protests have been received. The Planning Commission unanimously approved the SUP Application by a vote of 6:0 at that meeting, with restrictions. The Planning Commission’s stipulations and restrictions for approval are listed on the draft Resolution presented for your consideration.

---

## KEY ISSUES

---

Dogs, Kids, Magic LLC; Mr. Greg Hobson owner, has been open for business at 117 N. Main Street for over four (4) months. Their business plan includes dog grooming, training, outside yard exercise & play time, daytime housing within the facility and associated retail sales. At the time Mr. Hobson purchased the property and secured his building permit to refurbish the facility his business was “Permitted” within DISTRICT A-C. However, the City subsequently amended the Zoning Regulations and adopted an approved Land Use Table in which this business type is no longer permitted in DISTRICT A-C. This business is a “Non-conforming Use” within DISTRICT A-C, Arts & Culture Overlay.

**Section 400.120 Definitions**, defines a Non-Conforming Use as: A use that was lawful when established, but which does not conform to subsequently established zoning regulations because it no longer appears in the list of uses allowed in the district in which it is located or has not been issued a required permit.

Mr. Hobson is permitted to operate and conduct his business IAW:

**Section 400.2030 Non-Conforming Use, Generally;**

A. Any lawfully existing use which does not conform to the regulations of the district in which it is located shall be subject to the provisions of this Section.

1. *Discontinuance of non-conforming use.* A non-conforming use which is discontinued on the effective date of this code or thereafter becomes discontinued or is not used for a continuous period of one hundred eighty (180) days shall not thereafter be reinstated unless such use can be made to conform to the regulations of the district in which it is located.

## STAFF COMMENTS AND SUGGESTIONS

IAW SECTION 400.600: APPROVAL CRITERIA for Special Permits. In order for the Commission to recommend approval or disapproval of an application for a special permit or for the Board to approve or deny an application for a special permit, they shall make findings of fact to determine that the following criteria are met:

**1. The proposed use is consistent with the intent of the Comprehensive Plan;**

- a. The property at 117 N. Main Street is currently zoned A-C, Arts and Culture Overlay District. This zoning is consistent with the Future Land Use Plan of the City of Peculiar’s Comprehensive Plan. District A-C does not list a “Pet day-care in a completely enclosed building” as a Permitted Use. However, Mr. Hobson’s business is permitted as a Non-conforming Use within District A-C. The proposed use of this facility for Overnight Boarding of dogs is not a Permitted Use for District A-C nor is it consistent with the intent of the City’s Comprehensive Plan.

**2. The proposed use is one specifically permitted by this code:**

- a. The proposed use (the overnight boarding of dogs) is defined in the City Code as a “KENNEL” - an enclosed building or structure for the commercial keeping, sheltering, training or selling of dogs, cats or other small domestic animals with attached outdoor runs or exercise areas permitted for use by animals.
- b. “Kennels-boarding” is a Permitted Use for Districts: AG, Agriculture; I-1, Light Industrial; and I-2 Heavy Industrial (see attached Land Use Table excerpt).
- c. “Kennels-boarding” may be allowed by Special Use Permit in Districts C-1, General Business and C-2 Central Business (see attached Land Use Table excerpt).
- d. 117 N. Main Street is zoned A-C, Arts and Culture Overlay District; its underlying zoning district is C-1, General Business.

**3. The proposed use does not adversely impact the public health, safety or general welfare;**

- a. The proposed use of Boarding Dogs overnight does not adversely impact the public health, safety or general welfare.

**4. The proposed use does not adversely impact the public infrastructure system;**

- a. The proposed use has no impact on the public infrastructure system.

**5. The proposed use is compatible with the use, scale, orientation and setback of properties in the general vicinity;**

- a. The proposed use shall be within the existing structure at 117 N. Main Street which meets the scale, orientation and setback of other properties in the general vicinity.

**6. The proposed use conforms to all conditions and performance standards as set forth in this Article, when applicable.**

- a. Unless waived or amended as a Condition of the Special Use Permit by the Board of Aldermen, the proposed use must conform to the “Additional Regulations” which are specific to District A-C; the most applicable of which are the “Noise” regulations.

**IAW SECTION 400.450: DISTRICT A-C, Arts & Culture Overlay,**  
*Additional Regulations Specific To The District,*  
paragraph B.4 (below) specifies allowable noise levels:

*Noise.* No business shall exceed fifty-five (55) decibels as described in [Section 400.1160](#) "Performance Standards for Noise" after 10:00 P.M. seven (7) days a week except allowed as a special use permit approved by the Board of Aldermen. (Ord. No. 111808 §1(400-455.1--3), 11-18-08; Ord. No. 051909 §1, 5-19-09).

Note: For your information I've included a Noise Level Comparison, "Typical dbA Chart" for reference.

---

**STAFF RECOMMENDATION**

This is a “Policy” decision. The only difference between Mr. Hobson’s current business operations and his requested Special Use Permit is that dogs would be housed/kept overnight – the dogs will still be kept indoors. The “anticipated” noise from dogs staying overnight, and barking, at this facility would likely be the main objection to this SUP. I suggest the established A-C District noise levels be stipulated as a condition for approval. Additionally, the Board of Aldermen may stipulate one condition of approval be that if the noise standard of 55 dbL is exceeded in three (3) documented cases/reports within any six (6) month period the Board may consider revocation of this Special Use Permit.

---

**ATTACHMENTS**

1. Typical dbA Chart for Noise Level Comparison
2. Approved Land Use Table – Feb 13, 2014 (excerpt)
3. Mr. Hobson’s Letter of Application
4. Resolution to Approve SUP #2015-01, with conditions

---

**STAFF CONTACT:** Clifford L. McDonald,  
PH: 816-779-2226  
E-mail: [cmedonald@cityofpeculiar.com](mailto:cmedonald@cityofpeculiar.com)

## How loud is dangerous? Typical dbA levels

190 dBA	Heavy weapons, 10 m behind the weapon (maximum level)
180 dBA	Toy pistol fired close to ear (maximum level)
170 dBA	Slap on the ear, fire cracker explodes on shoulder, small arms at a distance of 50 cm (maximum level)
160 dBA	Hammer stroke on brass tubing or steel plate at 1 m distance, airbag deployment very close at a distance of 30 cm (maximum level)
150 dBA	Hammer stroke in a smithy at 5 m distance (maximum level)
130 dBA	Loud hand clapping at 1 m distance (maximum level)
120 dBA	Whistle at 1 m distance, test run of a jet at 15 m distance
	<b>Threshold of pain, above this fast-acting hearing damage in short action is possible</b>
115 dBA	Take-off sound of planes at 10 m distance
110 dBA	Siren *) at 10 m distance, frequent sound level in discotheques and close to loudspeakers at rock concerts, violin close to the ear of an orchestra musicians (maximum level)
105 dBA	Chain saw at 1 m distance, banging car door at 1 m distance (maximum level), racing car at 40 m distance, possible level with music head phones
100 dBA	Frequent level with music via head phones, jack hammer at 10 m distance
95 dBA	Loud crying, hand circular saw at 1 m distance
90 dBA	Angle grinder outside at 1 m distance
	<b>Over a duration of 40 hours a week hearing damage is possible</b>
85 dBA	2-stroke chain-saw at 10 m distance, loud WC flush at 1 m distance
80 dBA	Very loud traffic noise of passing lorries at 7.5 m distance, high traffic on an expressway at 25 m distance
75 dBA	Passing car at 7.5 m distance, un-silenced wood shredder at 10 m distance
70 dBA	Level close to a main road by day, quiet hair dryer at 1 m distance to ear
65 dBA	<b>Bad risk of heart circulation disease at constant impact is possible</b>
60 dBA	Noisy lawn mower at 10 m distance
55 dBA	Low volume of radio or TV at 1 m distance, noisy vacuum cleaner at 10 m distance
50 dBA	Refrigerator at 1 m distance, bird twitter outside at 15 m distance
45 dBA	Noise of normal living; talking, or radio in the background
40 dBA	<b>Distraction when learning or concentration is possible</b>
35 dBA	Very quiet room fan at low speed at 1 m distance
25 dBA	Sound of breathing at 1 m distance
0 dB	Auditory threshold

Land Use Category	Zoning Districts							
	AG	A-C <sup>1</sup>	O-C	C-1	C-2	CP	I-1	I-2
Hardware-retail	-		-	P	P	P	-	-
Historic and monument sites	-	P	-	-	-	-	-	-
Hobby supplies	-	P	-	P	P	P	-	-
Hospital <sup>2</sup>	P	-	-	-	-	P	SP	-
Hotels	-	-	-	P	-	P	-	-
House & business cleaning services	-	-	P	P	P	-	-	-
Household appliances-Mfg	-	-	-	-	-	-	P	-
Household appliances-retail	-	-	-	P	P	P	-	-
Ice-Mfg	-	-	-	-	-	-	P	-
Ice-retail	-	-	-	P	-	P	-	-
Indoor recreational facility	-	P	-	P	-	-	P	P
Industrial machinery and equipment-Mfg	-	-	-	-	-	-	P	-
Interior design studio	-	P	-	P	P	-	-	-
Internet café	-	P	-	P	P	P	-	-
Insurance agents and broker services	-	P	P	P	P	-	-	-
Investment and holding services	-	P	P	P	P	-	-	-
Jewelry and precious metal-Mfg	-	-	-	P	P	P	-	-
Jewelry-retail	-	P	-	P	P	P	-	-
Jewelry, watch, clock repair services	-	P	-	P	P	P	-	-
Junk or salvage yard <sup>2</sup>	-	-	-	-	-	-	-	SP
Karate studio	-	-	-	-	-	-	P	-
Kennels -boarding	P	-	-	SP	SP	-	P	P
Kennels-breeding	P	-	-	SP	SP	-	P	P
Lace Goods-Mfg	-	-	-	-	-	-	P	-
Lamp shades-Mfg	-	-	-	-	-	-	P	-
Laboratory, research or support	-	-	-	-	-	-	SP	-
Landscaping services-landscaping, tree trimming,	P	-	-	-	-	-	P	-
Lawn mowing and similar services	P	-	-	-	-	-	P	-
Laundry and dry cleaning services	-	P	-	P	P	-	P	P
Legal services	-	P	P	P	P	P	-	-
Libraries	-	P	P	P	P	-	-	-
Linen and supply services	-	-	-	P	-	-	P	-

## **Proposal for Special Use Permit**

**My name is Greg Hobson. I live and operate a business called The Peculiar Paw Spa & Canine Academy at 117 S. Main St. in Peculiar Missouri. I am a certified Canine Behaviorist, as well as a Certified Professional Dog Trainer. I started my dog training business Canine Communication Consultants in Peculiar in May of 2011. My small business went well enough that I purchased the property at 117 S. Main in May of 2013. It took me over two years to get the dilapidated, condemned building up to code, and to the point where i felt i could give the quality care i demand to families and their pets. I have been open since June of this year doing grooming, daycare, and training.**

**I am applying for a Special Use Permit that would allow me to do overnight lodging. Right now, under the definitions that i started this business, i am allowed to do 23hrs and 59mins of Doggie Daycare per day, yet i am not legally allowed to do overnight lodging; as the definition of Doggie Daycare was defined as “Not to exceed 24hrs” when i started this project. I have been told by many in authoritative positions that i need not to apply for this permit; but i told the Mayor and the City that i wouldn’t abuse this loop hole.**

**I was turned down for this same Special Use application when i bought the building in 2013. The city unanimously approved my application, with the exception of one council member who had ulterior motives. Once i reached the Aldermen’s level for approval of the city vote, i was turned down due to a certain organization who opposed me, and solicited Aldermen before i had a chance to state my case. That organization is now defunct, and i became a member of it for over a year.**

**I am requesting this Special Use for several reasons:**

- 1) There is a need that is not being met in our community for overnight lodging. I have to turn people away regularly; and they take their business out of our community.**
- 2) It would help me survive as a small business; as overnight lodging makes up for some of the revenue lost in other areas like rescues and adoptions.**
- 3) Because allowing this will create commerce, jobs, and taxes for our community.**
- 4) Because i know the level of services out there, and i can do it better.**
- 5) Because i have clients that would drive the extra miles to our community to leave their dogs with me and my staff; and these are people who would never have another reason to visit our community.**
- 6) I have jumped through every hoop, met every code, waded through bad information, and maintained a positive attitude and hold no grudges. i just want to move forward, and make our community and my business great.**

**I really don't want to get into silliness, but i was told i should address the concerns brought up last time. I am about moving forward and being productive, but here are my answers to the concerns voiced last time.**

**1) All dogs will be lodged inside my facility at night. There are no indoor/ outdoor runs. All dogs will be inside the building by 9pm each night with the exception of bathroom breaks as needed.**

**2) The Water Department and the Trash Company have both said that there is no issue with running dog waste through the sewage system at my place, or bagging it and putting it in the trash. Plus overnight lodging is not going to make a difference in the amount of dog waste that i am already taking care of with daycare, and training.**

**3) Communities just like ours have facilities just like mine in there downtown districts. Bays At The Moon in Belton. Several in Brookside and Overland Park areas. The world itself is becoming more dog friendly.**

**4) Regarding noise, all dogs will be inside as of 9pm. I purchased a decibel meter and i never come close to the 9 decibel limit. I have had no complaints of noise since i've been open, and overnight lodging will not affect this.**

**5) I can't find a business owner or resident, with the exception of one, who doesn't support my efforts and business model. They may be out there, but i can't find them, and i have tried.**

**I prefer not to blow my own horn, but i think my actions speak for themselves. I am motivated to give back to my community, help build business, and i am always ready to lend a hand. I was a member of DPACD, i am a member of the Chamber of Commerce, and i played a role in putting together this last Peculiar Fall Festival. I can give personal references like i did last time if requested, but i feel like people know me now and can judge who i am by my actions over the last two and a half years.**

**I am more than happy to answer any questions, and address any and all concerns.**

**I hope that you will grant me to opportunity to provide a service for our community, grow my business, and contribute to the community.**

**Thanks for your time, Greg  
Hobson  
816-489-6077**

**RESOLUTION 2015-57**

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI APPROVING SPECIAL USE PERMIT #SUP-2015-01 FOR A DOG CARE FACILITY TO CONDUCT OVERNIGHT BOARDING OF DOGS AT 117 N. MAIN STREET.**

**WHEREAS**, the applicant, Dogs, Kids, Magic LLC owned by Mr. Greg Hobson, has submitted a Special Use Permit application for a commercial business; and,

**WHEREAS**, the City of Peculiar Planning Commission held a Public Hearing on the Special Use Permit application at their November 12, 2015 meeting and has recommended Approval to the Board of Aldermen; and

**WHEREAS**, the establishment of this business, its operation, and uses of the buildings or structures is permitted as a Non-conforming use except for the overnight boarding of dogs; and

**WHEREAS**, the establishment, maintenance, and operation of the proposed use and building or structures will not, under the circumstances of this particular case, be detrimental or injurious to the health, safety or general welfare of persons residing or working within the neighborhood of the proposed use, to property and improvements in the neighborhood, or to the general welfare of the City, and

**WHEREAS**, the Special Use Permit will meet the requirements of the applicable ordinances of the City of Peculiar once the following conditions listed below are satisfactorily resolved by the property owner.

**NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI**

**Section 1.** The proposed Special Use Permit #2015-01 located at 117 N. Main Street is hereby approved and accepted by the City of Peculiar with stipulation that the following conditions shall be resolved by the property owner:

Conditions:

1. The Special Use Permit shall not be transferable to another business, owner or location.
2. The Special Use Permit shall expire five (5) years from the effective date of this Resolution.
3. The overnight boarding of dogs at the business facility shall conform to the Noise requirements for District A-C, which states the maximum Noise Level shall not exceed 55 dbA between the hours of 10:00 pm and 7:00 am.

4. The Board of Aldermen may consider revoking this Special Use Permit should there be three (3) documented noise/disturbance complaints from a neighbor (IAW SECTION 205.005: ENFORCEMENT OF PROVISIONS) within any six (6) month period due to the overnight boarding of dogs at this facility.

**Section 2. *Effective Date.*** The effective date of this Resolution shall be the \_\_\_\_\_.

Upon a roll call, said Resolution was adopted by the following vote:

Alderman Hammack	_____	Alderman Ray	_____
Alderman Ford	_____	Alderman Roberts	_____
Alderman McCrea	_____	Alderman Turner	_____

APPROVED:

ATTEST:

\_\_\_\_\_  
Holly Stark, Mayor

\_\_\_\_\_  
Janet Burlingame, City Clerk

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*



**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Business Office**  
*Trudy Prickett*

**Municipal Offices – 250 S. Main Street, Peculiar, MO 64078**  
Phone: (816)779-5212 Facsimile: (816)779-1004

**Parks Director**  
*Grant Purkey*

---

To: Board of Aldermen  
From: Janet Burlingame  
Date: November 10, 2015  
Re: Certification of Election Results

**GENERAL INFORMATION**

Applicant: Staff  
Status of Applicant: N/A  
Requested Actions: Pass Resolution accepting results  
Date of Application: November 10, 2015  
Property Location (if applicable):

**PROPOSAL**

Accept the election results for the Motor Fuel Fee.

**PREVIOUS ACTIONS**

No previous action

**KEY ISSUES**

This resolution will accept the County's Election results as true.

**STAFF COMMENTS AND SUGGESTIONS**

None

**STAFF RECOMMENDATION**

Approval of the Resolution.

---

**STAFF CONTACT:**

Janet Burlingame



# Cass County Election Authority

102 East Wall • Harrisonville, Missouri 64701  
816/380-8102 • Fax: 816/380-8101

**MICHAEL VINCK**

E-MAIL: [Mikev@casscounty.com](mailto:Mikev@casscounty.com)  
816/380-8102

To: City of Peculiar  
ATTN: City Clerk

The following is an Official Certificate of Election Results of the Municipal Election held in Cass County, Missouri, on November 03, 2015.

We hereby certify that the:

PECULIAR MOTOR FUEL FEE		
	Total	
Number of Precincts	2	
Precincts Reporting	2	100.0 %
Total Votes	320	
YES	224	70.00%
NO	96	30.00%

### CERTIFICATE OF ELECTION RESULTS

I, Michael J. Vinck, County Clerk/Election Authority of Cass County, Missouri, do hereby certify that the foregoing is a full accurate return of all votes cast at the above polling places for all CANDIDATES and FOR and AGAINST all propositions at said election as certified to me by the duly qualified and acting judges of said election.



Michael J. Vinck  
County Clerk/Election Authority  
Cass County, Missouri

**Resolution No. 2015-58**

**A RESOLUTION TO ACCEPT THE CERTIFICATION OF ELECTION RESULTS BY THE COUNTY CLERK FOR THE SPECIAL ELECTION HELD NOVEMBER 3, 2015**

**WHEREAS**, the City of Peculiar held a Special Election of November 3, 2015, and,

**WHEREAS**, Mike Vinck, County Clerk/Election Authority of Cass County, Missouri has certified the results of said election, and

**WHEREAS**, A copy of said certification of results are hereby attached,

**NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI:**

Section 1 – The Board of Aldermen accept the Certification of Election Results.

**BE IT REMEMBERED THE PRECEDING RESOLUTION WAS ADOPTED UPON ITS READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:**

Alderman Hammack	_____	Alderman Ray	_____
Alderman Ford	_____	Alderman Roberts	_____
Alderman McCrea	_____	Alderman Turner	_____

Approved:

Attest:

\_\_\_\_\_  
Holly J. Stark, Mayor

\_\_\_\_\_  
Janet Burlingame, City Clerk

City Administrator  
*Brad Ratliff*

City Clerk  
*Janet Burlingame*

City Engineer  
*Carl Brooks*

Business Office  
*Trudy Prickett*



Chief of Police  
*Harry Gurin*

City Planner  
*Cliff McDonald*

City Attorney  
*Reid Holbrook*

Parks Director  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

---

**To:** Board of Aldermen  
**From:** Nick Jacobs, Public Works Manager  
**Date:** November 10, 2015  
**Re:** Motor Fuel Fee Bill

---

### GENERAL INFORMATION

---

**Applicant:** Staff

**Status of Applicant:** N/A

**Requested Actions:** Consider proposed Bill for 1<sup>st</sup> reading.

**Date of Application:** November 10, 2015

**Purpose:** Establish a means to assess and collect the newly passed \$0.01 Motor Fuel Fee.

**Property Location (if applicable):** N/A

---

### PROPOSAL

---

On November 3<sup>rd</sup> 2015 the voters approved the \$0.01 Motor Fuel Fee with a 70% yes vote. This meets the required supermajority needed by Article 4 section 30a of the Missouri Constitution. The proposed Ordinance will set forth the means to assess and collect the new fee as well as what the monies collected can be used for. The attached Ordinance is almost a carbon copy of the one Matthews Missouri adopted to assess their Fuel Tax. If passed this ordinance will force the fueling stations to begin assessing and collecting the Motor Fuel Fee January 1<sup>st</sup>, 2016.

---

### PREVIOUS ACTIONS

---

None.

---

### KEY ISSUES

---

Establish a means to begin collecting the Motor Fuel Fee.

---

### STAFF COMMENTS AND SUGGESTIONS

---

None at this time.

---

### STAFF RECOMMENDATION

---

Staff recommends approval

---

### ATTACHMENTS

---

Bill 2015-28

**BILL NO. 2015-28**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI ESTABLISHING SECTION 135.090 OF PECULIAR MUNICIPAL CODE TITLED “MOTOR FUEL FEE.”**

**WHEREAS**, section 94.270 of the Rev. Stat. Mo., as amended, authorizes the imposition of a license on gasoline filling stations; and

**WHEREAS**, Article IV, section 30(a) of the Missouri Constitution provides that a city may impose a fee measured by or with respect to the importation, receipt, manufacture, storage, transportation, sale or use, of fuel used for propelling motor vehicles if said fee is approved by a vote of the people of the city by a two-thirds majority; and

**WHEREAS**, the Board of Aldermen of the City submitted for consideration of the voters of the City the question of imposing a motor fuel fee in the amount not to exceed one cent (\$.01) per gallon based on the gallons of motor vehicle fuel sold, said fee to be paid by gasoline filling stations selling diesel fuel, gasoline, and/or blended fuels; and

**WHEREAS**, on November 3, 2015, the people of the City voted and approved the imposition of a motor fuel fee in an amount not to exceed one cent (\$.01) per gallon based on the gallons of motor vehicle fuel sold, said fee to be paid by gasoline filling stations selling diesel fuel, gasoline, and/or blended fuels by more than the requisite two-thirds majority.

**NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI AS FOLLOWS:**

**SECTION I. Definitions and rules of construction.**

Terms used in this article shall have the meanings ascribed to them in this section and shall be construed as indicated in this section:

*Gasoline filling station* means any retail establishment where motor vehicle fuel is sold.

*Motor vehicle fuel* means diesel, gasoline and/or blended fuels.

*Person* means every individual, partnership, corporation, limited liability, or unincorporated association.

**SECTION II. Levy of fee.**

Starting the 1<sup>st</sup> of January 2016, there is hereby levied a motor fuel fee on gasoline filling stations in an amount equal to one cent (\$.01) per gallon for every gallon of motor vehicle fuel sold. This fee shall be in addition to all other fees which are applicable to gasoline filling stations, but shall not apply to motor vehicle fuel sold to

individuals or entities showing proof of their exemption from Missouri or federal fuel taxes.

**SECTION III. Establishment of the street improvement fund.**

There is hereby established a street improvement fund. All fees collected pursuant to this article shall be deposited to the credit of this fund.

**SECTION IV. Use of fund.**

The street improvement fund shall be used exclusively for construction, reconstruction, maintenance, and repair of roads and or streets.

**SECTION V. License; payment of fee.**

No person shall operate a gasoline filling station without a current license obtained pursuant to the terms of this article. Application for such license shall be made to the City Clerk on forms prescribed by him/her. License issued under this article shall be on a calendar year basis. Applications for license renewals shall be filed in December of each year. The fee due under this article shall be paid to the City Clerk monthly and shall be payable on or before the twentieth day of each month for the fee due for the preceding month.

**SECTION VI. Reports required.**

Every person engaged in the business of operating a gasoline filling station shall file with the City Clerk on forms prescribed by him/her, giving such information as may be necessary to determine the amounts to which the fee shall apply for the monthly period, to be submitted with monthly payments.

**SECTION VII. Examination of books, records.**

The City Clerk or his/her authorized representative shall have the right at all reasonable times during business hours to make such examination and inspection of the books and records of the licensee as may be necessary to determine the correctness and/or accuracy of the reports required by this article.

**SECTION VIII. Penalties for nonpayment.**

For each month, or part thereof, any tax provided for under this article remains unpaid after the same shall be due and payable, there shall be added to such fee as a penalty, ten (10) percent of the amount of such fee for the first month or part thereof the same is unpaid, and for each and every month thereafter two (2) percent of the amount of such fee shall be added until the same is fully paid. In no case shall the total penalty exceed thirty (30) percent of the fee. In addition to the penalties provided herein, any

person subject to the provisions of this article who fails to obtain a license, file a statement or pay the fee or files a false or a fraudulent statement, required by this article or within the time required by this article shall, upon conviction thereof, shall be punished by a fine not exceeding five hundred dollars (\$500.00).

**SECTION IX:** The effective date of this ordinance shall be \_\_\_\_\_.

**First Reading:** \_\_\_\_\_ **Second Reading:** \_\_\_\_\_

**BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED ON ITS SECOND READING THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:**

**Alderman Hammack** \_\_\_\_\_  
**Alderman Ford** \_\_\_\_\_  
**Alderman McCrea** \_\_\_\_\_

**Alderman Ray** \_\_\_\_\_  
**Alderman Roberts** \_\_\_\_\_  
**Alderman Turner** \_\_\_\_\_

**Approved:**

**Attest:**

\_\_\_\_\_  
**Holly J. Stark, Mayor**

\_\_\_\_\_  
**Janet Burlingame, City Clerk**

City Administrator  
Brad Ratliff

City Clerk  
Janet Burlingame

City Engineer  
Carl Brooks

Business Office  
Trudy Prickett



Chief of Police  
Harry Gurin

City Planner  
Cliff McDonald

City Attorney  
Reid Holbrook

Parks Director  
Grant Purkey

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

**To:** Board of Alderman  
**From:** Janet Burlingame  
**Date:** November 10, 2015  
**Re:** General Municipal Election April 5, 2016

---

**GENERAL INFORMATION**

**Applicant:** Janet Burlingame  
**Status of Applicant:** City Clerk  
**Requested Actions:** Passage of Bill #2015-29 Calling for a General Municipal Election  
**Date of Application:**  
**Purpose:** Approve the Request for a General Municipal Election and establish filing dates for said election.  
**Property Location (if applicable):**

---

**PROPOSAL**

Approve Bill No. 2015-29

---

**PREVIOUS ACTIONS**

None

---

**KEY ISSUES**

The Mayor and (3) Alderman terms will expire in April, 2016. One from Ward #1, one from Ward #2 and one from Ward #3. An ordinance is required to hold a General Municipal Election for the purpose of filling these terms.

---

**STAFF COMMENTS AND SUGGESTIONS**

A General Municipal Election will be required on April 5, 2016 for the purpose of filling the Mayor and 3 Aldermen terms that will expire in April, 2016. The filing and closing dates have been determined by the Missouri Secretary of State's office.

---

**STAFF RECOMMENDATION**

Approval of first reading of Bill #2015-29 calling for a General Municipal Election on April 5, 2016 for the purpose of electing, the Mayor for a 2-year term, one Alderman from Ward #1 for a 2-year term, one Alderman from Ward #2 for a 2-year term, and one Alderman from Ward #3 for a 2-year term. Also establish the filing dates for said election.

---

**ATTACHMENTS**

Bill #2015-29

---

**PUBLIC NOTICE**  
**City of Peculiar, Missouri**

Filing for the annual City Election, Tuesday, April 5, 2016 opens Tuesday, December 15, 2015, at 8:00 a.m. and ends on Tuesday, January 19, 2016 at 5:00 p.m., in accordance with Section 115.127.5 RSMo as amended.

At said election there shall be elected:

A Mayor for a full term of two (2) years.

One (1) member of the Board of Aldermen for Ward #1 for the full term of two (2) years.

One (1) member of the Board of Aldermen for Ward #2 for the full term of two (2) years.

One (1) member of the Board of Aldermen for Ward #3 for the full term of two (2) years.

Qualified candidates may file with the City Clerk at Peculiar City Hall, 250 South Main St, from 8:00 a.m. until 5:00 p.m. Monday through Friday.

Please note: Filing opens on December 15, 2015, at 8:00 a.m. and ends on Tuesday, January 19, 2016 at 5:00 p.m., City Hall will be closed for business December 25, 2015 for the Christmas Holiday and January 1, 2016 for the New Years Day Holiday and January 18, 2016 for Martin Luther King Day.

There is a \$10.00 filing fee payable by cash or check to the City of Peculiar at the time of filing.

Candidates are required to file a form 5120, Candidate's Affidavit of Tax Payments and Bonding Requirements, with the Missouri Department of Revenue and include a completed copy of said form with their Declaration of Candidacy.

The City of Peculiar will perform the random draw method in accordance with Section 115.124.2 RSMo as amended on the first day of filing to determine the ballot order of candidates for each office. After the first day, the order will be determined by the next candidate that files for each available office and so forth.

If you have questions or need additional information, contact the City Clerk's office at 816-779-2221.

Janet Burlingame, City Clerk

**BILL NO. 2015-29**  
**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF PECULIAR, MISSOURI CALLING FOR A GENERAL MUNICIPAL ELECTION ON APRIL 5, 2016 AND ESTABLISHING FILING DATES FOR SAID ELECTION**

**WHEREAS**, the General Municipal Election Day in Missouri has been determined to be April 5, 2016; and

**WHEREAS**, the term of the Mayor and three Aldermen will expire in April, 2016; and

**WHEREAS**. The filing and closing dates for such election have been determined by the State of Missouri

**NOW, THEREFORE BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR**

**Section 1.** A Municipal Election will be held on April 7, 2015 for the purpose of electing the following:

- A Mayor for a full term of two (2) years.
- One Alderman from Ward #1 for a term of two (2) years
- One Alderman from Ward #2 for a term of two (2) years
- One Alderman from Ward #3 for a term of two (2) years

**Section 2.** Qualified candidates may file with the City Clerk beginning at 8:00 a.m. on December 15, 2015. Filing will close at 5:00 p.m. on January 19, 2016.

**Section 3.** The effective date of this ordinance shall be the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

**First Reading:** \_\_\_\_\_ **Second Reading:** \_\_\_\_\_

**BE IT REMEMBERED THE PRECEDING ORDINANCE WAS ADOPTED ON ITS SECOND READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:**

<b>Alderman Ford</b>	_____	<b>Alderman McCrea</b>	_____
<b>Alderman Hammack</b>	_____	<b>Alderman Turner</b>	_____
<b>Alderman Ray</b>	_____	<b>Alderman Roberts</b>	_____

**Approved:**

**Attest:**

\_\_\_\_\_  
**Holly Stark, Mayor**

\_\_\_\_\_  
**Janet Burlingame, City Clerk**

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*

**Business Office**  
*Trudy Prickett*



**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Parks Director**  
*Grant Purkey*

Municipal Offices – 250 S. Main Street, Peculiar, MO 64078  
Phone: (816)779-5212 Facsimile: (816)779-1004

---

**To:** Board of Aldermen  
**From:** Clifford L. McDonald  
**Date:** November 16, 2015  
**Re:** Resolution for the City to assume the Operational Costs of Street Lights, Twin Oaks

---

#### **GENERAL INFORMATION**

---

**Applicant:** City

**Status of Applicant:** N/A

**Requested Actions:** The Board of Aldermen to consider the Resolution for the City to assume the Operational Costs of Street Lights in the Twin Oaks subdivision and Twin Oaks Parkway.

**Date of Application:** N/A

**Purpose:** The purpose is for the Board of Aldermen to consider the Resolution for the City to assume the Operational Costs of Street Lights in the Twin Oaks subdivision and Twin Oaks Parkway.

**Property Location (if applicable):** Twin Oaks Subdivision and Twin Oaks Parkway

---

#### **PROPOSAL**

---

See “Requested Actions” above.

---

#### **PREVIOUS ACTIONS**

---

None.

---

#### **KEY ISSUES**

---

The Covenants & Restrictions for all of Twin Oaks (First & Second Plats, and Phase Three thru Five) state that the Home Owners Association will pay the cost of electricity and maintenance for all the Street Lights which serve their subdivision, this is unique among Peculiar’s housing developments.

Paying the cost of all the Street Lights is an excessive financial burden for the Twin Oaks HOA. This is a service which Municipalities typically pay to provide for public safety and the benefit of their City’s Residents. The City of Peculiar has already paid these costs for the past fifteen (15) years; the Resolution being presented for consideration would provide the HOA assurance it is being relieved of this potential burden.

**STAFF COMMENTS AND SUGGESTIONS**

Board of Aldermen review the Resolution to assume the Operational cost of Street Lights in the Twin Oaks Subdivision, and Twin Oaks Parkway, with consideration for approval.

---

**STAFF RECOMMENDATION**

Staff Recommends the Board of Aldermen consider the Resolution for approval.

---

**ATTACHMENTS**

1. *Resolution to assume the Operations Costs for Street Lights in the Twin Oaks Subdivision and Twin Oaks Parkway.*

---

**STAFF CONTACT:**

Clifford L. McDonald,  
PH: 816-779-2226  
E-mail: [cmcdonald@cityofpeculiar.com](mailto:cmcdonald@cityofpeculiar.com)

RESOLUTION 2015-59

A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI APPROVING THE CITY OF PECULIAR TO ASSUME THE COST OF STREET LIGHT ELECTRICITY AND MAINTENANCE FOR THE TWIN OAKS SUBDIVISION

WHEREAS, The Covenants and Restrictions of Twin Oaks First and Second Plats and the Covenants and Restrictions of the Final Plats of Twin Oaks Phase 3, 4 and 5 Article I DEFINITIONS, paragraph "j" defines "Street Lights" as meaning all street lights which are installed within the Properties or which are not installed within the Properties, but which provide lighting for the benefit of the Properties, and;

WHEREAS, The Covenants and Restrictions of Twin Oaks First and Second Plats and the Covenants and Restrictions of the Final Plats of Twin Oaks Phase 3, 4 and 5, ARTICLE V, Covenant for Maintenance and Assessments, Section 2 Purpose of assessments states: "This purpose shall include the payment of the costs of electricity to power the Street Lights" and;

WHEREAS, the City of Peculiar recognizes it is standard practice for a municipality to assume the operational cost of providing Street Lights for its residents to promote public safety and the general welfare, and;

WHEREAS, the cost of paying for the electricity and maintenance for all the Street Lights within the Twin Oaks subdivision by the Twin Oaks Home Owners Association would be an excessive financial burden;

NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI

Section 1. The City of Peculiar, Missouri shall hereby assume the operational cost (electricity and maintenance) for all Street Lights within the Twin Oaks Subdivision to include the decorative Street Lights lining Twin Oaks Parkway.

Section 2. Effective Date. The effective date of this Resolution shall be \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Upon a roll call, said Resolution was adopted by the following vote:

Alderman Hammack	_____	Alderman Ray	_____
Alderman Ford	_____	Alderman Roberts	_____
Alderman McCrea	_____	Alderman Turner	_____

APPROVED:

ATTEST:

\_\_\_\_\_  
Holly Stark, Mayor

\_\_\_\_\_  
Janet Burlingame, City Clerk

**City Administrator**  
*Brad Ratliff*

**City Clerk**  
*Janet Burlingame*

**City Engineer**  
*Carl Brooks*

**Business Office**  
*Trudy Prickett*



**Chief of Police**  
*Harry Gurin*

**City Planner**  
*Cliff McDonald*

**City Attorney**  
*Reid Holbrook*

**Parks Director**  
*Grant Purkey*

**Municipal Offices – 250 S. Main Street, Peculiar, MO 64078**  
**Phone: (816)779-5212 Facsimile: (816)779-1004**

---

**To:** Mayor & Board of Aldermen  
**From:** Carl Brooks, City Engineer (cbrooks@cityofpeculiar.com)  
**Date:** November 16, 2015  
**Re:** Resolution No. 2015-60, Mayor & Board of Alderman (BOA) Acceptance of the MoDOT Traffic Engineering Assistance Program Assistance (Cass County), Missouri, of the Final Engineering Study prepared by TranSystems

---

### **GENERAL INFORMATION**

---

**Applicant:** City Staff  
**Requested Actions:** Approval of resolution  
**Purpose:** Acceptance of the MoDOT Traffic Engineering Assistance Program Grant for the traffic study on corridor Hwy C Final Engineering Study prepared by TranSystems.

**Property Location:** Route C and Schug Avenue  
Route C and N. Main Street  
Route C and North Street  
Route C and Center Street/S. Peculiar Drive  
Route C and South Street/S. Peculiar Drive

---

### **PROPOSAL**

Acceptance of the proposed Resolution No. 2015-xx, by the Mayor & Board of Alderman (BOA) of the MoDOT Traffic Engineering Assistance Program Assistance (Cass County), Missouri, of the Final Engineering Study prepared by TranSystems.

### **PREVIOUS ACTIONS**

The City accepted an 80/20 engineering traffic study grant written by TranSystems Engineers that was submitted to MoDOT and approved by MoDOT. The agreement consisted of a maximum grant amount of \$10,000. Eighty percent of the amount would be covered by MoDOT. The engineer's scope of services included in the grant exceeded \$10,000; therefore the City was solely responsible for the additional funds. The City conducted a similar 2004 Corridor Study which was completed by TranSystems.

---

### **KEY ISSUES**

The engineering study report provides for traffic road lane improvement recommendations of the Route C corridor between South Street/S. Peculiar Drive and Schug Avenue

The report also provides a total project opinion of probable costs. The short term improvements total project cost is \$1.4M in today's dollars.

The short term improvements could be applicable for MARC STP/BR grant funding early next year.

---

**STAFF COMMENTS AND SUGGESTIONS**

---

City staff agrees with the 2015 Route C traffic study that has been prepared and completed by TranSystems.

---

**STAFF RECOMMENDATION**

---

City staff recommends passage of this resolution.

