

# STARK COUNTY ENGINEER

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February 3, 2003

Mr. Charles Osborne, Jr., Council-at-Large  
307 Fairview Street SE  
North Canton, OH 44720

Re: Proposed Traffic Signal  
N. Main St. and Wilbur Dr.

Dear Mr. Osborne:

It was a pleasure meeting you on Monday.

The Stark County Engineer's Office has no jurisdiction over the above referenced traffic signal, and as such, has no involvement in the matter as far as whether a traffic signal is installed or not.

However, I can offer you my opinions and suggestions about what I would do if I had to make a decision concerning this matter.

I have reviewed the traffic data, warrants, and trip generation material that you provided to me. Hammontree & Associates did a nice job in their calculations, and I found no errors or omissions. However, I do offer the following suggestions:

1. Verify that Hammontree & Associates used the proper Land Use category to develop the proposed trip generation. They used "Land Use: 835 Fast-Food Restaurant with Drive-Through Window and No Indoor Seating." As you suggested, Swenson's does not have a drive thru, therefore a more appropriate Land Use *may* be available, which may or may not have a significant impact on the proposed traffic volumes.
2. Hammontree & Associates *assumed* that 85% of the proposed additional traffic generated from the restaurant would head toward the N. Main St./Wilbur Dr. intersection. This percentage would seem to be purely speculation, unless they know from experience that this is a good figure to

use in this situation. Obviously, the smaller the percentage, the less projected traffic will be shown to head toward the intersection. This difference may or may not affect the results shown on the Peak Hour Volume Warrant chart, which is Figure TS-10 from the Ohio Manual of Uniform Traffic Control Devices (OMUTCD).

It appears that the intersection barely meets Warrant #11, Peak Hour Warrant based on projected traffic generated from Swenson's Restaurant. A traffic signal is warranted if it meets just one warrant as specified in the OMUTCD. However, just because a traffic signal is warranted does not mean that it MUST be installed. The issue becomes one of engineering judgment, economics, priorities, and yes, politics.

I am of the opinion that if a traffic signal barely meets a warrant based on PROPOSED traffic volumes (in this case generated from Swenson's Restaurant), the signal should not be installed until such time as ACTUAL traffic data shows that a warrant is solidly met.

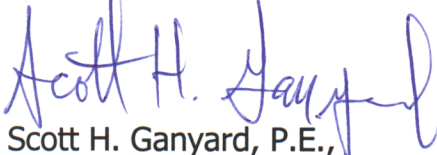
Also keep in mind that the City of North Canton will be responsible for a portion, if not all, of the construction costs, and future maintenance costs of the signal.

All of these items must be considered when deciding to assume the risk and responsibility of adding another traffic signal to the City's existing inventory of traffic signals.

Once again I stress that this letter represents my personal opinions, and not necessarily those of the Stark County Engineer's Office.

Very Truly Yours,

MICHAEL J. REHFUS, P.E., P.S.  
STARK COUNTY ENGINEER



Scott H. Ganyard, P.E.,  
Traffic Engineer

MJR/SHG

c: M. Rehfus, S. Ganyard