---

**ATTACHMENTS**

---

Resolution 2015-60

TEAP Traffic Study for Route C Final Engineering Study

MISSOURI TRAFFIC ENGINEERING ASSISTANCE PROGRAM

ROAD SEGMENT ANALYSIS

Route C Between Peculiar Drive and Schug Avenue

Prepared for  
CITY OF PECULIAR

By



June 2015



TranSystems  
 2400 Pershing Road  
 Suite 400  
 Kansas City, MO 64108  
 Tel 816 329 8600  
 Fax 816 329 8601  
 www.transystems.com

June 30, 2015

Mr. Carl M. Brooks, PE  
 City Engineer  
 250 S. Main Street  
 Peculiar, MO 64078

Re: Road Segment Analysis  
 Route C between Peculiar Drive and Schug Avenue

Dear Mr. Brooks,

In accordance with your request, TranSystems Corporation has prepared the following road segment analysis for the City of Peculiar, Missouri. The study included an assessment of existing operational and safety conditions along Route C, and identification of potential improvements to address deficiencies. Our data collection efforts, results and recommendations are summarized in the attached report.

We trust that this study has adequately addressed the concerns of the City. We have appreciated this opportunity to be of service to the Missouri Department of Transportation and the City of Peculiar. We will be available to review this study with you at your convenience.

Sincerely,

TranSystems

By:   
 Jeffrey J. Wilke, PE, PTOE

JJW:jjw:P101150072



## Introduction

TranSystems Corporation has prepared the following road segment analysis for the City of Peculiar, Missouri. The study included a review of existing operational and safety conditions along Route C, and identification of potential improvements to address deficiencies. In general, the focus of this study was the five-leg intersections with Peculiar Drive. The location of the study segment and vicinity are shown on Figure 1. This analysis was requested by Mr. Carl Brooks, City Engineer, under the Traffic Engineering Assistance Program (TEAP), administered by the Missouri Department of Transportation (MoDOT).

## Existing Conditions and Study Purpose

Route C is maintained by the Missouri Department of Transportation. Within Peculiar, Route C is a two-lane arterial street that runs primarily north/south, providing access to the regional highway system by way of an interchange with I-49. The intersections along Route C are stop sign controlled for the side street movements, with uninterrupted flow along Route C.

There are three different sections of Route C in the study area. To the south of the Peculiar Drive/South Street intersection, the roadway has a rural cross section without shoulders and a posted speed limit of 35 m.p.h. There are some residences and undeveloped land in this area. Between North Street and South Street there are aggregate shoulders varying in width along each side of the roadway, providing for some on-street parking activity. This segment of the road runs through the downtown commercial area of Peculiar, and the speed limit reduces to 25 m.p.h. To the north of North Street the alignment of Route C becomes more east/west with a large super-elevated horizontal curve. The speed limit is 25 m.p.h. through this section with 10-foot aggregate shoulders along each side of the road. Commercial developments line this section of the roadway.

A study was completed for this segment of Route C in 2004 to address operational and geometric concerns. Since that study was completed, a new interchange on I-49 at 211th Street has been planned and more information is known about future development potential. The City of Peculiar is interested to know if the recommendations of the 2004 study are still appropriate in light of this information. As a result, they have requested an update to that study.

## Scope of Study

The following program was developed to complete the analysis:

1. Obtain manual traffic volume counts at five intersections along the study segment during a morning and afternoon peak period.
2. Develop future traffic volume projections for the study intersections based on anticipated growth rates and future development potential.
3. Perform capacity analysis using the methodology outlined in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board (TRB) to determine existing operational conditions.
4. Review crash experience along the study segment and evaluate the existing safety conditions using procedures in the *Highway Safety Manual* (HSM) published by the American Association of State Highway and Transportation Officials (AASHTO).
5. Analyze the data that were collected to determine potential measures that could be implemented to address identified deficiencies in the area. Items to consider could include geometric modifications, addition of turn lanes, and traffic control modifications.
6. Prepare a report documenting our data collection, analysis and recommendations.



Route C  
Road Segment Analysis  
Peculiar, Missouri

STUDY AREA



## Data Collection

### Manual Traffic Volume Counts

TranSystems conducted manual turning movement counts at the Route C study intersections. The counts were conducted at each location on Wednesday, April 22, 2015, Thursday April 23, 2015, and Tuesday April 28, 2015 during the morning peak period (7:00 a.m. to 9:00 a.m.) and the afternoon peak period (4:00 to 6:00 p.m.). The turning movement volumes recorded during these peak times are shown in the Appendix (Figure A-1). Some findings and other observations that were noted during the peak periods are summarized below:

- During both peak hours, there was steady traffic on Route C, especially in the section between North Street and the I-49 interchange.
- Drivers on North Street experienced long delays while waiting to make left-turns onto Route C during peak times. There were few gaps in the flow of traffic, and queues frequently formed on the eastbound approach. The maximum queues observed were 5 and 9 vehicles in the morning and afternoon peak periods, respectively. Queues were not sustained throughout the peak periods as they did clear.
- Driver confusion was observed at times on the Peculiar Drive approaches to Route C. The skewed angle of the approaches makes it difficult for drivers to have a full view of opposing traffic as drivers must turn their head and look over their shoulder. During our morning observations a northbound driver on Peculiar Drive at the south intersection made the slight right-turn movement onto Route C in front of a northbound driver who had to brake abruptly to avoid a collision.

### Future Traffic Volume Projections

Several areas of Peculiar have the potential for significant future growth. These development areas are shown in the Appendix (Figure A-2). Several new residential developments have been planned and started in the southern portion of Peculiar, which will increase traffic volumes on Route C. Other new residential developments in the western portion of the city will not have as significant of an impact on Route C, as drivers traveling to and from these areas would be expected to use the new 211th Street interchange. The City's future land use plan indicates that retail development is planned along Main Street to the north of Route C.

Traffic volumes were adjusted to account for the new interchange at 211th Street and I-49. The traffic volumes presented in the Access Justification Report prepared for the interchange project estimate that traffic volumes on Route C to the west of the I-49 interchange will reduce by as much as 20% following construction. The new interchange will have the greatest impact on Route C traffic traveling to/from the west via North Street and Peculiar Drive. As such, the eastbound left-turn movement and the southbound right-turn movements at the Route C and North Street intersection were reduced. Those same reductions were applied to the volume of through traffic on Route C at the Main Street and Schug Avenue intersections.

To develop future traffic volume projections, trip generation estimates were made for the future developments that could impact the study area. Trip generation estimates were prepared using the Institute of Transportation Engineer's *Trip Generation*, 9th Edition. These trips were distributed to Route C and Main Street to reflect the movements that would be most impacted by new development. The trip generation calculations and distribution patterns through the study intersections are shown in Appendix B. For all other traffic movements, existing traffic volumes were increased by 22% to reflect background growth of 1% per year over the next 20 years. This growth rate is comparable to the City's recent growth patterns. The future traffic volume projections have been illustrated in the Appendix (Figure A-3).

### Operational Analysis

Delay is an average measure of the time a vehicle is standing still while waiting in the approach to an intersection. A high level of delay can result in increased travel time, excessive fuel consumption, driver discomfort and frustration. Level of service (LOS) describes the quality of traffic operating conditions at an intersection based on delay, and is rated from "A" to "F". LOS A represents the most desirable condition with free-flow movement of traffic and minimal delays. LOS F generally indicates congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in the average stopped delay per vehicle. Table 1 on the following page shows the upper limit of delay associated with each level of service for unsignalized intersections.

**Table 1**  
**Unsignalized Intersection Level of Service Delay Thresholds**

Level of Service (LOS)	Delay
A	0 – 10 seconds
B	> 10 - 15 seconds
C	> 15 - 25 seconds
D	> 25 - 35 seconds
E	> 35 - 50 seconds
F	> 50 seconds

Delay at the intersections was calculated using *Highway Capacity Manual* methods and the Synchro analysis program. This program uses a complex function that depends on a number of variables. Synchro input data included the existing lane configurations, traffic controls, and the traffic volumes shown on Figure A-1. The outputs from the Synchro analysis for the existing conditions are included in Appendix C. The average delay per vehicle and the corresponding levels of service during the peak hours are summarized in Table 2.

**Table 2**  
**Existing Conditions Delay and Operations**

Intersection <i>Movement</i>	Morning Peak Hour		Afternoon Peak Hour	
	LOS †	Delay *	LOS †	Delay *
<b>Route C and South Street / Peculiar Drive</b>				
<i>Eastbound</i>	<i>C</i>	<i>16.1</i>	<i>C</i>	<i>16.7</i>
<i>Westbound</i>	<i>B</i>	<i>14.5</i>	<i>B</i>	<i>10.5</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.2</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>3.0</i>	<i>A</i>	<i>2.6</i>
<b>Route C and Center Street / Peculiar Drive</b>				
<i>Eastbound</i>	<i>B</i>	<i>10.6</i>	<i>B</i>	<i>11.8</i>
<i>Westbound</i>	<i>B</i>	<i>11.0</i>	<i>C</i>	<i>15.6</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>1.3</i>	<i>A</i>	<i>3.2</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.2</i>	<i>A</i>	<i>0.1</i>
<b>Route C and North Street</b>				
<i>Eastbound</i>	<b><i>E</i></b>	<b><i>43.7</i></b>	<b><i>F</i></b>	<b><i>60.4</i></b>
<i>Westbound</i>	<i>B</i>	<i>13.4</i>	<i>C</i>	<i>16.1</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>0.7</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>1.3</i>	<i>A</i>	<i>1.3</i>
<b>Route C and Main Street</b>				
<i>Eastbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.7</i>
<i>Southbound Left-Turn</i>	<i>C</i>	<i>20.5</i>	<i>D</i>	<i>25.4</i>
<i>Southbound Right-Turn</i>	<i>A</i>	<i>9.8</i>	<i>B</i>	<i>13.0</i>
<b>Route C and Schug Avenue</b>				
<i>Eastbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>1.0</i>
<i>Westbound Left-Turn</i>	<i>A</i>	<i>0.2</i>	<i>A</i>	<i>0.8</i>
<i>Northbound</i>	<i>C</i>	<i>19.0</i>	<i>C</i>	<i>22.6</i>
<i>Southbound</i>	<i>B</i>	<i>12.9</i>	<b><i>F</i></b>	<b><i>59.5</i></b>

† Level of Service

\* Average delay per stopped vehicle measured in seconds

The results of the analysis indicate that during both peak hours most of the intersections currently operate at an acceptable level of service (LOS D or better). The eastbound approach at the Route C and North Street intersection operates at LOS E and LOS F during the morning and afternoon peak hours, respectively. These lower levels of service are evidenced by the queuing that was observed. The southbound approach to the Route C and Schug Avenue intersection also operates at LOS F during the afternoon peak hour.

To assess operations of the corridor in the future, Synchro analysis was performed using the existing lane configurations, traffic controls, and the future traffic volumes shown on Figure A-3. The outputs from the Synchro analysis for the future conditions are included in Appendix C. The average delay per vehicle and the corresponding levels of service during the peak hours are summarized in Table 3.

**Table 3  
Future Year 2035 Conditions Delay and Operations**

Intersection <i>Movement</i>	Morning Peak Hour		Afternoon Peak Hour	
	LOS †	Delay *	LOS †	Delay *
<b>Route C and South Street / Peculiar Drive</b>				
<i>Eastbound</i>	<i>C</i>	<i>16.6</i>	<i>D</i>	<i>30.2</i>
<i>Westbound</i>	<i>B</i>	<i>14.0</i>	<i>B</i>	<i>13.2</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.0</i>	<i>A</i>	<i>0.1</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>2.6</i>	<i>A</i>	<i>2.9</i>
<b>Route C and Center Street / Peculiar Drive</b>				
<i>Eastbound</i>	<i>B</i>	<i>12.3</i>	<i>C</i>	<i>16.0</i>
<i>Westbound</i>	<i>B</i>	<i>12.5</i>	<i>D</i>	<i>29.6</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>1.5</i>	<i>A</i>	<i>3.7</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>0.1</i>
<b>Route C and North Street</b>				
<i>Eastbound</i>	<i>F</i>	<b><i>76.0</i></b>	<i>F</i>	<b><i>&gt;100</i></b>
<i>Westbound</i>	<i>C</i>	<i>16.9</i>	<i>D</i>	<i>30.6</i>
<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>0.8</i>
<i>Southbound Left-Turn</i>	<i>A</i>	<i>1.5</i>	<i>A</i>	<i>1.7</i>
<b>Route C and Main Street</b>				
<i>Eastbound Left-Turn</i>	<i>A</i>	<i>1.0</i>	<i>A</i>	<i>4.2</i>
<i>Southbound Left-Turn</i>	<i>D</i>	<i>25.0</i>	<i>F</i>	<b><i>&gt;100</i></b>
<i>Southbound Right-Turn</i>	<i>A</i>	<i>9.5</i>	<i>C</i>	<i>18.8</i>
<b>Route C and Schug Avenue</b>				
<i>Eastbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>1.1</i>
<i>Westbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>1.2</i>
<i>Northbound</i>	<i>C</i>	<i>21.9</i>	<i>E</i>	<b><i>45.4</i></b>
<i>Southbound</i>	<i>C</i>	<i>15.4</i>	<i>F</i>	<b><i>&gt;100</i></b>

† Level of Service

\* Average delay per stopped vehicle measured in seconds

Lengthy delays are projected in the future for the stop controlled movements at the Route C intersections with North Street, Main Street, and Schug Avenue, especially during the afternoon peak hour. Improvements are needed to allow for side street traffic to access Route C in the future.

### Crash Experience

Crash records were obtained from the City for the study segment for the time period between January 1, 2010, and December 31, 2014. Using the crash data, the Consultant prepared a crash location diagram to identify crash types and their approximate

locations along the corridor. This diagram has been included in the Appendix (Figure A-4). The numbers of each type of crash are listed in Table 4.

**Table 4  
Crash Types by Year**

Year	Crash Type					Total
	Rear End	Angle	Left Turn	Fixed Object	Other	
2010	4	1	--	--	1	6
2011	4	--	1	1	1	7
2012	4	2	1	1	--	8
2013	5	1	--	--	--	6
2014	2	--	1	--	--	3
<b>Total</b>	<b>19</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>30</b>

Over this roughly 60-month time period, the data indicates that there is a moderate crash frequency along the study segment (6.0 crashes per year). The most predominant crash type along the corridor is rear end crashes. Twelve (12) of the 19 rear end crashes occurred on Route C at the Schug Avenue or Legend Drive intersection. All but one of these crashes occurred behind an eastbound or westbound vehicle on Route C stopped or slowing to turn left at the intersections. Other crash types that occurred include angle and left-turn crashes at various intersections. No further patterns or tendencies could be discerned from the data provided.

The five-leg intersections with Peculiar Drive do not have crash frequencies that are a concern, which is likely due to the low speed environment and driver familiarity with conditions. While the accidents types at these locations do not currently indicate a problem with this condition, studies have shown that sight angles at skewed intersections increase the difficulty for drivers to perceive safe crossing gaps, thereby resulting in higher accident rates.

### Highway Safety Manual Analysis

To further evaluate the existing safety characteristics of the corridor, TranSystems used procedures outlined in the HSM to determine the predicted average crash frequency (crashes per year) for the study segment. Results from the HSM analysis for the road segments and intersections have been included in Appendix D and are summarized in Table 5. The actual crash frequencies for the study segments and intersections have also been included in Table 5.

**Table 5  
HSM Predicted Average Crash Frequency vs. Actual Crash Frequency**

Road Segment	Crash Frequency (crashes per year)		
	Predicted	Actual	% difference
I-49 SB ramps to Schug Avenue	1.6	1.4	- 13 %
Schug Avenue to Main Street	1.3	1.2	- 8 %
Main Street to North Street	1.8	1.0	- 44 %
North Street to Center Street	1.4	1.0	- 29 %
Center Street to South Street	1.4	0.8	- 43 %
South Street to Fire Station driveway	0.8	0.6	- 25 %
<b>Total</b>	<b>8.3</b>	<b>6.0</b>	<b>- 28%</b>

## Analysis

Based on the data that were collected, the consultant considers the Route C study segment to generally be operating satisfactorily overall. Levels of service for motorists are generally acceptable during the peak hours, and the crash frequency is less than the projected crash frequency for an urban or suburban arterial with similar characteristics. However, there are some areas of concern, which are listed below:

- The five-leg intersections create some driver confusion because they are not a standard type of intersection. The skew angle of the Peculiar Drive approaches makes it difficult for drivers to perceive safe crossing gaps, thereby resulting in the potential for higher accident rates.
- A number of rear end crashes have occurred on Route C behind vehicles stopped to turn left at Schug Avenue and at Legend Drive.
- Lengthy delays and long queues form during the peak hours on the eastbound approach of the Route C and North Street intersection.
- Long delays are projected in the future at several side street approaches to the Route C corridor. Improvements are needed to allow for side street traffic to access Route C in the future.

The new interchange at I-49 and 211th Street will have a significant effect on traffic flow in Peculiar. The change in traffic volumes has been estimated, but the full effect will not be known until the project is completed and opened to traffic. For that reason, traffic volumes should be monitored following construction to determine the actual impacts to the Route C corridor. Traffic control changes should not be implemented until these impacts are determined.

### Short Term Improvements

In the short-term, several of the concerns identified in can be addressed with some geometric improvements. These improvements will be applicable in the long-term as well. Sketches of the improvements are illustrated on Figures 2 and 3.

The following paragraphs describe the short-term improvement recommendations to address the concerns identified above.

#### Route C and South Street / Peculiar Drive

To create a more standard intersection configuration and eliminate the skewed approach, Peculiar Drive should be realigned to intersect Route C as indicated on Figure 2. This will result in a perpendicular angle of intersection, and a standard four-leg intersection configuration. The Route C and South street intersection will also be a standard four-leg intersection. Both intersections can operate with stop sign control for eastbound and westbound traffic, with Route C allowed uninterrupted flow.

Figure 2 shows the new Peculiar Drive intersection to be at the location of the existing fire station driveway on the west side of Route C. It may be advantageous to shift the intersection farther south so the future west leg of the intersection could provide access to the undeveloped land on the west side of the road. If that is the case, the fire station driveway should be reconfigured to access that new road instead of Route C.

#### Route C and Center Street / Peculiar Drive

At Center Street the skewed Peculiar Drive approach should be removed as indicated on Figure 3. This will result in a standard four-leg intersection configuration at Center Street, with stop sign control for eastbound and westbound traffic. The existing curved segment of Peculiar Drive between North Street and Route C should be converted to parking lots and alleys to provide parking and access to adjacent businesses. The Peculiar Drive approach to the intersection with North Street and W. 1st Street should also be eliminated. This will also result in a standard four-leg intersection at North Street and W. 1st Street, with stop sign control for northbound and southbound traffic. After these modifications, two-way traffic flow should be considered on Center Street and W. 1st Street.

#### Route C and North Street

Eliminating the curved segment of Peculiar Drive will increase traffic on the west leg of the North Street intersection with Route C.



Route C

Route C

Broadway St.

South St.

Peculiar Dr.

**SHORT TERM IMPROVEMENTS**

**Route C  
Road Segment Analysis  
Peculiar, Missouri**

JUNE 2015

No Scale

Figure 2





Figure 3

JUNE 2015

No Scale

**Route C**  
**Road Segment Analysis**  
 Peculiar, Missouri

**SHORT TERM IMPROVEMENTS**



To provide additional capacity for the increased traffic volume, eastbound and westbound left-turn lanes should be constructed on North Street. These turn lanes will allow the right-turn traffic to bypass the queues of left-turning vehicles during peak times.

Route C and Schug Avenue

The concepts presented in the 2004 study to the east of Main Street have been adopted by the Peculiar Board of Alderman, and are reflected Figure 3. These concepts include realigning Schug Avenue to the existing driveway on the south side of Route C, constructing left-turn lanes on Route C at Schug Avenue, eliminating the Legend Drive intersection with Route C, and providing cross-access through the parcels on the south side of Route C to connect to Legend Drive. The addition of turn lanes on Route C will considerably reduce the potential for rear-end crashes and decrease congestion in this area.

To assess operations along Route C with the short term improvements, traffic volumes were redistributed, as shown in the Appendix (Figure A-5). These volumes include the adjustment for the new interchange at 211th Street and I-49. Synchro analysis was performed, and the average delay per vehicle and the corresponding levels of service during the peak hours are summarized in Table 6. The outputs from the Synchro analysis for the short term improvements are included in Appendix C.

**Table 6**  
**Short-Term Improvements Delay and Operations**

Intersection	Movement	Morning Peak Hour		Afternoon Peak Hour	
		LOS †	Delay *	LOS †	Delay *
Route C and Peculiar Drive	<i>Westbound</i>	<i>B</i>	<i>11.1</i>	<i>A</i>	<i>10.0</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>2.6</i>	<i>A</i>	<i>2.3</i>
Route C and South Street	<i>Eastbound</i>	<i>B</i>	<i>12.6</i>	<i>B</i>	<i>14.4</i>
	<i>Westbound</i>	<i>B</i>	<i>11.5</i>	<i>B</i>	<i>11.5</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.1</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.4</i>
Route C and Center Street	<i>Eastbound</i>	<i>C</i>	<i>16.8</i>	<i>C</i>	<i>15.5</i>
	<i>Westbound</i>	<i>B</i>	<i>11.6</i>	<i>B</i>	<i>13.4</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>0.1</i>
Route C and North Street	<i>Eastbound Left-Turn</i>	<i>D</i>	<i>29.1</i>	<i>E</i>	<i>42.2</i>
	<i>Eastbound Shared Right-Turn / Through</i>	<i>B</i>	<i>13.4</i>	<i>C</i>	<i>17.9</i>
	<i>Westbound Left-Turn</i>	<i>C</i>	<i>25.4</i>	<i>E</i>	<i>39.0</i>
	<i>Westbound Shared Right-Turn / Through</i>	<i>B</i>	<i>13.5</i>	<i>C</i>	<i>14.5</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>1.6</i>	<i>A</i>	<i>3.7</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>1.4</i>	<i>A</i>	<i>1.5</i>
Route C and Main Street	<i>Eastbound Left-Turn</i>	<i>A</i>	<i>0.2</i>	<i>A</i>	<i>0.7</i>
	<i>Southbound Left-Turn</i>	<i>C</i>	<i>17.6</i>	<i>C</i>	<i>19.5</i>
	<i>Southbound Right-Turn</i>	<i>A</i>	<i>9.6</i>	<i>B</i>	<i>11.8</i>
Route C and Schug Avenue	<i>Eastbound Left-Turn</i>	<i>A</i>	<i>7.8</i>	<i>A</i>	<i>9.0</i>
	<i>Westbound Left-Turn</i>	<i>A</i>	<i>8.8</i>	<i>A</i>	<i>8.0</i>
	<i>Northbound</i>	<i>C</i>	<i>16.5</i>	<i>C</i>	<i>16.9</i>
	<i>Southbound</i>	<i>B</i>	<i>11.9</i>	<i>D</i>	<i>34.0</i>

† Level of Service

\* Average delay per stopped vehicle measured in seconds

All intersections are projected to operate at acceptable levels of service with the proposed improvements, with the exception of the eastbound and westbound left-turn movements at the Route C and North Street intersection. During the afternoon peak hour these movements are projected to operate at LOS E. This is a slight improvement in the eastbound direction because the left-turn movement at that approach currently operates at LOS F during the afternoon peak hour. Queue lengths are also projected to be less than the existing queues. To further improve the levels of service on the side street approaches, a change in traffic control would be needed; however, the traffic volumes are not projected to satisfy warrants for a traffic signal installation.

### Estimated Cost of Short Term Improvements

A preliminary cost estimate was prepared by TranSystems and is summarized in Table 7. A more detailed cost estimate is included in Appendix E.

**Table 7**  
**Short Term Improvements Cost Estimate**

Item Of Work	South Peculiar Intersection	Schug Avenue Intersection	North Peculiar Intersection	Totals
Mobilization and Staking	\$15,000	\$40,000	\$45,000	\$100,000
Earthwork and Removals	\$46,000	\$123,000	\$138,000	\$307,000
Paving	\$82,000	\$218,000	\$246,000	\$546,000
Miscellaneous	\$13,000	\$35,000	\$39,000	\$87,000
Subtotal Construction Costs	\$156,000	\$416,000	\$468,000	\$1,040,000
Design Fee	\$19,000	\$50,000	\$56,000	\$125,000
Construction Inspection and Testing	\$20,000	\$54,000	\$61,000	\$135,000
MoDOT and MARC Fees	\$16,000	\$44,000	\$49,000	\$109,000
<b>Total Project Cost*</b>	<b>\$211,000</b>	<b>\$564,000</b>	<b>\$634,000</b>	<b>\$1,409,000</b>

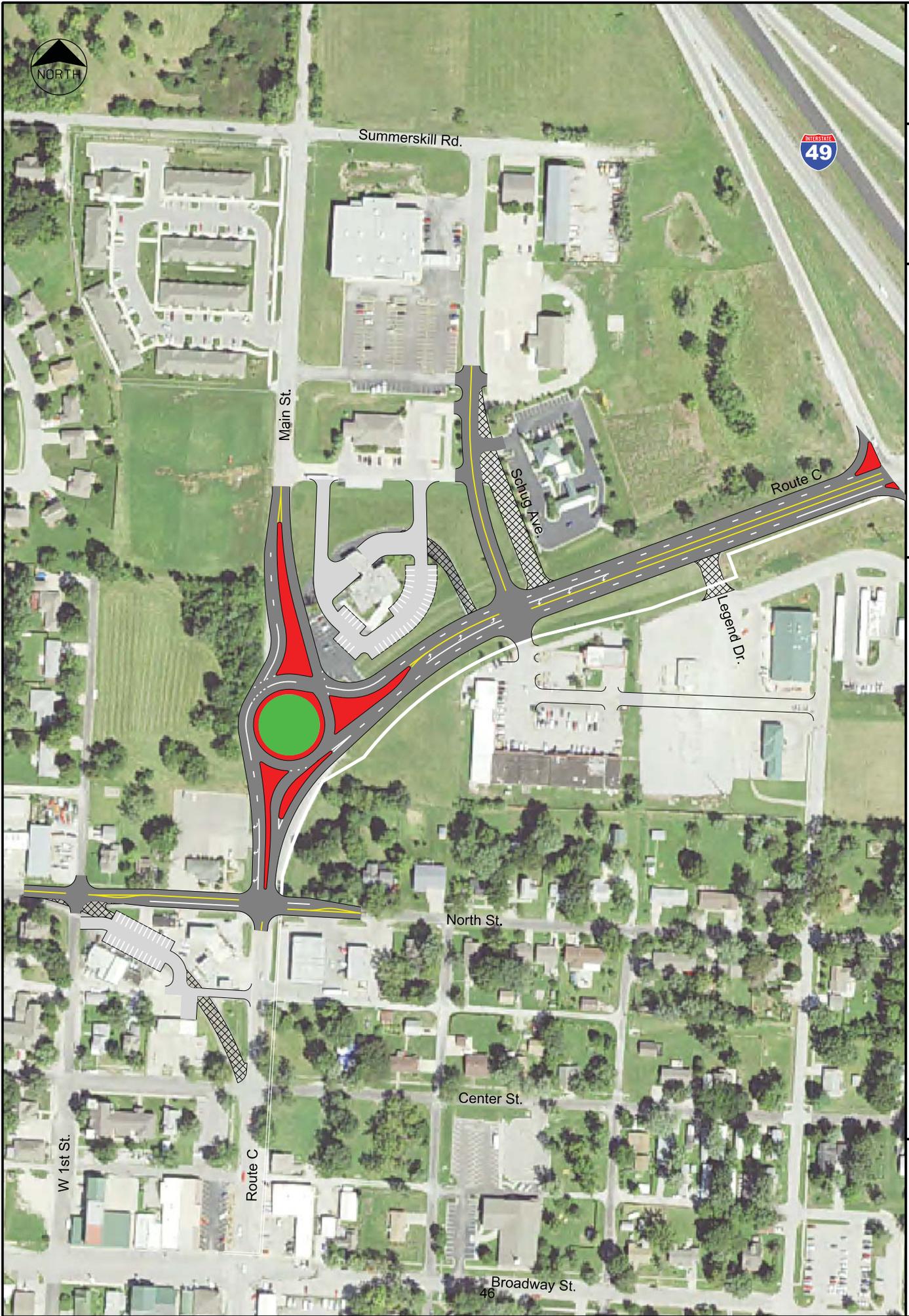
\* Project cost does not include any utility relocations or property acquisition

### Long Term Improvements

In the future, traffic volumes are projected to significantly increase along the Route C corridor and on Main Street. Long delays are projected for the side street movements at the intersections with North Street, Main Street and Schug Avenue. Traffic control improvements will be needed in order to provide acceptable operations for side street traffic accessing Route C. Traffic volumes at the Route C intersections with North Street and with Schug Avenue are projected to be near the thresholds for traffic signal installation, while the Main Street intersection is projected to exceed thresholds. None of these intersections is considered to be a good candidate for traffic signal installation due to the close spacing of the intersections. As a signalized corridor, there would be a high likelihood for queues to spill back through adjacent intersections during peak times.

Another option to consider is roundabout control. The previous study illustrated a dual lane roundabout that incorporated Route C, Main Street, and the west leg of the North Street intersection. This configuration provided a more direct route for east/west traffic between Route C and North Street/Peculiar Drive. The previously proposed roundabout would require significant property acquisition in the northwest quadrant of the Route C and North Street intersection.

In light of the new interchange at 211th Street, North Street/Peculiar Drive will become a less significant route for traffic to and from the west. Also, traffic to and from the west can access Route C at Main Street via Summerskill Road. Therefore, it is not as necessary to incorporate North Street into the roundabout. A dual lane roundabout at the Route C and Main Street intersection could provide substantial benefit with minor property acquisition. Additional lanes would also be needed on Route C between the dual lane roundabout and the I-49 interchange. A sketch of the roundabout is illustrated on Figure 4.



JUNE 2015

No Scale

Figure 4

**Route C**  
**Road Segment Analysis**  
 Peculiar, Missouri

**LONG TERM IMPROVEMENTS**



An operational analysis of the long term improvements was performed. Future traffic volumes for the long-term improvements are shown in the Appendix (Figure A-6). The average delay per vehicle and the corresponding levels of service during the peak hours are summarized in Table 8. The outputs from the Synchro analysis for the future conditions are included in Appendix C.

**Table 8  
Long Term Improvements Delay and Operations**

Intersection	Movement	Morning Peak Hour		Afternoon Peak Hour	
		LOS †	Delay *	LOS †	Delay *
Route C and Peculiar Drive	<i>Westbound</i>	<i>B</i>	<i>12.6</i>	<i>B</i>	<i>11.8</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>2.5</i>	<i>A</i>	<i>2.6</i>
Route C and South Street	<i>Eastbound</i>	<i>B</i>	<i>14.4</i>	<i>C</i>	<i>22.4</i>
	<i>Westbound</i>	<i>B</i>	<i>13.3</i>	<i>C</i>	<i>16.4</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.1</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.1</i>	<i>A</i>	<i>0.5</i>
Route C and Center Street	<i>Eastbound</i>	<i>C</i>	<i>22.3</i>	<i>C</i>	<i>21.5</i>
	<i>Westbound</i>	<i>B</i>	<i>14.1</i>	<i>D</i>	<i>25.8</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>0.0</i>	<i>A</i>	<i>0.0</i>
	<i>Southbound Left-Turn</i>	<i>A</i>	<i>0.3</i>	<i>A</i>	<i>0.1</i>
Route C and North Street	<i>Eastbound Left-Turn</i>	<i>F</i>	<i>&gt;100</i>	<i>F</i>	<i>&gt;100</i>
	<i>Eastbound Shared Right-Turn / Through</i>	<i>C</i>	<i>17.3</i>	<i>E</i>	<i>42.5</i>
	<i>Westbound Left-Turn</i>	<i>E</i>	<i>40.6</i>	<i>F</i>	<i>&gt;100</i>
	<i>Westbound Shared Right-Turn / Through</i>	<i>C</i>	<i>18.0</i>	<i>D</i>	<i>26.3</i>
	<i>Northbound Left-Turn</i>	<i>A</i>	<i>1.8</i>	<i>A</i>	<i>4.7</i>
Route C and Main Street	<i>Southbound Left-Turn</i>	<i>A</i>	<i>1.4</i>	<i>A</i>	<i>1.8</i>
	<i>Roundabout Northbound</i>	<i>B</i>	<i>13.7</i>	<i>A</i>	<i>9.6</i>
	<i>Roundabout Westbound</i>	<i>A</i>	<i>4.9</i>	<i>A</i>	<i>8.2</i>
Route C and Schug Avenue	<i>Roundabout Southbound</i>	<i>A</i>	<i>5.1</i>	<i>A</i>	<i>8.3</i>
	<i>Eastbound Left-Turn</i>	<i>A</i>	<i>8.1</i>	<i>B</i>	<i>10.2</i>
	<i>Westbound Left-Turn</i>	<i>A</i>	<i>9.3</i>	<i>A</i>	<i>8.7</i>
	<i>Northbound</i>	<i>C</i>	<i>17.8</i>	<i>D</i>	<i>25.4</i>
	<i>Southbound</i>	<i>B</i>	<i>12.0</i>	<i>F</i>	<i>&gt;100</i>

Each approach to the roundabout is projected to operate at an acceptable LOS. Some lengthy delays are projected for the stop controlled movements from the North Street and the Schug Avenue intersections. As previously mentioned, these intersections are not good candidates for traffic signal installation due to the close spacing of the intersections. Further, it is generally not efficient to mix roundabouts and traffic signals along a corridor. Southbound drivers on Schug Avenue and eastbound drivers on North Street have alternate routes to access Route C via Main Street if delays are unacceptable to drivers.

## Conclusion

The above study has focused on potential operational and safety improvements for the segment of Route C between Peculiar Drive and Schug Avenue in Peculiar, Missouri. The study included an assessment of the existing operational and safety conditions and along Route C, and identification of potential improvements to address deficiencies.

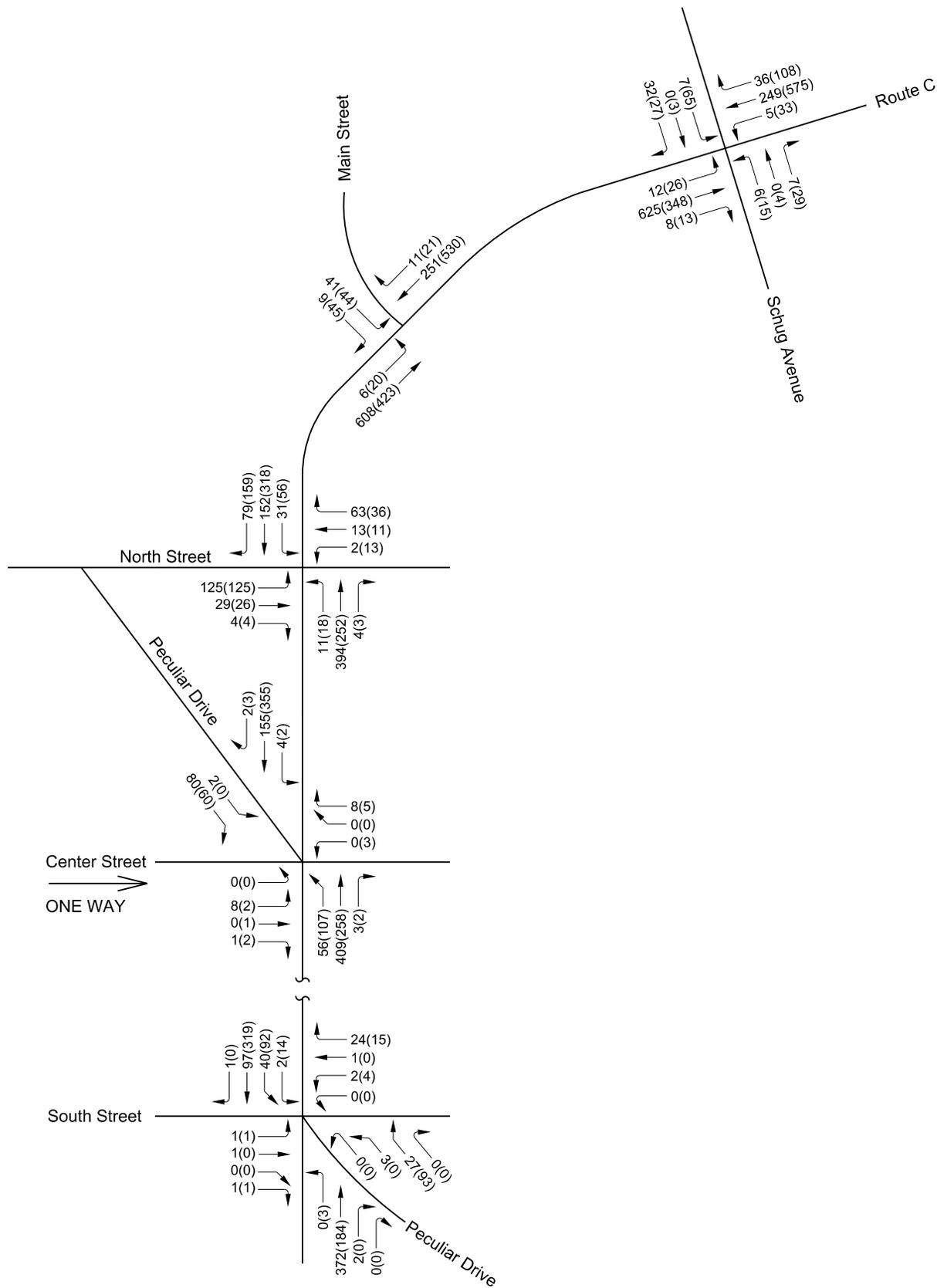
Based on the data that were collected, the study segment of Route C is generally operating satisfactorily overall. However, there are some areas of concern, which are summarized below:

- The five-leg intersections create some driver confusion because they are not a standard type of intersection. The skew angle of the Peculiar Drive approaches makes it difficult for drivers to perceive safe crossing gaps, thereby resulting in the potential for higher accident rates.
- A number of rear end crashes have occurred on Route C behind vehicles stopped to turn left at Schug Avenue and at Legend Drive.
- Lengthy delays and long queues form during the peak hours on the eastbound approach of the Route C and North Street intersection.
- Long delays are projected in the future at several side street approaches to the Route C corridor. Improvements are needed to allow for side street traffic to access Route C in the future.

Improvements were identified for two time frames. In the short term, it would be appropriate to eliminate the five-leg intersections with Peculiar Drive and add left-turn lanes at several intersection approaches. The short term improvements are illustrated on Figures 2 and 3. In the long term, traffic volumes are projected to increase, and traffic control improvements will be needed to improve operations for side street traffic accessing Route C. Construction of a dual lane roundabout at the intersection of Route C and Main Street would provide acceptable levels of service at a location that is accessible for many drivers in the western portion of Peculiar.

## Appendix A

Existing Peak Hour Traffic Volumes .....	Figure A-1
Future Development Areas .....	Figure A-2
Future Year 2035 Peak Hour Traffic Volume Projections .....	Figure A-3
Crash Types and Locations .....	Figure A-4
Short Term Improvements Traffic Volume Projections .....	Figure A-5
Long Term Improvements Traffic Volume Projections .....	Figure A-6



**Legend**

- A.M. Peak Hour Volume
- P.M. Peak Hour Volume



**EXISTING**  
**PEAK HOUR TRAFFIC VOLUMES**

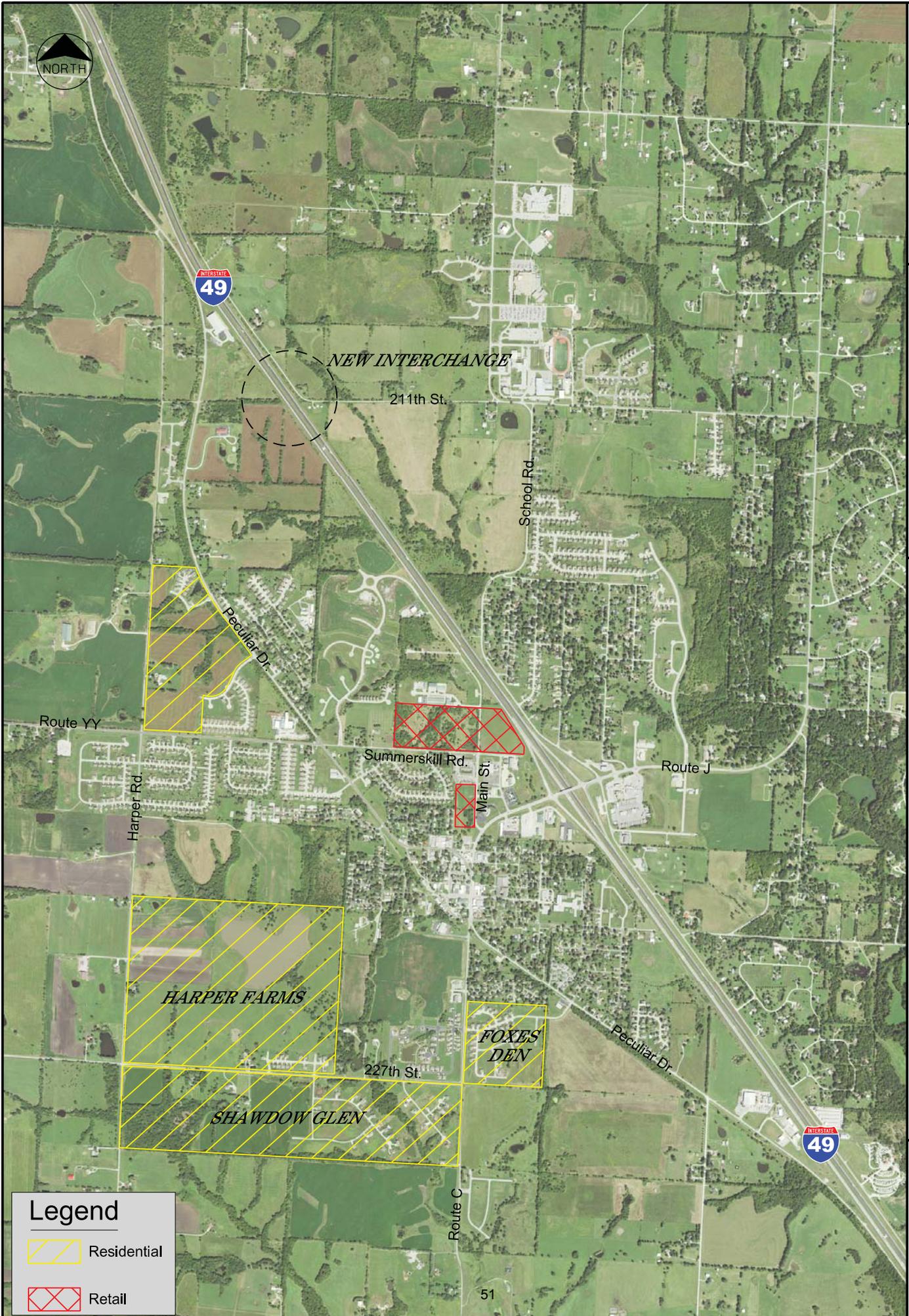
**Route C**  
**Road Segment Analysis**  
**Peculiar, Missouri**

JUNE 2015

No Scale

Figure A-1

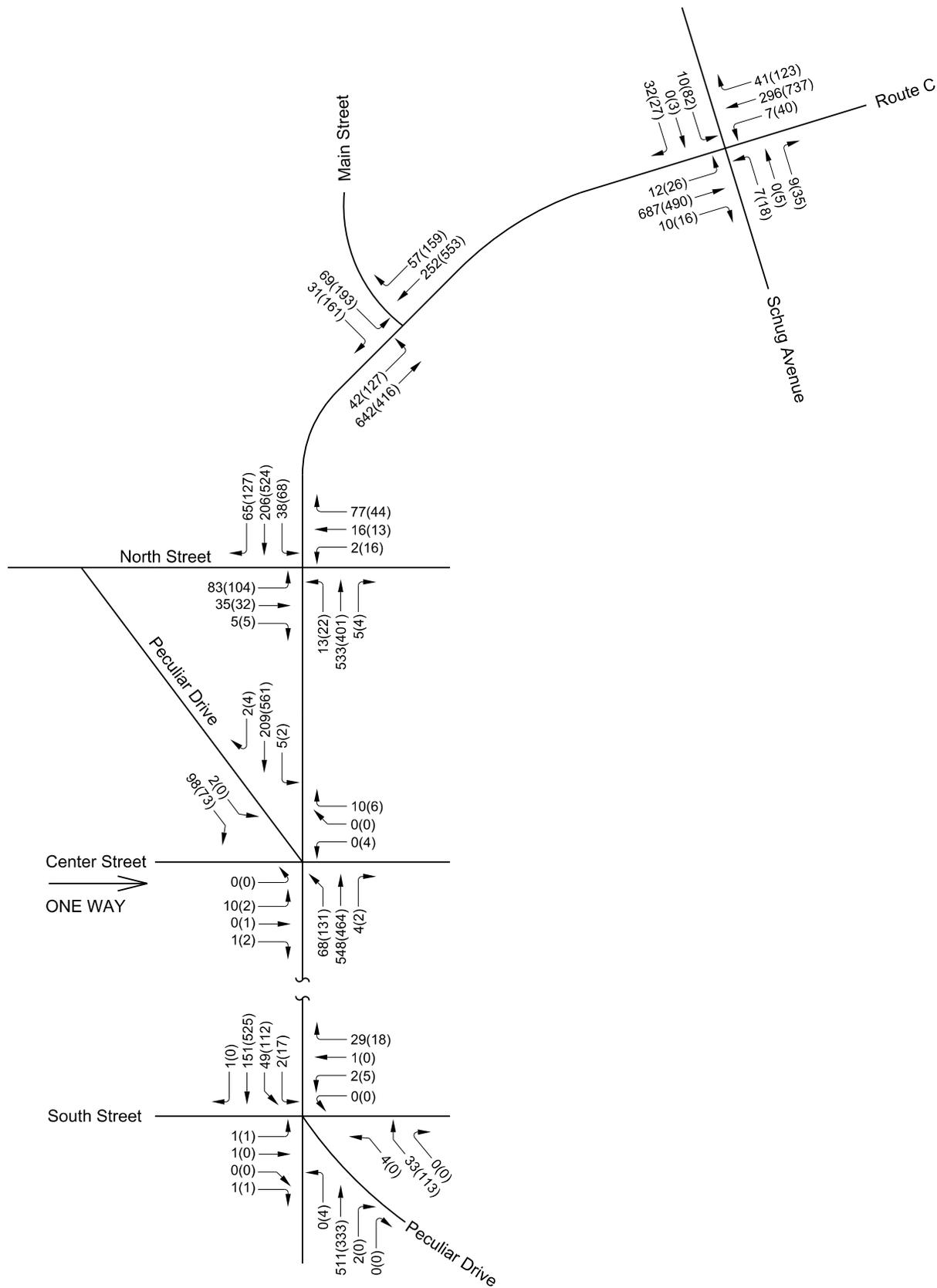
p:\HQ-PW\10115072\_TRANSSYS\CORP\_TRANSSYS\p\10115072 - Kansas City\10115072 - Route C TEAP Study\40,0000 - Detailed Design (Specifications, Drawings, Calculations)\40,0000 - CMM\44,1200 - Traffic\Figures\_F10115072



**Legend**

- Residential
- Retail

	<b>FUTURE DEVELOPMENT AREAS</b>	<b>Route C</b> <b>Road Segment Analysis</b> Peculiar, Missouri
JUNE 2015		Figure A-2
No Scale		



**Legend**

- 123(45) — A.M. Peak Hour Volume
- 123(45) — P.M. Peak Hour Volume

**Route C  
Road Segment Analysis  
Peculiar, Missouri**

**FUTURE YEAR 2035  
PEAK HOUR TRAFFIC VOLUMES**

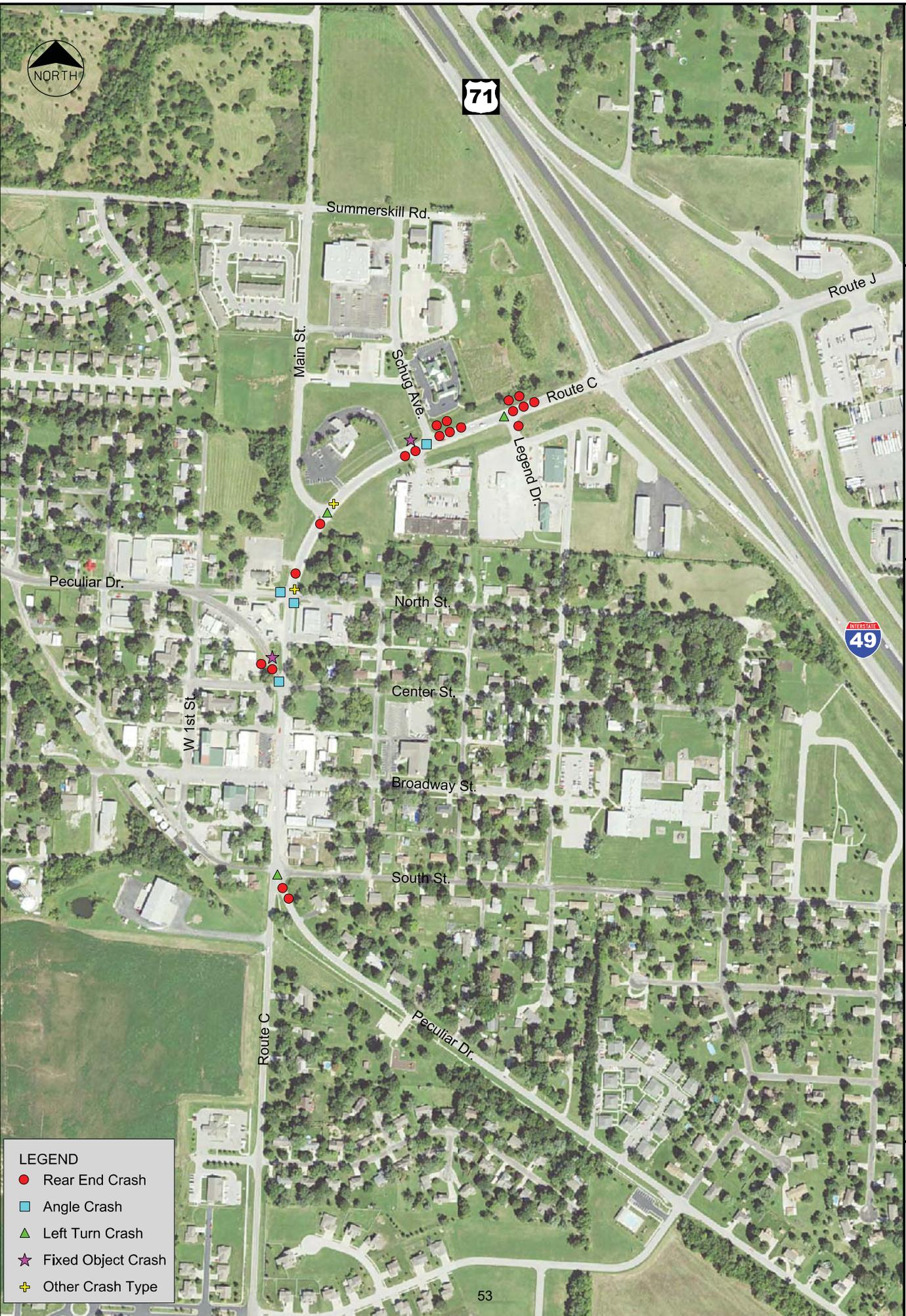
JUNE 2015

No Scale

Figure A-3



p:\1\HQ-PW\101150072 - Route C TEAP Study\40,0000 - Detailed Design (Specifications, Drawings, Calculations)\40,0000 - CMM\44,1200 - Traffic\Figures\_F101150072



- LEGEND**
- Rear End Crash
  - Angle Crash
  - ▲ Left Turn Crash
  - ★ Fixed Object Crash
  - ✚ Other Crash Type

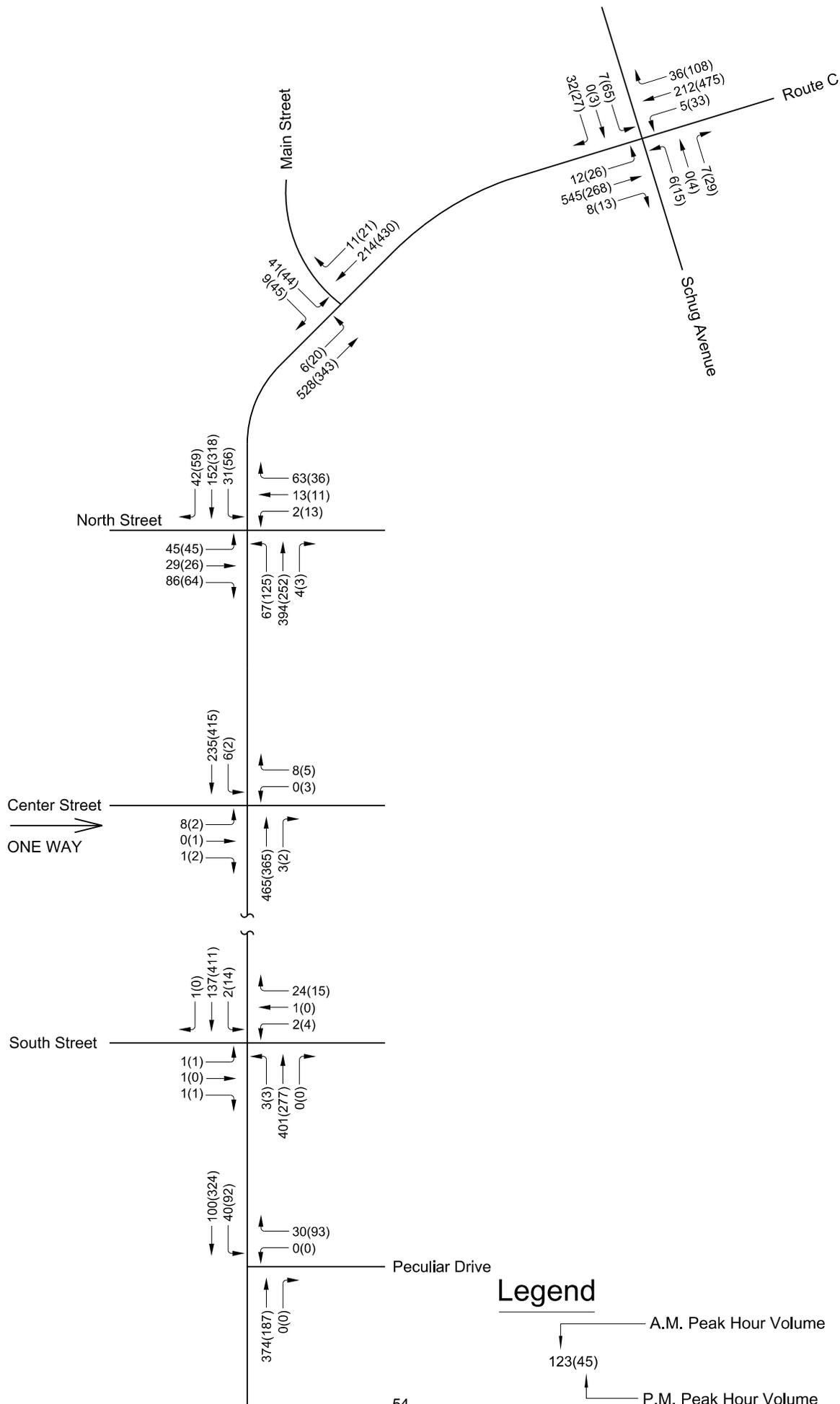
Route C  
Road Segment Analysis  
Peculiar, Missouri

JUNE 2015  
No Scale

Figure A-4

CRASH LOCATIONS





Route C  
Road Segment Analysis  
Peculiar, Missouri

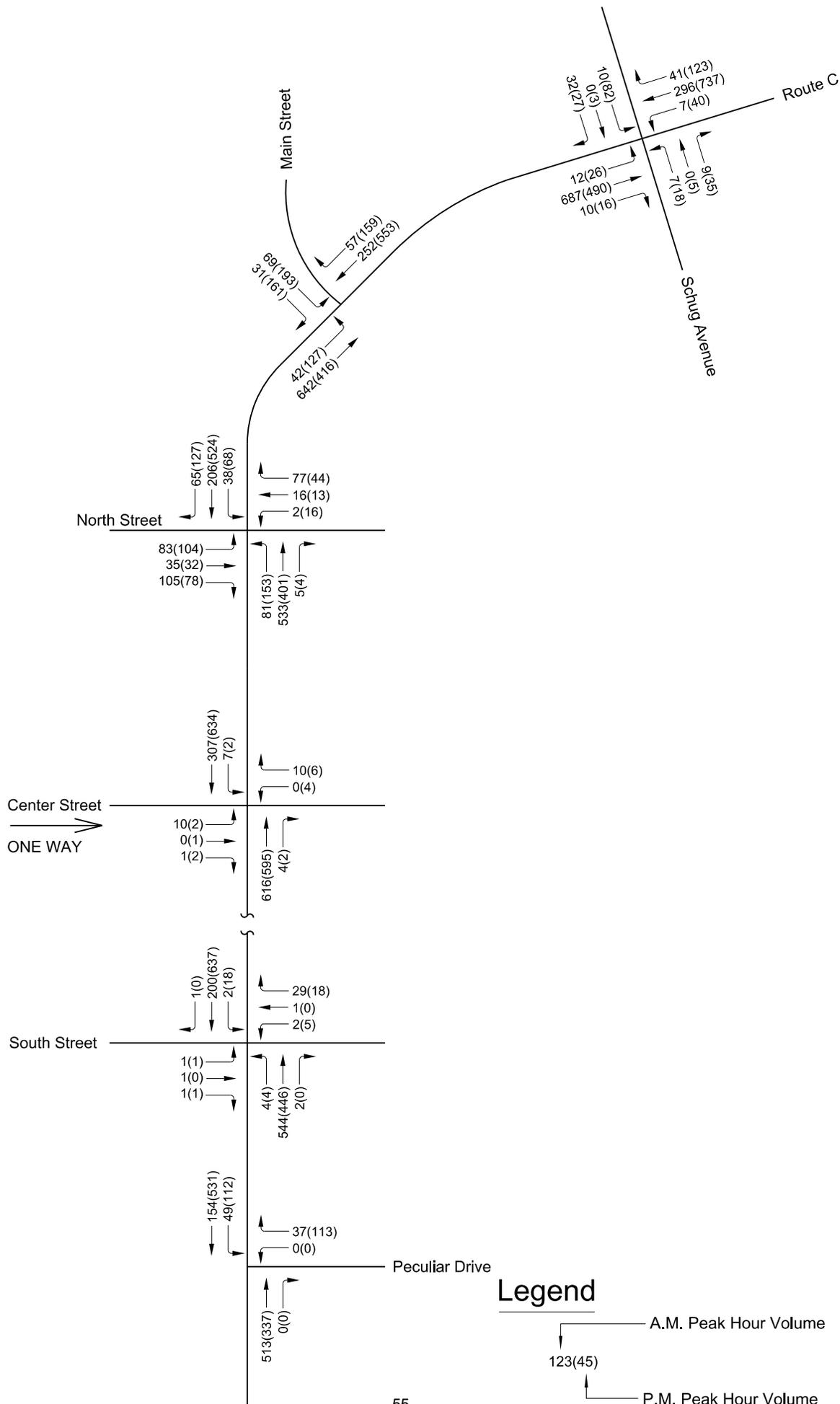
JUNE 2015

No Scale

Figure A-5

SHORT TERM IMPROVEMENTS  
PEAK HOUR TRAFFIC VOLUMES





	<b>LONG TERM IMPROVEMENTS ROAD SEGMENT ANALYSIS PEAK HOUR TRAFFIC VOLUMES</b>	<b>Route C Road Segment Analysis Peculiar, Missouri</b>	JUNE 2015  No Scale	Figure A-6
---	---	---	---------------------------	------------

## Appendix B

Trip Generation and Distribution Reports

See Attached Worksheets

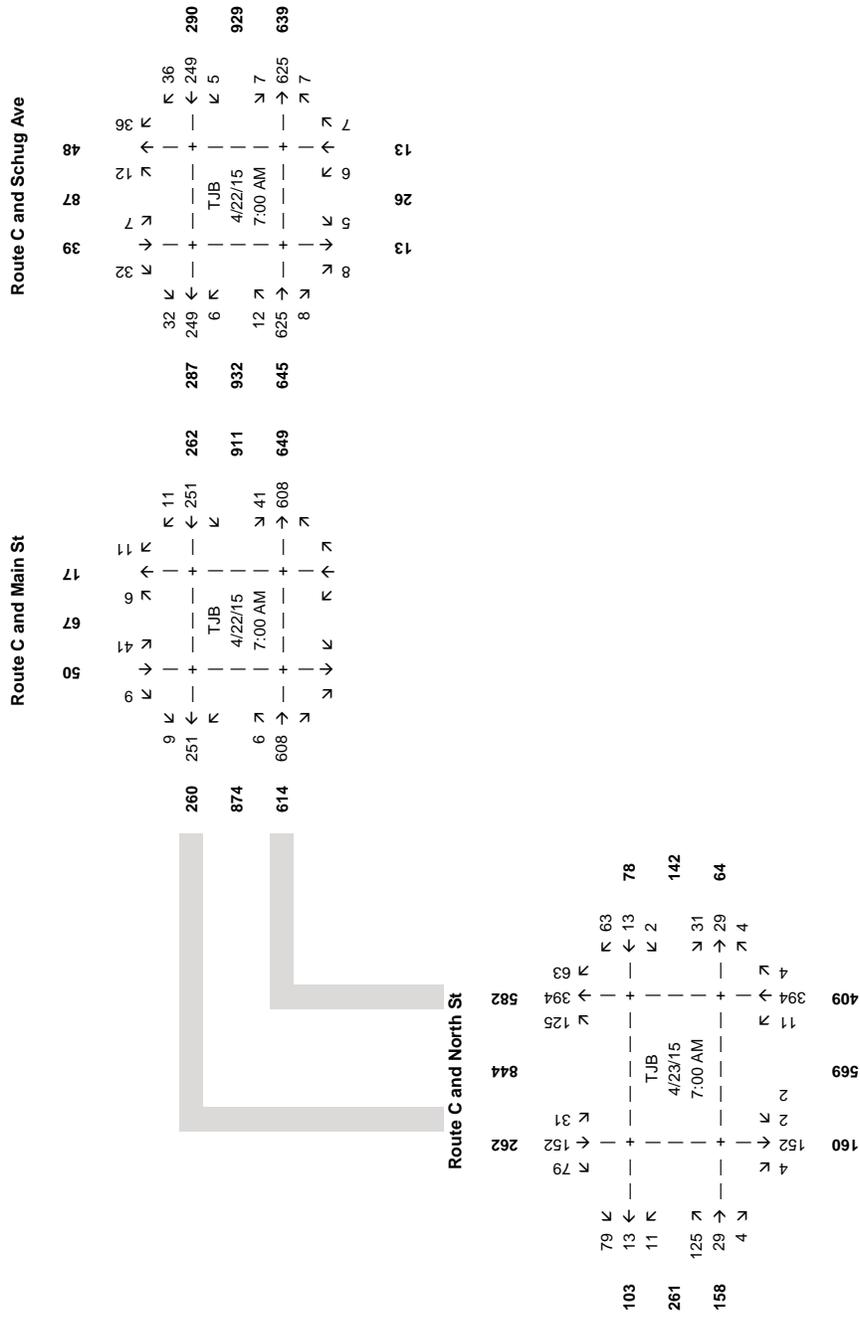
**Route C  
Peculiar, MO  
Trip Generation**

Land Use	Intensity	ITE Code	Daily	A.M. Peak Hour			P.M. Peak Hour						
				Total	% In	% Out	Total	% In	% Out				
<b>Proposed Development</b>													
Single-Family Detached Housing (Shadow Gle	80 du	210	855	66	25%	75%	17	50	86	63%	37%	54	32
Single-Family Detached Housing (Fox's Den)	60 du	210	656	52	25%	75%	13	39	66	63%	37%	42	24
Single-Family Detached Housing (Harper Farm	250 du	210	2,440	185	25%	75%	46	139	240	63%	37%	151	89
	<b>Residential Subtotal</b>		<b>3,951</b>	<b>303</b>			<b>76</b>	<b>227</b>	<b>392</b>			<b>247</b>	<b>145</b>
Shopping Center (North)	110,000 sf	820	7,225	165	62%	38%	102	63	639	48%	52%	307	332
	<b>Retail Subtotal</b>		<b>7,225</b>	<b>165</b>			<b>102</b>	<b>63</b>	<b>639</b>			<b>307</b>	<b>332</b>
	<b>Total</b>		<b>11,176</b>	<b>468</b>			<b>178</b>	<b>290</b>	<b>1,031</b>			<b>554</b>	<b>477</b>

**Notes** ~ Estimates based on ITE's Trip Generation, 9th Edition

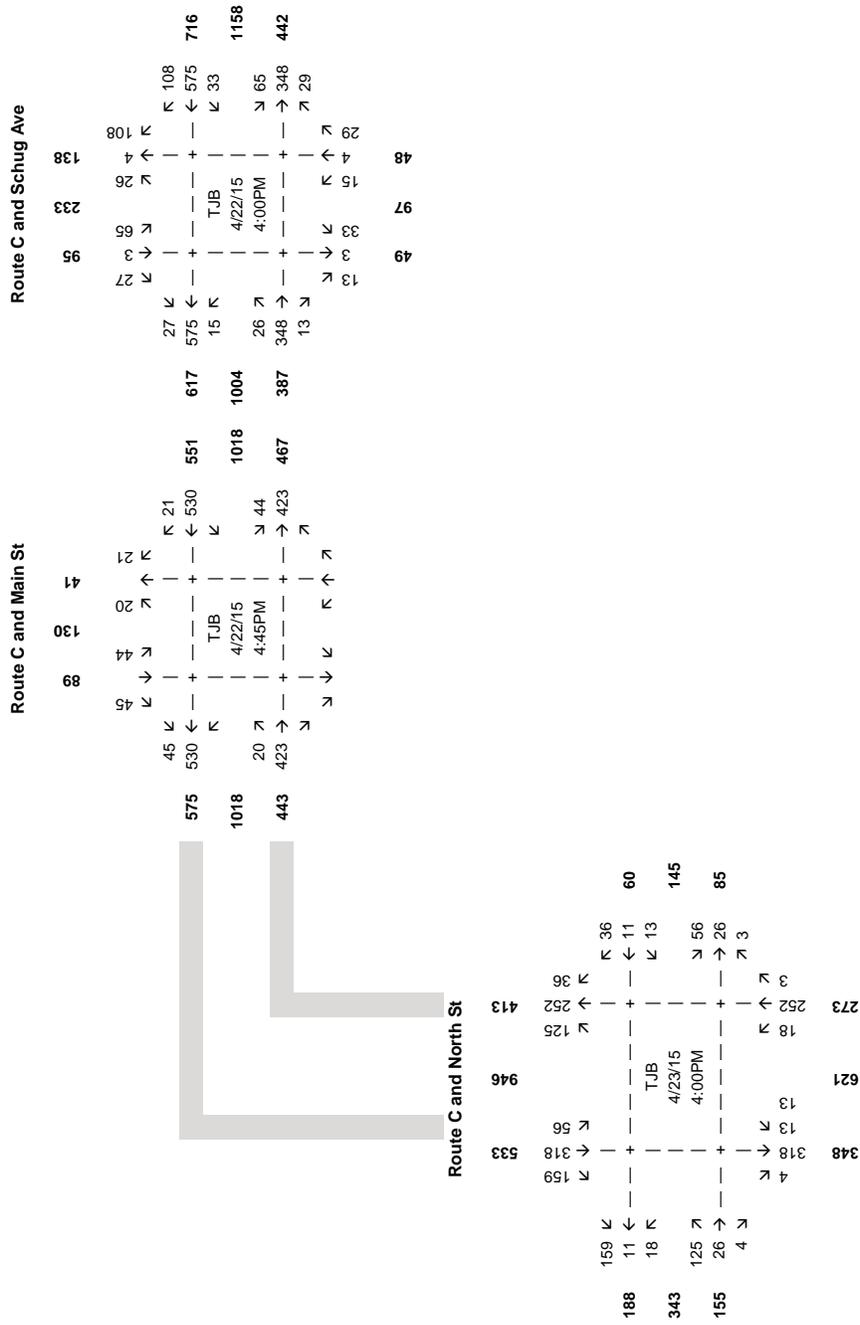
# Route C Teap Study Peculiar, MO

## Existing Conditions A.M. Peak Hour



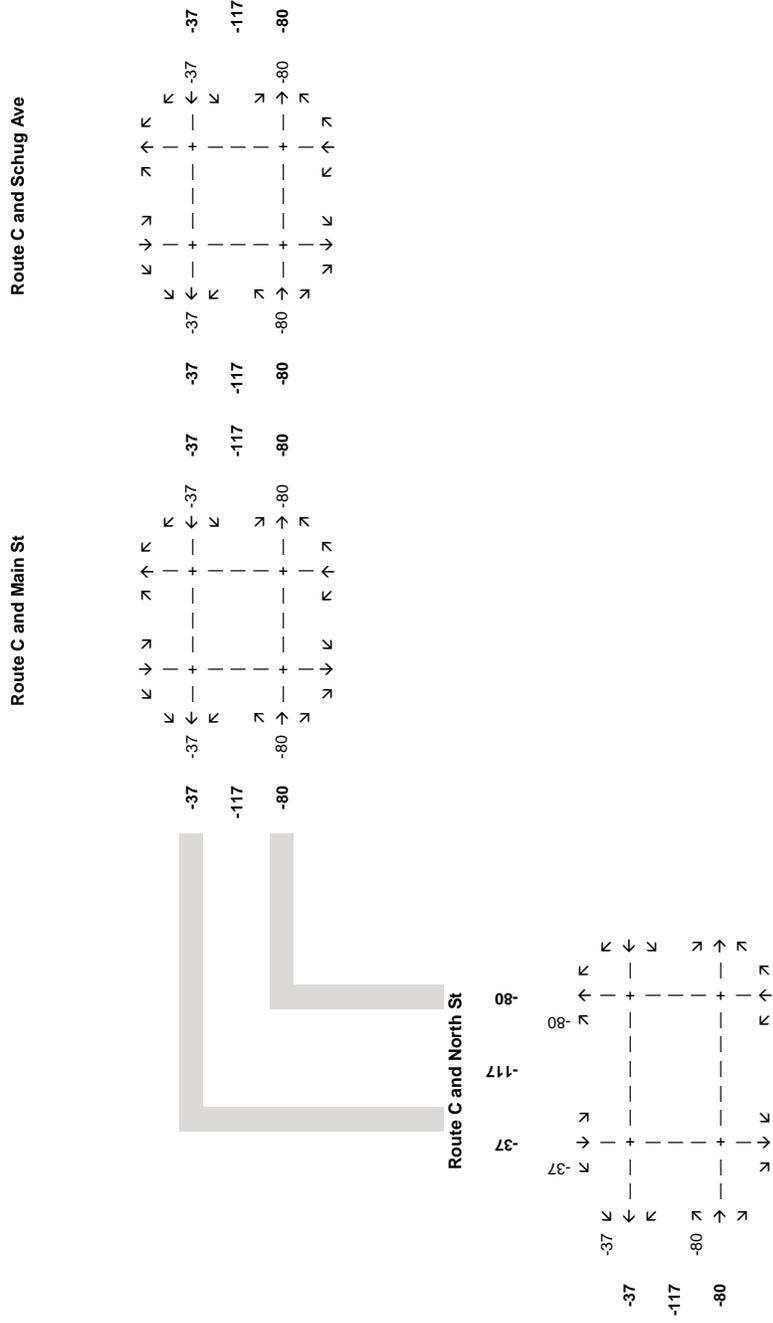
# Route C Teap Study Peculiar, MO

## Existing Conditions P.M. Peak Hour



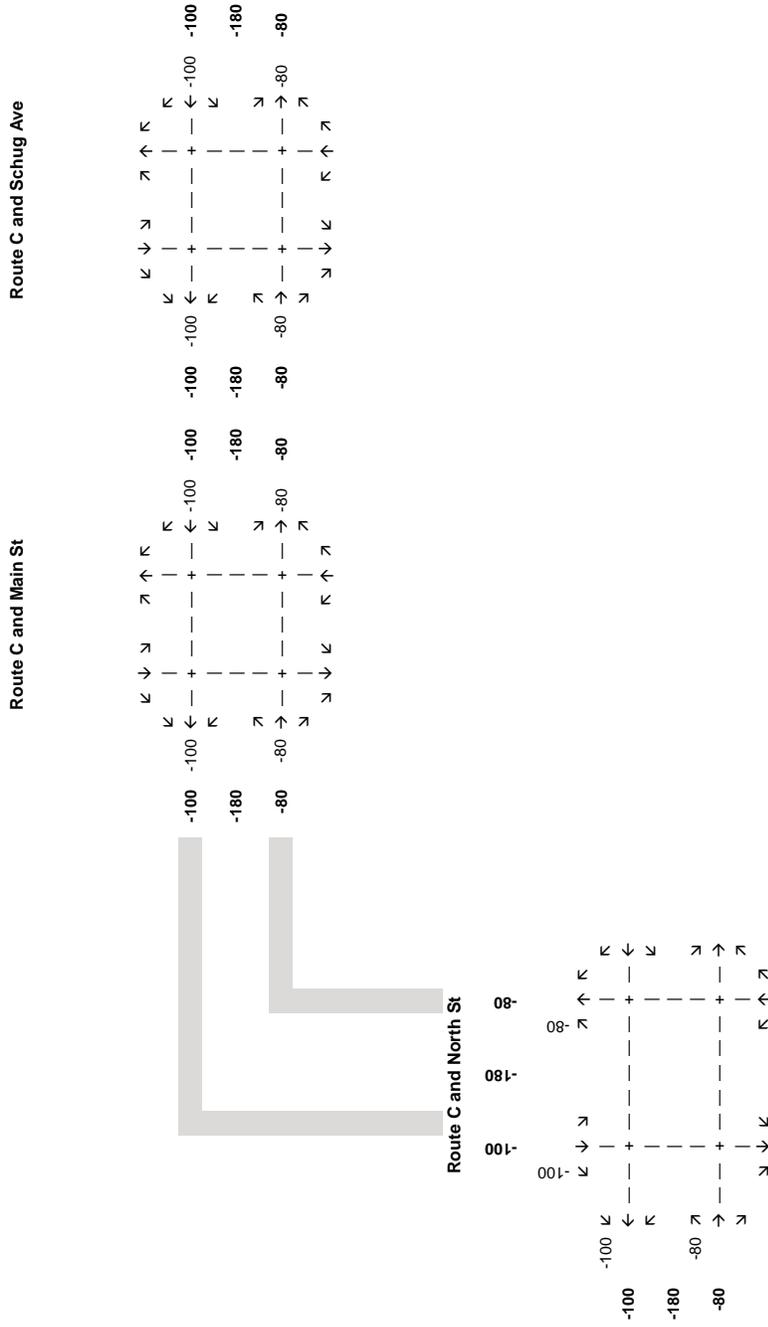
# Route C Teap Study Peculiar, MO

## Diversion of Existing Traffic for 211th Street Interchange A.M. Peak Hour



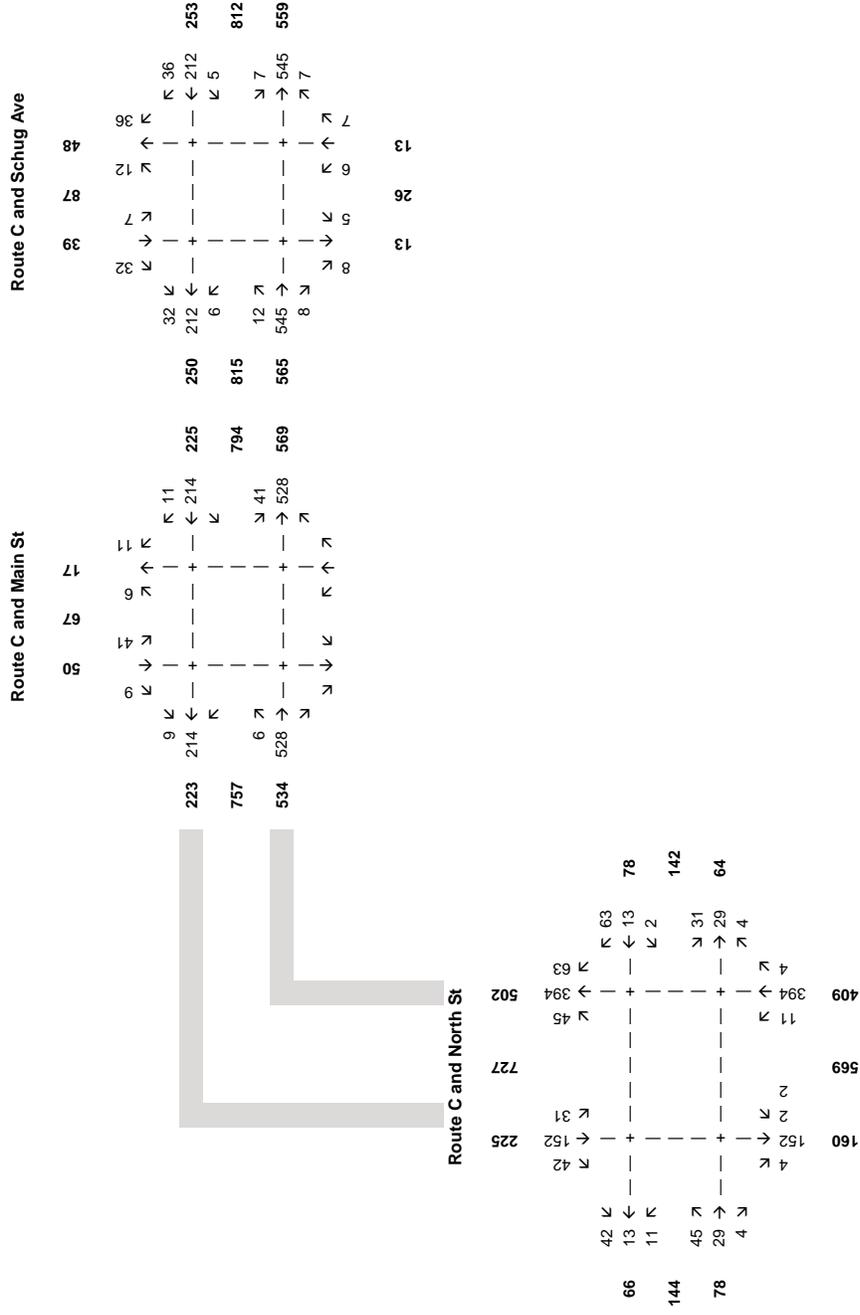
# Route C Teap Study Peculiar, MO

## Diversion of Existing Traffic for 211th Street Interchange P.M. Peak Hour



# Route C Teap Study Peculiar, MO

## Existing Traffic Volumes with Diversion for 211th Street Interchange A.M. Peak Hour

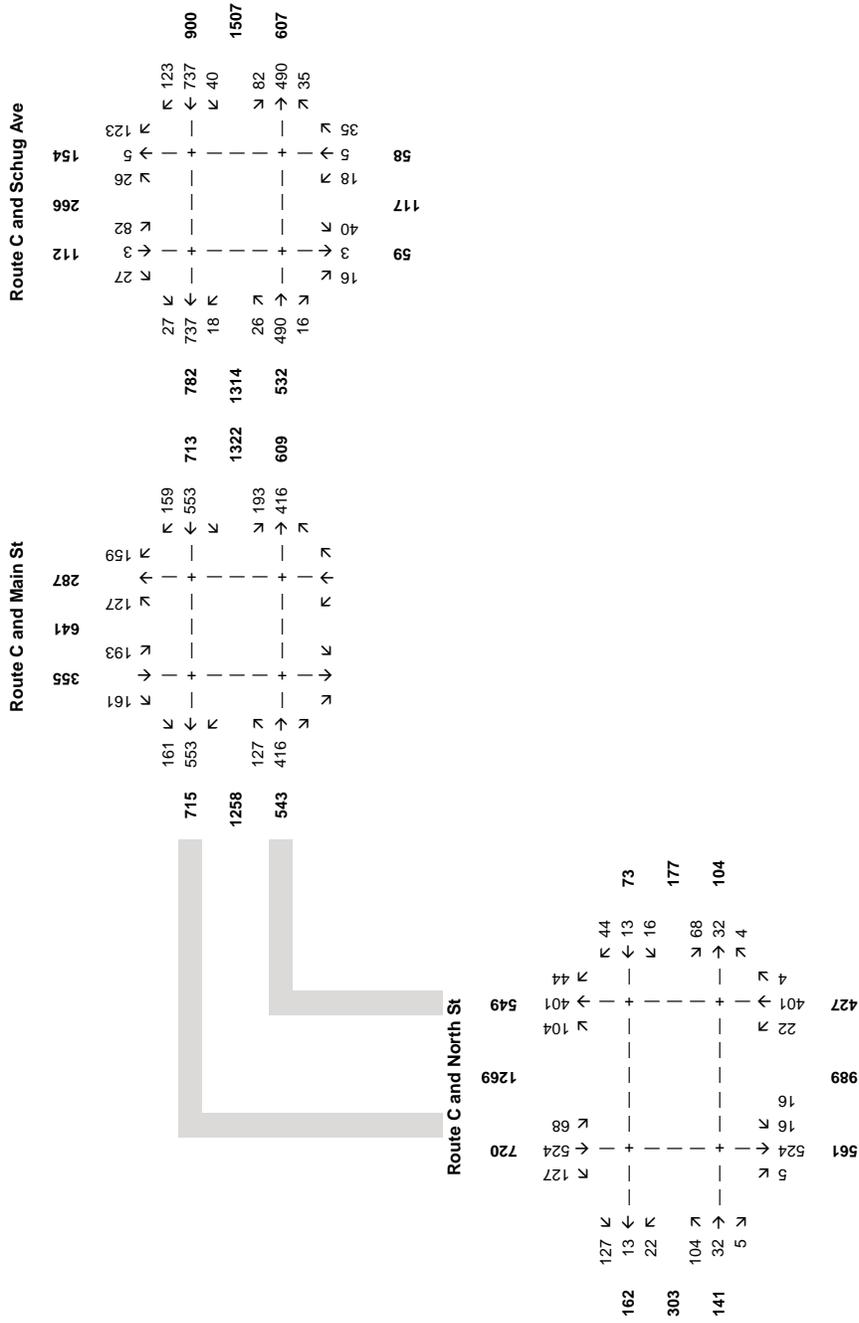






# Route C Teap Study Peculiar, MO

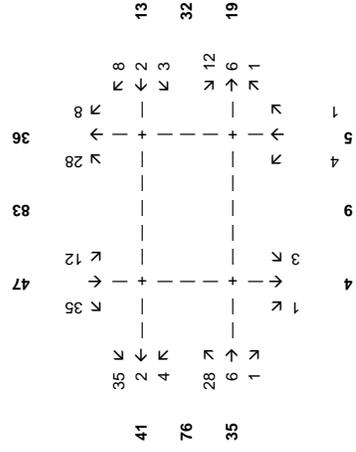
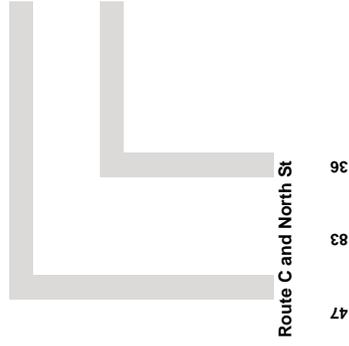
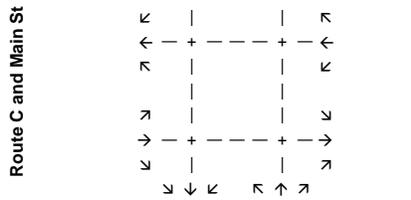
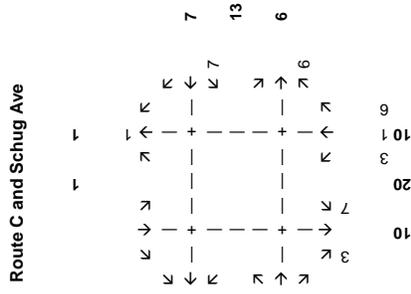
## Future Traffic Volume P.M. Peak Hour





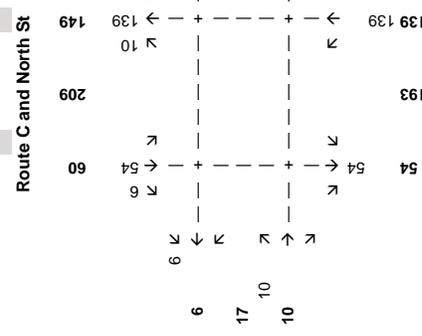
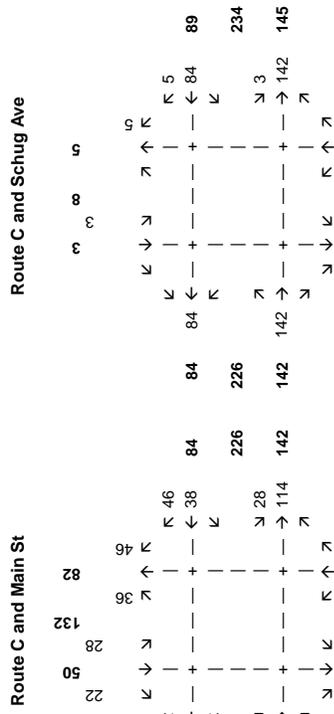
# Route C Teap Study Peculiar, MO

## Future Background Growth P.M. Peak Hour



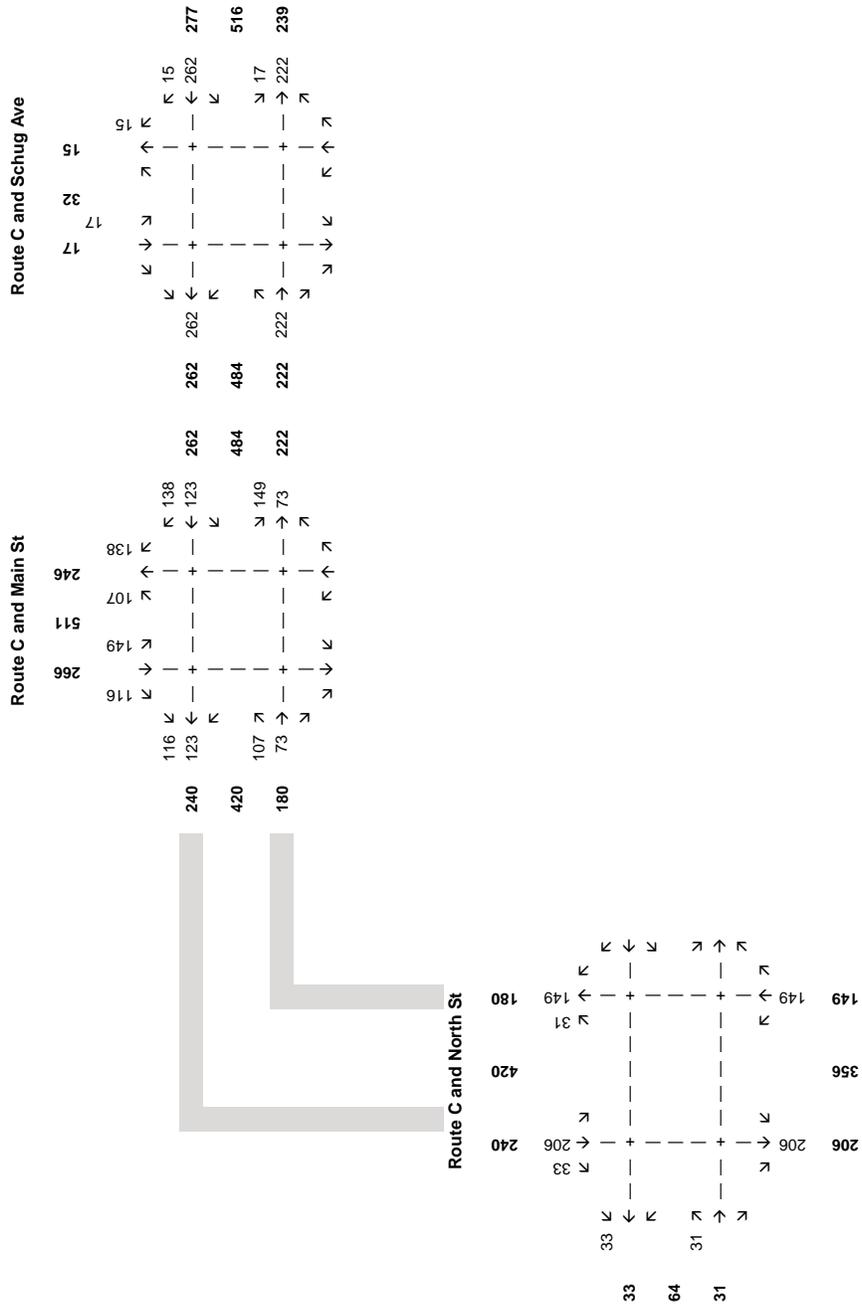
# Route C Teap Study Peculiar, MO

## Future Development Trips A.M. Peak Hour



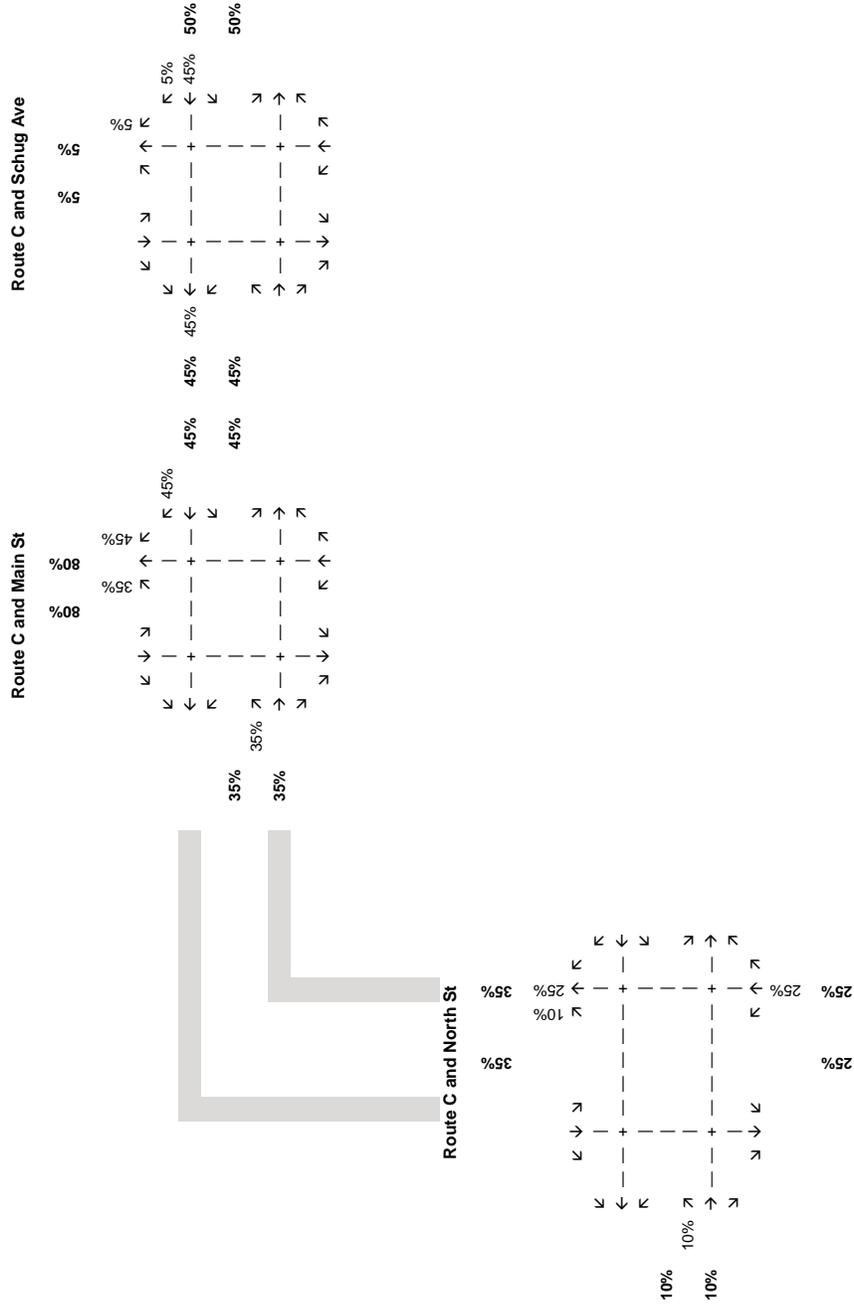
# Route C Teap Study Peculiar, MO

## Future Development Trips P.M. Peak Hour



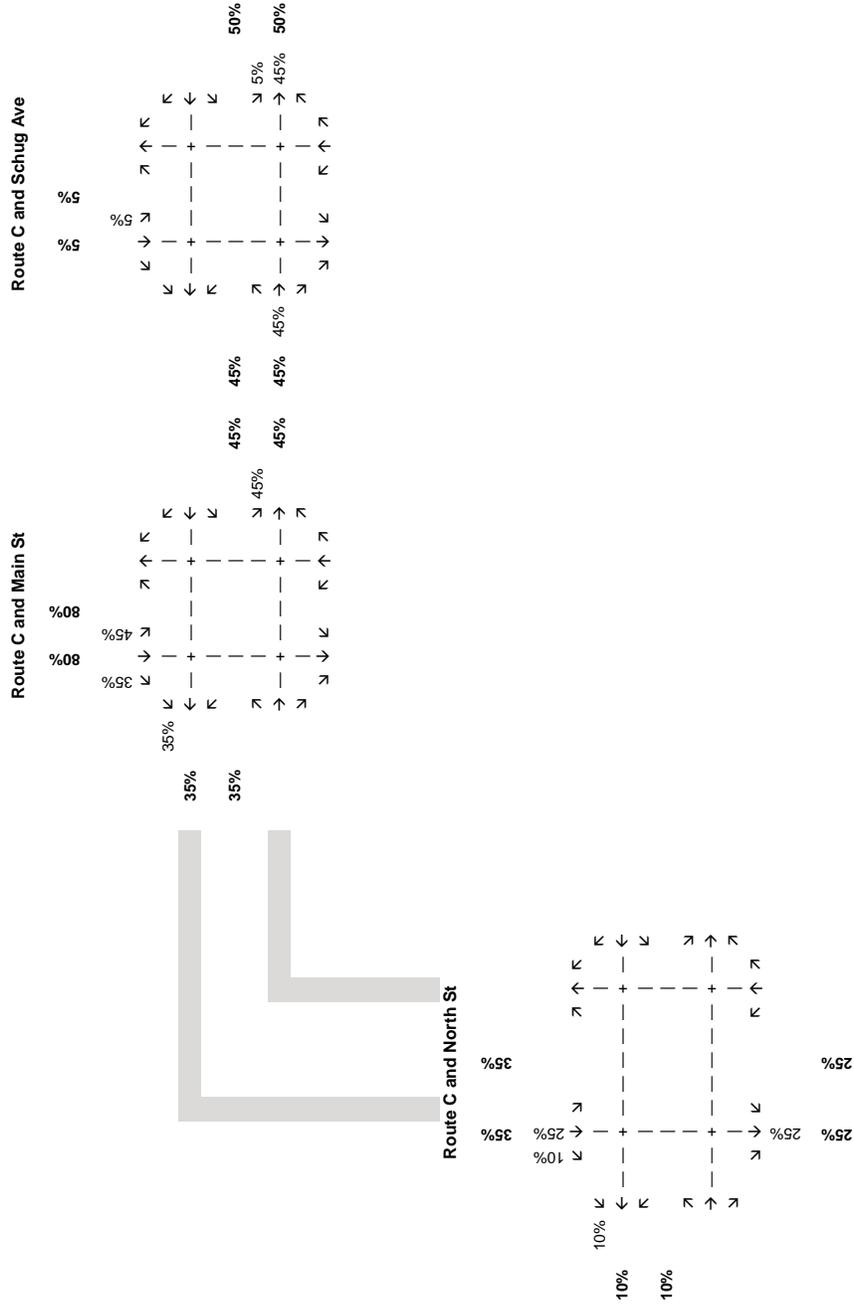
# Route C Teap Study Peculiar, MO

## Trip Distribution INBOUND - Retail



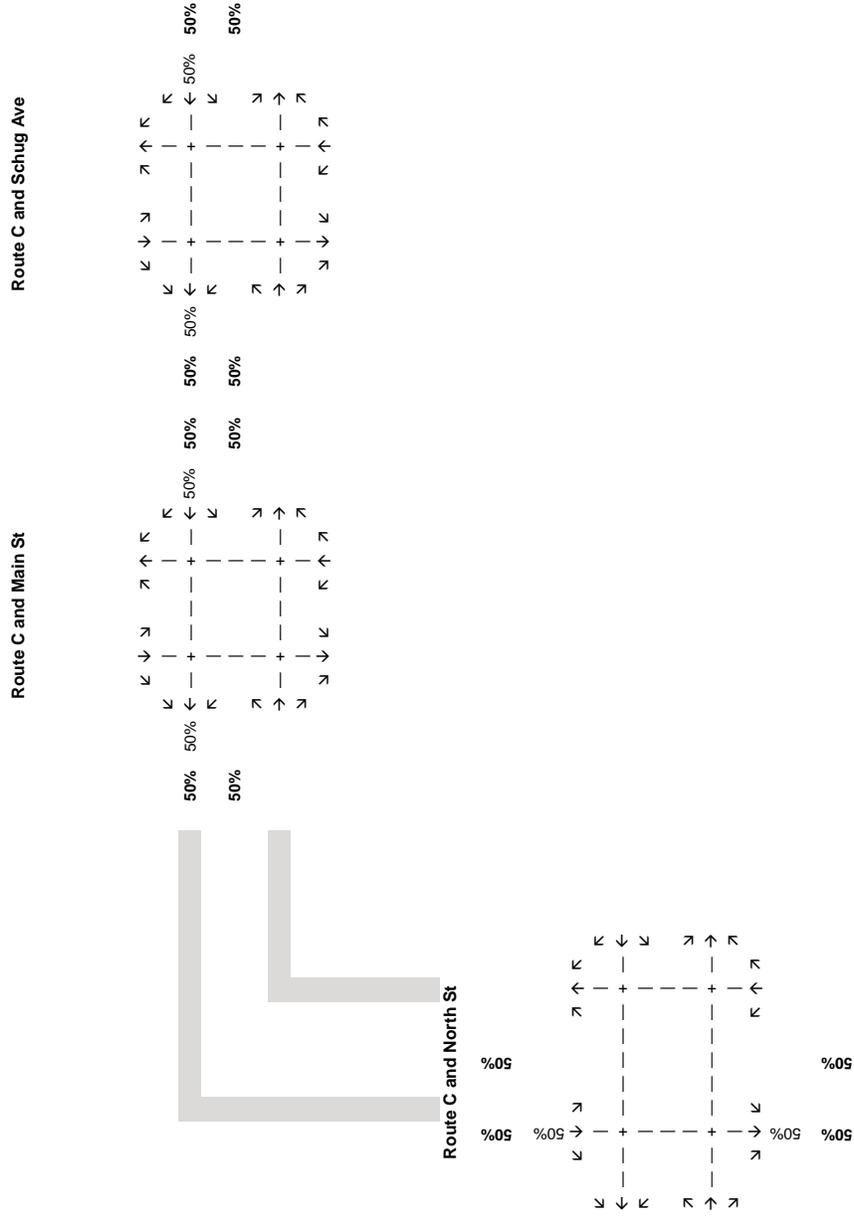
# Route C Teap Study Peculiar, MO

## Trip Distribution OUTBOUND - Retail



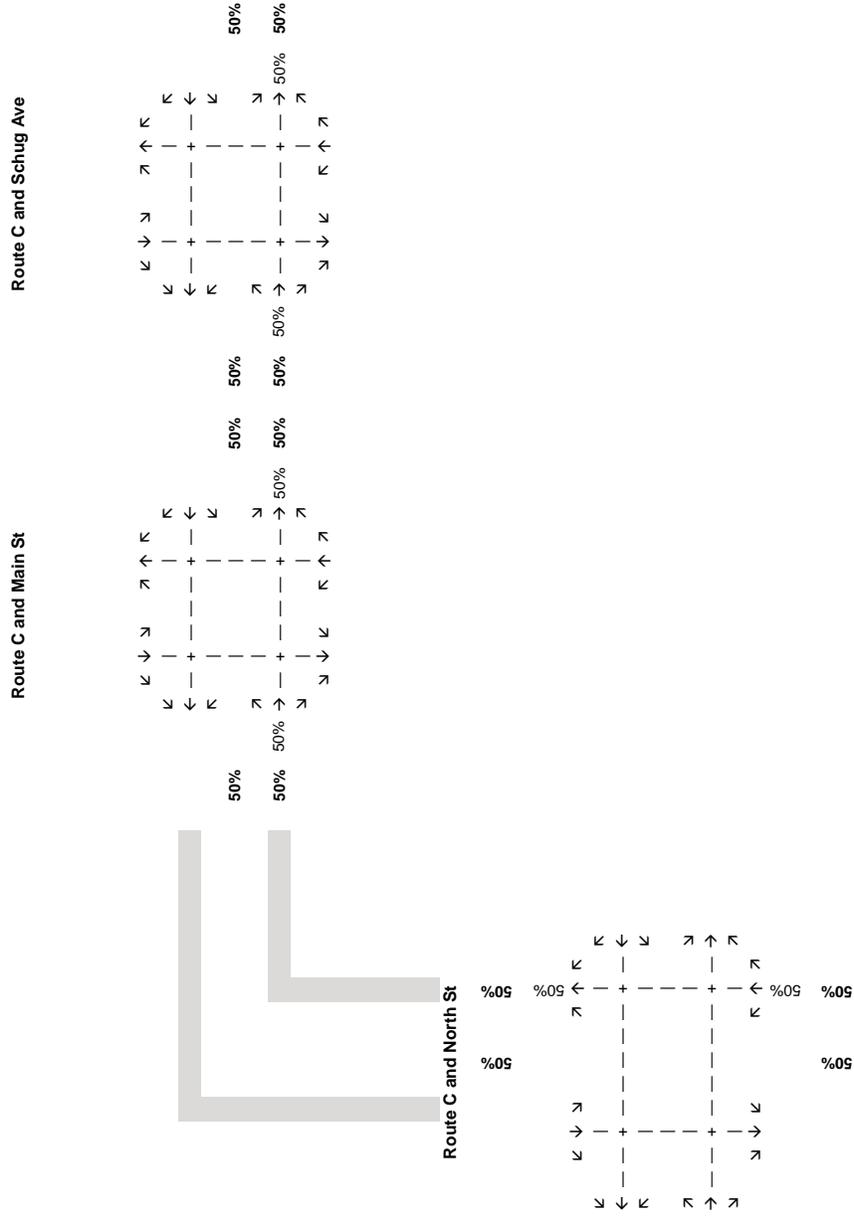
# Route C Teap Study Peculiar, MO

## Trip Distribution INBOUND - Residential



# Route C Teap Study Peculiar, MO

## Trip Distribution OUTBOUND - Residential



## Appendix C

Capacity Analysis Reports

See Attached Reports

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

AM Peak Hour Existing Conditions

AM Peak Hour Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	12	625	8	5	249	36	6	0	7	7	0	32
Volume (veh/h)												
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	694	9	6	277	40	7	0	8	8	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	317			703			1069	1063	699	1041	1038	297
vC1 stage 1 conf vol												
vC2 stage 2 conf vol												
vCu unblocked vol	317			703			1069	1063	699	1041	1038	297
IC single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			96	100	98	96	100	95
GM capacity (veh/h)	1243			894			187	222	440	202	227	743
Direction_Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	717	322	14	43								
Volume Left	13	6	7	8								
Volume Right	9	40	8	36								
cSH	1243	894	271	501								
Volume to Capacity	0.01	0.01	0.05	0.09								
Queue Length 95th (ft)	1	0	4	7								
Control Delay (s)	0.3	0.2	19.0	12.9								
Lane LOS	A	A	C	B								
Approach Delay (s)	0.3	0.2	19.0	12.9								
Approach LOS	C	B	C	B								
<b>Intersection Summary</b>												
Average Delay	1.0			49.8%			ICU Level of Service			A		
Intersection Capacity Utilization	49.8%			ICU Level of Service			A			A		
Analysis Period (min)	15			15			15			15		

Movement	EBL2	EBL	SBL	SWR	SWR2	
Lane Configurations	6	608	41	9	251	
Volume (veh/h)						
Sign Control	Free	Free	Stop	Free	Free	
Grade	0%	0%	0%	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	7	676	46	10	279	
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX platoon unblocked						
vC conflicting volume	291			974	285	
vC1 stage 1 conf vol						
vC2 stage 2 conf vol						
vCu unblocked vol	291			974	285	
IC single (s)	4.1			6.4	6.2	
IC 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	99			84	99	
GM capacity (veh/h)	1271			278	754	
Direction_Lane #	EB 1	SB 1	SB 2	SW 1		
Volume Total	682	46	10	291		
Volume Left	7	46	0	0		
Volume Right	0	0	10	12		
cSH	1271	278	754	1700		
Volume to Capacity	0.01	0.16	0.01	0.17		
Queue Length 95th (ft)	0	14	1	0		
Control Delay (s)	0.1	20.5	9.8	0.0		
Lane LOS	A	C	A			
Approach Delay (s)	0.1	18.6	0.0			
Approach LOS	C	C				
<b>Intersection Summary</b>						
Average Delay	1.1		44.0%		ICU Level of Service	
Intersection Capacity Utilization	44.0%		ICU Level of Service		A	
Analysis Period (min)	15		15		15	

HCM Unsignalized Intersection Capacity Analysis  
3: Route C & North Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	29	4	2	13	63	11	394	4	31	152	79
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	139	32	4	2	14	70	12	438	4	34	169	88
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	823	748	213	767	790	440	257					442
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823	748	213	767	790	440	257					442
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	43	90	99	99	95	89	99					97
cM capacity (veh/h)	242	327	827	285	310	617	1308					1118
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	176	87	454	291								
Volume Left	139	2	12	34								
Volume Right	4	70	4	88								
cSH	259	516	1308	1118								
Volume to Capacity	0.68	0.17	0.01	0.03								
Queue Length 95th (ft)	110	15	1	2								
Control Delay (s)	E 43.7	B 13.4	A 0.3	1.3								
Lane LOS	E	B	A	A								
Approach Delay (s)	E 43.7	B 13.4	A 0.3	1.3								
Approach LOS	E	B	A	A								
<b>Intersection Summary</b>												
Average Delay	9.3											
Intersection Capacity Utilization	50.7%											
Analysis Period (min)	15											
ICU Level of Service	A											

HCM Unsignalized Intersection Capacity Analysis  
4: Route C & Center Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	0	81	0	0	8	56	409	3	4	155	2
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	9	0	90	0	0	9	62	454	3	4	172	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	772	764	173	853	764	456	174					458
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	772	764	173	853	764	456	174					458
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	97	100	90	100	100	99	96					100
cM capacity (veh/h)	301	317	870	241	318	604	1402					1103
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	99	9	520	179								
Volume Left	9	0	62	4								
Volume Right	90	9	3	2								
cSH	744	604	1402	1103								
Volume to Capacity	0.13	0.01	0.04	0.00								
Queue Length 95th (ft)	11	1	3	0								
Control Delay (s)	B 10.6	B 11.0	A 1.3	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	B 10.6	B 11.0	A 1.3	0.2								
Approach LOS	B	B	A	A								
<b>Intersection Summary</b>												
Average Delay	2.3											
Intersection Capacity Utilization	55.4%											
Analysis Period (min)	15											
ICU Level of Service	B											

HCM Unsignalized Intersection Capacity Analysis  
5: Route C & South Street

Movement	Existing Conditions											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Lane Configurations	1	1	1	5	1	51	3	572	2	42	97	
Volume (veh/h)	1	1	1	51	1	51	3	572	2	42	97	
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	1	1	1	6	1	57	3	636	2	47	108	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	902	846	108	847	846	637	109				638	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	902	846	108	847	846	637	109				638	
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	99	100	100	98	100	88	100				95	
GM capacity (veh/h)	218	284	945	270	284	477	1482				946	
Direction_Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	63	641	156								
Volume Left	1	6	3	47								
Volume Right	1	57	2	1								
cSH	327	442	1482	946								
Volume to Capacity	0.01	0.14	0.00	0.05								
Queue Length 95th (ft)	1	12	0	4								
Control Delay (s)	16.1	14.5	0.1	3.0								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.1	14.5	0.1	3.0								
Approach LOS	C	B	A	A								
<b>Intersection Summary</b>												
Average Delay				1.7								
Intersection Capacity Utilization	48.6%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
1: Schug Avenue & Route C

Movement	Existing Conditions											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Lane Configurations	26	348	13	33	575	108	15	4	29	65	3	
Volume (veh/h)	26	348	13	33	575	108	15	4	29	65	3	
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	29	387	14	37	639	120	17	4	32	72	3	
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	759	401	401	1256	1284	394	1258	1231	699	699	6.2	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	759	401	401	1256	1284	394	1258	1231	699	699	6.2	
IC, single (s)	4.1	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2	7.1	6.5	
IC, 2 stage (s)												
IF (s)	2.2	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3	3.5	4.0	
p0 queue free %	97	97	97	87	97	95	45	98	93	93	93	
GM capacity (veh/h)	853	1158	1158	129	154	655	131	166	440	440	4.0	
Direction_Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	430	796	53	106								
Volume Left	29	37	17	72								
Volume Right	14	120	32	30								
cSH	853	1158	258	165								
Volume to Capacity	0.03	0.03	0.21	0.64								
Queue Length 95th (ft)	3	2	19	90								
Control Delay (s)	1.0	0.8	22.6	59.5								
Lane LOS	A	A	C	F								
Approach Delay (s)	1.0	0.8	22.6	59.5								
Approach LOS	C	B	F	F								
<b>Intersection Summary</b>												
Average Delay				6.2								
Intersection Capacity Utilization	63.7%			ICU Level of Service			B					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	EBL2	EBL	SBL	SWR	SWR2	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations																	
Volume (veh/h)	20	423	44	45	530	21	26	4	13	11	36	18	252	3	56	318	159
Sign Control	Free	Stop	0%	0%	Free	0%	Stop	0%	Stop	0%	0%	0%	Free	Free	Free	Free	Free
Grade	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	22	470	49	50	589	23	29	4	14	12	40	20	280	3	62	353	177
Hourly flow rate (vph)																	
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)																	
Median type	None				None												None
Median storage (veh)																	
Upstream signal (ft)																	
pX platoon unblocked																	
vC, conflicting volume	612	1115	601				934	889	442	907	976	282	530				283
vC1, stage 1 conf vol																	
vC2, stage 2 conf vol																	
vCu, unblocked vol	612	1115	601				934	889	442	907	976	282	530				283
IC, single (s)	4.1	6.4	6.2				7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1
IC, 2 stage (s)																	
IF (s)	2.2	3.5	3.3				3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2
p0 queue free %	98	78	90				35	89	99	93	95	98	95				95
cM capacity (veh/h)	967	225	501				212	263	616	222	234	757	1037				1279
Direction, Lane #	EB 1	SB 1	SB 2	SW 1			EB 1	WB 1	NB 1	SB 1							
Volume Total	492	49	50	612			172	67	303	592							
Volume Left	22	49	0	0			139	14	20	62							
Volume Right	0	0	50	23			4	40	3	177							
cSH	967	225	501	1700			223	392	1037	1279							
Volume to Capacity	0.02	0.22	0.10	0.36			0.77	0.17	0.02	0.05							
Queue Length 95th (ft)	2	20	8	0			136	15	1	4							
Control Delay (s)	0.7	25.4	13.0	0.0			60.4	16.1	0.7	1.3							
Lane LOS	A	D	B				F	C	A	A							
Approach Delay (s)	0.7	19.1	0.0				60.4	16.1	0.7	1.3							
Approach LOS	C						F	C									
<b>Intersection Summary</b>																	
Average Delay	11.0																
Intersection Capacity Utilization	65.8%																
ICU Level of Service	C																
Analysis Period (min)	15																

Movement	EBL2	EBL	SBL	SWR	SWR2	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations																	
Volume (veh/h)	20	423	44	45	530	21	26	4	13	11	36	18	252	3	56	318	159
Sign Control	Free	Stop	0%	0%	Free	0%	Stop	0%	Stop	0%	0%	0%	Free	Free	Free	Free	Free
Grade	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	22	470	49	50	589	23	29	4	14	12	40	20	280	3	62	353	177
Hourly flow rate (vph)																	
Pedestrians																	
Lane Width (ft)																	
Walking Speed (ft/s)																	
Percent Blockage																	
Right turn flare (veh)																	
Median type	None				None												None
Median storage (veh)																	
Upstream signal (ft)																	
pX platoon unblocked																	
vC, conflicting volume	612	1115	601				934	889	442	907	976	282	530				283
vC1, stage 1 conf vol																	
vC2, stage 2 conf vol																	
vCu, unblocked vol	612	1115	601				934	889	442	907	976	282	530				283
IC, single (s)	4.1	6.4	6.2				7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1
IC, 2 stage (s)																	
IF (s)	2.2	3.5	3.3				3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2
p0 queue free %	98	78	90				35	89	99	93	95	98	95				95
cM capacity (veh/h)	967	225	501				212	263	616	222	234	757	1037				1279
Direction, Lane #	EB 1	SB 1	SB 2	SW 1			EB 1	WB 1	NB 1	SB 1							
Volume Total	492	49	50	612			172	67	303	592							
Volume Left	22	49	0	0			139	14	20	62							
Volume Right	0	0	50	23			4	40	3	177							
cSH	967	225	501	1700			223	392	1037	1279							
Volume to Capacity	0.02	0.22	0.10	0.36			0.77	0.17	0.02	0.05							
Queue Length 95th (ft)	2	20	8	0			136	15	1	4							
Control Delay (s)	0.7	25.4	13.0	0.0			60.4	16.1	0.7	1.3							
Lane LOS	A	D	B				F	C	A	A							
Approach Delay (s)	0.7	19.1	0.0				60.4	16.1	0.7	1.3							
Approach LOS	C						F	C									
<b>Intersection Summary</b>																	
Average Delay	1.8																
Intersection Capacity Utilization	44.1%																
ICU Level of Service	A																
Analysis Period (min)	15																

HCM Unsignalized Intersection Capacity Analysis  
4: Route C & Center Street

Movement	Existing Conditions						PM Peak Hour					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	2	1	60	3	0	5	107	288	2	2	355	3
Volume (veh/h)												
Sign Control			Stop		Stop		Free			Free		Free
Grade			0%		0%		0%			0%		0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	1	67	3	0	6	119	287	2	2	394	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	932	927	396	993	928	288	398					289
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	932	927	396	993	928	288	398					289
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	99	100	90	98	100	99	90					100
cM capacity (veh/h)	226	240	653	185	240	751	1161					1273
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	70	9	408	400								
Volume Left	2	3	119	2								
Volume Right	67	6	2	3								
cSH	601	349	1161	1273								
Volume to Capacity	0.12	0.03	0.10	0.00								
Queue Length 95th (ft)	10	2	9	0								
Control Delay (s)	118	15.6	3.2	0.1								
Lane LOS	B	C	A	A								
Approach Delay (s)	11.8	15.6	3.2	0.1								
Approach LOS	B	C	A	A								
<b>Intersection Summary</b>												
Average Delay				2.6								
Intersection Capacity Utilization	52.5%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
5: Route C & South Street

Movement	Existing Conditions						PM Peak Hour					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	0	1	4	0	108	3	184	0	106	319	0
Volume (veh/h)												
Sign Control			Stop		Stop		Free			Free		Free
Grade			0%		0%		0%			0%		0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	1	4	0	120	3	204	0	118	354	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	921	801	354	802	801	204	354					204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	921	801	354	802	801	204	354					204
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	99	100	100	98	100	86	100					91
cM capacity (veh/h)	200	289	689	281	289	836	1204					1367
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	124	208	472								
Volume Left	1	4	3	118								
Volume Right	1	120	0	0								
cSH	311	781	1204	1367								
Volume to Capacity	0.01	0.16	0.00	0.09								
Queue Length 95th (ft)	1	14	0	7								
Control Delay (s)	16.7	10.5	0.2	2.6								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.7	10.5	0.2	2.6								
Approach LOS	C	B	A	A								
<b>Intersection Summary</b>												
Average Delay				3.2								
Intersection Capacity Utilization	49.4%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

PM Peak Hour  
 Future Conditions

PM Peak Hour  
 Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						4				4
Traffic Volume (veh/h)	12	687	10	7	296	41	7	0	9	10	0	32
Future Volume (Veh/h)	12	687	10	7	296	41	7	0	9	10	0	32
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	763	11	8	329	46	8	0	10	11	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								None
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	375	774		1198	1186	768	1172	1168	352			
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	375	774		1198	1186	768	1172	1168	352			
IC, single (s)	4.1	4.1		7.1	6.5	6.2	7.1	6.5	6.2			
IC, 2 stage (s)	2.2	2.2		3.5	4.0	3.3	3.5	4.0	3.3			
IF (s)	99	99		99	100	98	93	100	99			
p0 queue free %	1183	842		151	185	401	162	189	692			
cM capacity (veh/h)												
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	787	383	18	47								
Volume Left	13	8	8	11								
Volume Right	11	46	10	36								
cSH	1183	842	232	392								
Volume to Capacity	0.01	0.01	0.08	0.12								
Queue Length 95th (ft)	1	1	6	10								
Control Delay (s)	0.3	0.3	21.9	15.4								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.3	0.3	21.9	15.4								
Approach LOS	C	C	C	C								
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			52.8%									A
Analysis Period (min)			15									

Movement	EBL2	EBL	SBL	SBR	SWR	SWR2
Lane Configurations						
Traffic Volume (veh/h)	42	642	69	31	57	252
Future Volume (Veh/h)	42	642	69	31	57	252
Sign Control	Free	Free	Stop	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	47	713	77	34	63	280
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					None
Median storage (veh)						
Upstream signal (ft)						
pX platoon unblocked						
vC, conflicting volume	343	1010	203			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343	1010	203			
IC, single (s)	4.1	6.4	6.2			
IC, 2 stage (s)	2.2	3.5	3.3			
IF (s)	96	70	96			
p0 queue free %	1216	256	838			
cM capacity (veh/h)						
Direction, Lane #	EB 1	SB 1	SB 2	SW 1		
Volume Total	760	77	34	343		
Volume Left	47	77	0	0		
Volume Right	0	0	34	280		
cSH	1216	256	838	1700		
Volume to Capacity	0.04	0.30	0.04	0.20		
Queue Length 95th (ft)	3	31	3	0		
Control Delay (s)	1.0	25.0	9.5	0.0		
Lane LOS	A	D	A	A		
Approach Delay (s)	1.0	20.3		0.0		
Approach LOS	C	C		C		
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			48.4%			
Analysis Period (min)			15			
ICU Level of Service						A

3: Route C & North Street HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	83	35	5	2	16	77	13	533	5	38	206	65
Future Volume (Veh/h)	83	35	5	2	16	77	13	533	5	38	206	65
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	92	39	6	2	18	86	14	592	6	42	229	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	1067	975	265	998	1008	595	301					598
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1067	975	265	998	1008	595	301					598
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	38	84	99	99	92	83	99					96
ctrl capacity (veh/h)	149	238	774	186	228	504	1260					979
Direction, Lane #	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Volume Total	137	106	612	343								
Volume Left	92	2	14	42								
Volume Right	6	86	6	72								
cSH	174	407	1260	979								
Volume to Capacity	0.79	0.26	0.01	0.04								
Queue Length 95th (ft)	131	26	1	3								
Control Delay (s)	76.0	16.9	0.3	1.5								
Lane LOS	F	C	A	A								
Approach Delay (s)	76.0	16.9	0.3	1.5								
Approach LOS	F	C	C	C								
Intersection Summary												
Average Delay	10.8											
Intersection Capacity Utilization	55.1%											
ICU Level of Service	B											
Analysis Period (min)	15											

4: Route C & Center Street HCM Unsignalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (veh/h)	10	2	99	0	0	10	68	548	4	5	209	2
Future Volume (Veh/h)	10	2	99	0	0	10	68	548	4	5	209	2
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	11	2	110	0	0	11	76	609	4	6	232	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	1019	1010	233	1119	1009	611	234					613
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1019	1010	233	1119	1009	611	234					613
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	95	99	86	100	100	98	94					99
ctrl capacity (veh/h)	200	225	806	150	225	494	1333					966
Direction, Lane #	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Volume Total	123	11	689	240								
Volume Left	11	0	76	6								
Volume Right	110	11	4	2								
cSH	614	494	1333	966								
Volume to Capacity	0.20	0.02	0.06	0.01								
Queue Length 95th (ft)	19	2	5	0								
Control Delay (s)	12.3	12.5	1.5	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.3	12.5	1.5	0.3								
Approach LOS	B	B	C	C								
Intersection Summary												
Average Delay	2.6											
Intersection Capacity Utilization	67.7%											
ICU Level of Service	C											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
5: Route C & South Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Conditions												
Lane Configurations	1	1	1	2	5	62	0	511	2	51	151	1
Traffic Volume (veh/h)	1	1	1	2	5	62	0	511	2	51	151	1
Future Volume (Veh/h)	1	1	1	2	5	62	0	511	2	51	151	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	1	1	2	6	69	0	568	2	57	168	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	924	852	168	853	852	569	169					570
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	924	852	168	853	852	569	169					570
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	100	100	100	99	98	87	100					94
cM capacity (veh/h)	204	280	876	266	280	522	1409					1002
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	77	570	226								
Volume Left	1	2	0	57								
Volume Right	1	69	2	1								
cSH	312	478	1409	1002								
Volume to Capacity	0.01	0.16	0.00	0.06								
Queue Length 95th (ft)	1	14	0	5								
Control Delay (s)	16.6	14.0	0.0	2.6								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.6	14.0	0.0	2.6								
Approach LOS	C	B	A	A								
Intersection Summary												
Average Delay				2.0								
Intersection Capacity Utilization				52.1%								A
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis  
1: Schug Avenue & Route C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Future Conditions												
Lane Configurations	26	490	16	40	737	123	18	5	35	82	3	27
Traffic Volume (veh/h)	26	490	16	40	737	123	18	5	35	82	3	27
Future Volume (Veh/h)	26	490	16	40	737	123	18	5	35	82	3	27
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	544	18	44	819	137	20	6	39	91	3	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	956	562	1618	1655	553	1628	1596	888				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	956	562	1618	1655	553	1628	1596	888				
IC, single (s)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2	7.1	6.5	6.2	6.2
IC, 2 stage (s)												
IF (s)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3	3.5	4.0	3.3	3.3
p0 queue free %	96	96	96	96	96	96	96	96	96	96	96	96
cM capacity (veh/h)	719	1009	69	90	533	67	98	343				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	591	1000	65	124								
Volume Left	29	44	20	91								
Volume Right	18	137	39	30								
cSH	719	1009	152	84								
Volume to Capacity	0.04	0.04	0.43	1.47								
Queue Length 95th (ft)	3	3	48	243								
Control Delay (s)	1.1	1.2	45.4	351.7								
Lane LOS	A	A	E	F								
Approach Delay (s)	1.1	1.2	45.4	351.7								
Approach LOS	E	F	E	F								
Intersection Summary												
Average Delay				27.2								
Intersection Capacity Utilization				79.8%								D
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	EBL2	EBL	SBL	SBR	SWR	SWR2	Future Conditions
Lane Configurations							
Traffic Volume (veh/h)	127	416	193	161	553	159	
Future Volume (Veh/h)	127	416	193	161	553	159	
Sign Control	Free	Stop	Free	Free	Free	Free	
Grade	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	141	462	214	179	614	177	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage (veh)							
Upstream signal (ft)							
pX, platoon unblocked							
vC, conflicting volume	791	1446	702				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	791	1446	702				
IC, single (s)	4.1	6.4	6.2				
IC, 2 stage (s)	2.2	3.5	3.3				
IF (s)	83	0	59				
p0 queue free %	829	120	438				
cM capacity (veh/h)							
Direction, Lane #	EB 1	SB 1	SB 2	SW 1			
Volume Total	603	214	179	791			
Volume Left	141	214	0	0			
Volume Right	0	0	179	177			
cSH	829	120	438	1700			
Volume to Capacity	0.17	1.78	0.41	0.47			
Queue Length 95th (ft)	15	414	49	0			
Control Delay (s)	4.2	444.2	18.8	0.0			
Lane LOS	A	F	C				
Approach Delay (s)	4.2	250.4		0.0			
Approach LOS	F						
<b>Intersection Summary</b>							
Average Delay	56.5						
Intersection Capacity Utilization	60.7%			ICU Level of Service			B
Analysis Period (min)	15						

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Future Conditions
Lane Configurations													
Traffic Volume (veh/h)	104	32	5	16	13	44	22	401	4	68	524	127	
Future Volume (Veh/h)	104	32	5	16	13	44	22	401	4	68	524	127	
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	
Hourly flow rate (vph)	116	36	6	18	14	49	24	446	4	76	582	141	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type								None					
Median storage (veh)													
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	1356	1302	652	1324	1371	448	723					450	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1356	1302	652	1324	1371	448	723					450	
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1	
IC, 2 stage (s)													
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2	
p0 queue free %	0	75	99	82	89	92	97					93	
cM capacity (veh/h)	99	146	468	99	132	611	879					1110	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	158	81	474	799									
Volume Left	116	18	24	76									
Volume Right	6	49	4	141									
cSH	111	220	879	1110									
Volume to Capacity	1.43	0.37	0.03	0.07									
Queue Length 95th (ft)	280	40	2	6									
Control Delay (s)	308.2	30.6	0.8	1.7									
Lane LOS	F	D	A	A									
Approach Delay (s)	308.2	30.6	0.8	1.7									
Approach LOS	F	D											
<b>Intersection Summary</b>													
Average Delay	35.0												
Intersection Capacity Utilization	80.5%			ICU Level of Service			D						
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis  
4: Route C & Center Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	75	4	0	6	131	464	2	2	561	4
Future Volume (Veh/h)	2	2	75	4	0	6	131	464	2	2	561	4
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	2	83	4	0	7	146	516	2	2	623	4
Pedestrians	-											
Lane Width (ft)	-											
Walking Speed (ft/s)	-											
Percent Blockage	-											
Right turn flare (veh)	-											
Median type	None											
Median storage (veh)	-											
Upstream signal (ft)	-											
pX platoon unblocked	-											
vC, conflicting volume	1445	1439	625	1522	1440	517	627					518
vC1, stage 1 conf vol	-											
vC2, stage 2 conf vol	-											
vCu, unblocked vol	1445	1439	625	1522	1440	517	627					518
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
IF (s)	98	98	83	94	100	99	85					100
p0 queue free %	95	112	485	70	112	558	955					1048
cM capacity (veh/h)	-											
Direction, Lane #	EB	1	WB	1	NB	1	SB	1				
Volume Total	87	11	664	629								
Volume Left	2	4	146	2								
Volume Right	83	7	2	4								
cSH	414	158	955	1048								
Volume to Capacity	0.21	0.07	0.15	0.00								
Queue Length 95th (ft)	20	6	13	0								
Control Delay (s)	16.0	29.6	3.7	0.1								
Lane LOS	C	D	A	A								
Approach Delay (s)	16.0	29.6	3.7	0.1								
Approach LOS	C	D										
Intersection Summary												
Average Delay	3.0											
Intersection Capacity Utilization	76.5%			ICU Level of Service			D					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
5: Route C & South Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	1	5	0	131	4	333	0	129	525	0
Future Volume (Veh/h)	1	0	1	5	0	131	4	333	0	129	525	0
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	1	6	0	146	4	370	0	143	583	0
Pedestrians	-											
Lane Width (ft)	-											
Walking Speed (ft/s)	-											
Percent Blockage	-											
Right turn flare (veh)	-											
Median type	None											
Median storage (veh)	-											
Upstream signal (ft)	-											
pX platoon unblocked	-											
vC, conflicting volume	1393	1247	583	1248	1247	370	583					370
vC1, stage 1 conf vol	-											
vC2, stage 2 conf vol	-											
vCu, unblocked vol	1393	1247	583	1248	1247	370	583					370
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
IF (s)	99	100	100	96	100	78	100					88
p0 queue free %	85	152	512	136	152	676	991					1189
cM capacity (veh/h)	-											
Direction, Lane #	EB	1	WB	1	NB	1	SB	1				
Volume Total	2	152	374	726								
Volume Left	1	6	4	143								
Volume Right	1	146	0	0								
cSH	145	584	991	1189								
Volume to Capacity	0.01	0.26	0.00	0.12								
Queue Length 95th (ft)	1	26	0	10								
Control Delay (s)	30.2	13.3	0.1	2.9								
Lane LOS	D	B	A	A								
Approach Delay (s)	30.2	13.3	0.1	2.9								
Approach LOS	D	B										
Intersection Summary												
Average Delay	3.4											
Intersection Capacity Utilization	70.9%			ICU Level of Service			C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

AM Peak Hour  
 Existing Conditions Short-Term

AM Peak Hour  
 Existing Conditions Short-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	12	5-45	8	5	212	36	6	0	7	7	0	32
Traffic Volume (veh/h)	12	545	8	5	212	36	6	0	7	7	0	32
Future Volume (Veh/h)	12	545	8	5	212	36	6	0	7	7	0	32
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	0%	0%
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	606	9	6	236	40	7	0	8	8	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median Type	None											
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked	276	615		920	924	610	908	909	256			
vC, conflicting volume	276	615		920	924	610	908	909	256			
vC1, stage 1 conf vol	4.1	4.1		7.1	6.5	6.2	7.1	6.5	6.2			
vC2, stage 2 conf vol	2.2	2.2		3.5	4.0	3.3	3.5	4.0	3.3			
IC, 2 stage (s)	99	99		97	100	98	97	100	95			
IF (s)	1287	965		237	265	494	249	270	783			
p0 queue free %												
cM capacity (veh/h)												
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	13	615	6	276	15	44						
Volume Left	13	0	6	0	7	8						
Volume Right	0	9	0	40	8	36						
cSH	1287	1700	965	1700	328	563						
Volume to Capacity	0.01	0.36	0.01	0.16	0.05	0.08						
Queue Length 95th (ft)	1	0	0	0	4	6						
Control Delay (s)	7.8	0.0	8.8	0.0	16.5	11.9						
Lane LOS	A	A	A	C	B	B						
Approach Delay (s)	0.2	0.2	0.2	16.5	11.9							
Approach LOS	C	C	C	B	B							
Intersection Summary												
Average Delay	1.0											
Intersection Capacity Utilization	39.2%											
ICU Level of Service	A											
Analysis Period (min)	15											

Movement	EBL2	EBL	SBL	SBR	SWR	SWR2
Lane Configurations	6	528	41	9	214	11
Traffic Volume (veh/h)	6	528	41	9	214	11
Future Volume (Veh/h)	6	528	41	9	214	11
Sign Control	Free	Free	Stop	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	587	46	10	238	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median Type	None					None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked	250	845	244			
vC, conflicting volume	250	845	244			
vC1, stage 1 conf vol	4.1	4.1	6.4	6.2		
vC2, stage 2 conf vol	2.2	2.2	3.5	3.3		
IC, 2 stage (s)	99	99	86	99		
IF (s)	1316	1316	331	795		
p0 queue free %						
cM capacity (veh/h)						
Direction, Lane #	EB 1	SB 1	SB 2	SW 1		
Volume Total	594	46	10	250		
Volume Left	7	46	0	0		
Volume Right	0	0	10	12		
cSH	1316	331	795	1700		
Volume to Capacity	0.01	0.14	0.01	0.15		
Queue Length 95th (ft)	0	12	1	0		
Control Delay (s)	0.2	17.6	9.6	0.0		
Lane LOS	A	C	A	A		
Approach Delay (s)	0.2	16.2	0.0	0.0		
Approach LOS	C	C	C	C		
Intersection Summary						
Average Delay	1.1					
Intersection Capacity Utilization	39.6%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	Existing Conditions										Short-Term	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	45	29	86	2	13	63	67	394	4	31	152	42
Traffic Volume (veh/h)	45	29	86	2	13	63	67	394	4	31	152	42
Future Volume (Veh/h)	Stop	0%	Stop	0%	0%	0%	Free	Free	Free	Free	0%	0%
Sign Control	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grade	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	50	32	96	2	14	70	74	438	4	34	169	47
Hourly flow rate (vph)												
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									None			None
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked	926	850	192	960	872	440	216				442	
vC, conflicting volume												
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	926	850	192	960	872	440	216				442	
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	75	88	89	99	95	89	95				97	
cM capacity (veh/h)	199	273	849	179	265	617	1354				1118	
Direction, Lane #	EB1	EB2	WB1	WB2	NB1	SB1						
Volume Total	50	128	2	84	516	250						
Volume Left	50	0	2	0	74	34						
Volume Right	0	96	0	70	4	47						
cSH	199	555	179	505	1354	1118						
Volume to Capacity	0.25	0.23	0.01	0.17	0.05	0.03						
Queue Length 95th (ft)	24	22	1	15	4	2						
Control Delay (s)	29.1	13.4	25.4	13.5	1.6	1.4						
Lane LOS	D	B	D	B	A	A						
Approach Delay (s)	17.8	13.8	13.8	1.6	1.4	1.4						
Approach LOS	C	B	B	B	A	A						
Intersection Summary												
Average Delay	5.4											
Intersection Capacity Utilization	49.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 4: Route C & Center Street

Movement	Existing Conditions										Short-Term	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	8	0	1	0	0	8	0	465	3	6	235	0
Traffic Volume (veh/h)	8	0	1	0	0	8	0	465	3	6	235	0
Future Volume (Veh/h)	Stop	0%	Stop	0%	0%	0%	Free	Free	Free	Free	0%	0%
Sign Control	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grade	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	9	0	1	0	0	9	0	517	3	7	261	0
Hourly flow rate (vph)												
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									None			None
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked	802	795	261	794	794	518	261				520	
vC, conflicting volume												
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	802	795	261	794	794	518	261				520	
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	97	100	100	100	100	98	100				99	
cM capacity (veh/h)	296	318	778	304	319	557	1303				1046	
Direction, Lane #	EB1	EB2	WB1	WB2	NB1	SB1						
Volume Total	10	9	520	268								
Volume Left	9	0	0	7								
Volume Right	1	9	3	0								
cSH	315	557	1303	1046								
Volume to Capacity	0.03	0.02	0.00	0.01								
Queue Length 95th (ft)	2	1	0	1								
Control Delay (s)	16.8	11.6	0.0	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.8	11.6	0.0	0.3								
Approach LOS	C	B	B	B								
Intersection Summary												
Average Delay	0.4											
Intersection Capacity Utilization	38.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

5: Route C & South Street HCM Unsignalized Intersection Capacity Analysis AM Peak Hour Existing Conditions Short-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	2	1	24	3	401	0	2	137	1
Traffic Volume (veh/h)	1	1	1	24	1	24	3	401	0	2	137	1
Future Volume (Veh/h)	1	1	1	24	1	24	3	401	0	2	137	1
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	1	1	2	1	27	3	446	0	2	152	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	636	608	152	610	609	446	153					446
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	636	608	152	610	609	446	153					446
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	100	100	100	100	100	96	100					100
cM capacity (veh/h)	372	408	894	404	408	612	1428					1114
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	3	30	449	155								
Volume Left	1	2	3	2								
Volume Right	1	27	0	1								
cSH	479	583	1428	1114								
Volume to Capacity	0.01	0.05	0.00	0.00								
Queue Length 95th (ft)	0	4	0	0								
Control Delay (s)	12.6	11.5	0.1	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.6	11.5	0.1	0.1								
Approach LOS	B	B	A	A								
Intersection Summary												
Average Delay						0.7						
Intersection Capacity Utilization						32.8%						A
Analysis Period (min)						15						

6: Route C & Peculiar Dr HCM Unsignalized Intersection Capacity Analysis AM Peak Hour Existing Conditions Short-Term

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	30	374	1	40	100
Traffic Volume (veh/h)	1	30	374	1	40	100
Future Volume (Veh/h)	1	30	374	1	40	100
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	33	416	1	44	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	616	416				417
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	616	416				417
IC, single (s)	6.4	6.2				4.1
IC, 2 stage (s)						
IF (s)	3.5	3.3				2.2
p0 queue free %	100	95				96
cM capacity (veh/h)	437	636				1142
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	34	417	155			
Volume Left	1	0	44			
Volume Right	33	1	0			
cSH	628	1700	1142			
Volume to Capacity	0.05	0.25	0.04			
Queue Length 95th (ft)	4	0	3			
Control Delay (s)	11.1	0.0	2.6			
Lane LOS	B	A	A			
Approach Delay (s)	11.1	0.0	2.6			
Approach LOS	B	B	A			
Intersection Summary						
Average Delay						1.3
Intersection Capacity Utilization						40.6%
Analysis Period (min)						15
						ICU Level of Service
						A

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

PM Peak Hour  
 Existing Conditions Short-Term

PM Peak Hour  
 Existing Conditions Short-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	268	13	33	475	108	15	4	29	65	3	27
Future Volume (Veh/h)	26	268	13	33	475	108	15	4	29	65	3	27
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	0%	0%
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	298	14	37	528	120	17	4	32	72	3	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	648			312			996	1085	305	1052	1032	588
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648			312			996	1085	305	1052	1032	588
IC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
IC, 2 stage (s)												
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			97			91	98	96	61	99	94
cM capacity (veh/h)	938			1248			198	204	735	184	219	509
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	29	312	37	648	53	105						
Volume Left	29	0	37	0	17	72						
Volume Right	0	14	0	120	32	30						
cSH	938	1700	1248	1700	356	226						
Volume to Capacity	0.03	0.18	0.03	0.38	0.15	0.46						
Queue Length 95th (ft)	2	0	2	0	13	57						
Control Delay (s)	9.0	0.0	8.0	0.0	16.9	34.0						
Lane LOS	A	A	A	C	D	D						
Approach Delay (s)	0.8	0.4	16.9	34.0								
Approach LOS			C	D								
Intersection Summary												
Average Delay	4.2											
Intersection Capacity Utilization	49.0%											
ICU Level of Service	A											
Analysis Period (min)	15											

Movement	EBL2	EBL	SBL	SBR	SWR	SWR2
Lane Configurations						
Traffic Volume (veh/h)	20	343	44	45	430	21
Future Volume (Veh/h)	20	343	44	45	430	21
Sign Control	Free	Free	Stop	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	22	381	49	50	478	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX platoon unblocked						
vC, conflicting volume	501			914	490	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	501			914	490	
IC, single (s)	4.1			6.4	6.2	
IC, 2 stage (s)						
IF (s)	2.2			3.5	3.3	
p0 queue free %	98			83	91	
cM capacity (veh/h)	1063			297	579	
Direction, Lane #	EB 1	SB 1	SB 2	SW 1		
Volume Total	403	49	50	501		
Volume Left	22	49	0	0		
Volume Right	0	0	50	23		
cSH	1063	297	579	1700		
Volume to Capacity	0.02	0.17	0.09	0.29		
Queue Length 95th (ft)	2	15	7	0		
Control Delay (s)	0.7	19.5	11.8	0.0		
Lane LOS	A	C	B			
Approach Delay (s)	0.7	15.6	0.0			
Approach LOS		C				
Intersection Summary						
Average Delay	11.8					
Intersection Capacity Utilization	37.9%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	Existing Conditions										Short-Term	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	45	26	64	13	11	36	125	252	3	56	318	59
Traffic Volume (veh/h)	45	26	64	13	11	36	125	252	3	56	318	59
Future Volume (Veh/h)	45	26	64	13	11	36	125	252	3	56	318	59
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	50	29	71	14	12	40	139	280	3	62	353	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC1, stage 1 conf vol	1116	1071	386	1155	1102	282	419					283
vC2, stage 2 conf vol												
vCu, unblocked vol	1116	1071	386	1155	1102	282	419					283
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	66	84	89	88	93	95	88					95
cM capacity (veh/h)	145	184	662	120	177	757	1140					1279
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 1					
Volume Total	50	100	14	52	422	481						
Volume Left	50	0	14	0	139	62						
Volume Right	0	71	0	40	3	66						
cSH	145	378	120	431	1140	1279						
Volume to Capacity	0.34	0.26	0.12	0.12	0.12	0.05						
Queue Length 95th (ft)	35	26	10	10	10	4						
Control Delay (s)	42.2	17.9	39.0	14.5	3.7	1.5						
Lane LOS	E	C	E	B	A	A						
Approach Delay (s)	26.0	19.7		3.7	1.5							
Approach LOS	D	C		C								
Intersection Summary												
Average Delay	6.7											
Intersection Capacity Utilization	57.7%											
ICU Level of Service	B											
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
 4: Route C & Center Street

Movement	Existing Conditions										Short-Term	
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL		SBR
Lane Configurations	2	1	2	3	0	5	0	365	2	2	415	0
Traffic Volume (veh/h)	2	1	2	3	0	5	0	365	2	2	415	0
Future Volume (Veh/h)	2	1	2	3	0	5	0	365	2	2	415	0
Sign Control	Stop											
Grade	0%											
Peak Hour Factor	0.90											
Hourly flow rate (vph)	2	1	2	3	0	6	0	406	2	2	461	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	878	873	461	874	872	407	461					408
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	878	873	461	874	872	407	461					408
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	99	100	100	99	100	99	100					100
cM capacity (veh/h)	266	288	600	268	288	644	1100					1151
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1	SB 1					
Volume Total	5	9	408	463								
Volume Left	2	3	0	2								
Volume Right	2	6	2	0								
cSH	349	439	1100	1151								
Volume to Capacity	0.01	0.02	0.00	0.00								
Queue Length 95th (ft)	1	2	0	0								
Control Delay (s)	15.5	13.4	0.0	0.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.5	13.4	0.0	0.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay	0.3											
Intersection Capacity Utilization	33.4%											
ICU Level of Service	A											
Analysis Period (min)	15											

5: Route C & South Street HCM Unsignalized Intersection Capacity Analysis PM Peak Hour Existing Conditions Short-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	0	1	4	0	15	3	2777	0	14	411	0
Traffic Volume (veh/h)	1	0	1	4	0	15	3	2777	0	14	411	0
Future Volume (Veh/h)	1	0	1	4	0	15	3	2777	0	14	411	0
Sign Control	Stop	Stop	Stop	Free								
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	1	4	0	17	3	308	0	16	457	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	820	803	457	804	803	308	457					308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	820	803	457	804	803	308	457					308
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	100	100	100	99	100	98	100					99
cM capacity (veh/h)	284	312	604	297	312	732	1104					1253
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	EB 1	WB 1	SB 1					
Volume Total	2	21	311	473								
Volume Left	1	4	3	16								
Volume Right	1	17	0	0								
cSH	386	572	1104	1253								
Volume to Capacity	0.01	0.04	0.00	0.01								
Queue Length 95th (ft)	0	3	0	1								
Control Delay (s)	14.4	11.5	0.1	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.4	11.5	0.1	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay	0.6											A
Intersection Capacity Utilization	40.3%											A
Analysis Period (min)	15											

6: Route C & Peculiar Dr HCM Unsignalized Intersection Capacity Analysis PM Peak Hour Existing Conditions Short-Term

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	93	187	0	92	324
Traffic Volume (veh/h)	1	93	187	0	92	324
Future Volume (Veh/h)	1	93	187	0	92	324
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	103	208	0	102	360
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (ft)						
pX platoon unblocked						
vC, conflicting volume	772	208				208
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	772	208				208
IC, single (s)	6.4	6.2				4.1
IC, 2 stage (s)						
IF (s)	3.5	3.3				2.2
p0 queue free %	100	88				93
cM capacity (veh/h)	340	832				1363
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	104	208	462			
Volume Left	1	0	102			
Volume Right	103	0	0			
cSH	821	1700	1363			
Volume to Capacity	0.13	0.12	0.07			
Queue Length 95th (ft)	11	0	6			
Control Delay (s)	10.0	0.0	2.3			
Lane LOS	B	A	A			
Approach Delay (s)	10.0	0.0	2.3			
Approach LOS	B					
Intersection Summary						
Average Delay	2.7					A
Intersection Capacity Utilization	47.8%					A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

AM Peak Hour  
 Future Conditions Long-Term

AM Peak Hour  
 Future Conditions Long-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	12	687	10	6	296	41	7	0	9	10	0	32
Future Volume (Veh/h)	12	687	10	6	296	41	7	0	9	10	0	32
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	763	11	7	329	46	8	0	10	11	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None											
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	375			774			1009	1184	387	784	1166	188
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	375			774			1009	1184	387	784	1166	188
IC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
IC, 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			96	100	98	96	100	96
cM capacity (veh/h)	1180			837			183	184	611	275	189	823
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	13	509	265	7	219	156	18	47				
Volume Left	13	0	0	7	0	0	8	11				
Volume Right	0	0	11	0	0	46	10	36				
cSH	1180	1700	1700	837	1700	1700	300	561				
Volume to Capacity	0.01	0.30	0.16	0.01	0.13	0.09	0.06	0.08				
Queue Length 95th (ft)	1	0	0	1	0	0	5	7				
Control Delay (s)	8.1	0.0	0.0	9.3	0.0	0.0	17.8	12.0				
Lane LOS	A	A	A	A	A	A	C	B				
Approach Delay (s)	0.1			0.2			17.8	12.0				
Approach LOS							C	B				
Intersection Summary												
Average Delay	0.9											
Intersection Capacity Utilization	29.3%											
ICU Level of Service	A											
Analysis Period (min)	15											

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Right Turn Channelized						
Traffic Volume (veh/h)	42	642	69	31	252	57
Future Volume (veh/h)	42	642	69	31	252	57
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	47	713	77	34	280	63
Approach Volume (veh/h)	760			111	343	
Crossing Volume (veh/h)	77			280	47	
High v/c (veh/h)	1304			1112	1335	
Low Capacity (veh/h)	0.58			0.10	0.26	
High v/c (veh/h)	1088			914	1116	
Low v/c (veh/h)	0.70			0.12	0.31	
Intersection Summary						
Maximum v/c High	0.58					
Maximum v/c Low	0.70					
Intersection Capacity Utilization	38.2%					
ICU Level of Service	A					

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	Future Conditions Long-Term										
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Traffic Volume (veh/h)	83	35	105	2	16	77	81	533	5	38	206
Future Volume (Veh/h)	83	35	105	2	16	77	81	533	5	38	206
Sign Control	Stop			Stop			Free			Free	
Grade	0%										
Peak Hour Factor	0.90										
Hourly flow rate (vph)	92	39	117	2	18	86	90	592	6	42	229
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)	None										
Median Type	None										
Median storage (veh)											
Upstream signal (ft)											
pX platoon unblocked											
vC, conflicting volume	1183	1091	229	1224	1160	595	301				598
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1183	1091	229	1224	1160	595	301				598
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1
IC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2
p0 queue free %	21	80	86	98	90	83	93				96
ctrl capacity (veh/h)	116	191	810	103	174	504	1260				979
Direction, Lane #	EB1	EB2	WB1	WB2	NB1	SB1	SB2				
Volume Total	92	156	2	104	688	271	72				
Volume Left	92	0	2	0	90	42	0				
Volume Right	0	117	0	86	6	0	72				
cSH	116	447	103	379	1260	979	1700				
Volume to Capacity	0.79	0.35	0.02	0.27	0.07	0.04	0.04				
Queue Length 95th (ft)	114	39	1	27	6	3	0				
Control Delay (s)	103.8	17.3	40.6	18.0	1.8	1.7	0.0				
Lane LOS	F	C	E	C	A	A	A				
Approach Delay (s)	49.4	18.5		1.8	1.4						
Approach LOS	E	C									
Intersection Summary											
Average Delay	11.5										
Intersection Capacity Utilization	67.0%										
ICU Level of Service	C										
Analysis Period (min)	15										

HCM Unsignalized Intersection Capacity Analysis  
 4: Route C & Center Street

Movement	Future Conditions Long-Term										
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Traffic Volume (veh/h)	10	1	2	1	0	10	0	616	4	7	307
Future Volume (Veh/h)	10	1	2	1	0	10	0	616	4	7	307
Sign Control	Stop			Stop			Free			Free	
Grade	0%										
Peak Hour Factor	0.90										
Hourly flow rate (vph)	11	1	2	1	0	11	0	684	4	8	341
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)	None										
Median Type	None										
Median storage (veh)											
Upstream signal (ft)											
pX platoon unblocked											
vC, conflicting volume	1054	1045	341	1046	1043	686	341				688
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	1054	1045	341	1046	1043	686	341				688
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1
IC, 2 stage (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2
p0 queue free %	94	100	100	100	100	98	100				99
ctrl capacity (veh/h)	198	227	701	204	227	447	1218				906
Direction, Lane #	EB1	WB1	NB1	SB1							
Volume Total	14	12	688	349							
Volume Left	11	1	0	8							
Volume Right	2	11	4	0							
cSH	222	407	1218	906							
Volume to Capacity	0.06	0.03	0.00	0.01							
Queue Length 95th (ft)	5	2	0	1							
Control Delay (s)	22.3	14.1	0.0	0.3							
Lane LOS	C	B	A	A							
Approach Delay (s)	22.3	14.1	0.0	0.3							
Approach LOS	C	B									
Intersection Summary											
Average Delay	0.6										
Intersection Capacity Utilization	43.0%										
ICU Level of Service	A										
Analysis Period (min)	15										

5: Route C & South Street HCM Unsignalized Intersection Capacity Analysis AM Peak Hour  
FutureConditions Long-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	0	1	2	1	29	4	544	0	2	200	1
Traffic Volume (veh/h)	1	0	1	2	1	29	4	544	0	2	200	1
Future Volume (Veh/h)	1	0	1	2	1	29	4	544	0	2	200	1
Sign Control	Stop	Stop	Stop	Free								
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	0	1	2	1	32	4	604	0	2	222	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC, conflicting volume	871	838	222	840	839	604	223					604
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	871	838	222	840	839	604	223					604
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	100	100	100	99	100	94	100					100
cM capacity (veh/h)	252	301	817	284	300	498	1346					974
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	EB 1	WB 1	NB 1	SB 1	EB 1	WB 1	NB 1	SB 1
Volume Total	2	35	608	225								
Volume Left	1	2	4	2								
Volume Right	1	32	0	1								
cSH	386	469	1346	974								
Volume to Capacity	0.01	0.07	0.00	0.00								
Queue Length 95th (ft)	0	6	0	0								
Control Delay (s)	14.4	13.3	0.1	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.4	13.3	0.1	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay	0.7											
Intersection Capacity Utilization	41.1%											
ICU Level of Service	A											
Analysis Period (min)	15											

6: Route C & Peculiar Dr HCM Unsignalized Intersection Capacity Analysis AM Peak Hour  
FutureConditions Long-Term

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	37	513	0	49	154
Traffic Volume (veh/h)	1	37	513	0	49	154
Future Volume (Veh/h)	1	37	513	0	49	154
Sign Control	Stop	Free	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	41	570	0	54	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		None
Median storage (veh)						
Upstream signal (ft)						
pX platoon unblocked						
vC, conflicting volume	849	570				570
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	849	570				570
IC, single (s)	6.4	6.2				4.1
IC, 2 stage (s)						
IF (s)	3.5	3.3				2.2
p0 queue free %	100	92				95
cM capacity (veh/h)	313	521				1002
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	42	570	225			
Volume Left	1	0	54			
Volume Right	41	0	0			
cSH	513	1700	1002			
Volume to Capacity	0.08	0.34	0.05			
Queue Length 95th (ft)	7	0	4			
Control Delay (s)	12.6	0.0	2.5			
Lane LOS	B	A	A			
Approach Delay (s)	12.6	0.0	2.5			
Approach LOS	B					
Intersection Summary						
Average Delay	1.3					
Intersection Capacity Utilization	51.1%					
ICU Level of Service	A					
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 1: Schug Avenue & Route C

HCM Unsignalized Intersection Capacity Analysis  
 2: Route C & Main Street

PM Peak Hour  
 Future Conditions Long-Term

PM Peak Hour  
 Future Conditions Long-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	26	490	16	40	737	123	18	5	35	82	3	27
Future Volume (Veh/h)	26	490	16	40	737	123	18	5	35	82	3	27
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	544	18	44	819	137	20	6	39	91	3	30
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None	None	None	None	None	None	None	None	None	None	None	None
Median storage (veh)												
Upstream signal (ft)												
pX platoon unblocked												
vC conflicting volume	956			562			1140	1655	281	1348	1596	478
vC1 stage 1 conf vol												
vC2 stage 2 conf vol												
vCu unblocked vol	956			562			1140	1655	281	1348	1596	478
IC single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
IC 2 stage (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			85	93	95	1	97	94
cM capacity (veh/h)	715			1005			135	89	716	92	97	534
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 1	SB 1	SB 1	SB 1	SB 1
Volume Total	29	363	199	44	546	410	65	124				
Volume Left	29	0	0	44	0	0	20	91				
Volume Right	0	0	18	0	0	137	39	30				
cSH	715	1700	1700	1005	1700	1700	240	115				
Volume to Capacity	0.04	0.21	0.12	0.04	0.32	0.24	0.27	1.08				
Queue Length 95th (ft)	3	0	0	3	0	0	27	185				
Control Delay (s)	10.2	0.0	0.0	8.7	0.0	0.0	25.4	177.5				
Lane LOS	B	A	A	D	D	F	D	F				
Approach Delay (s)	0.5			0.4			25.4	177.5				
Approach LOS				D	D	F						
Intersection Summary												
Average Delay	13.7											
Intersection Capacity Utilization	50.6%											
ICU Level of Service	A											
Analysis Period (min)	15											

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Right Turn Channelized						
Traffic Volume (veh/h)	127	416	193	161	553	159
Future Volume (veh/h)	127	416	193	161	553	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	141	462	214	179	614	177
Approach Volume (veh/h)	603			393	791	
Crossing Volume (veh/h)	214			614	141	
High v/c (veh/h)	0.51			0.46	0.64	
Low Capacity (veh/h)	967			682	1030	
Low v/c (veh/h)	0.62			0.58	0.77	
Intersection Summary						
Maximum v/c High	0.64					
Maximum v/c Low	0.77					
Intersection Capacity Utilization	56.6%					
ICU Level of Service	B					

HCM Unsignalized Intersection Capacity Analysis  
 3: Route C & North Street

Movement	Future Conditions Long-Term						SBR						
	EBL	EBT	EBR	WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	
Lane Configurations	104	32	78	16	13	44	153	401	4	68	524	127	
Traffic Volume (veh/h)	104	32	78	16	13	44	153	401	4	68	524	127	
Future Volume (Veh/h)	104	32	78	16	13	44	153	401	4	68	524	127	
Sign Control	Stop			Stop			Free						
Grade	0%												
Peak Hour Factor	0.90												
Hourly flow rate (vph)	116	36	87	18	14	49	170	446	4	76	582	141	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)	None												
Median type	None												
Median storage (veh)													
Upstream signal (ft)													
pX platoon unblocked													
vC, conflicting volume	1578	1524	582	1627	1663	448	723						450
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1578	1524	582	1627	1663	448	723						450
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
IC, 2 stage (s)													
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	0	59	83	53	81	92	81						93
cM capacity (veh/h)	57	89	513	38	73	611	879						1110
Direction, Lane #	EB1	EB2	WB1	WB2	NB1	SB1	SB2						
Volume Total	116	123	18	63	620	658	141						
Volume Left	116	0	18	0	170	76	0						
Volume Right	0	87	0	49	4	0	141						
cSH	57	214	38	231	879	1110	1700						
Volume to Capacity	2.05	0.58	0.47	0.27	0.19	0.07	0.08						
Queue Length 95th (ft)	282	79	41	27	18	6	0						
Control Delay (s)	644.5	42.5	165.3	26.3	4.7	1.8	0.0						
Lane LOS	F	E	F	D	A	A	A						
Approach Delay (s)	334.7	57.2	4.7	1.4									
Approach LOS	F												
Intersection Summary													
Average Delay	51.0						E						
Intersection Capacity Utilization	83.6%						ICU Level of Service						
Analysis Period (min)	15												

HCM Unsignalized Intersection Capacity Analysis  
 4: Route C & Center Street

Movement	Future Conditions Long-Term						SBR						
	EBL	EBT	EBR	WBL	WBT	WBR		NBL	NBT	NBR	SBL	SBT	
Lane Configurations	2	1	2	4	0	6	0	595	2	2	634	0	
Traffic Volume (veh/h)	2	1	2	4	0	6	0	595	2	2	634	0	
Future Volume (Veh/h)	2	1	2	4	0	6	0	595	2	2	634	0	
Sign Control	Stop			Stop			Free						
Grade	0%												
Peak Hour Factor	0.90												
Hourly flow rate (vph)	2	1	2	4	0	7	0	661	2	2	704	0	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)	None												
Median type	None												
Median storage (veh)													
Upstream signal (ft)													
pX platoon unblocked													
vC, conflicting volume	1377	1371	704	1372	1370	662	704						663
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	1377	1371	704	1372	1370	662	704						663
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1						4.1
IC, 2 stage (s)													
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	98	99	100	97	100	98	100						100
cM capacity (veh/h)	120	146	437	122	146	462	894						
Direction, Lane #	EB1	WB1	NB1	SB1									
Volume Total	5	11	663	706									
Volume Left	2	4	0	2									
Volume Right	2	7	2	0									
cSH	178	229	894	926									
Volume to Capacity	0.03	0.05	0.00	0.00									
Queue Length 95th (ft)	2	4	0	0									
Control Delay (s)	25.8	21.5	0.0	0.1									
Lane LOS	D	C	A	A									
Approach Delay (s)	25.8	21.5	0.0	0.1									
Approach LOS	D	C											
Intersection Summary													
Average Delay	0.3						A						
Intersection Capacity Utilization	45.0%						ICU Level of Service						
Analysis Period (min)	15												

5: Route C & South Street HCM Unsignalized Intersection Capacity Analysis PM Peak Hour  
FutureConditions Long-Term

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	0	1	5	0	18	4	446	0	17	637	0
Traffic Volume (veh/h)	1	0	1	5	0	18	4	446	0	17	637	0
Future Volume (Veh/h)	1	0	1	5	0	18	4	446	0	17	637	0
Sign Control	Stop	0%	Stop	0%	0%	Free	0%	0%	0%	Free	0%	0%
Grade	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	1	0	1	6	0	20	4	496	0	19	708	0
Hourly flow rate (vph)	1	0	1	6	0	20	4	496	0	19	708	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1270	1250	708	1251	1250	496	708					496
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1270	1250	708	1251	1250	496	708					496
IC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1					4.1
IC, 2 stage (s)												
IF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2					2.2
p0 queue free %	99	100	100	96	100	97	100					98
cM capacity (veh/h)	137	169	435	146	169	574	891					1068
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	EB 1	WB 1	NB 1	SB 1	EB 1	WB 1	NB 1	SB 1
Volume Total	2	26	500	727								
Volume Left	1	6	4	19								
Volume Right	1	20	0	0								
cSH	209	343	891	1068								
Volume to Capacity	0.01	0.08	0.00	0.02								
Queue Length 95th (ft)	1	6	0	1								
Control Delay (s)	22.4	16.4	0.1	0.5								
Lane LOS	C	C	A	A								
Approach Delay (s)	22.4	16.4	0.1	0.5								
Approach LOS	C	C	C	C								
Intersection Summary												
Average Delay				0.7								
Intersection Capacity Utilization				54.4%								A
Analysis Period (min)				15								

6: Route C & Peculiar Dr HCM Unsignalized Intersection Capacity Analysis PM Peak Hour  
FutureConditions Long-Term

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	113	337	0	112	531
Traffic Volume (veh/h)	1	113	337	0	112	531
Future Volume (Veh/h)	1	113	337	0	112	531
Sign Control	Stop	0%	Free	0%	Free	0%
Grade	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	1	126	374	0	124	590
Hourly flow rate (vph)	1	126	374	0	124	590
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1212	374				374
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1212	374				374
IC, single (s)	6.4	6.2				4.1
IC, 2 stage (s)						
IF (s)	3.5	3.3				2.2
p0 queue free %	99	81				90
cM capacity (veh/h)	180	672				1184
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	127	374	714			
Volume Left	1	0	124			
Volume Right	126	0	0			
cSH	658	1700	1184			
Volume to Capacity	0.19	0.22	0.10			
Queue Length 95th (ft)	18	0	9			
Control Delay (s)	11.8	0.0	2.6			
Lane LOS	B	A	A			
Approach Delay (s)	11.8	0.0	2.6			
Approach LOS	B	B	B			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			68.9%			C
Analysis Period (min)			15			

# LANE SUMMARY

 **Site: Route C & Main**

AM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist ft				
<b>South: Route C</b>													
Lane 1 <sup>d</sup>	46	3.0	1016	0.045	100	3.9	LOS A	5.9	149.8	Full	1600	0.0	0.0
Lane 2	698	3.0	1016	0.687	100	14.4	LOS B	5.9	149.8	Short	200	0.0	0.0
Approach	743	3.0		0.687		13.7	LOS B	5.9	149.8				
<b>East: Route C</b>													
Lane 1	168	3.0	1047	0.160	100	4.9	LOS A	0.6	15.7	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	168	3.0	1047	0.160	100	4.9	LOS A	0.6	15.7	Full	1600	0.0	0.0
Approach	336	3.0		0.160		4.9	LOS A	0.6	15.7				
<b>North: Main Street</b>													
Lane 1 <sup>d</sup>	109	3.0	900	0.121	100	5.1	LOS A	0.3	8.0	Full	1600	0.0	0.0
Approach	109	3.0		0.121		5.1	LOS A	0.3	8.0				
Intersection	1188	3.0		0.687		10.5	LOS B	5.9	149.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>d</sup> Dominant lane on roundabout approach

Processed: Monday, June 29, 2015 1:35:50 PM

SIDRA INTERSECTION 6.0.9.3896

Project: F:\Traffic\JJWilke\Traffic Study Proposals\Synchro Files\Peculiar\Peculiar SidraMain & C AM.sip6  
8000253, TRANSYSTEMS CORPORATION, PLUS / 1PC

Copyright © 2000-2013 Akcelik and Associates Pty Ltd

www.sidrasolutions.com

**SIDRA  
INTERSECTION 6**

# LANE SUMMARY

## Site: Route C & Main

PM Peak Hour  
Roundabout

Lane Use and Performance													
	Demand Flows		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue		Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %						Veh	Dist ft				
South: Route C													
Lane 1 <sup>d</sup>	138	3.0	884	0.156	100	5.6	LOS A	2.7	70.4	Full	1600	0.0	0.0
Lane 2	452	3.0	884	0.512	100	10.8	LOS B	2.7	70.4	Short	200	0.0	0.0
Approach	590	3.0		0.512		9.6	LOS A	2.7	70.4				
East: Route C													
Lane 1	376	3.0	952	0.395	100	8.2	LOS A	1.9	49.2	Full	1600	0.0	0.0
Lane 2 <sup>d</sup>	376	3.0	952	0.395	100	8.2	LOS A	1.9	49.2	Short	150	0.0	0.0
Approach	752	3.0		0.395		8.2	LOS A	1.9	49.2				
North: Main Street													
Lane 1 <sup>d</sup>	210	3.0	722	0.290	100	8.5	LOS A	0.8	21.6	Full	1600	0.0	0.0
Lane 2	175	3.0	701	0.250	86 <sup>5</sup>	8.1	LOS A	0.7	18.9	Short	150	0.0	0.0
Approach	385	3.0		0.290		8.3	LOS A	0.8	21.6				
Intersection	1727	3.0		0.512		8.7	LOS A	2.7	70.4				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

<sup>5</sup> Lane underutilisation determined by program

<sup>d</sup> Dominant lane on roundabout approach

Processed: Monday, June 29, 2015 1:37:30 PM  
SIDRA INTERSECTION 6.0.9.3896

Project: F:\Traffic\JJWilke\Traffic Study Proposals\Synchro Files\Peculiar\Peculiar Sidra\Main & C PM.sip6  
8000253, TRANSYSTEMS CORPORATION, PLUS / 1PC

Copyright © 2000-2013 Akcelik and Associates Pty Ltd  
www.sidrasolutions.com

**SIDRA  
INTERSECTION 6**

## Appendix D

Highway Safety Manual Analysis Results

See Attached Worksheets

Route C between	N <sub>spf</sub>	CMF						Automated Speed Enforcement	N <sub>ped</sub>	N <sub>biker</sub>
		On-Street Parking	Roadside Fixed Objects	Median Width	Lighting	Lighting	Automated Speed Enforcement			
I-49 SB Ramps to Schug Avenue	0.464	1.00	1.00	1.00	0.93	1.00	1.00	0.016	0.008	
Schug Avenue to Main Street	0.379	1.00	1.00	1.00	0.93	1.00	1.00	0.013	0.006	
Main Street to North Street	0.171	1.00	1.00	1.00	0.93	1.00	1.00	0.006	0.003	
North Street to Center Street	0.165	1.00	1.18	1.00	0.93	1.00	1.00	0.007	0.003	
Center Street to South Street	0.548	1.00	1.19	1.00	0.93	1.00	1.00	0.022	0.011	
South Street to Private Drive	0.100	1.00	1.07	1.00	0.93	1.00	1.00	0.000	0.000	

Route C at	N <sub>spf</sub>	CMF						Red Light	N <sub>ped</sub>
		Left-Turn Lanes	Left-Turn Signal Phasing	Right-Turn	Right-Turn on Red	Lighting	Red Light		
Schug Avenue	1.15	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.022
Main Street	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.019
North Street	1.72	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.035
Center Street	1.24	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.025
South Street	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.018
Peculiar Road	0.74	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.014

## Appendix E

Preliminary Opinion of Probable Cost

See Attached Worksheets

Route C Short Term Improvements

ITEM OF WORK	PROJECT QUANTITY	UNIT	UNIT PRICE	TOTAL
MOBILIZATION	1	L.S.	\$70,000.00	\$70,000.00
CONTRACTOR CONSTRUCTION STAKING	1	L.S.	\$30,000.00	\$30,000.00
EROSION CONTROL	1	L.S.	\$25,000.00	\$25,000.00
PAVEMENT REMOVALS	10463	S.Y.	\$25.00	\$261,583.06
EARTHWORK	1	L.S.	\$20,000.00	\$20,000.00
ROADWAY PAVEMENT	6459	S.Y.	\$60.00	\$387,526.67
DRIVEWAY PAVEMENT	1605	S.Y.	\$50.00	\$80,273.83
SHOULDER PAVEMENT	721	S.Y.	\$45.00	\$32,455.00
PARKING LOT PAVEMENT	953	S.Y.	\$30.00	\$28,590.00
CURB AND GUTTER	690	L.F.	\$25.00	\$17,250.00
PERMANENT SEEDING	2917	S.Y.	\$2.50	\$7,292.78
DRAINAGE	1	L.S.	\$50,000.00	\$50,000.00
TRAFFIC CONTROL	1	L.S.	\$30,000.00	\$30,000.00

CONSTRUCTION COSTS \$1,039,971.33

DESGN	12% of construction	\$124,796.56
INSPECTION	10% of construction	\$103,997.13
CONSTRUCTION TESTING	3% of construction	\$31,199.14
MODOT MAINTENANCE FEE	10% of construction	\$103,997.13
MARC PROJECT FEE	0.5% of construction	\$5,199.86

<b>TOTAL PROJECT COST</b>	<b>\$1,409,161.16</b>
---------------------------	-----------------------

**RESOLUTION NO. 2015-60**

---

**A RESOLUTION OF THE BOARD OF ALDERMEN OF THE CITY OF PECULIAR, MISSOURI, APPROVING AND ACCEPTING THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION TRAFFIC ENGINEERING ASSISTANCE PROGRAM AGREEMENT (CASS COUNTY), MISSOURI, OF THE FINAL ENGINEERING STUDY OF THE ROAD SEGMENT ANALYSIS OF ROUTE C BETWEEN PECULIAR DRIVE AND SCHUG AVENUE**

---

**WHEREAS**, the Board of Aldermen previously approved the execution of the 2004 Corridor Traffic Study, and

**WHEREAS**, the Missouri Traffic Engineering Assistance Program has been awarded in the amount of \$10,000 to the City of Peculiar in 80/20 grant funding,

**NOW THEREFORE**, be it ordained by the Board of Aldermen of the City of Peculiar, Missouri as follows:

THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
TRAFFIC ENGINEERING ASSISTANCE PROGRAM FINAL ENGINEERING  
STUDY OF THE ROAD SEGMENT ANALYSIS OF ROUTE C BETWEEN  
PECULIAR DRIVE AND SCHUG AVENUE AS PREPARED BY  
TRANSYSTEMS

Section 1. That the Mayor is hereby authorized to execute on behalf of the City of Peculiar the above referenced resolution and Traffic Engineering Study.

Section 2, the effective date of the resolution shall be \_\_\_\_\_, 2015.

BE IT REMEMBERED THE PRECEDING RESOLUTION WAS ADOPTED ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2015, BY THE FOLLOWING VOTE:

Alderman Ford  
Alderman Hammack  
Alderman McCrea

Alderman Ray  
Alderman Roberts  
Alderman Turner

APPROVED:

ATTEST:

---

Holly Stark, Mayor

---

Janet Burlingame, City Clerk

# CITY OF PECULIAR

The Time is  
Now at Hand!  
Fiscal Year  
2015-2016



# BOARD OF ALDERMEN GUIDING PRINCIPLES

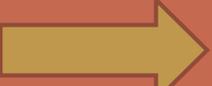
B.O.A. JULY 7, 2014



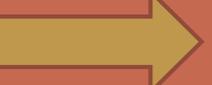
Continue to Maintain Reserves



Align Citizen and Aldermen Priorities with  
Available Resources



Maintain Current Infrastructure



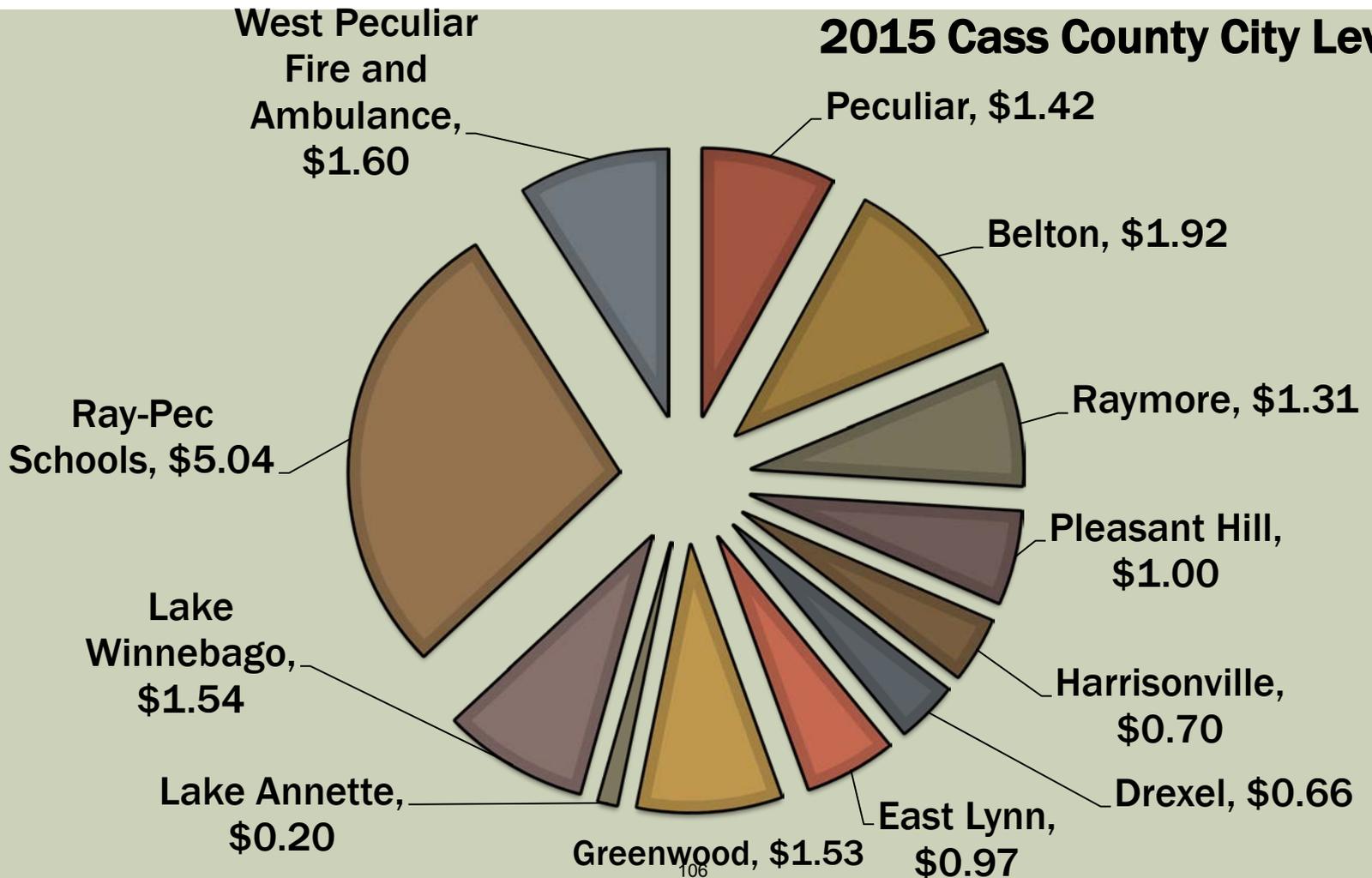
Exercise Innovative Problem Solving to  
Chart the Course for our Community

**BOA established for Budgeting**



# CITY OF PECULIAR

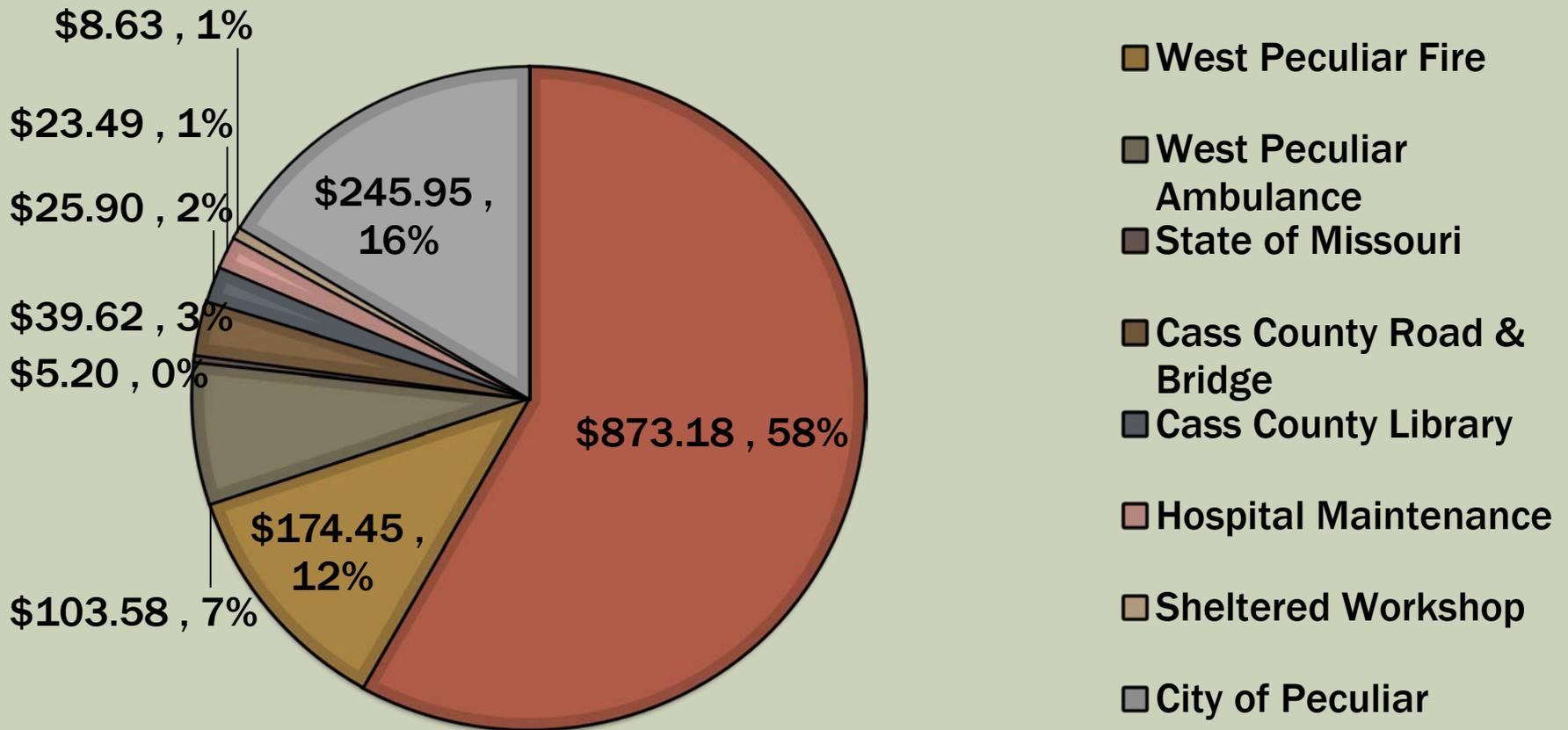
## 2015 Cass County City Levies



# CITY OF PECULIAR

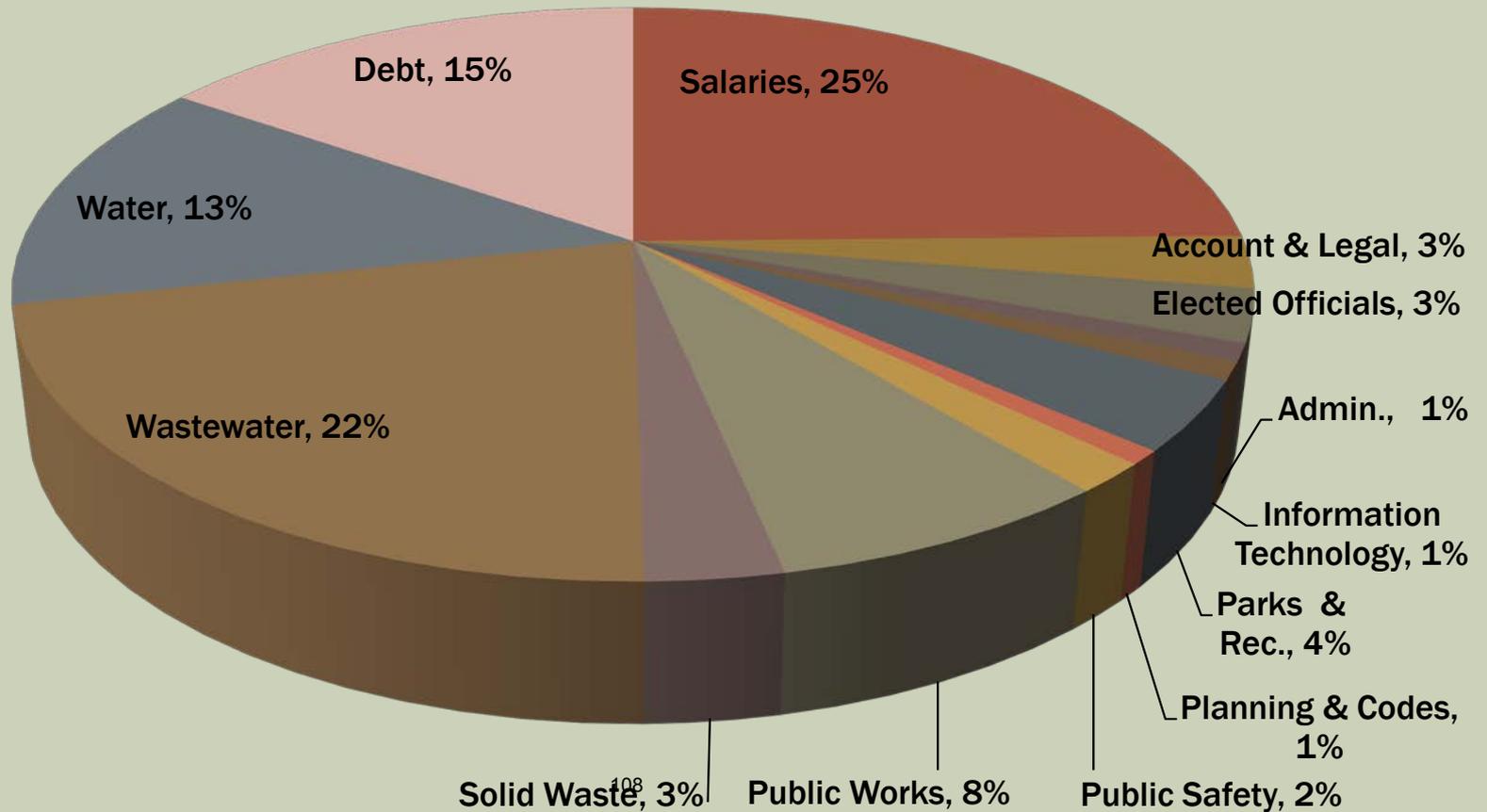
BASED ON A \$100,000 MARKET VALUE HOME

## Property Taxes, 2015

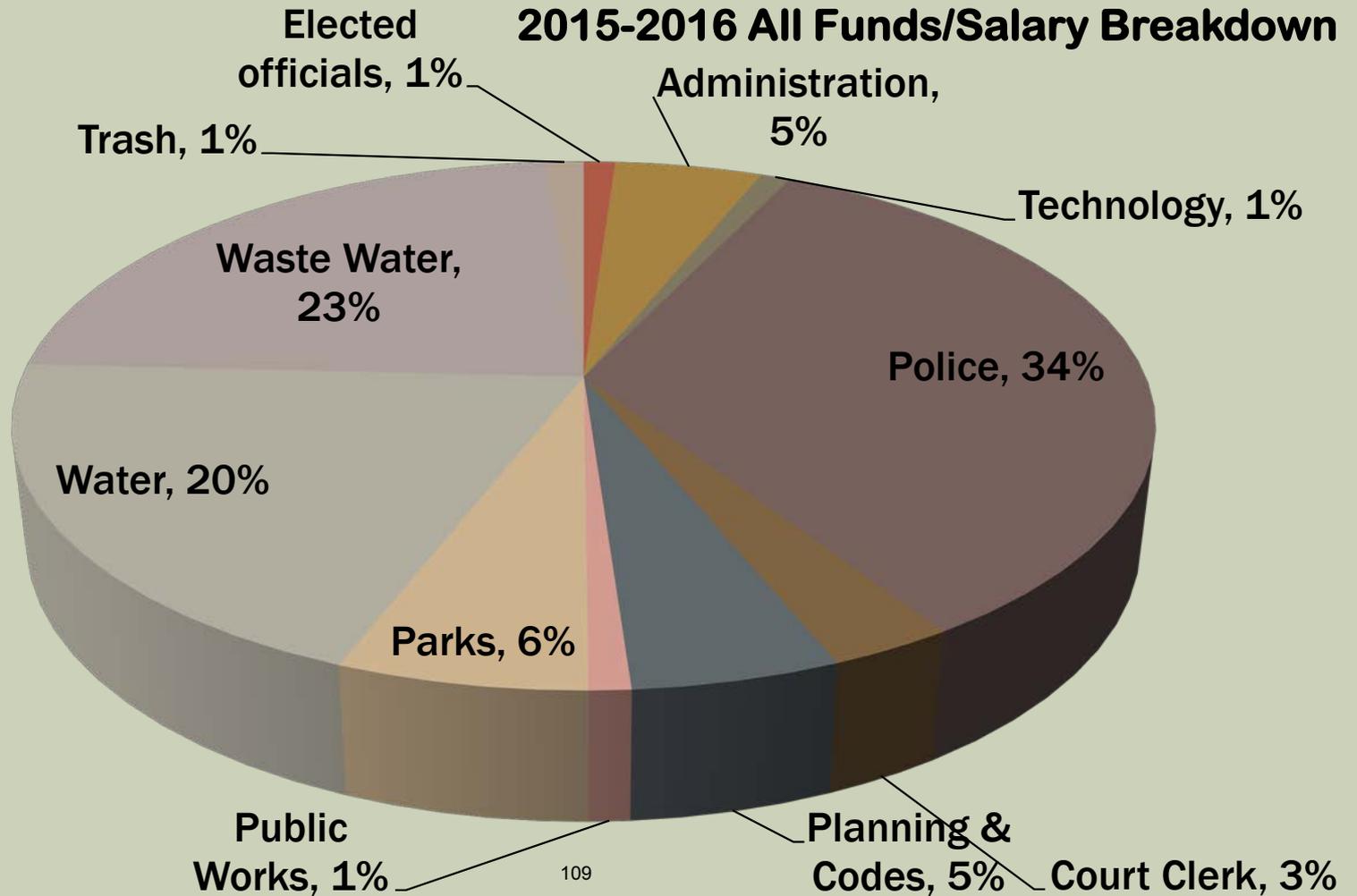


# CITY OF PECULIAR

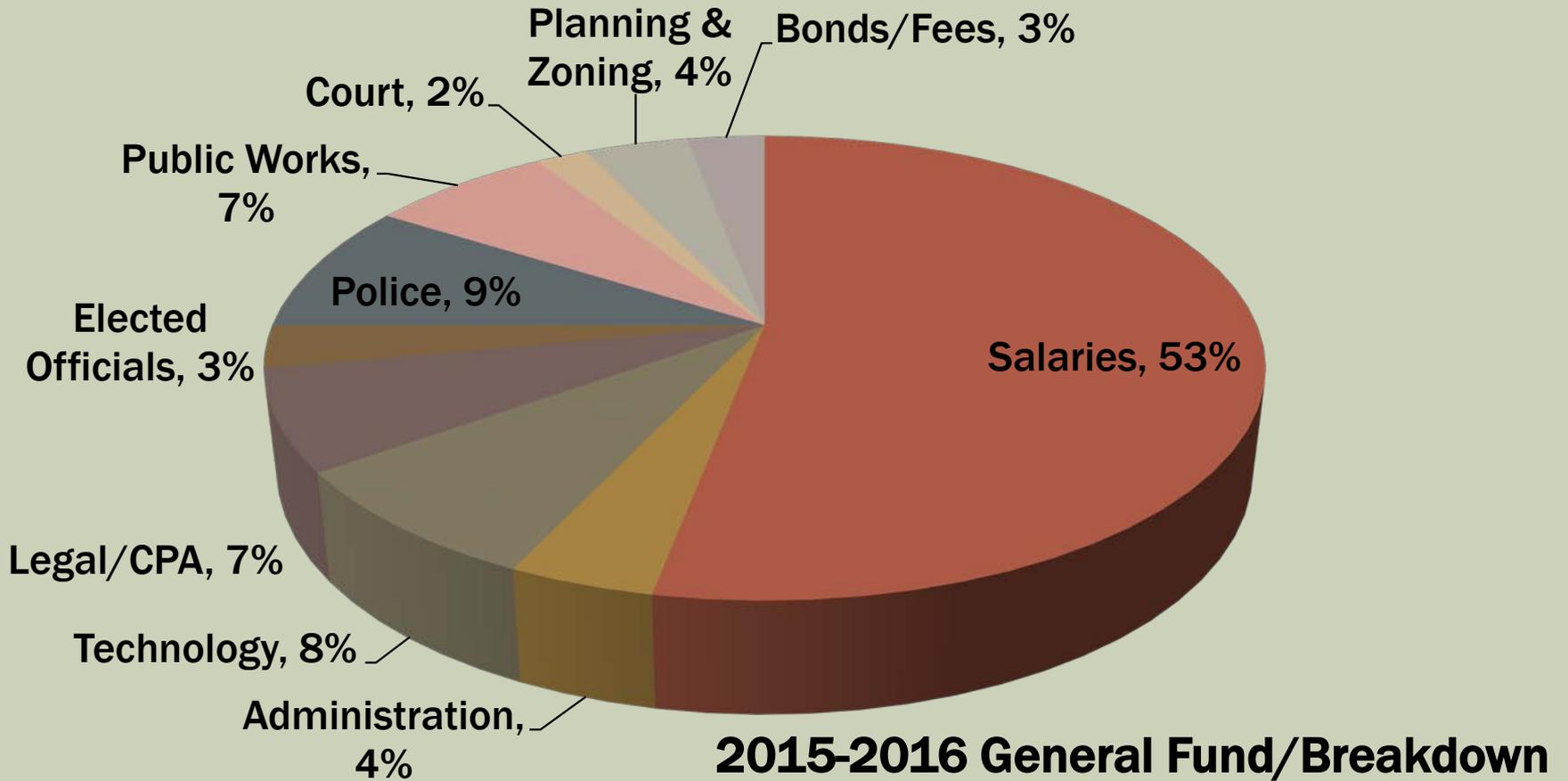
## 2015-2016 All City Wide Funds



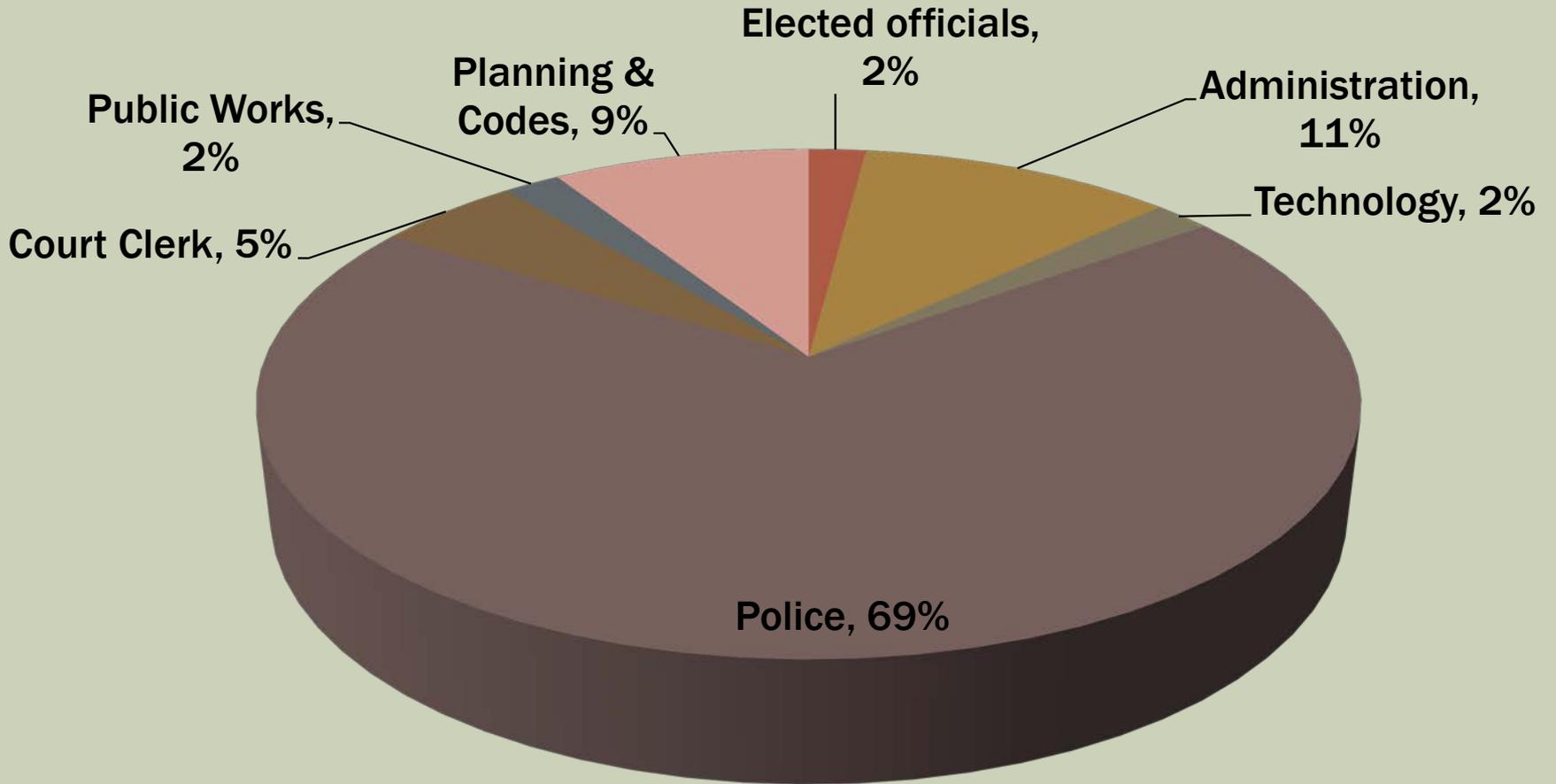
# CITY OF PECULIAR



# CITY OF PECULIAR



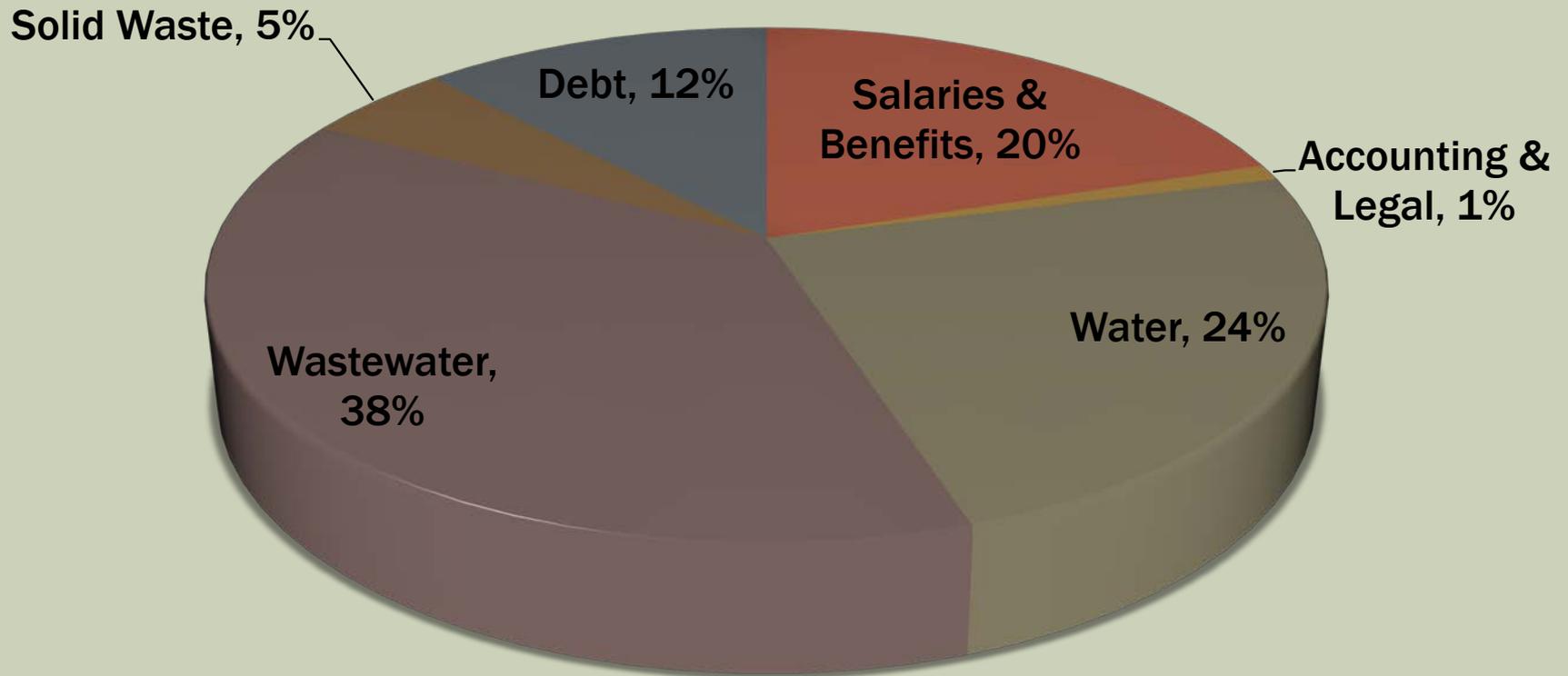
# CITY OF PECULIAR



**2015-2016 General Fund Salary Breakdown**

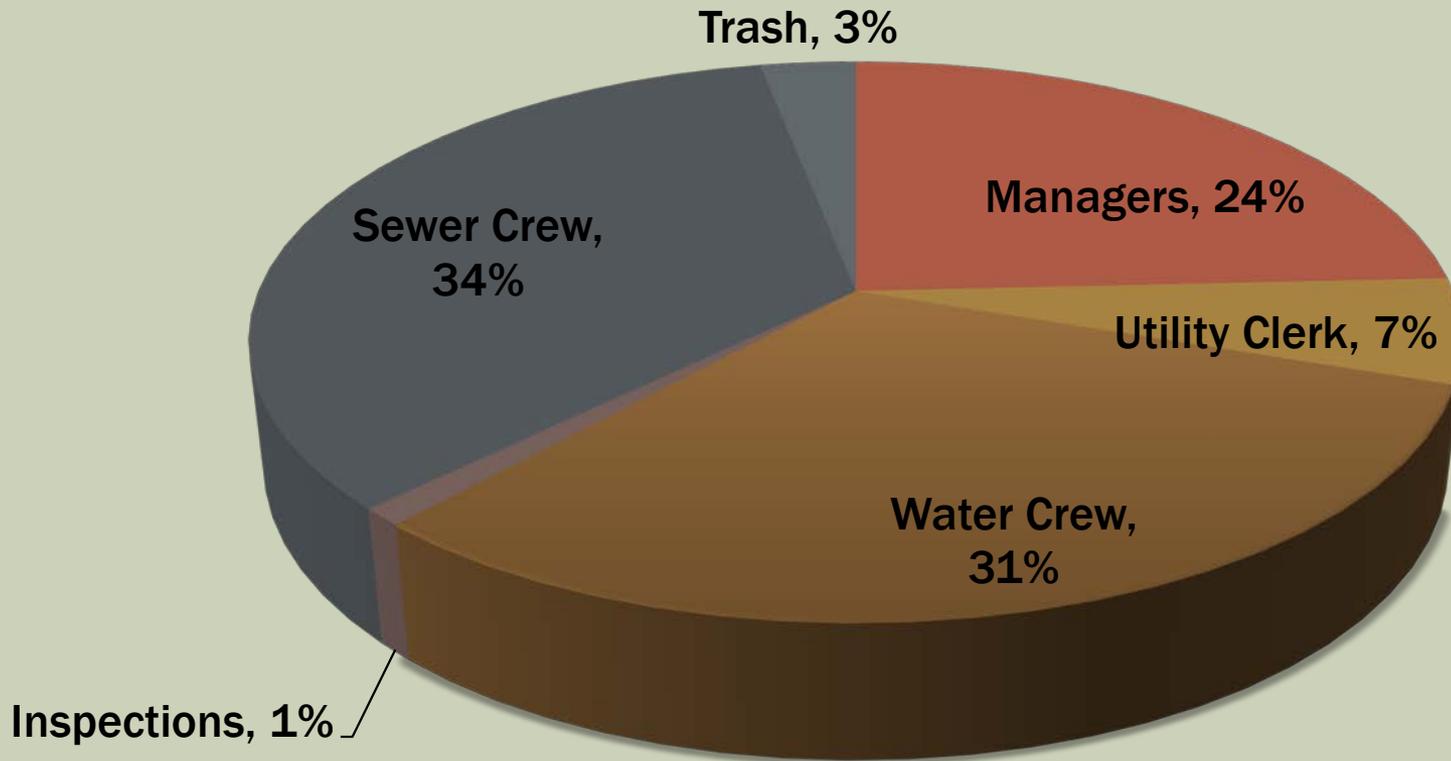
# CITY OF PECULIAR

## 2015-2016 All Enterprise Funds



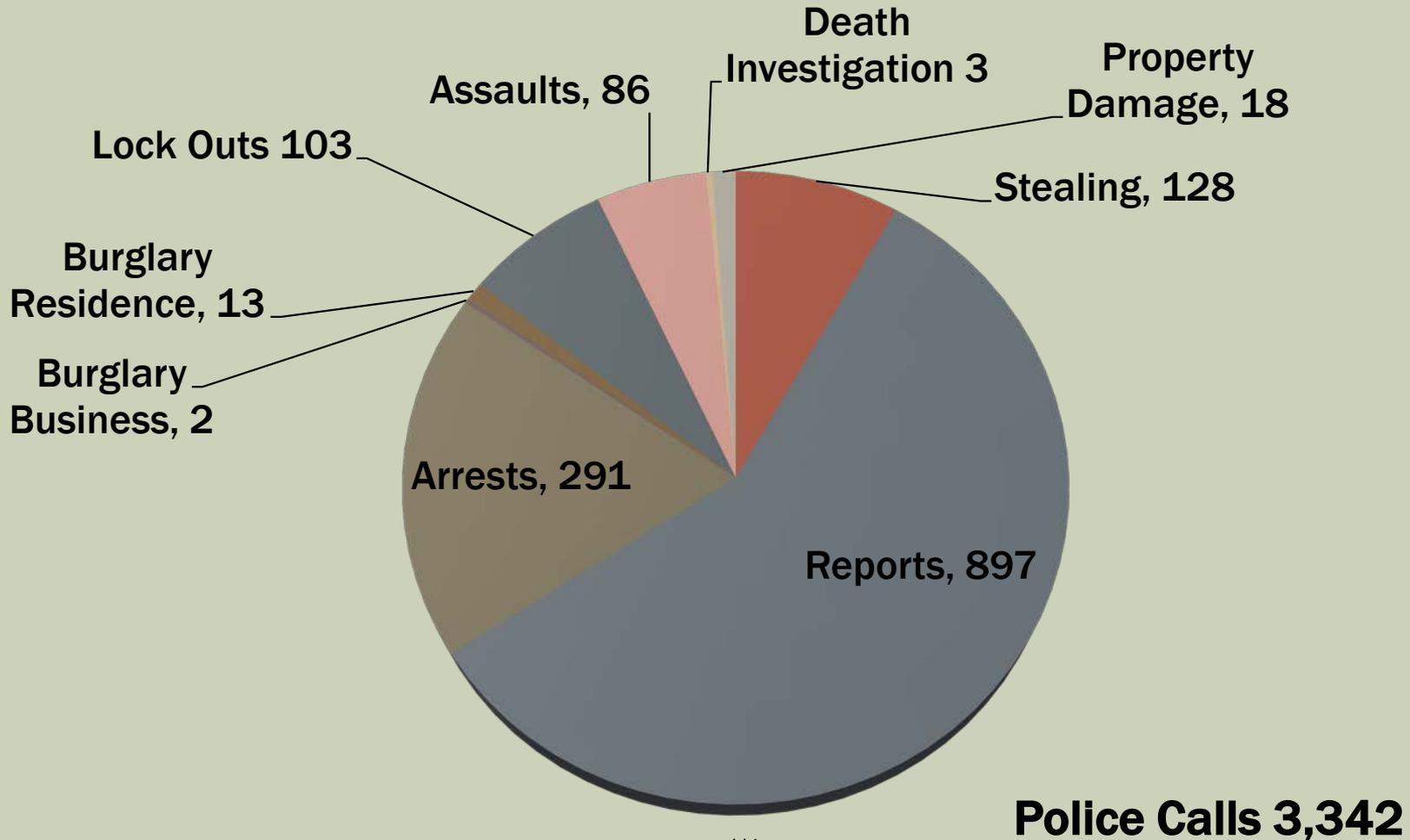
# CITY OF PECULIAR

## 2015-2016 Enterprise Fund Salaries



# CITY OF PECULIAR

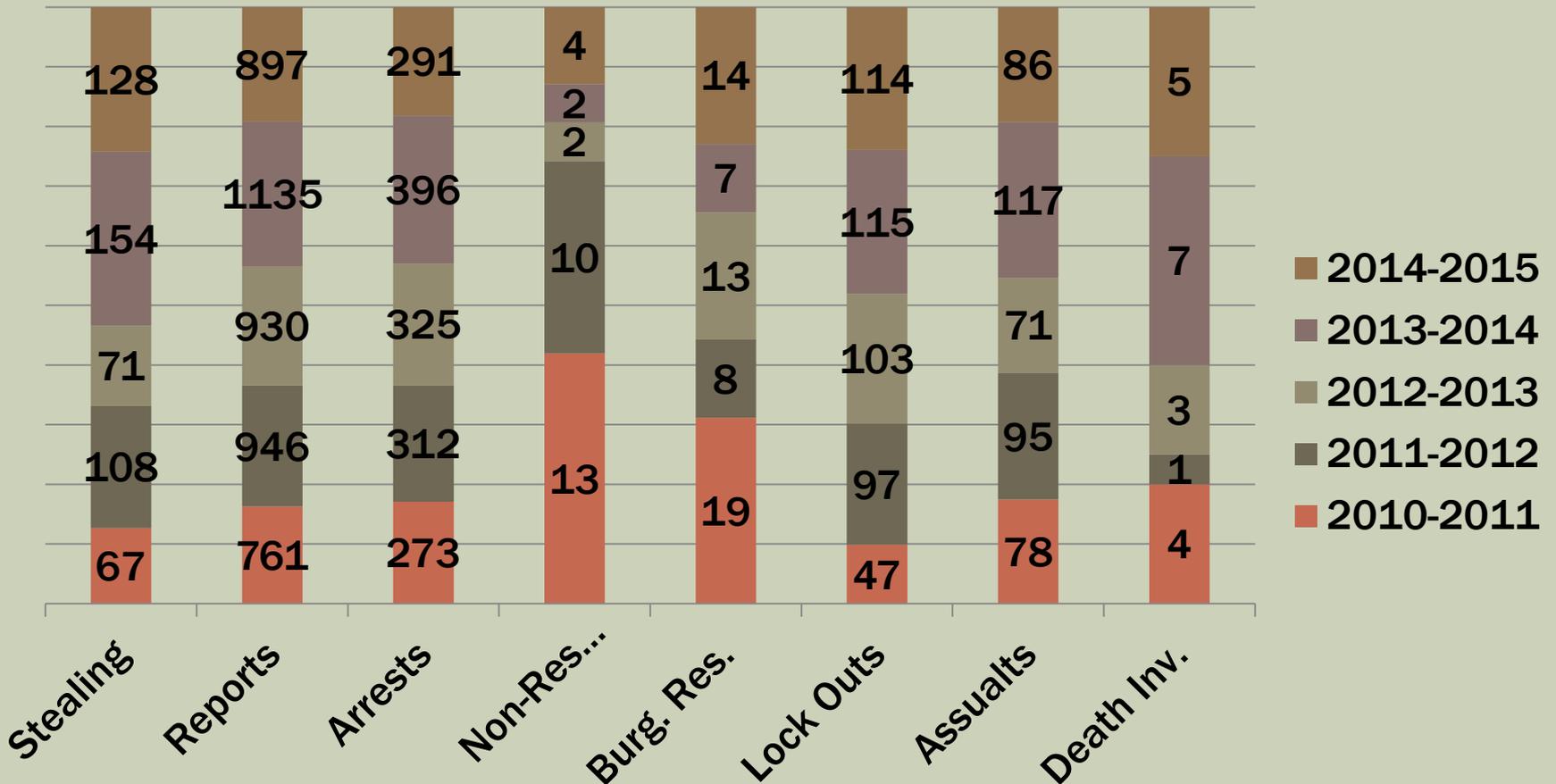
## POLICE DEPARTMENT STATS 2014-2015



# CITY OF PECULIAR

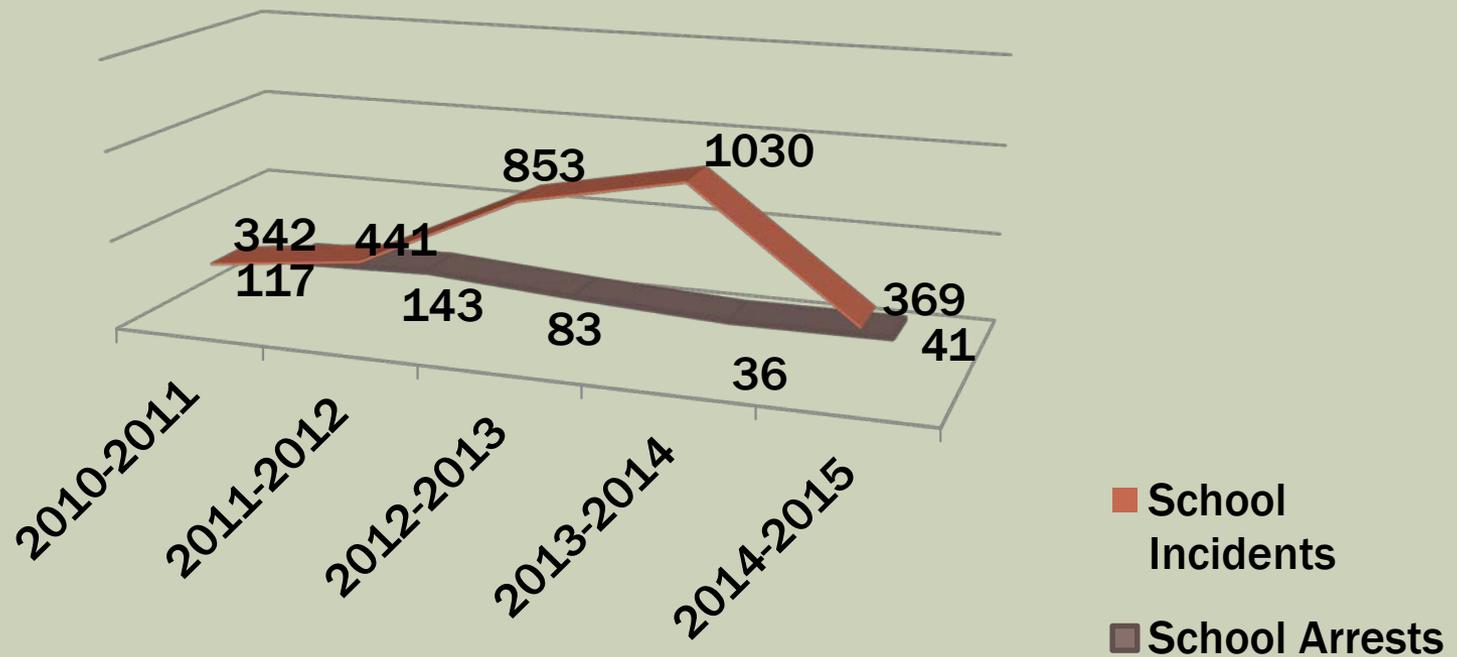
## POLICE DEPARTMENT

### 5 year Crime Comparison



# CITY OF PECULIAR

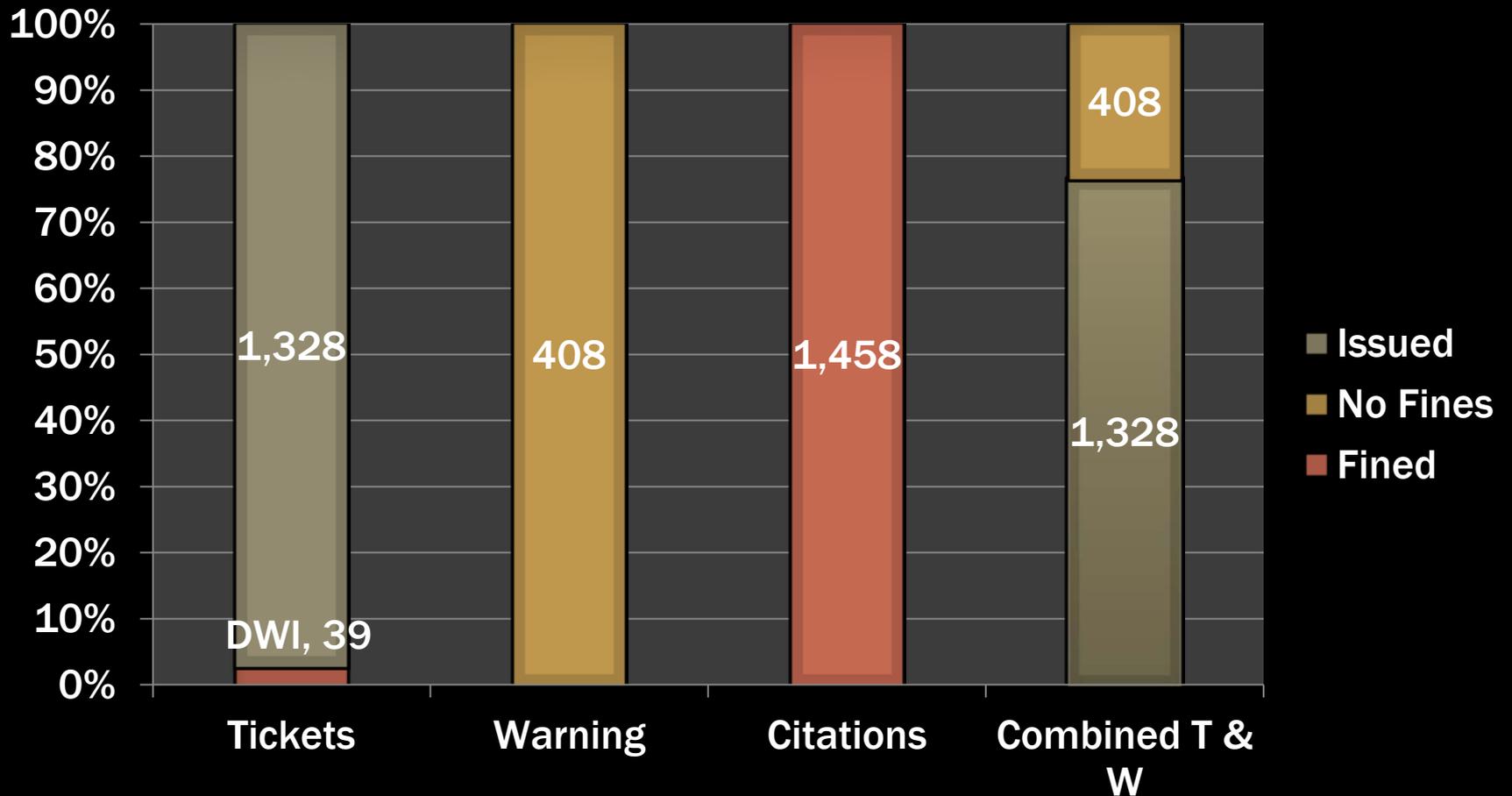
## Police Involvement School Campus



# CITY OF PECULIAR

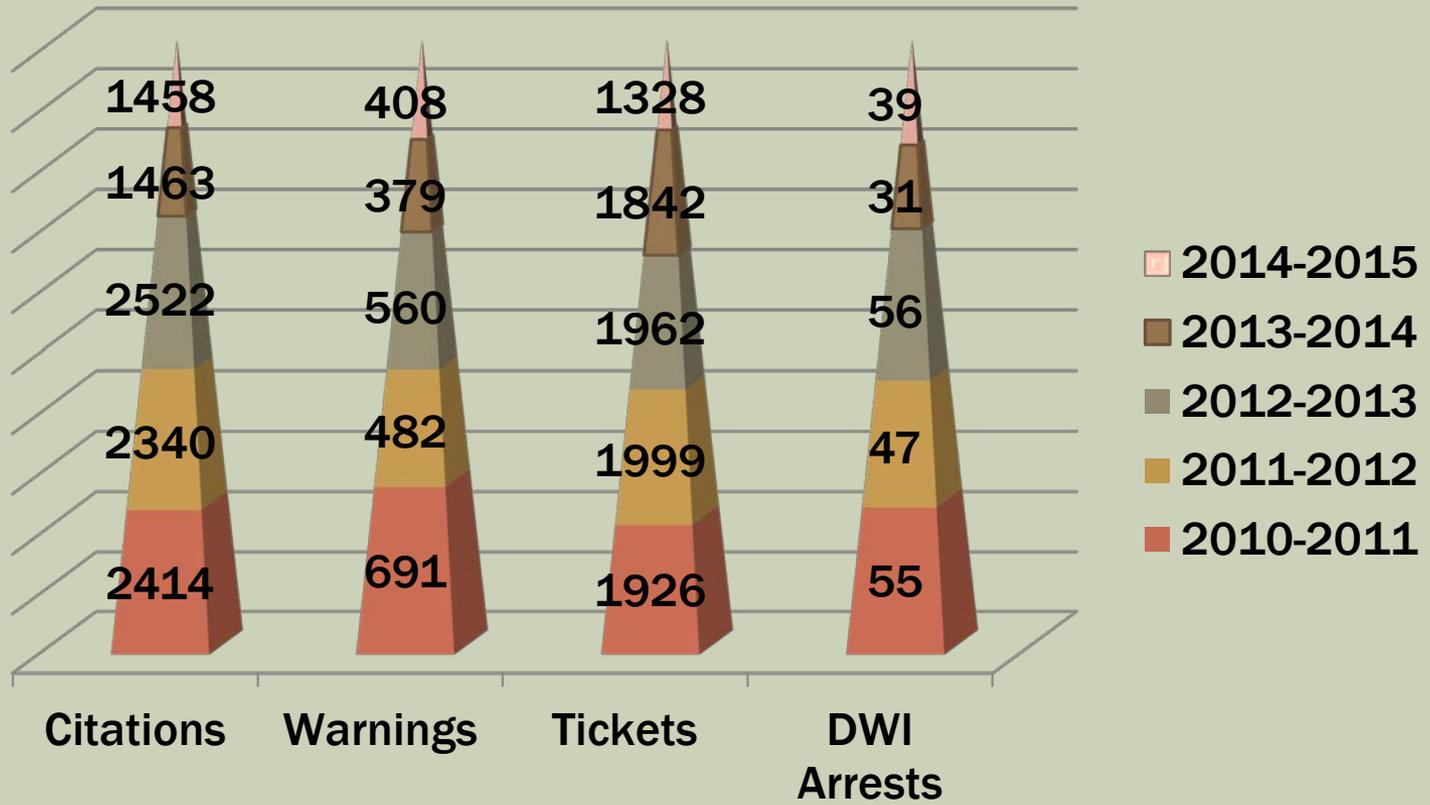
## POLICE DEPARTMENT

### 2014-2015 Police Traffic Enforcement



# CITY OF PECULIAR

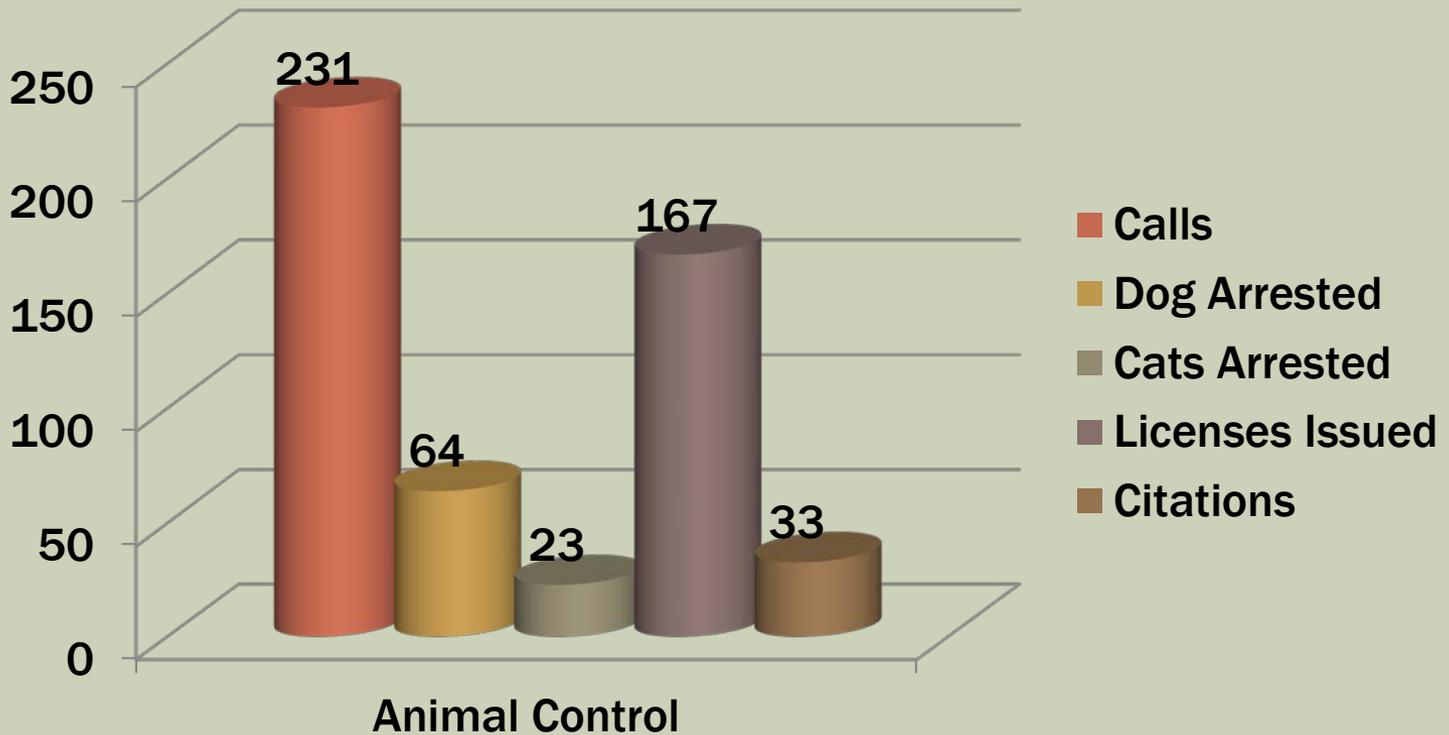
## 5 Year Traffic Enforcement Comparison



# CITY OF PECULIAR

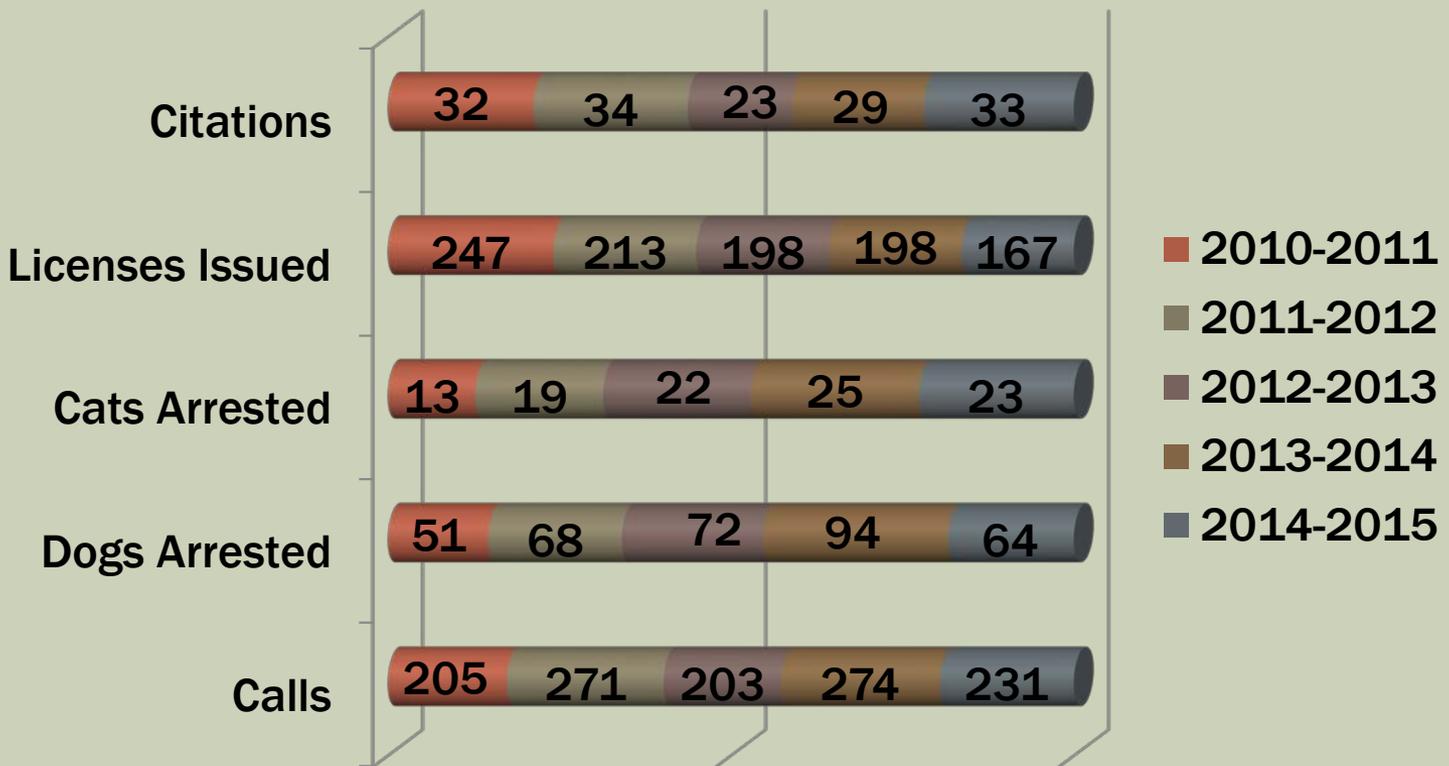
## ANIMAL CONTROL

2014-2015



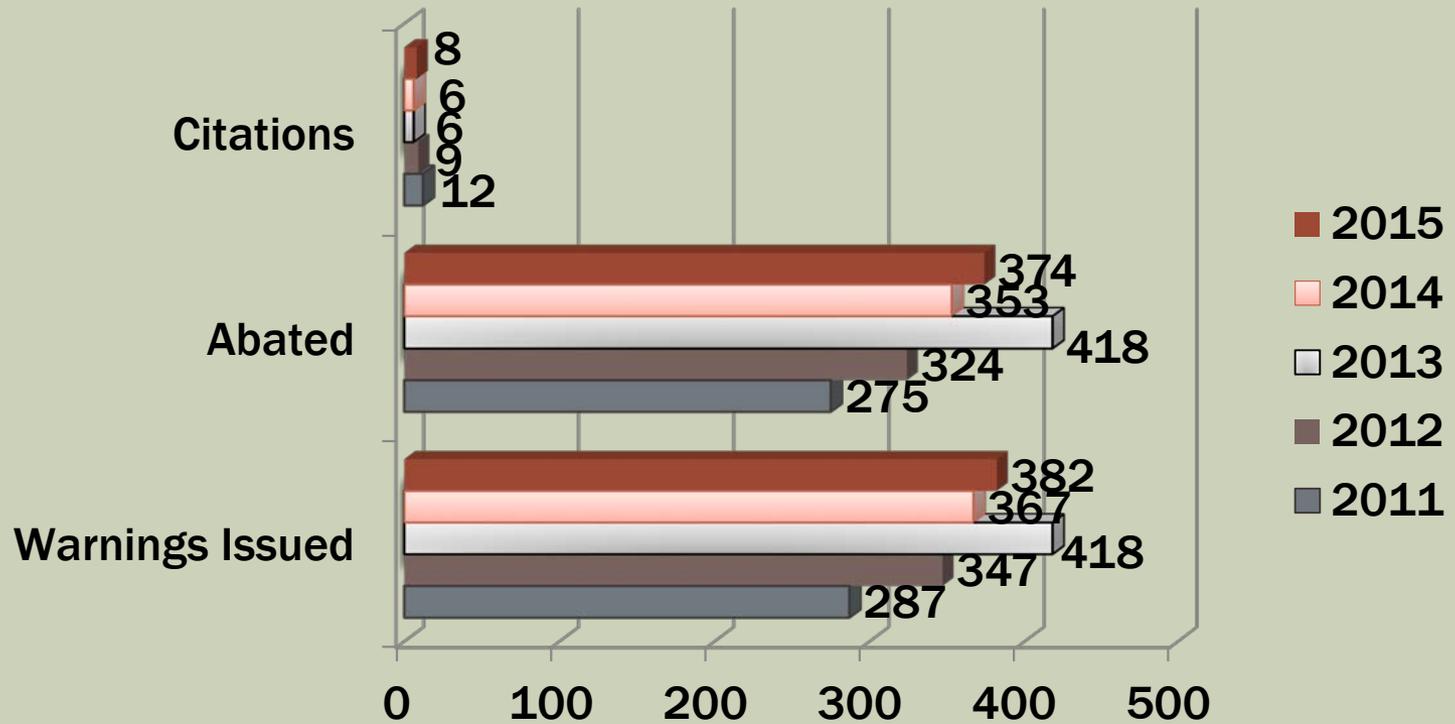
# CITY OF PECULIAR

## 5 Year Animal Control Comparison



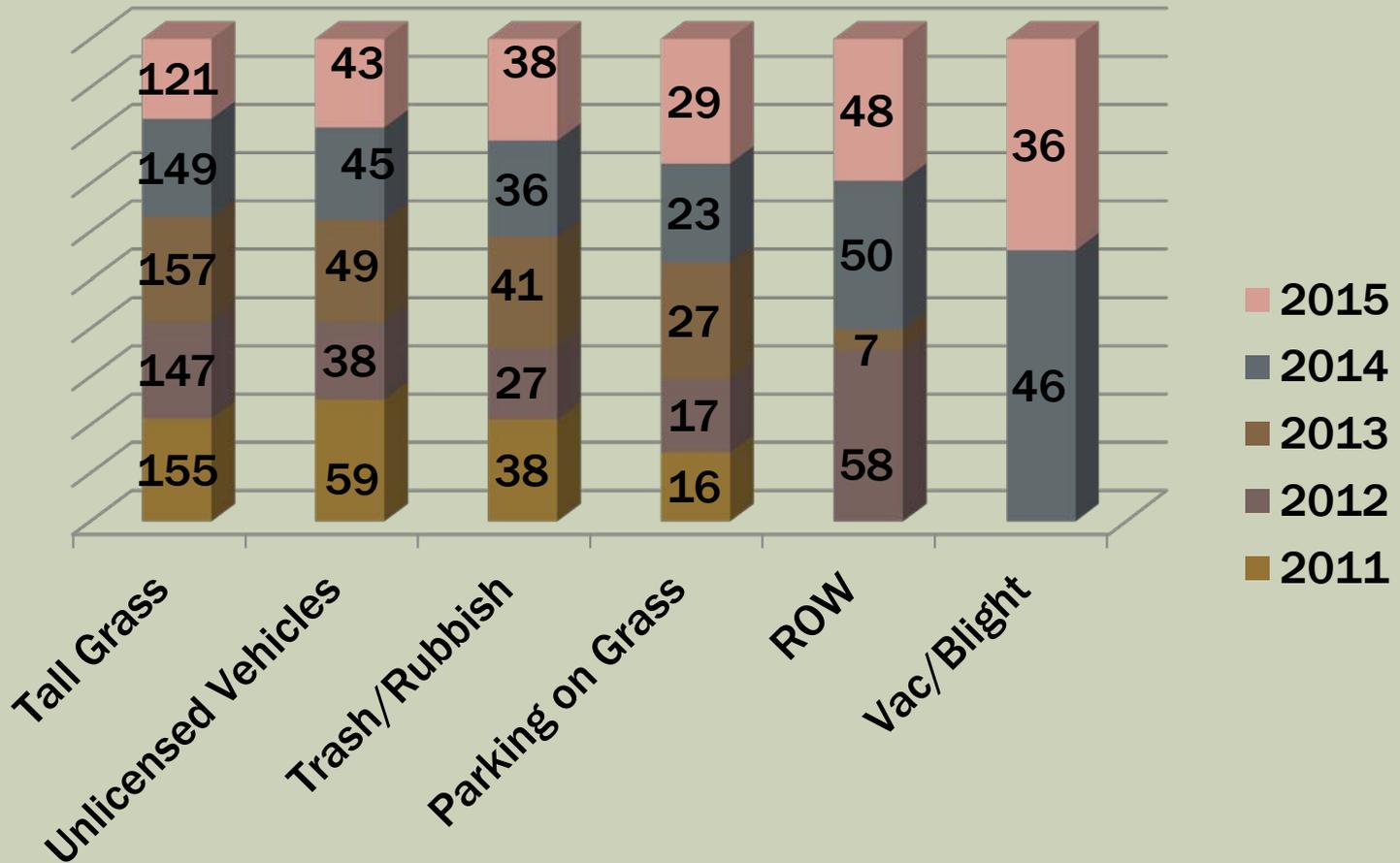
# CITY OF PECULIAR

## Code Enforcement



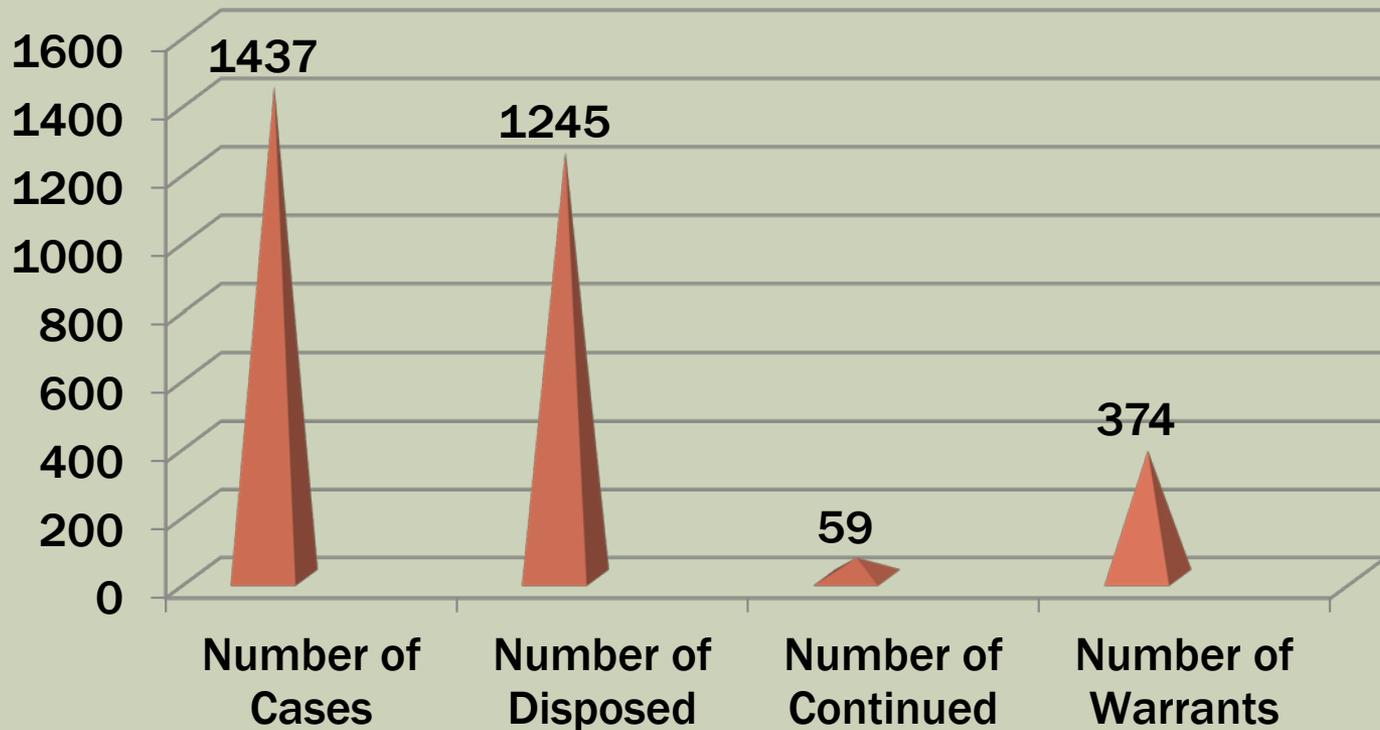
# CITY OF PECULIAR

5 Year Comparison on Top Code Infractions



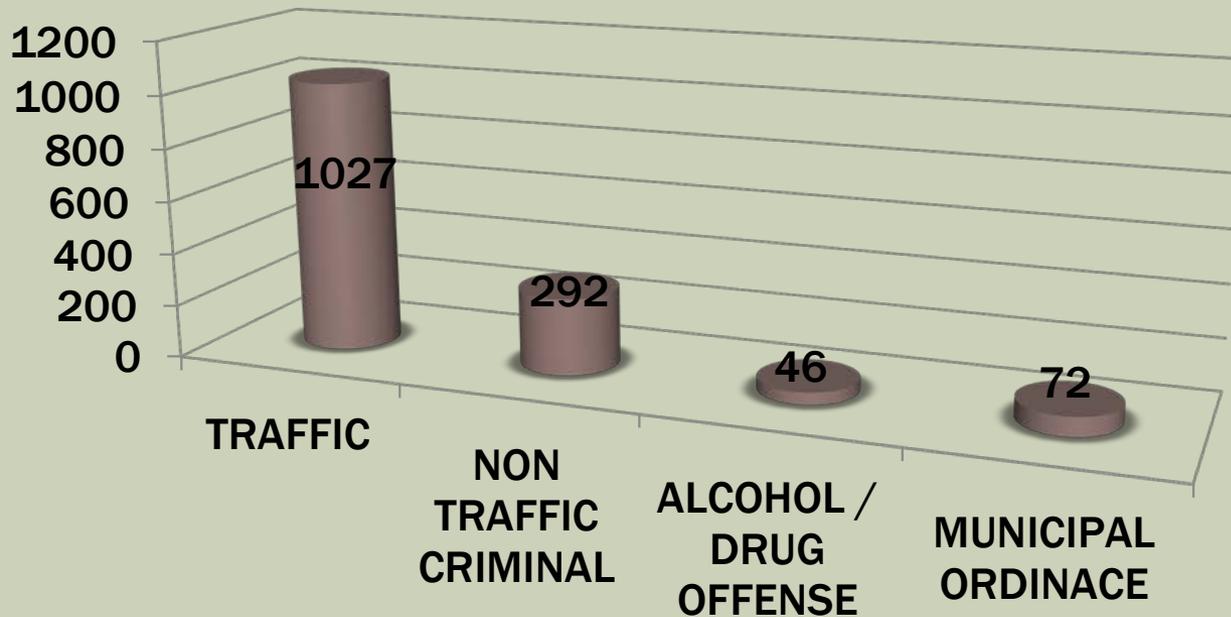
# CITY OF PECULIAR

## Municipal Court 2014-2015



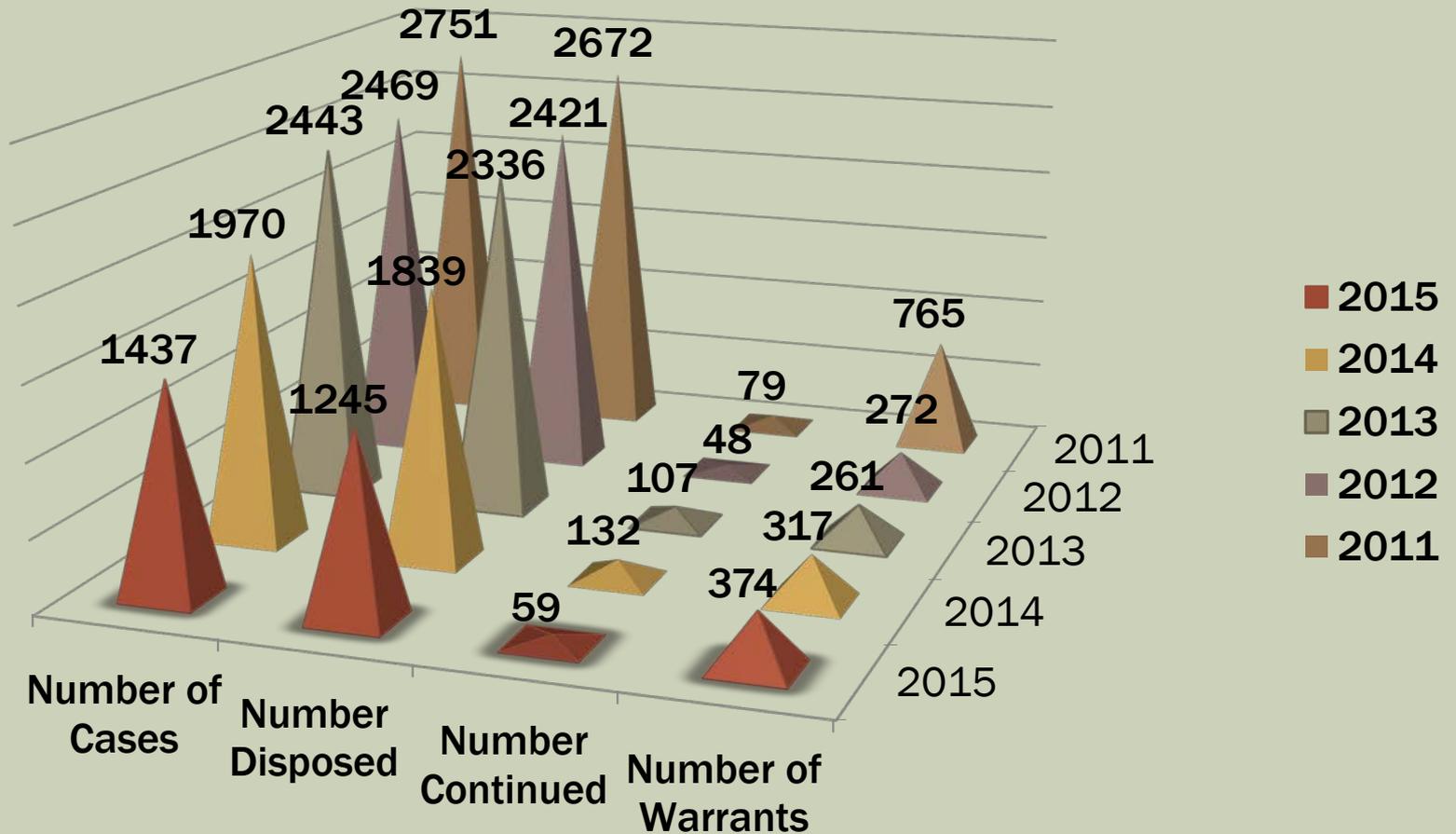
# CITY OF PECULIAR

## Municipal Court Top Violations Issued 2014-2015



# CITY OF PECULIAR

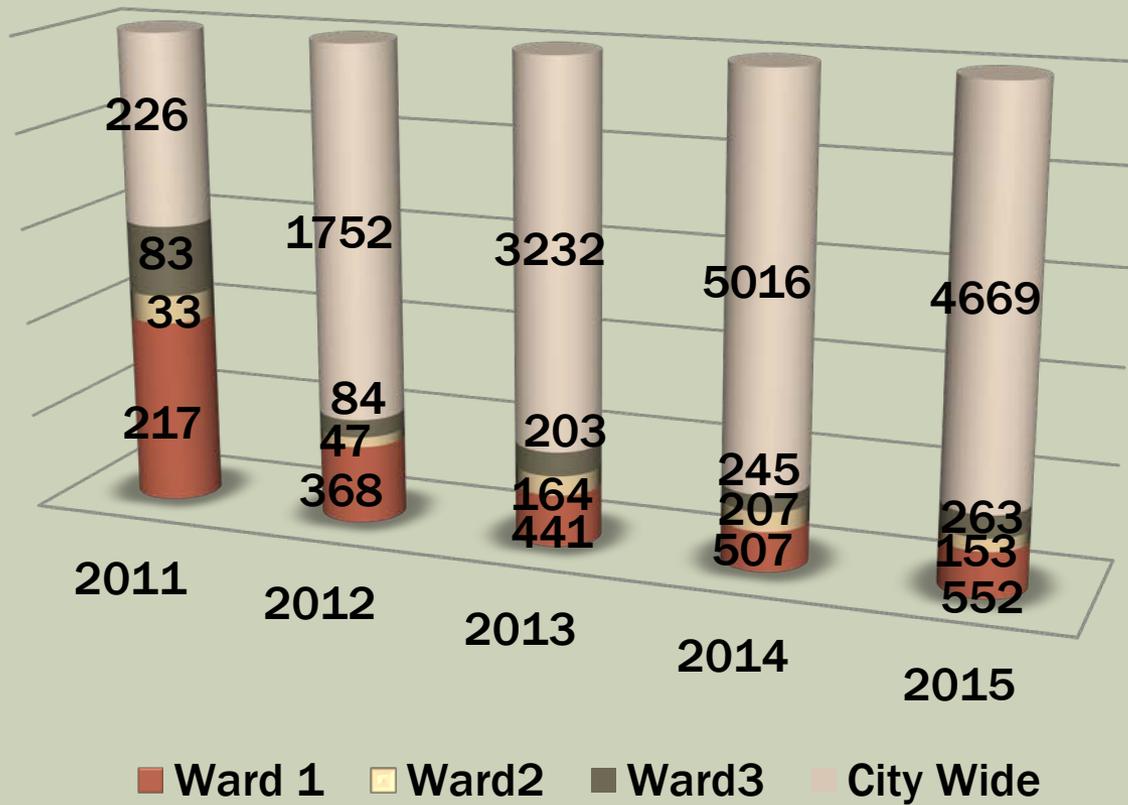
## Municipal Court 5 Year Comparison



# CITY OF PECULIAR

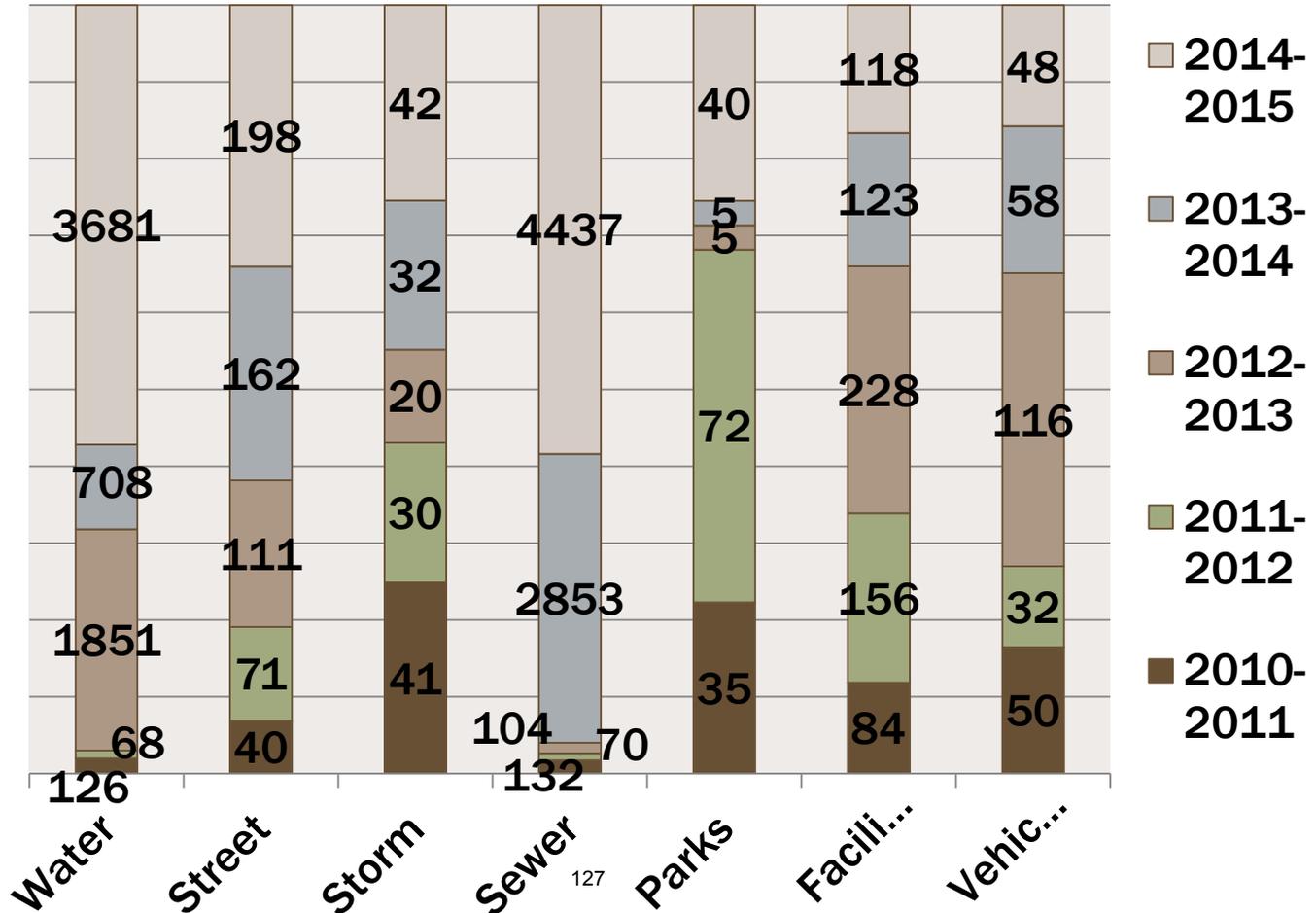
## PUBLIC WORKS

### PW Work Orders 2011-2015



# CITY OF PECULIAR

## Public Works, Work Orders Completed



# CITY OF PECULIAR

## Public Works Department Hours on Work Orders 2014-2015

Work Order Area	Hours	Percentage
Vehicle Maintenance	312	1.6 %
Mowing	276	1.4%
Facilities	2,938	14.6%
Water/Sewer/Trash	13,533	67.3%
Streets/Storm Water/Snow	2,640	13.1%
Parks	320	1.6%
Emergency Preparedness	96	.4%

# CITY OF PECULIAR

## ACCOMPLISHMENTS 2014-2015

### Economic Development

- Complete a "Fiber to the Home" Engineering Report Study. Further advancement possible and hopeful answers in 2016.
- Hired a Marketing Firm to begin to market the City for Residential, Commercial and Industrial opportunities.
- Marketing video of the Community and the economic opportunities completed.
- Industrial Authority Board appointed and trained on responsibilities
- TIFF Commission appointed and trained on roles and responsibilities
- The City of Peculiar is now a joint member of KCADC.
- Legal work is completed on CID, as well as numerous meetings with land owners.
- Certified Industrial Site completed and turned in to State for first round of comments.

### Police

- The police department accomplished its goals for training at the Cass County Sheriff's Office and no charge to the city for this training. The shooting simulator purchased by the department, utilizing federal funds, has been established and is being used by the sheriff's office.
- The department has trained all current employees on the use of the new electronic equipment purchased with federal funds. The equipment includes: in-car cameras, body worn cameras, electronic finger printing technology, interrogation room audio/video recording, in-car computers, and electronic ticket writing.
- All officers have successfully completed the 3 year State of Missouri requirements for Police Officers Standardized Training. All officers have had cultural diversity training and racial profiling training as required by the State of Missouri.
- The Chief of Police and all officers have committed themselves to the safety and well-being of its citizens and those visiting our community. The department maintains an open door policy and strives to make staff available to the community in a timely manner.
- Finally have fully staffed all FTE's

### Business Operations

- Selection of new finance system after multiple reviews.
- Implementation of Incode as well as training staff, which has been the largest software change over in City History.
- Banking Services RFP and selection of Central Bank. Moved all funds and set up new and improved fund structure.
- Began an audit of all sales tax and billing to ensure appropriate taxes are being applied and not applied to the City.
- Updated Employee Handbook to reflect employee statute and practices.
- Applied with GFOA for budget review questions and requests were implemented for this years Budget submittal.

# CITY OF PECULIAR

## ACCOMPLISHMENTS 2014-2015

### Codes

- The City issued Thirty Three (33) Single-Family Housing Permits this past year - the most issued since 2008! The City also issued Four (4) Quad-plex permits for an additional Sixteen (16) Dwelling Units. An improved economy, speculation on the Peculiar Way & I-49 Interchange and our reduced Building Permit Fee all contributed to this growth.
- The City issued a total of 136 Building Permits this past year, resulting in 176 construction related inspections.
- Codes Enforcement Official (Mr. Erickson) received Certification as a Solar Panel Inspector.

### Planning and Zoning

- Completed the Annexation Process for Two (2) parcels of land (one on School Road and one on Hwy YY) as approved by the Board of Aldermen and the residents of Peculiar (by vote); the formal Annexation Process was completed October 19th, 2015.
- Established a new Chapter 425, Erosion and Sediment Control of the Peculiar Municipal Code. On March 16th, 2015 the Board of Aldermen considered and approved the Ordinance which Amended Chapter 400 and enacted this new regulation.
- Established a new Land-Disturbance Permit Ordinance for the Peculiar Municipal Code. On March 16th, 2015 the Board of Aldermen considered and approved the Ordinance to Amend Chapter 500, General Provisions, Article IV; Land-Disturbance Permits.
- Adopted the Kansas City APWA Standard Specification and Design Criteria. On March 16th, 2015 the Board of Aldermen considered and approved the Ordinance to Amend Section 500.065 and adopt the Kansas City APWA Specification and Design Criteria.
- The Comprehensive Plan Update, 2015 and a new Peculiar Way Design Overlay District were approved and adopted by Ordinance on October 5th, 2015 by the Board of Aldermen.
- This Comprehensive Plan Update also adopted a new Future Land Use Map for the City.

### Sewers

- Engineering Grant, Carolla Engineering, evaluate wastewater needs of the City northwest portion of the City.
- Began discussion on inter local agreement with the City of Belton to treat sewer from the City of Peculiar for the North West portion of the City.
- Negotiated a contract with the City of Harrisonville to take the City's sludge instead of Little Blue Valley Sewer.
- Worked closely with City Professional Staff along with City Staff to assemble an extensive itemized 2015 – 2016 working budget. Water rates were only increased ½ of projections
- Major Repairs at the England Facility head works.
- Tv'd questionable areas that may need repairs, possible CIP
- Completed and submitted England Wastewater Facility NPDES Permit
- Major repairs to Sludge Truck
- Began assembling APWA Practices

# CITY OF PECULIAR

## ACCOMPLISHMENTS 2014-2015

### Roads & Bridges

- Worked with MoDOT to advertise, bid and award the I-49 and 211th Street Interchange Project to Emery Sapp and Sons in the amount of \$9,234,712.22. This was \$1.2 million lower than budgeted.
- Completed the Route C traffic study by TranSystems for intersection improvements recommendation from Peculiar Drive and S. Main Street to N. Main Street
- Purchased an asphalt recycler to allow Public Works to recycle asphalt millings into reusable fresh asphalt.
- Began purchasing equipment to utilize salt brine for pretreating roads in winter.
- Purchased a mini excavator to replace aging equipment.
- Worked with MoDOT and TranSystems and received an \$8,000 grant in cost share funding for the Route C Traffic Study for six (6) intersections from just north of City Hall to the J/C & I-49 interchange bridge.
- Incorporated the use of two (2) new Public Works vehicles into the Public Works fleet program

### Water

- Started change over to new computer system. Full change over for Utility Division will not be completed until 2016.
- Negotiated with Public Water Supply District #10 for a property in Bridle Trail and Police Department Garage on Joe Holt Pkwy to allow the City to provide water service.
- Wrote specification and utility easements for moving meters from inside the homes to outside at Windmill Country Estates.
- 211th St. water main relocation and upsizing
- CIP 1 water main relocation and upsizing Peculiar Dr. North St. to Hurley.
- Water service Raisbeck Park/Lower water main Highview Ct.
- R&R Ground storage tank, discovered tank larger than previously informed 500,000 gallons
- Work Orders Electronically
- Policy Changes for House Inspections/ Landlord Responsibility/Late fees from 15% to 10%
- Began assembling APWA Practices
- Submitted water design standards, details and construction specifications
- Water rates were only increased ½ of projections due to staff cutting all things.
- Entered into an engineering contract with Burns & McDonnell for a value engineering study of a water supply and our future water demand, as well as a review of our water tap fees.

### Facilities

- Completed the project management, including design, advertisement, bid and award of the Police Storage Facility \$50,000 project.
- As part of an Eagle Scout project to restripe City Hall parking lot, the parking lot was resealed and the south side landscape island was removed to add additional parking at City Hall.
- As a result of water damage done at City Hall by the cleaning contractor, the City did a major remodel that added a great amount of room to the City Council Chambers and added additional office space. This was at no extra cost to the City.

# CITY OF PECULIAR

## ACCOMPLISHMENTS 2014-2015

### Sidewalks, Street and Storm Water

- Ditched 30% of the City to insure better storm water drainage on the older parts of the city.
- Worked with the Parks Department to begin construction of 2,000 feet of walking trail through downtown.
- Completed a 4 year curb and gutter capital improvement program (CIP).
- Completed a 5 year sidewalk capital improvement program (CIP).
- Completed the advertisement and bid of the Monument Sign Project to Gunter Construction in the amount of \$113,095.50

### Technology & Equipment

- Implemented email archive service to bring city in compliance with State records retention policy
- Implemented onsite/offsite backups for City Hall and Police Department servers for disaster preparedness.
- Updated all City forms, Applications and Permits with new City logo
- Planned new server deployment for implementation of new Incode software suite
- Managed Incode software suite implementation project for all City departments (ongoing)
- Brought remote monitoring of the City Water Tower, Wastewater Plant, Raisbeck Park and Public Works building online for the Police Dept.
- Created Branch Office VPN tunnels between City Hall and Police Dept. for phone services and to facilitate server management
- Brought NEC phone server behind City Hall firewall for another layer of protection against possible intrusion
- Migrated Comcast Fiber connection for Chan 7 from Public Works to Police Dept.
- Created End User Acceptable Use Policy for City computers and networks
- Created plan and policies for IT Equipment Disposal
- Presented End User Security Training for City Staff

# CITY OF PECULIAR

## ACCOMPLISHMENTS 2014-2015



### Parks

#### • *Sports, Recreation and Special Events*

- *o Offered Season of Recreational Youth Basketball for boys and girls in grades 4th – 8th*
- *o Offered Spring & Fall Volleyball for girls in 4th – 8th grade*
- *o Offered Spring & Fall Soccer for boys and girls ages 4 – 11*
- *o Hosted 1st Youth Soccer games at Raisbeck Park Soccer Fields*
- *o Started Little Soccer Kickers Program*
- *o Started Little Tikes Football Program*
- *o Started Fitness in the Park*
- *o Started Walk N Talk Program*
- *o Held 1st Touch a Truck Event*

#### • *Administration*

- *o Began concession program*

#### • *Trails*

- *o Finished Raisbeck Trails*
- *o Continued on building and expanding Highland Trail*

#### • *Parks*

- *o Bid and selection of city/parks mowing and parks maintenance contracts*
- *o Installation of a new water line at Raisbeck Park (assisted by the Water Department)*
- *o Replaced chain linked fence with a split rail fence at Raisbeck Park*
- *o Replaced barbed wire fence with a split rail fence at Raisbeck Park*
- *o Installed split rail fence along Highline Trail*
- *o Built raised flower beds along Highline Trail*
- *o Added brown mulch to McKernan Playground surface*
- *o Installed a drinking fountain at the Raisbeck Playground*
- *o Added two flowerbeds at the entrance of Raisbeck Park*
- *o Removed moss and algae from the City Lake*

#### • *Trees*

- *o Large Mulch Project – continued tree debris chipping into a mulch stockpile for general park use*
- *o Trimmed large trees at Raisbeck, McKernan, Mayors and Peace Parks*
- *o Implemented a Memorial Tree Program*
- *o Planted trees and shrubs at the City of Peculiar monument sign*

# CITY OF PECULIAR

## GOALS FOR 2015-2016

### Police Department

The department will be establishing secure protocols for retention and control of video evidence for both in-car video and body worn video. With the assistance of the IT department, access to duplication of the video will be limited within the agency.

- The department will continue to stress cultural diversity in the community and assure that all officers are achieving required continuing educational racial profiling training as promulgated by Missouri State Statute. The department will strive to make appropriate minority hiring to reflect the needs of this community and remain within acceptable governmental and social disparity rates.
- The Peculiar Police Department will strive to better communicate with our citizen's, especially those who are victims of crime. The department will refer crime victims to crime victim advocates at the prosecutor's office in those cases where a suspect has been identified.
- Require a professional work ethic and professional work product by officers engaged in routine police duties, and preliminary and follow-up investigations.



### Public Works/Streets

- Continue the project management of the \$9.2 M construction budget of the I-49 & Peculiar Way Interchange and Peculiar Way Improvements projects.
- Begin the project management of engineering design and the \$1.1M construction budget of School Road from 203rd Street to Peculiar Way project.
- Begin gathering information for the first draft to start the APWA Accreditation process
- Begin the project management of engineering design and construction of the sidewalk project from City Hall to the J/C & I-49 interchange bridge.
- Prepare and submit MARC 2016 STP/BR grants for Phase 3 of School Road, Peculiar Drive/Route C (Main Street) and Safe Routes to School.
- Complete the design and acquire the ROW required for southern portion (intersection) of School Road and Peculiar Way, rather than building a temporary road then constructing the permanent road the following year.
- Begin gathering information for the first draft of Construction Standards for the Public Works Division.
- Review and start putting together operational guidelines for Administrative and Maintenance for the Public Works Division.



# CITY OF PECULIAR

## GOALS FOR 2015-2016

### P & Z / Codes



- Remain Pro-active on property maintenance throughout the City while striving to improve and enhance the professional image of Planning and Codes to our Citizens.
- Amend the City's Updated Comprehensive Plan, 2015 and possibly the City Zoning Map to reflect a "Downtown" District and incorporate design and development criteria more closely aligned with the City's original and shared vision.
- Schedule 2012 International Code Council (ICC) training for Codes Inspector to achieve certification for at least one discipline (Electrical, Mechanical, Plumbing or International Residential Code).
- Perform City-wide study/update of Storm Water Detention/Retention Ponds to identify problem areas, documented with photos, and recommend corrective actions as suggested by the City Engineer.
- Begin utilizing the City Website to allow residents to see properties that are being addressed by the Codes Officer.

### Parks and Recreation



- Complete Phase 2 of Raisbeck renovation with an extended parking lot and fencing for maintenance barn.
- Set Rental Rates for the Raisbeck Soccer Fields and other areas of Park.
- Offer an Adult Flag Football League
- Complete the LWCF Grant, the Raisbeck Nature trail
- Add a sidewalk from the current sidewalk to the Shelter house at McKernan park
- Repairs of sidewalk and bridge at McKernan Park
- Develop a Recreation Program marketing and growth plan
- Hire a new Park Supervisor
- Purchase concession trailer for concession program
- Extend Highline Trail from Broadway to YY
- Develop a Multiple Eagle Scout projects along the Trail Systems.
- Create Senior's Activity Program
- Create a Parks and Recreation Sponsorship Packet to attract sponsorships for teams, events and needs.

# CITY OF PECULIAR

## GOALS FOR 2015-2016



### Business Office/IT Administration

- Finish Incode software suite implementation project for all City departments (ongoing)
- Implement a Data Loss Prevention solution for PD and City Hall
- Implement a Mobile Device Management solution for PD and City Hall
- Plan and Prepare for migration to Next-Generation Firewall Solution for all City locations
- Create Disaster Recovery and Crisis Management Plan for IT
- Research health care and HR policy consultants to cut cost
- Research an HRIS on-line open enrollment system
- Expand remote monitoring capabilities at Water Tower, Wastewater Plant and Raisbeck Park
- Create “Craigslis Safe Place” at PD parking lot for citizens to conduct transactions
- Implement PO system , capital project reporting and daily cash receipting in Incode

### Water Works Division

- Complete a Value Engineering (VE) Study with Burns & McDonald, and design a time line for an alternate water source to be approved by the Board of Aldermen.
- Complete a Tap Fee Study with Burns & McDonald.
- Complete the design and potentially acquire the easements required for the 5-mile water transmission main. Continue the project management of engineering design, alignment study and acquisition of water main easements for the transmission main (\$3.9M) for new water source.
- Continue the project management of the \$0.7M construction budget of the 12-inch water main along Peculiar Drive and Main Street from Hurley to North Street.
- Continue the project management of engineering design, of the three (3) additional water main improvements projects (\$1.4M budget) with the MDNR SRF loan.
- Begin gathering information for the first draft to start the APWA Accreditation process

### • Waste Water Division

- Complete review of the Wastewater Engineering Study Grant with Carollo Engineering, evaluating the wastewater needs of the City’s northwest area.
- Identify Cured-In-Place Pipe (CIPP) projects to design, bid and construct.
- Continue gathering operational guidelines for Administrative and Maintenance for the Wastewater Division
- Continue gathering information for the APWA Accreditation process
- Complete a Sanitary Sewer Tap Fee Study with GBA

# CITY OF PECULIAR

## GOALS FOR 2015-2016



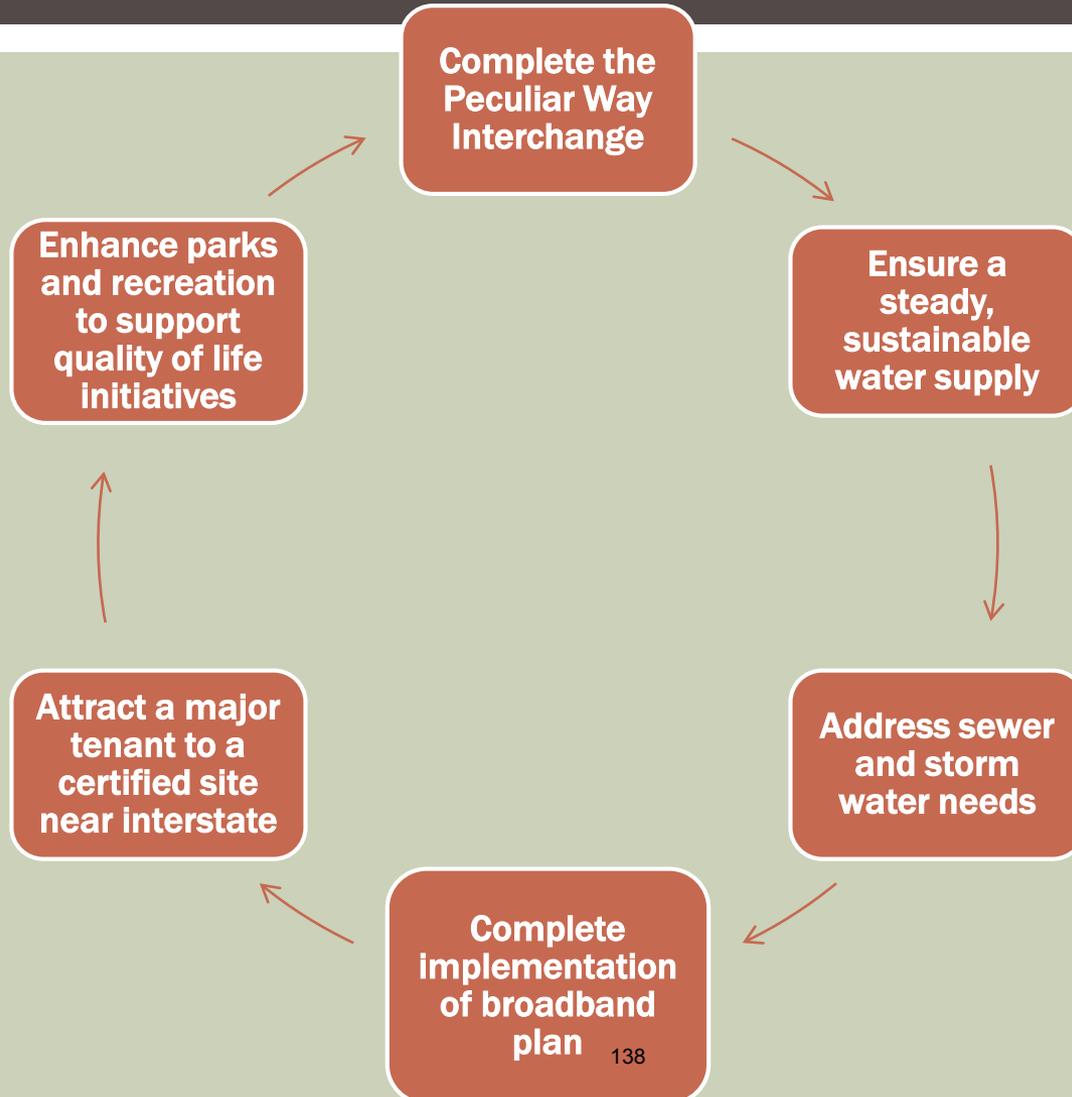
### Economic Development

- Complete the CID by signatures acquired and election completed.
- Begin the full out Marketing Campaign with marketing consultant.
- Go to our first trade show to promote our community and what we have to offer.
- Final approval from the State on the only Industrial Certified Site in Cass County, here in Peculiar, MO.
- Work with CCCED to strengthen and advance a workforce development program in Peculiar and Cass County.
- Continue with the Original Downtown vision and the Chamber of Commerce.

# CITY OF PECULIAR

CRITICAL PRIORITIES FOR THE NEXT 5 YEARS

B.O.A. JULY 7, 2014



# CITY OF PECULIAR



**The Time is Now at Hand!**